

NEWS del 23 luglio 2018 - Decisione n° 12/2018 (rivisto 2)

Il Balance of Performance adottato per la manifestazione di Imola del 23/7, come previsto dall'articolo 7.1 del Regolamento Sportivo del TCR Italy Touring Car Championship, è quello definito dalla WSC TCR International Series (vedi bollettino TCR n° 11 allegato) ad eccezione del Compensation Weight, riportato di seguito, che sostituisce integralmente quello riportato nel bollettino WSC.

<u>TCR Car Models</u>	<u>Target Racing Weight [kg]</u>	<u>BoP Compensation Weight¹ [kg]</u>	<u>BoP Ballast [kg]</u>	<u>Tot Min. Racing Weight TCR Italy [kg]</u>	<u>Tot Min. Racing Weight [kg]</u>
Alfa Romeo Giulietta TCR	1265	60	-40	1285	1285
Audi RS 3 LMS SEQ	1265	0	-10	1255	1315
Audi RS 3 LMS DSG	1230	0	-10	1220	1280
Cupra TCR SEQ (3)	1265	50	-20	1295	1305
Cupra TCR DSG	1230	0	-20	1210	1270
Honda Civic FK7 TCR (2018)	1265	0	0	1265	1325
Honda Civic FK2 TCR (2017) (3)	1265	30	0	1295	1325
Hyundai I30 N TCR	1265	40	0	1305	1325
KIA Cee'd TCR	1265	60	-20	1305	1305
Lada Vesta TCR	1265	60	30	1355	1355
Opel Astra TCR	1265	0	-10	1255	1315
Peugeot 308 TCR	1265	60	-40	1285	1285
Peugeot 308 Racing Cup (2)	1225	0	-60	1165	1225
Renault Mégane TCR	1265	60	-30	1295	1295
SEAT TCR SEQ (3)	1265	50	-20	1295	1305
SEAT TCR DSG	1230	0	-20	1210	1270
Subaru STi TCR	1265	60	-20	1305	1305
VW Golf GTI TCR SEQ (2)	1265	0	-10	1255	1315
VW Golf GTI TCR DSG	1230	60	-10	1280	1280

(1) 2018 TCR Italy BOP Compensation Weight Automatic Formula post Mugello 15/07/2018

(2) Rivisto a causa di un errore nell'applicazione della formula del Compensation Weight

(3) Rivisto a causa di un errore nell'applicazione della formula del Compensation Weight

Si ricorda, a tutti i partecipanti, che le vetture, in qualunque momento dell'evento, dovranno rispettare tutti i requisiti di sicurezza previsti dall'All. J e dovranno essere conformi integralmente al 2018 TCR Technical Regulations.

In particolare si rammenta che, in ottemperanza agli art. 3.3 e 3.6 del TCR Technical Regulations vigente (vedi stralcio riportato di seguito), è obbligo di ogni Concorrente assicurare ai Commissari Tecnici il pieno utilizzo del sistema Data Logging; sistema che dovrà fornire tra l'altro, in maniera chiara ed identificabile, il valore delle pressioni di sovralimentazione.

2018 TCR Technical Regulations

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Art. 3.3 Compliance with the regulations

All vehicles must be conformed to these regulations, TCR Technical Form, TCR Technical Passport and to all WSC Notification and Technical Bulletins.

All parts not mentioned in these regulations have to remain those from the basic production car or another production model of the same manufacturer and correspond to the Manufacturer's Parts Catalogue for the produced model and may not be modified in any way.

In case of doubt about the conformity of any part the Technical Delegate may ask the opinion of the car's manufacturer or request the replacement with a reference part without any further explanation. All costs of such operations will be covered by the Competitor.

Teams will deliver on request to the TCR technical staff following information regarding TCR cars:

- Data from team's data logger
- Video footage from team's camera
- Any other technical documentation

Upon request, manufacturers will deliver to the TCR technical staff any technical information regarding TCR cars.

WSC has the right to archive all information regarding TCR cars.

It is the duty of each competitor to assure the Scrutineers and the Stewards of the competition that his car complies with these regulations in their entirety at all times during a competition.

All costs of the technical checks will be supported by competitors.

A car, the construction of which is deemed to be dangerous, may be excluded by the Stewards.

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Art. 3.6 Data logging

The car must be fitted with the scrutineering data logging system (memotec) providing following data (Certification):

- Speed of the 4 wheels
- Engine revs & timing
- Longitudinal acceleration
- Lateral acceleration
- Throttle pedal position
- Throttle valve position and of any other contrai element
- Engine load target & delivered Engine load (if the Throttle Valve doesn't follow the Throttle Pedal Position)
- Engine Water Temperature
- Inlet air temperature in the manifold
- Boost pressure (monitored by an additional sensor)
- Front & Rear Brake Calliper pressure
- Lap trigger
- Lambda-signal
- Ignition angle timing
- Injection duration, start & end
- injection fuel pressure
- camshafts timing & positions
- GPS
- Steering wheel angle
- Lau nch-contral button

WSC will decide and communicate the list of stand-alone sensors or of other independent monitoring systems for each model. (Certification)
The Scrutineering Data Logger system consisting of an "memotec" evo4 or evo5 box and a TCR kit (specific bracket, sensors and loom) must be installed corresponding to the instructions.

Contacti to: memotec GmbH: Bauwaldstrasse 1, 75031 Eppingen, Germany Phone: +49.7260.920440; Fax: +49.7260.920444 Mail: info@me-mo-tec.de; Web: www.me-mo-tec.de

Manufacturers will offer for sale race cars equipped with scrutineering data logging system.

The collected data remain at WSC disposal.

The scrutineering data logger may not be used as Team Data Logger and may not be accessed by the team. On request, competitors receive recorded data of their own scrutineering data logger, to verify own sensor values.

The use of Team Data Logger is allowed. The Team will allow access to the TCR Technical Delegate to the data of Team Data Logger at any time.

Team Data Logger with removable memory devices are allowed.

The use of following sensors is not allowed:

- Pitot tube
- Tire pressure
- Tire internal and external temperature including the running surface Ride height
- Inertial platform
- Turbine speed
- Combustion pressure
- Sensors using wireless data transmission
- Engine torque sensors
- Load celi on power train, running gear and suspension mounting points.

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Date: 2018, July, 20th

This decision is with immediate application and valid until further notice.

TCR BoP & Eligible Cars:

<u>TCR Car Models</u>	<u>Engine Power Level [%]</u>	<u>Target Racing Weight [kg]</u>	<u>BoP Compensation Weight* [kg]</u>	<u>BoP Ballast [kg]</u>	<u>Tot. Min. Racing Weight [kg]</u>	<u>Ride Height [mm]</u>
Alfa Romeo Giulietta TCR	102.5	1265	60	-40	1285	70
Audi RS 3 LMS SEQ	100	1265	60	-10	1315	70
Audi RS 3 LMS DSG	102,5	1230	60	-10	1280	60
Cupra TCR	100	1265	60	-20	1305	70
Cupra TCR DSG	102.5	1230	60	-20	1270	60
Honda Civic FK7 TCR	97.5	1265	60	0	1325	80
Honda Civic FK2 TCR	100	1265	60	0	1325	80
Hyundai I30 N TCR	97.5	1265	60	0	1325	90
KIA Cee'd TCR	100	1265	60	-20	1305	70
Lada Vesta TCR	100	1265	60	30	1355	80
Opel Astra TCR	100	1265	60	-10	1315	70
Peugeot 308 TCR	102.5	1265	60	-40	1285	70
Peugeot 308 Racing Cup	100	1225	60	-60	1225	70
Renault Mégane TCR	100	1265	60	-30	1295	70
SEAT TCR SEQ	100	1265	60	-20	1305	70
SEAT TCR DSG	102.5	1230	60	-20	1270	60
Subaru STi TCR	100	1265	60	-20	1305	70
VW Golf GTI TCR SEQ	100	1265	60	-10	1315	70
VW Golf GTI TCR DSG	102.5	1230	60	-10	1280	60

*_The "BoP Compensation Weight" of 60kg applies at the 1st event of a model in a TCR Series and will be corrected during the season using the particular Compensation Weight Automatic Formula.

Model	Power level [%]	SW Name	SW Identification (Checksum or ID)	Check Method	Rev limiter	Max Boost Pressure [mbar] / engine revs						
						Revs	4400	4900	5400	5900	6400	6900
Honda Civic FK TCR 2017	100	CR-V2.6.98+7.5	100	ECAL	6900	Revs	4400	4900	5400	5900	6400	6900
						Boost	2000	2170	2300	2460	2570	2490
Lada Vesta TCR	100	12.10.1.3	7E02A5EAh	CAN hi	6700	Revs	4200	4700	5200	5700	6200	6700
						Boost	2270	2270	2350	2450	2420	2200

Boost pressure will be monitored and interpreted according to the TCR Technical Bulletin no. 14 / 2017. Values between reference points are **piece wise cubic** interpolated.

Accepted tolerances:

1,5% of the total valid data points with the highest values in regard to the low over boost limits ($30\text{mbar} < p_{\text{Boost}} < 100\text{mbar}$ relative to Max Boost Pressure)

0,5% of the total valid data points with the highest values in regard to the high over boost limits ($p_{\text{Boost}} \geq 100\text{mbar}$ relative to Max Boost Pressure)

Modifications in bold writing


Andreas Bellu / TCR Technical Director