

2023 Kumho V8 Touring Car Series Driving Standards Guidelines



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Understand:

- Tough decisions will be made.
- Decisions rest with the Stewards.
- Drivers and Team Representatives must respect the decisions of the Stewards.

Defending:

- Defending your position by deviating from the conventional racing line (blocking), is only allowed on the first lap and last two laps.
- A driver is not permitted to alter their line in reaction to the car behind. If a driver is planning on defending their position, they should make this decision early so it is clear to the driver behind what their intentions are.
- More than 1 change of direction to defend a position is not permitted.
- A driver wishing to defend their position on a straight and before a braking area, is permitted to use the full width of the track during their first move, provided that no portion of a car that is attempting to overtake is alongside their car (no overlap). If there is any overlap, the onus is on the car that is defending to give racing room.
- Any driver moving back towards the racing line having earlier defended their position off the normal racing line, must leave racing room on the approach to the corner (at least 1 car width) between their car and the edge of the track.
- Any movement to defend a position in the braking area is not permitted. Once in the braking area, the trajectory of the defending car must remain parallel to the edge of the track.
- Crowding of a car beyond the edge of the track is not permitted at any time.

Overtaking:

- It is the responsibility of the overtaking car to make a safe, controlled and ultimately successful manoeuvre without significant contact.
- As long as “significant overlap” has been achieved by the time the cars have reached the normal turn-in point for the corner, it is the responsibility of the car being overtaken to allow racing room to the overtaking car.
- In order for the driver of the car being overtaken to be aware that the overtaking car is alongside and that they should be given room, the overtaking car must achieve enough overlap that the driver of the car being overtaken can see them. As an approximate guide, this would mean that the headlights of the overtaking car should be at least level with the ‘A’ pillar. This is what I would define as “significant overlap”.
- From the perspective of simply pulling off a successful and clean move, a driver should aim to be wheel to wheel with the car they are overtaking at the turn in point. If this is the case, the driver of the car being overtaken will be in no doubt that you are alongside them and filling the gap. If the driver of the car being overtaken still feels it appropriate to turn in and cause contact, the chances are that they will bounce off and penalize themselves and the overtaking car on the inside will be ok.
- The driver of a car attempting to overtake must earn track position and the right to be given racing room by using skill and judgement to achieve the appropriate amount of overlap. It takes no skill for a driver to simply stick the nose of their car into a gap and hope that the car in front somehow sees them and gives them room.
- If a driver attempting an overtaking manoeuvre, in the opinion of the RD does not achieve adequate overlap by the turn in point and causes contact which disadvantages the car being overtaken, the appropriate penalty will be handed down.
- If the car being overtaken manages to stay around the outside, maintains track position and still has significant overlap, they should be given racing room on the exit of the corner. If the car being overtaken tries to stay around the outside but is unable to maintain enough overlap and falls back towards the rear of the overtaking car, it is their own responsibility to avoid contact on the exit of the corner. When you are overtaken, you need to know when to give up the corner.
- It is not permitted for any driver to unfairly gain an advantage as a result of causing contact with another car.