

# Western Touring Car Championship

## TC Class

### Sporting Regulations 2026

WTCC often races with other sanctioning bodies. In the event this occurs, the other sanctioning body's GCR supersedes these rules **specifically in the flagging and on-track guidelines and/or safety procedures**. All other conduct or driver related expectations shall remain in effect. WTCC passing rules shall always be followed, regardless of the sanctioning body.

#### PURPOSE AND EXPECTATIONS

A core goal of Western Touring Car Championship wheel to wheel racing is for competitors to race in an enjoyable and close-quarters series with a broad array of cars, providing both drivers and spectators an opportunity to experience the thrills of multi-marque production vehicle based competition. WTCC wheel to wheel Staff will always strive for a balance of performance across a broad array of potential cars, without tight restrictions on vehicle build and design. The open nature of the rules allows the car builders to have a wide amount of tunability and focus on the areas WTCC feels contribute to the speed of cars, such as drivetrain, tires, aerodynamics, etc. Rule changes may occur throughout the season in an effort to improve the racing parity, but will not be issued with a punitive nature. The potential of parity is the goal however parity in cars is not and cannot be guaranteed. In efforts to maintain fair competition, as well as the spirit of WTCC W2W racing, ALL WTCC officials are required to consistently enforce the WTCC rules and regulations, as well as the intention of the rules. WTCC recognizes no set of rules can adequately cover all situations and possibilities, and as such, authorizes the WTCC officials to enforce all rules to their full intentions, with efforts to rule in fairness of both the drivers and the series. All decisions made by the WTCC officials will be made with safety and fairness as the primary goals. All decisions made by officials are considered final and are not subject to negotiation or interpretation. WTCC values your input and feedback and encourages you to reach out to the WTCC Staff with any questions you may have.

To reach WTCC Staff, please email [team.wtccracing@gmail.com](mailto:team.wtccracing@gmail.com)

#### DRIVER EXPECTATIONS AND BEHAVIOR

The expectation is that drivers will focus on safety and having fun as the primary goals. Crashing into other cars and repairing racecars is not an enjoyable experience and should be avoided. Clean, civil racing and behavior isn't just encouraged, it is mandatory. This includes on and off-track behavior with fellow competitors, crew, WTCC staff, and event staff. Car-to-car contact deemed avoidable or intentional by the WTCC Motorsports Director and the Director's support team will result in disqualification and potential revocation of the driver's racing license and ability to participate in future WTCC events. Car-to-car contact reflects poorly on the image of the series and wheel to wheel racing in general. Car-to-car contact is costly to repair and potentially dangerous to the driver's physical well being. Close quarters, non-contact drafting is acceptable, and should be practiced with extreme caution.

#### CONDUCT

It is the expectation of all drivers, crew, and staff to treat one another with respect. Any disrespectful behavior towards WTCC staff or event staff will not be tolerated and may result in lost track time, suspension, or license revocation.

Certain types of behavior are serious enough to justify WTCC to take actions including revocation of rights, exclusion from the premises, and a ban on participation in future WTCC events. These violations include, but are not limited to:

- Violence
- Harassment

- Theft of any kind
- Vandalism or destruction of property/equipment of WTCC or any fellow competitor or person on site.
- Use of WTCC equipment or property without prior authorization.

WTCC is built on respect; for the sport, the staff, and each other. Drivers and teams are encouraged to bring feedback or concerns to Officials so they can be addressed constructively. Public statements that undermine the community, misrepresent situations, or target individuals may be treated as unsportsmanlike conduct. WTCC reserves the ability to respond as needed to maintain a positive environment for everyone.

WTCC is committed to fostering an environment in which all individuals are treated with respect. WTCC expressly prohibits discrimination and all forms of harassment based on race, color, religion, sex, national origin, age, disability, military or veteran status, or status in any group protected by local, state, or federal law.

### **Sexual Harassment**

Sexual harassment is a form of discrimination and is prohibited by law. Sexual harassment is defined as unwelcome sexual advances, requests for sexual favors, and other verbal or physical conduct of a sexual nature when this conduct explicitly or implicitly affects an individual's employment or participation in WTCC events, unreasonably interferes with an individual's participation, or creates an intimidating, hostile, or offensive environment. Unwelcome sexual advances (either verbal or physical), requests for sexual favors, and other verbal or physical conduct of a sexual nature constitute sexual harassment, and will not be tolerated.

### **Substance Abuse**

WTCC is committed to maintaining an environment free of substance abuse. No driver or crew members are allowed to consume, possess, sell, purchase, or be under the influence of alcohol or illegal drugs when operating a vehicle or engaged in any activity related to track events. The use of over-the-counter drugs and legally prescribed drugs is permitted as long as the same are used in the manner for which said drugs were prescribed, and provided that such use does not hinder any person's ability to safely perform.

### **Violence**

WTCC strictly prohibits violence, including any act of intimidation, threat, harassment, physical violence, verbal abuse, aggression, or coercion against a competitor, coworker, vendor, customer, or visitor. All threats or acts of violence should be reported immediately to WTCC personnel.

## **CONTACT WITH CARS & RESULTING PENALTIES**

1. A goal of WTCC wheel to wheel is the enjoyment of close quarters, diverse vehicle racing by all involved. Causing less success of that goal of enjoyment in any way may result in removal of the at fault driver from participating. Penalties being issued post incident will vary, and the main goal of penalties will be to help build the drivers involved in the incident into the caliber of "situationally aware" driver desired in WTCC wheel to wheel racing. The general rule of "if you are hit, it is your fault, and if you hit someone else, it is also your fault" will always apply in WTCC wheel to wheel, as it takes two drivers to be involved in a multi-vehicle incident. Building the future of the class and desired culture of the class will always be the ultimate goal of any ruling and discussion on vehicle contact. Again, clean, civil racing and behavior isn't just encouraged, it is mandatory.

*"The worst thing that can happen by leaving enough room for another car is that you have a great race." -- anonymous WTCC wheel to wheel driver*

2. On track incidents/contacts will be investigated if reported by drivers, WTCC staff, corner workers, or seen on broadcasts. Drivers are expected to report all contact. Driver

infractions, incidents, and unsatisfactory behavior is recorded in the season record and published. Motorsports director(s) determine(s) when/if issues with individual driver(s) will result in said driver(s) being pulled from competition.

3. All drivers involved in, witness to, or otherwise part of an incident are to report the incident to WTCC officials immediately following a session. WTCC series officials will be in impound following all sessions and available to review or record incident notes. Impound will be the standard location for all incidents to be reported, unless otherwise mentioned in drivers meetings or pre-event communications. It is the expectation that all drivers in the WTCC community work together to self-police and uphold the clean, quality race environment of WTCC W2W.
4. **Should a driver request an incident (pertaining to an on-track session) be reviewed by WTCC, this request must be submitted no later than 45 minutes after the session has expired.** Requests past this window may not be honored. An incident review request must come accompanied with sufficient evidence, i.e. video, and must provide time of day or lap number of the incident. That request and evidence should be delivered to Impound (location to be designated per venue during driver's meeting).
5. Situational awareness, safety, and quality competition are the primary demands from drivers. Conduct deemed "unsportsmanlike" is unacceptable in any fashion. All contact resulting in damage and/or a car leaving the racing surface is unacceptable. Plan all actions on track in close quarters with other cars in a proactive manner that results in vehicles making zero contact. Fault/Penalty will be judged increasingly harshly and swiftly based on 3 things.
  - a. Video when available.
  - b. Best judgment by the Directors based on video and interviews of all involved or near the incident when video is not available.
  - c. Attitude of suspected "at fault" driver towards the incident.
6. **PENALTY CODES**
  - a. Car-to-car contact: The general rule of "if you are hit, it is your fault, and if you hit someone else, it is also your fault" will always apply in WTCC wheel to wheel, as it takes two drivers to be involved in a multi-vehicle incident. When there is car to car contact:
    - i. Pending investigation, all contact may be subject to penalty. See Penalty Reference List for details.
    - ii. Penalties may carry over from one event to future events.
    - iii. Any driver with a history of multiple incidents will be evaluated by a Review Board made up of multiple Motorsports Directors and could be subject to probation or license revocation.
  - b. Compliance: If a driver does not pass scrutineering they will be penalized.
  - c. Blocking: Driver will be placed in the finishing position behind the driver who was blocked. The grid for the next race will be set following normal rules. Multiple incidents in a weekend will result in DQ. Blocking will be explained in the driver's meetings, but what is allowed is generally "one move of non optimal racing line, setting up for a corner, to make a car attempting to pass have a difficult time passing". Swerving in reaction to another car is not allowed, and is deemed blocking.
  - d. Track limits: Unless avoiding an incident or contact, track limits are defined as "some portion of tire must remain inside white lines on the edges of the track or on curbing". Any exceptions will be communicated in the driver's meeting and in pre-event communications. Calls are made by a Motorsports director based on calls from corner workers or on live stream only. If suspected, a driver's footage or that from cars around them may be pulled and reviewed, but this is not a protestable offense.
  - e. Penalties for exceeding track limits and gaining an advantage, as deemed by WTCC officials are as follows:
    - i. During Qualifying: loss of fast lap.

- ii. During race: 5 second penalty for each offense
- f. Safety incidents:
  - i. PUY: All passes under yellow will be an automatic DQ, unless given back in a timely manner.
  - ii. Speeding in paddock/pit lane: 4 grid spot loss in next race.
  - iii. Unsafe entry or re-entry to track: 5 grid spot loss in next race.
  - iv. Blend line infraction: 2 place finish position loss.
  - v. Ignoring Black/Red Flag: Loss of 10 finishing positions.
- g. Single car incidents will be documented:
  - i. After the 3rd incident, the driver may be placed on probation.
- h. Multiple incidents
  - i. If multiple incidents occur in a weekend, at WTCC staff discretion, the driver may not be allowed to drive the next race and/or driver will be placed on probation for the next weekend they attend.
  - ii. Three issues requiring investigation by a Motorsports Director are considered grounds for evaluation by a Review Board made up of the Motorsports Directors and could be subject to probation, license revocation or expulsion.

## **MEETING ATTENDANCE**

ALL wheel to wheel drivers must attend the WTCC wheel to wheel meetings each race weekend. If a driver misses their drivers meeting for any reason, they must see the WTCC W2W Race Directors or WTCC W2W officials for a briefing before entering the track. Driver expectations and other pertinent information will be consistently reiterated in meetings. Quality driving and sportsmanship is the backbone of WTCC wheel to wheel. If staff perceives participants failing to internalize these ideas, the class is considered failing at its goals. Meetings attendance is considered one of the primary methods of reinforcing the series ambitions, and creating quality weekend flow.

## **DRIVER EXPECTATIONS - PASSING**

1. Trailing drivers should only place their car alongside a competitor in a corner or brake zone if the lead driver can reasonably expect them to be there. This expectation is most clearly accomplished by establishing position alongside prior to the braking zone/corner. This does not mean that the trailing driver must reach some predetermined point on the body of the lead car. Overlap in any capacity prior to a corner is sufficient to put both drivers on notice of each other's positions. The trailing driver should position themselves to have an "out" if the gap closes up, and should try to the best of their abilities to anticipate the intentions and trajectory of the lead car. This is especially critical if the lead car is also engaged in a battle for position with a car or car(s) ahead.
2. The lead car should be conscious of the cars around them, their relative closing speeds, and attempt to anticipate their intentions to the best of the lead car driver's ability. The lead car is expected to leave a full lane of racing room once a car establishes overlap with any portion of their car's body prior to a braking zone or corner. Most critically, this means not "squeezing" or "pinching" in the braking zone. Anytime overlap exists between two cars, both drivers are expected to maintain control of their vehicles while providing the other with a full lane of racing room. It takes two CARS to cause a collision and it takes two DRIVERS to prevent them!
3. Blocking to defend position is not allowed. One single, logical for the racing line, "move" or "direction change" of the car is all that is allowed when defending position. Reactive moves obviously done for the sole reason of preventing a pass are prohibited.

## **RACE STARTS**

1. Pole position will always be on the inside of the first corner unless requested otherwise by the pole sitter. Pole sitter should make it clear what side they want to grid staff, if not asked.

2. Drivers will be directed to the left or right (which indicates starting location on track) while exiting pits.
3. One pace/formation lap behind a pace car will be given to warm up tires and brakes unless two is deemed safer/needed by the Race Director. Vehicles must drive in single file formation for the majority of this/these laps. Three corners before the start/finish line, drivers will start the two wide formation. It is the expectation for all drivers to pack up, and pair up side by side as appropriate at at least 3 corners before the start/finish line. Pace lap info will be given in meetings, and any specific event pace procedures will be discussed. In general, race starts will be 2 cars wide, and restarts will be single file.
4. ROLLING START
  - a. It is the pole position car's responsibility to maintain the pace car speed after the pace car exits track until the green flag is dropped. Reducing speed to stack up the field or speeding up WILL NOT BE PERMITTED! WTCC deems such behavior to decrease safety, therefore will be considered unsportsmanlike conduct.
  - b. Once the green flag drops, all competitors are allowed to go.
  - c. In the scenario where the field is not grouped up properly, not in formation or vehicles accelerate prematurely, the start will not be dropped (false start) and will be postponed, but official race timing will start. One more pace/formation lap will be given without a pace car. It is the pole sitter's responsibility to reduce speed and maintain a pace car speed around the entire track until the green flag is dropped.
5. No pass initiation before the green flag is allowed. Any contact before green regardless of how minor may be subject to disqualification or a drive through penalty signaled by a black flag for the competitor .
6. Cars must maintain a two wide formation and remain in their lane and location to other cars until the green flag is dropped. Swerving out of your designated starting lane/position before the green is not permitted, except to avoid potential contact or if pointed by another car on the pace lap due to mechanical issues.
7. "Jumping the start" before the green flag is dropped will result in penalty issued on judgment by race director and motorsports director, and will likely be a DQ for the race, unless a clear effort is made to "remedy" the jump, such as waving by or giving back spots gained, when safe to do so. Passing immediately once the green flag is dropped is allowed. You do not need to pass the start stand to begin racing once the flag is dropped.
8. Any car that is late for the start of the formation lap for any reason, including a mechanical issue, will forfeit their grid position and start at the back of the field
  - a. If on the formation lap and a driver drops out of position due to a mechanical issue or spin/incident, the driver may not reclaim position and must start at the back of the field.
9. If a car is late to the release of the formation lap and the formation lap is underway, the car may start the race from the pit lane or be released onto the track at the race director's discretion.
10. If another car suffers a mechanical failure during the formation lap and drops out of position, you must maintain your position on the grid as if the car was still there. For example, do not move up a row in a two wide formation if the car ahead of you pulls off.

## **WTCC RACING SAFETY**

1. WTCC wheel to wheel racing is a single rungroup race format where fun, safety, and excitement for the driver, spectators, and fans are the primary goals. All cars must meet the full roll cage minimum standards and drivers must have full safety gear, including multilayer race suits of minimum SFI 3.2A/5 rating, SFI rated shoes, socks, gloves, etc, and a Snell SA 2015 or newer rated helmet. Cars must have driver's side window nets and are encouraged to have center nets as well. Seats and all safety gear must be

mounted properly and within all generally accepted industry standards. Improper safety gear or quality of install may result in the loss of racing time or refusal to be allowed to race.

2. YELLOW FLAG- Local or Full Course

- a. WTCC maintains a zero-tolerance policy for passing under yellow.
- b. No passing is allowed where a flag station displays a yellow flag or yellow LED board. Maintain a safe pace, keep eyes up, and look ahead.
- c. Drivers must not pass when under the influence of the station posting the yellow flag. Be aware, hazards may exist immediately at or following a station with a waving yellow. The severity of the issue causing the yellow flag is judged by the flagger's style and effort of waving. Drivers are expected to acknowledge the yellow and not contest corners under yellow flag conditions.
- d. The no passing zone starts at a perpendicular line across the track from the flag and ends at a perpendicular line across the manned station with no yellow flag or yellow LED board.
- e. WTCC maintains a zero-tolerance policy for passing under yellow.
- f. A verified pass under yellow flag conditions results in automatic disqualification for that race. Passing under yellow is verified by driver video, if available.
- g. The intent of this rule is to keep all drivers and safety personnel safe during yellow conditions.

3. FULL COURSE CAUTION FLAGS AND RESTART

- a. During full course caution due to an incident or debris on the race track, all corner working stations will display standing double yellow flags, often referred to as "double yellows". The area/worker near the incident may display a waving yellow or double waving yellow flag to warn drivers.
- b. The pace car will pick up the leader and control the pace. Full course yellow does not mean slow down to crawl! FCY should be viewed as a pause in the race. Lagging vehicles are allowed to catch the field but must do so safely. Maintain a swift pace while being very alert to rescue vehicles and workers especially around the accident. Competitors must remain in a single file during the caution and restart. Approaching the restart, egregious swerving out of line prior to the restart may be considered unsportsmanlike conduct.
- c. If the safety car is not dispatched in front of the leader, an official in the safety car will wave cars by until the leader is behind it. This is the only mandated passing situation under FCY.
- d. You are not allowed to pass a car under any type of yellow unless that car is stationary.
- e. Once the pace car turns off its flashing lights, the race will go green next time by start.

- f. The pole position car's responsibility is to maintain the pace car speed after the pace car exits track, until the green flag is dropped. Large variations of speed by any driver, including the pole sitter, may be seen as unsportsmanlike conduct and can lead to disqualification.
- g. If the pace car heads out mid race, and cannot get in front of the lead car(s), and the track is under a "double yellow" situation, the lead car(s) not behind the pace car must slow until pace car can pass them and reestablish the race order.