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## FOREWORD

TCR Euro Series LTD is the promoter of the TCR Europe Series and organises the TCR Europe series (hereinafter “the Series”), reserved for TCR Cars, which is the property of WSC Ltd. The Series comprises one title of Europe TCR Champion for Drivers, one title of Europe TCR Champion for Teams.

The Series is held under the FIA International Sporting Code (hereinafter “the Code”), its appendices, the Circuit General Prescriptions, the present Sporting Regulations specific to the Series.

WSC is exclusive owner of the TCR Technical Regulations and all related IP rights.

WSC Ltd is the legal owner of the commercial trade mark “TCR” and confirms that TCR EURO SERIES LTD is authorized to use such commercial or brand name/trade mark in connection with the following motor sport International Series: “TCR EUROPE SERIES”.

## REGULATIONS

1. The final text of these Sporting Regulations shall be the English version, which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.
2. These Sporting Regulations come into force on 1 January of each year.

## GENERAL UNDERTAKING

3. All drivers, competitors and officials participating in the Series undertake, on behalf of themselves, their employees and agents, to observe all the provisions, as supplemented or amended, of the Code, the Circuit General Prescriptions, the Sporting Regulations and the Technical Regulations, the TCR Sporting and Technical Bulletins and communications

## GENERAL CONDITIONS

4. It is the competitor’s obligation to ensure that all persons concerned by his entry observe all the requirements of the Code, the Circuit General Prescriptions, the Sporting Regulations and the Technical Regulations. If a competitor is unable to be present in person at the Competition, he must nominate his representative in writing.  
Throughout the entire duration of the Competition, a person having charge of an entered car during any part of a Competition is responsible jointly and severally with the competitor for ensuring that the requirements are observed.
5. Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout the Competition.
6. The presentation of a car for scrutineering will be deemed an implicit statement of conformity.
7. All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pit lane, or on the track must wear an appropriate pass at all times.
8. In case the Series is included in an existing Competition, the race format may be adapted to the Competition general timetable. TCR Euro Series Ltd and the Stewards shall issue a bulletin before (if it is TCR Euro Series Ltd) or at the beginning (if it is the Stewards) this above mentioned Competition and inform drivers and competitors about any possible sporting changes to the TCR Sporting Regulations due to the different race format required. Drivers and Competitors must acknowledge the receipt.

**LICENCES**

**9.** All drivers, competitors and officials participating in the Series must hold current and valid licences (minimum requirement a grade D and C FIA international Driver's licence) and, where applicable, valid licences and/or authorisations issued by their ASN.

**SERIES COMPETITIONS**

**10.** Each Competition will have the status of a restricted international Competition.

**11.** Competitions are reserved for TCR cars in conformity with the TCR Technical Regulations. TCR Technical forms, compulsory to take part in any TCR Competitions, are issued by WSC Ltd. Accordingly with TCR Technical Regulations WSC Ltd may issue Temporary TCR Forms in case of new models joining the Series. WSC is the only authority able to replace a Temporary Technical form with TCR Technical Form. The models accepted for the TCR are listed in Appendix 1 of these regulations. The list may be amended at any time by the TCR Technical department.

**12.** Save in exceptional circumstances, the Series will be made up of two races per Competition with a scheduled length of 25 minutes per race. The race distance must appear in the Appendix 2 specific to each Competition.

The leader will be shown the chequered flag when he crosses the control line on the track (the Line) at the end of the lap during which the prescribed distance is completed. The Line is a single line, which crosses both the track and the pit lane.

**13.** The maximum number of Competitions in the Series is set at 7.

**14.** The list of Competitions is published by the TCR Euro Series Ltd.

**TCR EUROPE SERIES**

**15.** a) The TCR Europe Drivers' title will be awarded to the driver who has scored the highest number of points, taking into consideration all the results obtained during the Competitions, which have actually taken place.

b) The TCR Europe Teams' title will be awarded to the Team which has scored the highest number of points, taking into account all the results obtained by the best two cars classified per Team during the Competitions which have actually taken place. All the other cars of that same Team will be invisible as far as scoring team points is concerned.

**16.** Points for all titles will be awarded at each Competition according to the following scale:

- Qualifying sessions:

1<sup>st</sup>: 5 points

2<sup>nd</sup>: 4 points

3<sup>rd</sup>: 3 points

4<sup>th</sup>: 2 points

5<sup>th</sup>: 1 point

- Each race:

1 <sup>st</sup> :	25 points
2 <sup>nd</sup> :	18 points
3 <sup>rd</sup> :	15 points
4 <sup>th</sup> :	12 points
5 <sup>th</sup> :	10 points
6 <sup>th</sup> :	8 points
7 <sup>th</sup> :	6 points
8 <sup>th</sup> :	4 points
9 <sup>th</sup> :	2 points
10 <sup>th</sup> :	1 point

TCR cars allowed to take part in the TCR Competition with a Temporary Technical Form will not score points for drivers, team.

**17.** If a race is suspended under Article 142 and cannot be resumed under Article 143, no points will be awarded if the leader has completed less than two laps, half points will be awarded if the leader has completed more than two laps but less than 75% of the original race distance (rounded up to the total number of laps covered) and full points will be awarded if the leader has completed more than 75% of the original race distance (rounded up to the total number of laps covered).

**18.** a) A representative of the winning Team in the TCR Teams' Title must be present at the TCR End of Season Prize-Giving ceremony.

b) The drivers classified first, second and third in the TCR Drivers' Title must be present at the TCR End of Season Prize-Giving ceremony.

c) All competitors shall use their best endeavours to ensure that their drivers attend as aforesaid. Any such driver and/or competitor who is absent will be liable to a fine of ten thousand euros, except in case of "force majeure".

#### **DEAD HEAT**

**19.** The full points provided for in Article 16 of these regulations will be awarded equally to those drivers and teams who have tied.

**20.** If two or more drivers and/or teams finish the season with the same number of points, the higher place in the Series shall be awarded to:

a) the holder of the greatest number of first places,

b) if the number of first places is the same, the holder of the greatest number of second places,

c) if the number of second places is the same, the holder of the greatest number of third places, and so on until a winner emerges.

If this procedure fails to produce a result, TCR Euro Series Ltd will nominate the winner according to such criteria as it thinks fit.

#### **ORGANISER**

**21.** Subject to an organiser having an agreement with TCR Euro Series Ltd, an application to organise a Competition must be made to the ASN of the country in which the Competition is to take place.

## **ORGANISATION OF COMPETITIONS**

**22.** Each organiser, shall supply the information set out in Appendix 2, part A hereto, to the TCR Euro Series Ltd Secretary's office, at least in English, no later than 30 days before the Competition. Each Competition will be organised in accordance with the Agreement entered into between the organiser of the Competition and TCR Euro Series Ltd.

## **INSURANCE**

**23.** The organiser of a Competition must ensure that all competitors, their personnel and drivers are covered by third party insurance.

**24.** 30 days before the Competition, the organiser must send to WSC details of the risks covered by the insurance, which must comply with the national laws in force. This insurance certificate, written in the language of the country as well as in English, shall be made available to the competitors.

**25.** Third party insurance arranged by the organiser shall be in addition and without prejudice to any personal insurance policy held by a competitor or any other natural person or legal entity taking part in the Competition.

**26.** Drivers taking part in the Competition are not third parties with respect to one another.

## **OFFICIALS**

**27.** The following officials, who may have assistants, will be nominated by TCR Euro Series Ltd and during the Competition, will be responsible for the TCR Series and in exceptional circumstances, for Competitions of other international series which are held at the same circuit during the same weekend:

- Two international Stewards

The Stewards of the meeting will officiate as a body under the authority of their chairman (cf. Article 11.3 of the Code).

- A Race Director.
- A Technical Delegate: he will be responsible for scrutineering and will have full authority over the national scrutineers
- A Media delegate

**28.** The following officials will be nominated by the local ASN as per Appendix 2, part A:

- One Steward from among the ASN's nationals
- The Clerk of the Course
- National Scrutineers

**29.** The Clerk of the Course shall work in permanent consultation with the Race Director. The Race Director shall have overriding authority in the following matters and the Clerk of the Course may give orders in respect of them only with his express agreement:

- a) the control of practice and the race, adherence to the timetable and, if he deems it necessary, the formulation of any proposals to the Stewards to modify the timetable in accordance with the Code or Sporting Regulations,
- b) the stopping of any car in accordance with the Code or Sporting Regulations,
- c) the stopping of practice,
- d) the starting procedure,
- e) the use of the Safety Car,
- f) suspending and resuming the race.

**30.** The Race Director, the Clerk of the Course and the Technical Delegate must be present at the circuit at the latest from the beginning of the Competition as defined by the Code, and the Stewards from 14.30 on the same day.

**31.** The Race Director must be in radio contact with the Clerk of the Course, the Technical Delegate and the chairman of the Panel of Stewards. Additionally, the Clerk of the Course must be at race control and in radio contact with all the marshals' posts when cars are permitted to run on the track.

### **COMPETITORS' APPLICATIONS**

**32.** a) Applications to compete in the Series must be submitted to the TCR Euro Series Ltd from 8<sup>th</sup> January 2018 to 20<sup>th</sup> April 2018, on an entry form available from TCR Euro Series Ltd (Appendix 3), accompanied by the set entry fees specified below

b) The Series full season entry fee is 19.500 euro per car.

d) Applications to compete on a race-by-race basis must be submitted to TCR Euro Series Ltd via an entry form available from TCR Euro Series Ltd (Appendix 3), accompanied by the entry fees specified below.

e) The Series race by race entry fee is set at 4.000 euro per car per Competition and must be paid within 7 days prior the start of the selected Competition.

TCR Euro Series Ltd reserves the right not to accept any entries.

Each application shall include:

1) confirmation that the applicant has read and understood the Code, the Sporting Regulations and the Technical Regulations and agrees, on its own behalf and on behalf of everyone associated with its participation in the Series, to observe them,

2) the name of the competitor (as it appears on the licence),

3) the name of the team, if different from Competitor

4) a copy of the competitor's licence and driver's licence issued by the respective ASNs, and any additional documents when requested such as medical certificate and or valid authorization from their country.

5) the make and model of the competing car(s), as well as a copy of the first page of the car TCR Technical Form if available

6) the name of the driver

f) The TCR Europe Series entry list will be published at least 48 hours before the beginning of the Competition.

**33.** If, in the opinion of the TCR Euro Series Ltd a competitor fails to operate his team in a manner compatible with the standards of the Series or in any way brings the Series into disrepute, TCR Euro Series Ltd may exclude such competitor from the Series forthwith.

### **PASSES**

**34.** No pass may be issued except as agreed with TCR Euro Series Ltd. A pass may be used only by the person and for the purpose for which it was issued. The number of passes per entered car is defined by TCR Euro Series Ltd only.

### **INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS**

**35.** The Stewards may give instructions to competitors by means of Bulletins in accordance with the Code. The Race Director may give instructions to competitors by means of communication in accordance with the Code. These bulletins and communications will be distributed to all the competitors, who must acknowledge receipt.

**36.** All classifications and results of practice and the race, as well as all decisions, communications and bulletins issued by the officials, will be posted on the official notice board.

**37.** Any decision or communication concerning a particular competitor must be given to him within twenty-five minutes of such decision, and receipt must be acknowledged. This deadline can be extended in case of communication by the time monitors, till the publication of the final results.

## INCIDENTS

**38.** “Incident” means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which is reported to the Stewards by the Race Director (or noted by the Stewards and referred to the Race Director for investigation) and which:

- necessitated the stopping of a practice (free, qualifying) session or the suspension of a race under Article 142;
- constituted a breach of these Sporting Regulations or the Code;
- caused a false start by one or more cars;
- caused a collision;
- forced a driver off the track;
- illegitimately prevented a legitimate overtaking manoeuvre by a driver;
- illegitimately impeded another driver during overtaking.

Unless in the opinion of the Race Director or Stewards it was completely clear that a driver was in breach of any of the above, any Incidents involving more than one car will normally be investigated after the session/race.

**39.** a) It shall be at the discretion of the Stewards to decide, upon a report by the Race Director, if a driver or drivers involved in an Incident shall be penalised.

b) If an Incident is under investigation by the Stewards, a message informing all Teams which driver or drivers are involved will be displayed on the timing monitors (if the facilities on the circuit so permit).

c) If a driver is involved in a collision or Incident (see Article 38), and has been informed of this by the Stewards no later than 30 minutes after the second race has finished, he must not leave the circuit without the consent of the Stewards.

**40.** The Stewards may impose one or more of the following three penalties, simultaneously if applicable and/or in substitution or in addition to other available penalties, on any driver involved in an Incident.

a) A drive-through penalty. The driver must enter the pit lane and rejoin the race without stopping.

b) A Stop & Go time penalty. The driver must enter the pit lane, stop for the time of the penalty in the penalty area. and rejoin the race immediately, unless the engine stops (cf. Article 41b).

c) A drop of grid positions for the driver in a future race.

However, should either of the penalties under a) and b) above be imposed and notified during the last three laps, or after the end of the race, Article 40 a) and b) above shall not apply and a time penalty of 30 seconds in case a) and 30 seconds plus the penalty in case b) shall be added to the elapsed time of the car concerned.

**41.** Should the Stewards decide to impose one of the penalties provided for in Article 40 a) or b), the following procedure shall be applied:

a) From the time the Stewards’ decision is notified, from the official driver communication flag post (start /finish line) and on the timing monitors if available, the relevant driver and his car may cross the Line on the track no more than once before entering the pit lane and, in the case of a penalty under Article 40 b), proceeding to the time penalty area where they shall remain for the period of the time penalty. However, unless the driver was already in the pit entry for the purpose of serving his penalty, he may not carry out the penalty during the Safety Car period.

Any laps carried out behind the Safety Car will be added to the one-lap maximum.

b) Whilst a car is stationary as a result of incurring a time penalty, it may not be worked on.

If the driver is unable to start his car by himself, he may be helped by his mechanics, solely for the purpose of starting the engine.

c) When the time penalty period has elapsed, the driver may rejoin the race.

## PROTESTS AND APPEALS

**42.** 1) Protests shall be made in accordance with the Code and accompanied by a fee of 2000 euros. Protests concerning Race 1 may be heard after Race 2.

2) Any protests after Race 1 will not affect the starting grid of Race 2.

**43.** Appeals shall be made in accordance with Article 15 of the Code

Appeals shall be sent to: National Court of Appeal, FPAK.

Appeal fee EURO to be paid on FPAK Bank Account.

Details must be contained in the Appendix n. 2 part C.

## SANCTIONS

**44.** 1) The Stewards may inflict the penalties specifically set out in these Sporting Regulations in addition to or instead of any other penalties available to them under the Code.

2) Any driver who has received 3 reprimands of which at least 2 were imposed for a driving infringement will, on receiving the 3<sup>rd</sup> reprimand, be given a 10-place grid penalty for the first race of the next Competition in which he takes part. The same rule will then apply for the next 3 reprimands he may receive, and so on until the end of the Series.

When a grid penalty physically cannot be applied, any other penalty may be decided at the Stewards' discretion.

## CHANGES OF DRIVER OR OF COMPETITOR

**45.** Competitors will be obliged to use the driver they nominated at the time of the sporting checks for the Competition except in cases of "force majeure" recognised as such by the Stewards. Any duly authorised new driver may score points in the Series and a new race number will be allocated to him. A driver has the right to change his competitor once a year only unless for exceptional circumstances defined by WSC Ltd.

## TIMEKEEPING

**46.** Each driver must use the timing transponder supplied by the Series promoter throughout the Competition. All competitors are themselves responsible for obtaining this transponder, at their own expense, and for the correct installation and functioning thereof. This transponder must be installed in strict compliance with the relevant instructions.

## DRIVING

**47.** The driver must drive his car alone and unaided.

## NUMBER OF CARS ALLOWED TO PARTICIPATE

**48.** The number of cars allowed to take part in practice and to start the race is as stated on each Race Circuit License.

Only one single car may be entered per driver at each Competition. T-cars/spare cars are prohibited.

It's forbidden for a driver to compete with the same car in more than one competition in the same venue during the same racing week-end.



**RACE NUMBERS AND NAME ON THE CAR**

**49.** Each car will carry the race number of its driver on its rear side window. Race numbers must be in conformity with the Appendix 6 to the present regulations. TCR Euro Series Ltd will assign race numbers to drivers.

**50.** a) The name or the emblem of the make of the car must appear on the bodywork of the car in the original location(s). The family name of the driver must also appear on the bodywork (rear side windows, windscreen and rear window), be easily legible and be in compliance with the Series promoter's requirements.

b) Before scrutineering, competitors must affix the organiser's advertising on their car, and leave at the organiser's and promoter disposal locations that are reserved exclusively for them according to the diagram appended to the present regulations (see Appendix 4).

Any lack of official advertising will be reported to the Stewards.

**SPORTING CHECKS AND SCRUTINEERING**

**51.** Each competitor must have all documents required by Article 9 available and the various documents relating to his car.

**52.** At each Competition, the organiser will check all licences.

**53.** The list of competitors, drivers and car allowed to take part in the Competition must be published by the Panel of the Stewards after the end of the sporting checks and scrutineering.

**54.** No competitor, driver or other person concerned with a car can be required to sign any discharge of liability.

**55.** Each car is identified by the number of its TCR Technical Form.

**56.** Competitors' / driver's sporting checks and Technical Scrutineering will take place at least two days before the first race, from 14.30 to 18.30 or to the communicated schedule by the organiser (art 8). The scrutineering order will be communicated by the Technical Delegate.

**57.** Scrutineering: the location is defined in the Appendix 2. Unless a waiver is granted by the Stewards, competitors/ drivers who do not keep to these time limits will not be allowed to take part in the Competition. The Scrutineering Time Table can be modified by the Stewards on request of the Technical Delegate and Competitors informed by bulletin.

**58.** No car may take part in the Competition until it has been passed by the scrutineers.

**59.** The scrutineers may:

a) Check the eligibility of a car or of a driver at any time during a Competition.

All competitors must submit for each vehicle the following original items to the scrutineer at scrutineering for the races in which they take part, and whenever requested:

- TCR Technical Form

- Official form for the safety cage

- Certification for the catalytic converter

b) Require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied,

c) Require a competitor to pay the reasonable expenses for the exercise of the powers mentioned in this Article,

d) Require a competitor to supply them with such parts, samples/drawings and any other information, as they

may deem necessary.

e) Require a competitor to replace a used part/s with the new part/s taken from original packing or other reference parts.

f) Require at any time during an event for any checks considered necessary (e.g. engine performance, fuel quantity, etc.). They will have the right to seal cars or parts and make the check in appropriate location and at postponed date.

**60.** a) Data acquisition system specified by the TCR Technical Regulations:

1 – The competitors must use the TCR data acquisition system specified by the TCR Technical Regulations

2 – This system must be used during the Series and serves exclusively to store the data acquired. The competitors are responsible for this system being installed in strict compliance with the relevant instructions and is working at all times during the Competition.

3 – All costs connected with the installation, checking, servicing and updating of the system are borne entirely by the competitors.

4 – The data may be checked at any time during the Competition.

5 – The weight of the system is included in the minimum weight of the car

b) On-board camera footage recording system has to be fitted on TCR Euro Series Ltd request.

1 – A car must carry either an on-board camera footage recording system or 4 kg of ballast. This ballast must always be clearly identified by marking or by painting.

2 – The weight of the system is not included in the minimum weight of the car

c) Competitors' camera

1 – Cars may carry on-board cameras provided by each competitor.

2 – The installation of this camera must be approved beforehand by the TCR Euro Series Ltd. If approved, it must be installed before scrutineering of the car and in compliance with the following safety requirements:

-The fixing device must withstand a deceleration of 25 g without detaching.

-The camera must not hinder driver's visibility, exit or extrication in case of emergency.

3. On request of the TCR Officials the competitors will deliver the footage to the organiser

4 – The weight of the system is not included in the minimum weight of the car

**61.** Any car which, after being passed by the scrutineers, being dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be presented again by the competitor for scrutineering approval.

**62.** The Race Director or the Clerk of the Course may require that any car involved in an accident be stopped and checked at any time during the Competition.

**63.** Checks and scrutineering shall be carried out by duly appointed officials who shall also be responsible for the operation of the Parc Fermé and who alone are authorised to give instructions to the competitors.

**64.** The Stewards will publish the findings of the scrutineers each time cars are checked during the Competition. These results will not include any specific figure except when a car is found to be in breach of the Technical Regulations.

#### **SUPPLY OF TYRES IN THE SERIES AND TYRE LIMITATION DURING THE COMPETITION**

**65.** TCR Euro Series Ltd will register reference tyres for the Series (dry- and wet-weather tyres). The TCR Technical department will publish the list of control tyres selected at the latest two weeks prior the first Competition of the Series.

All tyres must be used as supplied by the tyre manufacturer designated by TCR Euro Series Ltd. They must comply with the specification determined by the reference tyres for the Series. Any chemical and/or mechanical treatment of the tyres except cleaning is prohibited. The original tyre tread and profile may not be

modified or cut.

All new tyres must be collected during the Competition concerned from the tyre manufacturer designated by TCR Euro Series Ltd. A new tyre is a tyre that has not been previously registered and/or allocated to a driver.

**66. Tyre limitation during the Competition:**

a) Dry-weather tyres:

1- For the 1<sup>st</sup> Competition no more than 12 new dry-weather tyres may be used. For the first Competition of a driver replacing a previous driver on a specific already “full season” registered car, a maximum of 12 tyres, new or used, will be permitted. The used tyres must be those used during a previous Competition of the TCR Europe Series by the previous driver on this specific car.

2- As from the 2<sup>nd</sup>, no more than 16 dry-weather tyres may be used, with a maximum of 8 new tyres. Tyres registered with the same race number during a previous Competition of the Series may be re-allocated to the same driver and thus counted among the number of tyres authorised, insofar as these previously used tyres are identifiable via the traceability system defined by TCR Euro Series Ltd. These tyres must have been previously authenticated by the tyre manufacturer before being presented for allocation. If a driver has no suitable tyres to present, he will forfeit his right to use these tyres.

b) Wet-weather tyres:

1-During the Competition, no driver may use more than 12 wet-weather tyres.

c) Change of competitor:

1- In the case of a change of competitor as specified in Article 45 the competitor will be recognized as a new competitor and the rule of Article 66 will be applied.

**67. Checking of tyres:**

a) The checking of the tyres will be carried out according to a process defined by TCR Euro Series Ltd.

b) Both sidewalls of all tyres which are to be used at a Competition must be marked with a unique identification.

c) Other than in cases of force majeure (accepted as such by the stewards of the meeting), all tyres intended for use at a Competition must be presented to the TCR Technical Delegate for allocation prior to the end of initial scrutineering.

**68. Use of tyres:**

a) The use of tyres without appropriate identification is strictly forbidden during the entire Competition (including the starting procedure and the grid).

b) Wet-weather tyres may be used only after the track has been declared wet by the Clerk of the Course/the Race Director for the session (Free Practice, Qualifying) or the races.

**69.** The use of tyre-warmers is forbidden or any other means of changing the character of the tyres. (Art.65)

**LIMITATION OF THE NUMBER OF ENGINES AND TURBOS DURING THE COMPETITION**

**70. Number of engines authorised during the season:**

1) No car may use more than 1 engine during the season. The engine is associated with the driver’s race number. It will follow the driver if he changes cars, unless the new car is of a different model. If a driver is absent from one or more Competitions, his engine will be associated with the TCR Technical Form of the racing car. In case of a car model competing with an issued TCR Temporary Technical Form, additional change of engine is admitted at solely discretion of Stewards after a detailed report is delivered by TCR Technical Delegate.

2) An engine will be considered as having been used once the car’s timing transponder has indicated that it has left the pit lane.

3) Each engine must be sealed by the TCR Technical Delegate before being used by the competitor for the first time. It will be sealed so as to prevent the dismantling of the cylinder head and oil sump. The removing of one

or more seals must be approved beforehand by the TCR Technical Delegate. Any seal breaking will be penalized with a sanction which may go as far as exclusion. The breaking of any seal will be considered as a change of engine.

4) The replacing of an engine by a competitor must be requested in writing to the TCR Technical Delegate. Any additional change of engine automatically results in the driver starting the next race in which the driver takes part from the back of the grid, except in a case of force majeure recognised as such by the Panel of Stewards, the onus of proof being on the competitor.

**71.** Number of turbo authorized during the season: 3. Any additional change of turbo automatically results in the driver starting the next race in which the driver takes part from the back of the grid, except in a case of force majeure recognised as such by the Panel of the Steward, the onus of proof being on the competitor.

**72.** Penalties imposed by the Panel of Stewards for infringements of the rules on engine and/or turbo changes are not susceptible to appeal (cf. Article 12.2.4 of the Code).

## **WEIGHING**

**73.** The Minimum Racing weight defined the sum of the minimum weight defined by the TCR Technical Regulations plus the Success Ballast weight (art 77) has to be respected at any time during the event. The Minimum Racing Weight can be modified by BoP corrections during the season (art 78)

**74.** The weight of any car may be checked at any time during the Competition as follows:  
All drivers entered in the Series will be weighed, wearing their complete racing apparel, at the first Competition of the season and at mid-season. If a driver is entered later in the season, he will be weighed at his first Competition. The weights of the drivers will then be entered into a list which is under the control of the TCR Technical Delegate. To identify which driver is on board the car, each driver will bear a numbered sticker symmetrically at the level of the opening for visibility on both sides of his helmet as well as on his FIA-approved head-restraint device.

**75.** a) During and after all the practice sessions:

- 1) the TCR Technical Delegate will install weighing equipment in the pit lane and/or in an area as close to the first pit as possible. This area will be used for the weighing procedure;
- 2) the TCR Technical Delegate will select cars to undergo the weighing procedure. The TCR Technical Delegate will inform the driver by means of traffic lights and/or by flags that his car has been selected for weighing;
- 3) having been informed that his car has been selected for weighing, the driver must proceed directly to the weighing area, without outside help, and may be asked to stop his engine;
- 4) the car will then be weighed, with or without the driver, and checked. In the case of an irregularity, the results will be given to the driver or a team representative in writing;
- 5) the car must reach the weighing area and return to its garage under its own power, with no outside assistance, failing which it will be placed under the exclusive control of the marshals who will take the car to be weighed or to its garage;
- 6) the driver and his car may not leave the weighing area without the consent of the TCR Technical Delegate or his nominee.

b) After the race:

The Technical Delegate will weigh the classified cars of his choice, except in a case of "force majeure".

c) Should the weight of the car be less than that specified in the Technical Regulations when weighed under a) or b) above, the car and the driver may be disqualified from the Competition save when the deficiency in weight results from the accidental loss of a component of the car.

d) No solid, liquid, gas or other substance or matter of any nature whatsoever may be added to, placed on, or removed from a car after it has been selected for weighing or has finished the race or during the weighing procedure (except by a scrutineer when acting in his official capacity and, after the race, in accordance with the prescriptions of the TCR Technical Regulations).

e) Only scrutineers, officials and team members on officials' request may enter the weighing area. No intervention of any kind is allowed there unless authorised by such officials.

**76.** Any breach of these provisions for the weighing of cars may result in the application of one of the following penalties:

- a drop of places on the starting grid for a later race in which the driver takes part,
- the cancellation of all or part of the times set in practice or Qualifying
- the exclusion of the car concerned,
- any other penalty provided for in the Code.

### **SUCCESS BALLAST WEIGHT**

**77.** A success ballast weight will be applied for the best 3 performing drivers at each Competition.

Weight application

1) The maximum success ballast weight is 30 kg. It will be divided up as follows:

- a 30 kg will be added to the minimum weight of the car of the best driver classified in the previous Competition (the result is given by the sum of points of previous TCR Competition Qualifying, Race 1 and Race 2)
- a 20 kg will be added to the minimum weight of the car of the second driver classified in the previous Competition (the result is given by the sum of points of previous TCR Competition Qualifying, Race 1 and Race 2)
- a 10 kg will be added to the minimum weight of the car of the third driver classified in the previous Competition (the result is given by the sum of points of previous TCR Competition Qualifying, Race 1 and Race 2)

The success ballast weight must be carried from the scrutineering of the following Competition only

2) If a driver does not compete in the following Series Competition, he will carry the ballast at first following Series competition in which he takes part.

3) The provisional list of the applicable success ballast weight per driver will be published by TCR Technical Delegate at the latest 7 days prior to the beginning of the Competition concerned.

If two or more drivers score the same amounts of points during the previous Competition, the same amount of Success Ballast will be applied to them.

A 20kg ballast will be added to the minimum weight of the car of a Competitor entered on Race by Race entry at his first appearance in the Series.

The success ballast weight must be carried from the scrutineering of the first Competition only.

### **BALANCE OF PERFORMANCE AND TECHNICAL SPECIFICATIONS**

**78.** The balance of Performance (BoP) will be defined by WSC before the start of the season and will be maintained through corrections throughout the season.

The BoP and the adjustments to the technical specifications of the cars are carried out by WSC.

In order to optimize the BoP WSC reserves the right to adjust the following items for each competitor:

- Minimum weight of the car
- Engine performance level implemented by monitored electronic components
- Any other technical restriction it may deem necessary

In order to establish and maintain the BoP, WSC will make use of following actions:

- BoP by numbers;
  - o For this purpose WSC will define Cars' Numerical Models and will define the BoP cars' parameters on the Series' Circuits.
  - o All full-season entrants will communicate all requested technical information.
  - o In absence of information WSC will use estimated parameters.
  - o WSC may request any reasonable surveyed measurements (e.g. engine dyno, wind tunnel, etc.) in order to determine or verify the communicated values.
  - o The Cars' Numerical Models will be steadily updated during the season using the logged data.

- BoP sessions of the TCR models may be held before the start of the season. All models of car will be tested. Failure to attend may entail a penalty to be decided by WSC.
  - o One or more official testing sessions may be organized by WSC. All full-season entrants are obliged to be present with at least one of the cars they intend to enter in the season.
- BoP corrections during the season following the demonstrated performance level in the previous events.

Any breaches of these rules will be reported to the Stewards. Penalties may go as far as exclusion from the Competition.

## GENERAL CAR REQUIREMENTS

**79.** No signal of any kind may pass between a moving car and anyone connected with the car's entrant or driver save for the following:

- a) legible messages on a pit board;
- b) body movement by the driver or by the pit wall team member
- c) lap trigger signals from the pits to the car. Lap marker transmitters shall be battery-powered and once operating must be free-standing (i.e. not connected to any other pit equipment by means of wires, optical fibres, radio, Wi-Fi, etc.), firmly fixed along the start and finish line and incapable of receiving external information.

Such lap triggers shall use a transmitter operating with a carrier frequency above 10 GHz (radio or optical) and a beam half angle of no more than 36° when measured at the 3dB point, and shall not be used for the transmission of any data from pit to the car other than the lap mark.

Lap mark data must be transmitted repeatedly and must be demonstrably consistent;

- d) verbal communication between a driver and his team by radio;
- e) electromagnetic radiation between 2.0 and 2.7 GHz is forbidden.

## GENERAL SAFETY

**80.** Official instructions will be given to drivers by means of the signals set out in the Code. Competitors must not use flags similar in any way whatsoever to these. The driver and his mechanics must follow the instructions of the marshals at all times.

**81.** Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position. A car may only be pushed to remove it from a dangerous position as directed by the marshals.

**82.** Any driver intending to leave the track or to go to his pit or the paddock area must signal his intention to do so in good time, making sure that he can do this without danger.

**83.** During practices and the races, drivers may only use the track and must at all times observe the provisions of the Code relating to driving behaviour on circuit.

**84.** A driver who abandons a car must leave it in neutral or with the clutch disengaged if safe to do so, not on a gradient/ hill and with the steering wheel in place.

**85.** Repairs to a car may only be carried in the paddock, pits or on the grid.

**86.** The organiser must provide at least two fire extinguishers of 5 kg capacity to each competitor and ensure that they work properly.

**87.** Save as specifically authorised by the Code or these Sporting Regulations, no one except the driver may

touch a stopped car unless it is in the paddock, the team's designated garage area, the pit lane or on the starting grid.

**88.** At no time may a car be reversed in the pit lane under its own power.

**89.** During the periods commencing 15 minutes prior to and ending 5 minutes after every practice session, and the period between the commencement of the formation lap which immediately precedes the race and the time when the last car enters the Parc Fermé, no one is allowed on the track with the exception of:

- a) marshals or other authorised personnel in the execution of their duty;
- b) drivers when driving or under the direction of the marshals;
- c) team personnel, in the case of a start procedure.
- d) team personnel working on a car on the grid during a race suspension in accordance with Article 142.

**90.** During a race, the engine may only be started with the starter, except in the pit lane where the use of an external starting device is allowed under the conditions provided for in Articles 127.

**91.** Drivers taking part in the Competition must always wear the equipment specified in Appendix L to the Code. The use of a Frontal Head Restraint (FHR) according to the FIA Appendix L chapter III Art 3 and of the helmets listed on the FIA Technical List no. 25 for the FHR use (FIA Technical Lists no.33,41 and 49) are mandatory.

**92.** In order to be able to access to the airway of an injured driver should the need arise, the following test will be carried out at least once per season with each participant in the Series:

The driver is to be seated in his car, with full-face helmet and FIA-approved head restraint in place and attached and safety harness buckled. With the help of two rescuers, the chief medical officer of the Competition must be able to remove the helmet with the driver's head maintained in a neutral position at all times.

If this is impossible, the driver will be required to wear an open-face helmet homologated for use with the FIA-approved head restraint device.

**93.** A speed limit of 60 km/h during the Competition is enforced in the pit lane.

Except during the race, any driver who exceeds the limit will be fined for each km/h above the limit. During the race, the Stewards may impose either of the penalties under Article 40 a) or b) on any driver who exceeds the limit.

**94.** If a driver has serious mechanical difficulties during practice, qualifying or the race, he must leave the track or return to his pit as soon as it is safe to do so.

**95.** The car's white headlights, red rear light and rear fog lights must be illuminated at all times when it is running on a track that has been declared a "wet track". It shall be at the discretion of the Race Director to decide if a driver should be stopped because his lights are not working. Should a car be stopped in this way, it may re-join the Competition when the fault has been remedied.

**96.** Only four team members per participating car (all of whom shall have been issued with and shall be wearing special identification) are allowed in the signalling area during practice and after the start of the race. People under 16 years of age are not allowed in the pits, pit lane, on the pit wall and on the starting grid.

**97.** Animals, except those which may have been expressly authorised for use by security services, are forbidden in the pit area and on the track and in any spectator area.

**98.** The Race Director or Chief Medical Officer of the Competition can require a driver to undergo a medical examination at any time during a Competition.

**99.** Failure to comply with the general safety requirements of the Code or these Sporting Regulations may result in the exclusion of the car and driver concerned from the Competition.

#### **PIT LANE**

**100.** Drivers must follow the directions of the marshals at all times.

- a) For the avoidance of doubt and for description purposes, the pit lane shall be divided into two lanes. The lane closest to the pit wall is designated the “fast lane”, and the lane closest to the garages is designated the “working lane” and is the only area where any work may be carried out on a car.
- b) Unless a car is pushed from the grid at any time during the start procedure, cars may only be driven from the team’s designated garage area to the end of the pit lane.
- c) Any driver intending to start the race from the pit lane may not drive his car from his team’s designated garage area until the 10-minute signal has been given and must stop in single file in the fast lane. When cars are permitted to leave the pit lane, they must do so in the order in which they arrived at the end of the pit lane, unless another car is unduly delayed.
- d) Competitors must not paint lines on any part of the pit lane.
- e) No equipment may be left in the fast lane. A car may enter or remain in the fast lane only with the driver sitting in the car behind the steering wheel in his normal position, and under its own power.
- f) Team personnel are only allowed in the pit lane immediately before they are required to work on a car and must withdraw as soon as the work is completed. The supporting arms may not exceed 4 metres in length (measured from the line marking off the garage from the working lane) and they must be positioned in such a way that all suspended equipment and hoses are at least 2 metres above the ground.
- g) It is the responsibility of the competitor to release his car after a pit stop only when it is safe to do so. Cars in the fast lane have priority over the ones leaving the working lane.
- h) Cars must be angle-parked in formation at all free practice sessions, qualifying sessions (rear of the car into the pit entry at an angle of approximately 45 degrees facing towards the pit lane exit), even in the case of a change of one or more wheels. Only in this position can cars be worked on when stopped in the pit lane working area.  
During the course of an official qualifying session, all competing cars must remain in the pit lane whilst not on the track. At no time will competing cars be allowed in their garage or the paddock areas until such time as the official qualifying session has ended and the car has been cleared from any post-qualifying scrutineering checks and released from the Parc Fermé, except with the express permission of the TCR Technical Delegate.
- i) During all practice sessions and races, the garage openings (facing the pit lane) must be free from any kind of covering that obstructs a clear view of what is happening inside the garage. During the Competition, the cars must be parked with the front facing towards the pit lane at all times when in the garages.
- j) For all practice sessions and races, the cars are allowed to drive in the fast lane only after the pit exit is open (except in case c) and/or when a race is suspended).
- k) During the activities relating to the support Competitions taking place on the same weekend, a car may be moved in the pit lane only with the agreement of the Race Director.

#### **FUEL, REFUELLING AND PIT ASSISTANCE**

**101.** The single fuel supplier is designated by TCR Euro Series Ltd. The TCR-approved comparative analysis control device provided by the supplier is the only authentic one. The check of fuel’s specification may be made at any time of the competitions.

**102.** At any time, the car must contain at least 2 kg of fuel for sampling. The 2 kg of fuel must be removed from the tank via the self-sealing connector placed near the engine and using the car’s fuel pump system (in conformity to FIA Technical list n.5) Each competitor will provide a fuel hose 1,5m long equipped with the



counterpart of the self-sealing connector allowing the fuel collection.  
The cooling of the fuel, by any means whatsoever, is prohibited (cf. Appendix J).

**103.** Except when work is carried out on a car, all personnel must remain inside the pit. There is no limitation on the number of mechanics. Specific rules will be communicated by TCR Euro Series Ltd in case of no pits availability for competitors.

**104.** During the free practice sessions, qualifying session and races refuelling and/or removing of fuel is not permitted.

**105.** Any breach of the provisions of the Code or these Sporting Regulations relating to pit assistance and refuelling may result in the exclusion of the car and driver(s) concerned from the Competition.

### FREE PRACTICE, QUALIFYING PRACTICE

**106.** Save where these Sporting Regulations require otherwise, pit and track discipline and safety measures will be the same for all practice sessions as for the race.

**107.** No driver may start in a race without having taken part in the qualifying practice session, except in a case of “force majeure” duly recognised as such by the Stewards.

**108.** a) During practice, there will be a green light and a red light at the pit lane exit. Cars may only leave the pit lane when the green light is on. Further, a blue flag or a blue flashing light will be shown at the pit lane exit to warn drivers leaving the pit lane if cars are approaching on the track.

b) At the end of each practice session, all drivers may cross the Line only once.

**109.** The time schedule and the programme of the practice sessions will be published separately. In view of the fact that some races will be with other Series, there may need to be flexibility in scheduling. The Stewards have the unappeasable power to amend the Competition format and timetable in any way at any time.

**110.** There will be two free practice sessions of 30 minutes.

**111.** There will be one 35-minute qualifying practice session. The qualifying session will be split into 2 parts, Q1 and Q2. All cars will take part for the first 20-minute, Q1. At the end of this time, all cars will return to their pits. The fastest 12 cars at this point, according to the provisional results, will recommence qualifying practice for the last 10 minutes, Q2.

Only cars that are entitled to score points in the Series may take part in Q2. From the start of Q1 until the end of Q2, the following principles will apply:

- no fuel can be added or removed from the cars;
- all cars must be angle-parked on the working lane, when not on the track;
- cars will only be allowed on the fast lane when the pit exit is open at the start or restart of the session.

After the completion of Q1, the cars that will not take part in Q2 will be under Parc Fermé regulations. Any work that is being carried out on these cars must stop at the chequered flag, and the relevant cars must be resting on their wheels, if it's possible to do so, for the remainder of the session. Only the cars allowed to take part in Q2 may be worked on after the chequered flag of Q1. The interval between Q1 and Q2 will be of at least 5 minutes.

Should it become necessary to postpone Q2 more than 30 minutes after the chequered flag of Q1, all the cars, including those which did not qualify for Q2, must be directed to their respective garage and placed under Parc Fermé rules.

The cars admitted to Q2 will be released at the latest 30 minutes before the start of Q2.

In order to determine which drivers to eliminate for Q2, if two or more drivers set identical times during Q1,

priority will be given to the one who set it first. After completion of Q2, all cars must be directed immediately to the Parc Fermé.

- Cars that are on the track will be driven directly to the Parc Fermé without stopping in the pit lane, unless instructed otherwise by the race officials.

- Cars that are in the pit lane must immediately be pushed by the teams to the Parc Fermé.

In both cases, drivers and teams must comply with the instructions of the race officials.

**112.** If a car stops during practices or qualifying it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him.

If technical means or manual (marshals push the car) are used by the marshals to remove the car to a safe position, this assistance cannot be used to help the driver/car concerned to rejoin the qualifying session or the races.

**113.** Practice may be interrupted as often and for as long as deemed necessary to clear the track or to allow the recovery of a car. In the case of free practice only, the Race Director may decline to prolong the practice period after an interruption of this kind.

Furthermore if, in the opinion of the Stewards, a stoppage is caused deliberately, the driver concerned may have his times from that session cancelled (in substitution or in addition to other available penalties) and may not be permitted to take part in any other practice session that day.

In case of a driving infringement during any practice session, the Stewards may drop the driver as many grid positions as they consider appropriate (in substitution or in addition to other available penalties).

In case of an infringement concerning the non-respect of the track limits (Appendix L to the ISC, Chapter IV, Article 2), the Stewards may cancel the improved lap times set as a result of that infringement (in addition to or in substitution for any other available penalties).

Unless it is completely clear that a driver committed a driving infringement, any such Incident will normally be investigated after the relevant session; any penalty imposed shall not be subject to appeal.

Where appropriate, regard will also be given to the provisions of Article 44.

**114.** All cars abandoned on the circuit during any session will be brought back to the pits as soon as possible and may participate in the subsequent session.

**115.** Should the qualifying session be thus interrupted, no protest can be accepted as to the possible effects of the interruption on the qualification of drivers admitted to start.

**116.** All laps covered during qualifying practice will be timed. With the exception of a lap in which a red flag is shown, each time a car crosses the Line it will be deemed to have completed one lap.

### **STOPPING THE PRACTICE**

**117.** Should it become necessary to stop the practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the red flag and the abort lights will be shown at the Line. Simultaneously, red flags will be shown at all the marshals' posts. When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly back to their respective pits; parking in the fast lane is forbidden.

All cars abandoned on the track will be removed to a safe place. At the end of each practice session, all drivers may only cross the Line once.

### **THE GRID**

**118.** At the end of qualifying practice, the fastest time achieved by each driver will be published officially.

**119.** The starting grid for Race 1 will be drawn up in the following way:

- a) The top twelve positions will be occupied by the cars which took part in Q2. The fastest car will start the race from the position on the grid which is the pole position according to each circuit license.
- b) Any car eligible for Q2 that does not complete a timed lap in Q2 will be placed in 12<sup>th</sup> position. If 2 or more cars fail to complete a timed lap in Q2, they will be placed following the same principle, according to their relative positions in Q1.
- c) The next positions will be occupied by the cars eliminated during Q1.

**120.** Should two or more drivers have set identical times, priority will be given to the one who set it first. Once the grid for Race 1 has been established in accordance with 123 a), b) and c), grid position penalties (if any) will be applied to the drivers in question in the order in which the offences were committed.

**121.** Any driver whose best qualifying lap of Q1 exceeds 107% of the fastest time in Q1 may not be allowed to take part in the race.

Under exceptional circumstances, which may include setting a lap time in a previous free practice session, the Stewards may permit the car to start the race. Should more than one driver be accepted in this manner, their order will be determined by the Stewards.

In neither case may a team appeal against the Stewards' decision.

**122.** The final starting grid of Race 1 and the provisional starting grid of Race 2 will be published 60 minutes before the opening of the pit lane on race day; the final starting grid of Race 2 will be published as soon as possible after Race 1.

The starting grid for Race 1 will be determined by the final results of Q2 for the top 12 positions, and of Q1 for the rest. All decisions taken by the Panel of Stewards after Race 1 that require an investigation cannot have a direct effect on the starting grid of Race 2.

Any competitor whose car(s) is (are) unable to start for any reason whatsoever (or who has good reason to believe that their car (s) will not be ready to start) must inform the Race Director or TC R Technical Delegate accordingly at the earliest opportunity and, in any case, no later than 45 minutes before the start of Race 1.

#### **For the Race 2 grid**

- a) Positions 1-10 will be occupied by the first 10 cars of the grid for race 1 on the final combined qualifying results in reverse order.
- b) The 11<sup>th</sup> and 12<sup>th</sup> positions will be occupied by the cars from Q2 that are not in reverse order. The other cars will be placed behind them and will take the start from the 13th place and so on until the last placed car in Q1.
- c) After the publication of the final grid, the gaps on the grid for Race 2 will not be closed.
- d) Between the two races, any competitor who wishes the Parc Fermé rules to be neutralised must submit a written request to this effect to the Stewards of the Meeting via the Technical Delegate. Such a request must be submitted at the latest fifteen minutes after the chequered flag of Race 1.
- e) All cars that have lost the right to line up according to the positions obtained in Qualifying Practice sessions for neutralisation of the Parc Fermé after Race 1 will line up at the back of the starting grid for Race 2 in the order of their qualifying positions in Q1.

#### **BRIEFING**

**123.** A briefing by the Race Director will take place preferably on the day before the first free practice. All drivers entered in the Competition, and their competitors' appointed representatives must be present throughout the briefing; any absence may result in exclusion from the race.

If the Race Director considers that another briefing is necessary, this will take place at a time and place agreed with the Stewards of the Meeting. The drivers and the competitors' representatives will be informed accordingly.

## STARTING PROCEDURE

**124.** Race 1: 25 minutes before the time of the start of the formation lap, the pit exit will be opened and the cars will be permitted to leave the pits to cover a reconnaissance lap. At the end of this lap, they will stop on the grid in starting order with their engines stopped. Should they wish to cover more than one reconnaissance lap, this must be done by driving through the pit lane at a greatly reduced speed between laps.

Any car, which does not finish the reconnaissance lap and does not reach the grid or the pit lane under its own power, will not be permitted to start the race.

After the race, the car will be brought back to Parc Fermé.

**125.** Race 2: 20 minutes before the time for the start of the formation lap, the pit exit will be opened and the cars will be permitted to leave the pits to cover a reconnaissance lap. At the end of this lap, they will stop on the grid in starting order with their engines stopped. Should they wish to cover more than one reconnaissance lap, this must be done by driving through the pit lane at a greatly reduced speed between laps.

Any car, which does not finish the reconnaissance lap and does not reach the grid or the pit lane under its own power, will not be permitted to start the race.

After the race, the car will be brought back to Parc Fermé.

**126.** 17 minutes before the time for the start of the formation lap, a warning signal announcing the closing of the pit exit in 2 minutes will be given.

15 minutes before the time for the start of the formation lap, the pit exit will be closed and a second warning signal will be given. Any car, which is still in the pits, can start from the pits, but only under the direction of the marshals. It may be moved to the pit exit only with the driver in position.

Where the pit exit is immediately after the Line, all such cars may then join the race once the whole field has passed the end of the pit lane for the first time after the start.

Where the pit exit is immediately before the Line, cars will join the race as soon as the whole field has crossed the Line after the start.

**127.** The use of an external battery is authorised on the starting grid, in the working area, in front of the team's garage and in the waiting area at the end of the pit lane in case of a start from there.

**128.** The approach of the start will be announced by signals shown ten minutes, five minutes, three minutes, one minute and fifteen seconds before the start of the formation lap, each of which will be accompanied by an audible warning.

When the ten-minute signal is shown, everybody except drivers, officials and team technical staff must leave the grid.

Wheel changes on the starting grid may only be allowed prior to the five-minute signal.

When the five-minute signal is shown, all cars must have their wheels fitted. After this signal, wheels may only be removed in the pits.

A drive-through penalty as indicated in Article 40 a) will be imposed on any driver whose car did not have all its wheels fully fitted at the five-minute signal.

At the three-minute signal, the cars must be resting on their wheels.

A drive-through penalty as indicated in Article 40 a) will be imposed on any driver whose car was not resting on its wheels at the three-minute signal.

When the one-minute signal is shown, engines will be started and all team technical staff must leave the grid by the time the 15-second signal is given, taking all equipment with them.

Refuelling on the grid is prohibited.

**129.** Fifteen-second signal: 15 seconds after this signal a green flag/light will be shown at the front of the grid whereupon the cars will begin a formation lap, maintaining their starting order. The cars will be followed by a

race-closing car. During this lap, practice starts are forbidden and the formation must be kept as tight as possible.

Overtaking during the formation lap is only permitted if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order.

Any driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must start the race from the back of the grid. If more than one driver is affected, they must form up at the back of the grid in the order in which they left to complete the formation lap.

If the Line is not situated in front of the pole position, for the purposes of this Article only, it will be deemed to be a white line one metre in front of pole position.

**130.** If any driver needs assistance after the 15-second signal, he must indicate this to the marshals.

If the car is still unable to start the formation lap, it will be pushed into the pit lane by the shortest route and the mechanics may work on the car again.

Any driver being pushed from the grid may not attempt to start his car until in the pit lane.

In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

When leaving the grid, all drivers must proceed at a greatly reduced speed until clear of any Team personnel standing beside the track.

Marshals will be instructed to push any car or cars which remain on the grid into the pit lane by the shortest route immediately after all cars able to leave the grid have done so.

**131.** When the cars have come back to their respective grid positions, a green flag will be shown behind the last grid row. The starter will then show a 5-second signal, and will then switch on the red light. Normally, the time lapse between switching on the red lights and extinguishing them will be between 0.2 and 3 seconds. The race will be started by extinguishing the red lights.

**132.** If, after returning to the starting grid at the end of the formation lap, a problem arises, the following procedures shall apply:

a) If a car develops a problem that could endanger the start, the driver must immediately indicate this to the marshals and the marshal responsible for that row must immediately wave a yellow flag. If the Race Director decides the start should be delayed, the green lights will be illuminated two seconds after the abort lights, a board saying "EXTRA FORMATION LAP" will be displayed, and all cars able to do so must complete a further formation lap whilst the car, which developed the problem, is moved into the pit lane.

Any driver being pushed from the grid may not attempt to start the car.

The team may then attempt to rectify the problem and, if successful, the car may then start from the end of the pit lane. Should there be more than one car involved their starting order will be determined by the order in which they reached the end of the pit lane.

Every time this happens, the race will be shortened by one lap.

b) If any other type of problem arises, and if the Race Director decides the start should be delayed, the following procedures shall apply:

1) If the race has not been started, the abort lights will be switched on, a board saying "DELAYED START" will be displayed, all engines will be stopped and the new formation lap will start 5 minutes later with the race distance reduced by one lap. The next signal will be the three-minute signal. Every time this happens, the race will be shortened by one lap.

2) If the race has been started, the marshals alongside the grid will wave their yellow flags to inform the drivers that a car is stationary on the grid.

3) If, after the start, a car is immobilised on the starting grid, it shall be the duty of the marshals to push it into the pit lane by the fastest route.

4) If the driver is unable to start the car whilst it is being pushed, his mechanics may attempt to start it in the pit lane. If the car then starts, it may re-join the race.

The starting signal will be given by extinguishing all red lights.

c) If a problem arises when the cars reach the Line at the end of the formation lap, the red light will stay on. Yellow flags will be displayed at all observation posts. The cars, with the pole position leading, will complete a new formation lap. They will be joined and led by the official leading car and will continue for another formation lap.

d) If further formation laps are necessary, only the first two laps will not count towards the total distance of the race.

The maximum total number of additional laps, whether they are formation laps or laps covered behind the safety car in accordance with Article 141 of the present regulations, is two.

**133.** All cars starting from the pit lane must be stopped by the marshals at the pit lane exit. These cars are considered to have started as soon as released by the marshals. The lights at the pit lane exit must be strictly observed. Cars starting from the pit lane will have completed their first lap as soon as they cross the start/finish line for the first time.

If the pit lane exit is before the line, cars starting from the pit lane will have completed their first lap as soon as they cross the start/finish line for the second time.

**134.** During the start of a race, the pit wall must be kept free of all persons with the exception of one person per car, properly authorised officials and fire marshals, all of whom shall have been issued with and shall be wearing the appropriate pass.

**135.** A time penalty will be imposed for a false start if so reported by start line judges, judges of fact, the Race Director or the Starter.

**136.** Only in the following cases will any variation in the start procedure be allowed:

a) If it starts to rain after the five-minute signal but before the race is started and, in the opinion of the Race Director, teams should be given the opportunity to change tyres, the abort lights will be shown on the Line and the starting procedure will begin again at the 15-minute point. If necessary, the procedure set out in Article 128 will be followed.

b) If the start of the race is imminent and, in the opinion of the Race Director, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, the abort lights will be shown on the Line and information concerning the likely delay will be displayed on the timing monitors. Once the start time is known, at least ten minutes' warning will be given.

c) If the race is started behind the Safety Car, Article 141 will apply.

**137.** The Stewards may use any video or electronic means to assist them in reaching a decision. The Stewards may overrule judges of fact.

## THE RACE

**138.** A race will not be suspended in the event of rain unless the circuit is blocked or it is dangerous to continue.

**139.** If a car stops during the race, it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him. If any such assistance results in the engine starting and the driver re-joining the race, the car will be disqualified from the results of the race.

If technical means are used by the marshals to remove the car to a safe position, this assistance cannot be used to help the driver/car concerned to re-join the race, except under Article 142.

**140.** During the race, drivers leaving the pit lane will do so only when the light at the pit lane exit is green and under their own responsibility. A marshal with a blue flag, or a blue flashing light, will also warn the driver if

cars are approaching on the track.

## SAFETY CAR

**141.** Article 2.9 of Appendix H. Paragraph 2.9.16 does not apply to this Series.

It is replaced with the following text: In each race, the first 2 Safety Car laps completed will not count towards the race distance.

## SUSPENDING THE RACE

**142.** Should it become necessary to suspend the race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director will order red flags to be shown at all marshal posts and the abort lights to be shown at the Line.

When the signal is given, overtaking is forbidden, the pit exit will be closed and all cars must proceed slowly to the red flag line where they must stop in staggered formation. If the leading car on the track is not at the front of the line, any cars between it and the red flag line will be waved off to complete another lap before the race is resumed

Any cars unable to return to the grid as a result of the track being blocked, will be brought back when the track is cleared and will be arranged in the order they occupied before the race was suspended.

The order of the cars will be determined according to the positions they occupied at the end of the circuit section covered before the decision to suspend the race was taken.

All such cars will then be permitted to resume the race.

The Safety Car will then be driven to the front of the line of cars behind the red flag line.

Whilst the race is suspended:

- neither the race nor the timekeeping system will stop;
- cars may be worked on once they have stopped behind the red flag line or entered the pits, but any such work must not impede the resumption of the race;
- refuelling and/or removing of fuel is forbidden;
- only team members and officials will be permitted on the grid.

Cars may enter the pit lane when the race is suspended, but a drive-through penalty (see Article 40) will be imposed on any driver who enters the pit lane or whose car is pushed from the grid to the pit lane after the race has been suspended. Any car which was in the pit entry or pit lane when the race was suspended will not incur a penalty.

All cars in the pit lane will be permitted to leave the pits once the race has been resumed, but any which were in the pit entry or pit lane when the race was suspended will be released before any others. Subject to the above, any car intending to resume the race from the pit exit may do so in the order they got there under their own power, unless another car was unduly delayed.

## RESUMING THE RACE

**143.** The delay will be kept as short as possible and, as soon as a resumption time is known, teams will be informed via the timing monitors; in all cases, at least ten minutes' warning will be given.

Signals will be shown ten minutes, five minutes, three minutes, one minute, and fifteen seconds before the resumption, and each of these will be accompanied by an audible warning.

When the five-minute signal is shown, all cars must have their wheels fitted; after this signal, wheels may only be removed in the pit lane or on the grid during a further race suspension.

A drive-through penalty as indicated in Article 40 a) will be imposed on any driver whose car did not have all its wheels fully fitted at the five-minute signal.

At the three-minute signal, the cars must be resting on their wheels.

A drive-through penalty as indicated in Article 40 a) will be imposed on any driver whose car did not resting on its wheels at the three-minute signal.

At some point after the three-minute signal, which will be dependent upon the expected lap time, any cars between the red flag line and the leader will be waved off to complete a further lap, without overtaking, and join the line of cars behind the Safety Car.

When the one-minute signal is shown, engines should be started, and all team personnel must leave the grid by the time the 15-second signal is given, taking all equipment with them. If any driver needs assistance after the 15-second signal, he must indicate this to the marshals and, when the remainder of the cars able to do so has left the grid, marshals will be instructed to push the car into the pit lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

Any driver who is unable to start the formation lap must indicate this to the marshals. When leaving the grid, all drivers must proceed at a greatly reduced speed until clear of any team personnel standing beside the track. Marshals will be instructed to push any car (or cars) remaining on the grid into the pit lane by the shortest route as soon as all cars able to leave the grid have done so. Any driver being pushed from the grid may not attempt to start his car until in the pit lane and must follow the instructions of the marshals.

The race will be resumed behind the Safety Car when the green lights are illuminated. The Safety Car will enter the pits after one lap unless all cars are not yet in a line behind the Safety Car and team personnel are still clearing the grid or a further incident occurs necessitating another intervention.

When the green lights are illuminated, the Safety Car will leave the grid with all cars following, in the order in which they stopped behind the red flag line, no more than 5 car lengths apart. Soon after the last car in line behind the Safety Car passes the end of the pit lane, the pit exit light will turn green; any car in the pit lane may then enter the track and join the line of cars behind the Safety Car.

Overtaking during this lap is permitted only if a car is delayed when leaving the red flag line and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the order before the race was suspended.

Any driver who is delayed leaving the red flag line may not overtake another moving car if he was stationary after the remainder of the cars had crossed the red flag line, and must form up at the back of the line of cars behind the Safety Car. If more than one driver is affected, they must form up at the back of the field in the order in which they left the grid.

Either of the penalties under Article 40 a) or b) will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the lap.

During this lap, Article 2.9 of Appendix H will apply.

If the race cannot be resumed, the results will be taken at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

## FINISH

**144.** The end-of-race signal will be given at the Line as soon as the leading car has completed the full race distance in accordance with Article 12 by crossing the line on the track

**145.** Should for any reason the end-of-race signal be given before the leading car completes the scheduled number of laps, the race will be deemed to have finished when the leading car last crossed the Line before the signal was given.

Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.

**146.** After the end-of-race signal, all classified cars must proceed on the circuit directly to the Parc Fermé without any unnecessary delay, without receiving any object whatsoever and without any assistance (except that of the marshals if necessary).

Any classified car, which cannot reach the Parc Fermé under its own power, will be placed under the exclusive control of the marshals, who will direct the car to the Parc Fermé.



## PARC FERME

**147.** Only those officials responsible for supervision may enter the Parc Fermé. No intervention of any kind is allowed there unless authorised by such officials.

**148.** As soon as the end-of-qualifying or end-of-race signal has been shown at the Line, Parc Fermé Regulations will apply in the area between the Line and the Parc Fermé entrance.

**149.** The Parc Fermé shall be sufficiently large and secure that no unauthorised persons can gain access to it. Parc Fermé between the races:

**150. A.** From the moment the end-of-race signal for Race 1 is shown, the Parc Fermé rules will apply, with the exception that, under the supervision of the marshals, electronic devices may be connected to the cars for the sole purpose of reading data. Such connecting systems must be located on the exterior bodywork of the cars. Team personnel must push cars in Parc Fermé, the location of which will be determined at each Competition according to the circumstances of the site.

**B.** The Parc Fermé will end 30 minutes before the time of the formation lap for Race 2. 30 minutes before that lap, mechanics will be allowed to push the cars to a position in front of their respective pit after Race 1. An audible warning signal and/or a message displayed on the timing monitor will announce the end of this Parc Fermé.

The Repair time will be then a total of 20 minutes from the start of Race 2 (30 minutes before the Race 2 Formation lap till the Pit lane Closes)

**C.** 10 minutes after the end of the of the Parc Fermé, the green pit light will be switched on for 10 minutes. From the end of the Parc Fermé, it is permitted to work on the cars. Once this period is over, the red pit light will be switched on. Any cars that have not left the pits may start the race in accordance with Article 126.

**D.** Possible protests and/or appeals do not affect the starting grid for Race 2.

Parc Fermé after Race 2:

**E.** The Parc Fermé must be positioned as close as possible to the podium, preferably immediately below, with direct access.

As soon as all the cars have crossed the Line, a course car must go round the track to collect any driver who has finished in the first three but is stranded on the circuit.

The drivers must not be delayed in the Parc Fermé. One person, nominated by the master of ceremonies and in radio contact with him, will be responsible for moving the drivers from the Parc Fermé to the podium without delay.

Only persons authorised by the master of ceremonies may make contact with the drivers before the end of the TV unilateral interviews.

## CLASSIFICATION

**151.** The car placed first will be the one having covered the scheduled distance in the shortest time. All cars will be classified taking into account the number of complete laps they have covered, and for those which have completed the same number of laps, the order in which they crossed the Line.

**152.** Only cars which have covered at least 75% of the distance covered by the winner will be classified.

**153.** The official overall classification will be published after the race. These will be the only valid results subject to any amendments, which may be made under the Code and these Sporting Regulations.

## PODIUM CEREMONIES

- 154.** a) The podium ceremony will take place in accordance with the regulations and following the instructions of the Series promoter.
- b) The drivers finishing the races in 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> positions, and a representative of the winning Team, must attend the prize-giving ceremonies on the podium which will be held after each race and, immediately after the ceremony for Race 2, make themselves available for a period of 90 minutes for the purpose of unilateral television interviews and the press conference in the media centre.
- c) 4 trophies will be presented during the podium ceremony:
- 1) the winning driver
  - 2) the driver classified 2<sup>nd</sup>
  - 3) the driver classified 3<sup>rd</sup>
  - 4) a representative of the winning Team

**155.** The first three drivers in qualifying must take part in the post-qualifying Press Conference at the time indicated in the detailed timetable of the Competition. The first three drivers of each race must take part in the post-race Press Conference at the time indicated in the detailed timetable of the Competition. A fine of 1000 euros will be imposed on any competitor who is absent.

**APPENDIX 1**

**LIST OF ELIGIBLE TCR CARS FOR THE 2018 SEASON**

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A – List of the models of cars and which will serve as the reference for calculating the BoP

## APPENDIX 2

### INFORMATION REQUIRED UNDER ARTICLE 22

#### PART A

1. Name and address of the National Sporting Authority (ASN).
2. Name and address of the organiser.
3. Date and place of the Competition.
4. Start of the sporting checks and scrutineering on ..... (date) at ..... (time).
5. Start time of each race.
6. Address and telephone, fax number and E-mail to which enquiries can be addressed.
7. Details of the circuit, which must include:
  - location and how to get there,
  - length of one lap,
  - number of laps in each race and race distance
  - direction (clockwise or anti-clockwise),
  - location of pit exit in relation to Line
  - pole position
8. Precise location at the circuit of:
  - Stewards' office,
  - Race Director's office,
  - TC R office,
  - sporting checks,
  - scrutineering, flat area and weighing,
  - Parc Fermé,
  - drivers' and competitors' briefing,
  - official notice board,
  - winner's press conference,
  - press centre,
  - media accreditation centre.
9. List of any supplementary trophies and special awards.
10. The names of the following officials of the Competition appointed by the ASN:
  - Steward of the meeting,
  - Clerk of the Course,
  - Secretary of the meeting,
  - Chief National Scrutineer,
  - Chief National Medical Officer.

11. Any other item specific to the Competition:

## PART B (Reserved for the TCR)

1. TCR Stewards of the meeting,
2. Race Director,
3. Technical Delegate,
4. Press delegate,

## PART C

Appeals shall be sent to: National Court of Appeal, FPAK.

Appeal fee EURO to be paid on FPAK Bank Account:

Fee:

## PART D

Detailed timetable

## PART E

Insurance Copy

APPENDIX 3

ENTRY FORM FOR THE 2018 TCR EUROPE SERIES

*Available from 8<sup>th</sup> January 2018 Available from TCR Euro Series Ltd secretariat.*

**APPENDIX 4**

**CAR LAYOUT**

**To be provided**