

## 2020 TCR DSG EUROPE SERIES

### FOREWORD

TCR Euro Series Ltd. is the promoter and organises the TCR DSG Europe Series (hereinafter “the Series”), reserved for TCR Cars, which is the property of WSC Ltd. The Series comprises the following titles:

- title for Drivers;
- title for Drivers under 21 years old ( Rookie);
- title for Ladies (if a minum of n. 3 female drivers are entered full season)
- title for Competitors;
- Model of the year ( reserved to car brand)

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 DSG Europe Series”.

### Promoter:

TCR EURO SERIES LTD

28a Hills Road Cambridge

CB2 1LA United Kingdom

Registered in England and Wales no. 10881596

Contacts: Teaminfo@tcr-europe.com

### Sporting Authority:

The partent ASN for the TCR DSG Europe Series is: FPAK, Rua Fernando Namora, 46 C/D  
1600-454, Lisbon, Portugal. Sport S.p.A. a socio

### 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 30th June of 2020.

### 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 TCR Technical Regulations, the TCR 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 present Sporting Regulations and the TCR 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. Any costs of damages to circuit- properties, caused by the Competitor, driver or any team member will be accounted to the driver. Eg. Damages of guardrail, fences, pit box, paddock, etc.
9. 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 or at the beginning of this above mentioned Competition and inform drivers and competitors about any possible sporting changes to the TCR DSG Europe Series Sporting Regulations due to the different race format required. Drivers and Competitors must acknowledge the receipt.

## LICENCES

10. All drivers, competitors and officials participating in the Series must hold current and valid licences (minimum requirement a grade C or D FIA international Driver's licence) and, where applicable, valid licences and/or authorisations issued by their ASN ( some ASN mentions this authorization permanently on the International Licence,
11. A National Licence is not valid.

## SERIES COMPETITIONS

12. Each Competition will have the status of a restricted International Competition.
13. Competitions are reserved for TCR cars in conformity with the TCR Technical Regulations and TCR Technical forms, which are compulsory to take part in any TCR Competitions, they shall be 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.
14. The maximum number of Competitions in the Series is set at 5.
15. The list of Competitions is published by the TCR Euro Series Ltd.
16. Format: each competitions is made of:
  - two (2) session of 30 minutes free practices
  - one (1) session of 45 minutes of qualifying ( reserved to both driver A and B)
  - Race: two( 2) hours (reserved to both driver A & B, each driver shall run for a min of 30 minutes each)

## TCR DSG EUROPE SERIES

17. a) The TCR DSG Europe Drivers' titles will be awarded to the driver who has scored the highest number of points, taking into consideration all the results obtained during the Competitions, in each class, which have actually taken place.

Drivers' classes are listed as below:

- one title of Drivers
- one title for Drivers Under 21
- title for Ladies (if a minum of n. 3 female drivers are entered full season)

- b) The TCR DSG Europe Competitors' title ( name shown on the Competitor license) will be awarded to the Competitor which has scored the highest number of points.
- c) The TCR DSG Europe Model of the year title ( name shown on the Competitor license) will be awarded to the Competitor which has scored the highest number of points, which is the sum of the points of the best 2 cars per model.

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

- Each race to the best 15 cars:

1 <sup>st</sup> :	40 points
2 <sup>nd</sup> :	35 points
3 <sup>rd</sup> :	30 points
4 <sup>th</sup> :	27 points
5 <sup>th</sup> :	24 points
6 <sup>th</sup> :	21 points
7 <sup>th</sup> :	18 points
8 <sup>th</sup> :	15 points
9 <sup>th</sup> :	13 points
10 <sup>th</sup> :	11points
11 <sup>th</sup> :	9 points
12 <sup>th</sup> :	7 points
13 <sup>th</sup> :	5 points
14 <sup>th</sup> :	3 points
15 <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.

Each Driver will collect the same number of point per each Competitor.

**19.** If a race is suspended and cannot be resumed, 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 length.

## DEAD HEAT

**20.** The full points provided for in Article 18 of these regulations will be awarded equally to those drivers and teams who have tied.

**21.** 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

**22.** 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

**23.** 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

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

**25.** This insurance certificate, written in the language of the country as well as in English, shall be made available to the competitors.

**26.** 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.

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

## OFFICIALS

**28.** 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 DSG Europe Series and in exceptional circumstances, for Competitions of other international series which are held at the same circuit during the same weekend:

- a Race Director;
- one international Steward. The Steward of the meeting will officiate as a body under the authority of their chairman (cf. Article 11.3 of the Code);
- a Technical Delegate: he will be responsible for scrutineering and will have full authority over the national scrutineers;
- a Media delegate.

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

- Two Stewards from among the ASN's nationals
- The Clerk of the Course
- National Scrutineers
- Chief Timekeeper

**30.** 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.

**31.** 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.

**32.** 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 and APPLICATIONS

**33.** Each Competitor of a car must be made of maximum n.2 drivers per car.

Competitor: any person or legal entity holding an International Competitor/entrant or drivers' license.

According to International Sporting Code (art.9.1.2 ISC) if a team does not have a team entrant-competitor licence, the entrant-competitor will become the first driver in the entry list.

For publication and ranking purposes the Competitor must register a Competitor Name.

A competitor is defined as a unique combination of start number and Competitor name, so for the Competitor Ranking, points will be assigned to this unique combination.

The Competitor need to be registered on the entry form, the start number will be assigned by the Promoter and it will be the same for the entire season.

The Competitor must appoint a Team Manager who shall assume all rights and obligations as follows:

- take care about Administrative and full clothing checks checks for drivers and Car Scrutineering
- sign the acknowledgement of communications and sanctions
- attend the briefing

Instructions to be followed for the entry:

a) Applications to compete in the Series must be submitted to the TCR Euro Series Ltd. from 8<sup>th</sup> January 2020 to 15<sup>th</sup> July 2020, on an entry form available from TCR Euro Series Ltd accompanied by the set entry fees specified below

b) 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 accompanied by the entry fees specified below. Each new Competitor in the Series cannot enter more than two (2) times as Race by Race Entry.

c) The Series full season entry fee is 12.000 euro per car.

d) The Series race by race entry fee is set at 3.000 euro per car per Competition and must be paid within 15 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),
- 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 as well as a copy of the first page of the car TCR Technical Form if available;
- 6) the name of the drivers, nominated as driver "A" and driver "B";
- 7) the name of the Team is different from the Competitor.

Entry fees shall be transferred in Euro to the following account:

### Bank Details & Beneficiary:

TCR Euro Series Ltd, 28a Hills Road Cambridge CB2 1LA United Kingdom

TCR Euro Series Ltd – EUR

IBAN - GB39BARC20267678588811

SWIFT - BARCGB22

An entry for which the entry fees have not been paid until the closing date will not be accepted. All entry forms must be signed by Competitor (Team Manager) and drivers. The TCR DSG Europe Series entry list will be published at least 48 hours before the beginning of the Competition.

**34.** 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

**35.** 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 and delivered to Competitors, drivers and supplier by TCR Euro Series Ltd. only.

## INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

**36.** 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.

**37.** 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.

**38.** Messages and/or communications may be published on the official timing screens. Any message or communication via the official timing screens is considered an official communication.

**39.** 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

**40.** "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 session or the suspension of a race);
- 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.

**41.** 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 39), and has been informed of this by the Stewards no later than 30 minutes after the last race has finished, he must not leave the circuit without the consent of the Stewards.

**42.** 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 of 60 second and or 120 seconds. 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.

c) Fines, those shall be paid in cash on site to the National Federation hosting the Competitions.

However, should either of the penalties above be imposed and notified during the last three laps, or after the end of the race, the above shall not apply and a time penalty shall be added to the elapsed time of the car concerned.

**43.** Should the Stewards decide to impose one of the penalties provided for in Article 45, 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 45 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.

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

**44.** Protests shall be made in accordance with the Code and accompanied by a fee of 2000 euros.

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

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

Appeal fee in Euro to be paid on FPAK Bank Account.

Details will be supplied in the Appendix n. 2.

## SANCTIONS

**46.** 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.

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

Disqualification: if a driver is disqualified from a race or a Competition for sporting or technical reasons, then he shall not be entitled to any points, financial recompense and or prizemoney for the Competition in question.

Depending on the seriousness of the offence, the Promoter reserves the right to refuse a Driver and/or Competitor entry other future Competition. The occurrence of any incident in the Paddock and/or the track (provocative acts of any kind, verbal or other threats) and/or behaviour that is unsporting and does not respect the spirit of the Series (breach of sporting morals or ethics, prejudice to the greater interest of Motor Sport, moral or material prejudice to the Promoter or to its partners, etc.) committed by a Competitor member or Driver or their entourage will be punished by the following sanctions:

- Proposal made to the Stewards that may imply a level of sanction up to the disqualification of the Competitor/Driver concerned
- Submission of the case by the Stewards to the parent ASN.

## CHANGES OF DRIVER

**47.** Competitors will be obliged to use the drivers 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 if its registration in the Series is completed.

## TIMEKEEPING

**48.** Each Competitor must use the timing transponder supplied by TCR Euro Series Ltd throughout the Competition. All competitors are themselves responsible for the correct installation and functioning thereof. This transponder must be installed in strict compliance with the relevant instructions.

## NUMBER OF CARS ALLOWED TO PARTICIPATE

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

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

**50.** Each car will carry the race number on its rear side window. TCR Euro Series Ltd shall appoint each entered car race number. Race numbers must be in conformity with the Appendix 4 to the present regulations.

**51.** 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

**52.** Each competitor must have all documents required by Article 33 available and the various documents relating to his car.

At each Competition, the organiser will check all licences.

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.

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

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

Competitors' / driver's sporting checks and Technical Scrutineering will take place at least one day before the first race, the time schedule shall be communicated by the organiser. The scrutineering order will be communicated by the Technical Delegate.

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.

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

The scrutineers may:

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.

**53.** 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.

- 54.** 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.
- 55.** 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.
- 56.** 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.
- 57.** 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

**58.** 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 TCR Euro Series Ltd.

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

a) Dry-weather tyres:

1- For the 1<sup>st</sup> Competition no more than 14 new dry-weather tyres may be used.

2- As from the 2<sup>nd</sup>, no more than 16 dry-weather tyres may be used, with a maximum of 12 new tyres.

Tyre allocations shall be defined by TCR Euro Series Ltd.

b) Wet-weather tyres:

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

**60.** Checking of tyres:

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

**61.** 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 or the races).

**62.** The use of tyre-warmers is forbidden or any other means of changing the character of the tyres.

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

**63.** 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 car's race number, the 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 driver 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 a disqualification. 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 by using the "Engine Change Form" in the Appendix n.4. Any additional change of engine automatically results in the car starting the next race 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

**64.** Number of turbo authorized during the season: 3. Any additional change of turbo automatically results in the car starting the next race from the back of the grid, except in a case of force majeure recognized as such by the Panel of the Steward, the onus of proof being on the competitor. The replacing of a Turbo by a competitor must be requested in writing to the TCR Technical Delegate by using the “Turbo Change Form” in the Appendix n.4.

**65.** 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

**66.** The Minimum Racing weight defined the sum of the minimum weight defined by the TCR Technical Regulations has to be respected at any time during the event. The Minimum Racing Weight can be modified by BoP corrections during the season.

**67.** 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.

**68.** 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.

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

- Time penalty
- the exclusion of the car concerned,
- any other penalty provided for in the Code.

## BALANCE OF PERFORMANCE AND COMPENSATION WEIGHT

**70.** The balance of Performance (BoP) and Compensation Weight System (CW) 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.

The BoP and CW details will be released by WSC via TCR Technical Bulletins and shall be carried by all competing cars at all time during the Competitions.

## GENERAL CAR REQUIREMENTS

**71.** 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
- d) verbal communication between a driver and his team by radio.

Radio Frequencies are subject to local authority approval. The use of radio transmitters is subject to approval (the assignment of frequencies) by the local authorities.

It's the responsibility of the user (team) of the radio transmitter to make sure they have the relevant approval or authorization (e.g. short-term frequency assignment).

Only in case of any disturbance (e.g. Race control, or other safety organisations) the Race Director can forbid any Radio communication of the competitors.

- e) electromagnetic radiation between 2.0 and 2.7 GHz is forbidden;
- f) telemetry as defined by TCR Technical Bulletin is allowed.

## GENERAL SAFETY

**72.** 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.

**73.** 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.

**74.** 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.

**75.** 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.

**76.** A driver who abandons a car must leave it in neutral or with the clutch disengaged and with the steering wheel in place.

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

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

**79.** 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.

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

**81.** 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.

- 82.** 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.
- 83.** 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.
- 84.** 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 41 on any driver who exceeds the limit.
- 85.** If a driver has serious mechanical difficulties during practice or the race, he must leave the track or return to his pit as soon as it is safe to do so.
- 86.** 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.
- 87.** Only twoteam 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.
- 88.** 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.
- 89.** 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.
- 90.** 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

- 91.** TCR Euro Series Ltd release the Competitors pit allocation, which shall be respected at all the time.
- 92.** It is not allowed to smoke or use open fire in the pit boxes, in the pit lane and on the roof of the pit building.
- 93.** 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.  
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.
- c) Competitors must not paint lines on any part of the pit lane.
- d) Any change of driver may only take place in the working area of the Pit Lane, in their designated area.
- 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 (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 the races, 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 session or race has ended and the car has been cleared from any post race 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) Every driver change, pit stop, refuelling operation and time penalty must be administered by the Competitor and its Team Manager.

l) 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.

m) All the openings in the fence above the pit wall must be kept free, it must be possible for each pit team to give signals to their drivers. Permanent pit boards are forbidden.

## PIT STOP

**94.** Service and repairs on the cars may only be carried out during a pit stop.

A Minimum of n. 2 (two) pit stop of different kind are allowed as follows

- a) A minimum of one short pit stop: each pit stop shall last minimum four (4) minutes, to each pit stop time, estimated time to enter and exit pit lane at 60km/h shall be added to the pit stop time.

Service and repairs on the cars may only be carried out in the pit lane. Pit stops must be carried out in the working lane (not in the pit box)

Only longer repairs (e.g. damage/engine change) are allowed to be performed inside of the pit box (at discretion of race director)

If any service or repair must be carried out in the pit-box, the car may NOT enter the pit box under the power of its engine or momentum. The car must stop before its pit box and must be pushed into the pit box by maximum 2 mechanics/team members all wearing the appropriate vest. When a race car leaves the pit-box after a service or a repair, the car must be pushed out of the pit-box by the team members.

The pit stop must be carried out by passing the pit lane entry timing loop between

A standard pit stop is defined as:

- tyre change
- refuelling
- general car assistance

No work on the car is allowed. Except as it described above.

- b) One only Long Pit stop: this pit stop shall last minimum twelve (12) minutes, estimated time to enter and exit pit lane at 60km/h shall be added to the pit stop time.

Service and repairs on the cars may only be carried out in the pit lane. Pit stops must be carried out in the working lane (not in the pit box)

Only longer repairs (e.g. damage/engine change) are allowed to be performed inside of the pit box (at discretion of race director)

If any service or repair must be carried out in the pit-box, the car may NOT enter the pit box under the power of its engine or momentum. The car must stop before its pit box and must be pushed into the pit box by maximum 2 mechanics/team members all wearing the appropriate vest. When a race car leaves the pit-box after a service or a repair, the car must be pushed out of the pit-box by the team members.

The pit stop must be carried out by passing the pit lane entry timing loop between

A standard pit stop is defined as:

- Change of driver
- tyre change
- refuelling
- general car assistance

No work on the car is allowed. Except as it described above.

Additional maintenance adding engine oil, changing brake pads, etc the engine must be stopped.  
A maximum of two ( 2) people may work on the vehicle simultaneously.  
No person may be underneath the vehicle during a pit stop, while the engine is running.  
Team members in the pit lane and on the pit wall shall be in possession of the proper passes

## FUEL, REFUELLING

- 95.** The single fuel supplier is designated by TCR Euro Series Ltd, any modifications of the prescribed fuel is prohibited.
- 96.** There will be a central fuel station with fuel pumps reserved to TCR DSG Endurance Competitors, the location of the fuel pumps and all instructions shall be mentioned in the Appendix n. 2.  
Teams do not to bring their own refuelling rigs. In case for any logistic issue a central fuel station cannot be organized, Stewards and Promoter shall inform Competitors on full refuelling procedures by Bulletins.
- 97.** Proper personnel wearing Flameproof clothing shall refuel the cars, NO team member are allowed to refuel the car.
- 98.** Refuelling will take place under the procedure, first car first refuelled, a team member cannot make a reservation or hold any fuel pump occupied.
- 99.** In the refuelling area the speed limit is 20 km/h.
- 100.** The driver must remain inside the vehicle and must have his seat belts fastened, with the all windows and doors closed.
- 101.** It's strictly forbidden to change the driver in the refuelling area.
- 102.** It's strictly forbidden to service or repair car in the refuelling area.
- 103.** Re-fuelling in pit lane, in front of the team's own pit box or in the team's pit box is strictly forbidden.
- 104.** It will be a responsibility of the driver and team to control that the amount refuelled is enough by using the digital display of the fuel installation.
- 105.** Any infringement will be penalised.
- 106.** If the vehicle does not start after refuelling, the marshalls must push the vehicle to the emergency exit of the refuelling area, from that moment mechanics may help the car and the driver to reach its pit garage.
- 107.** During the free practice sessions refuelling and/or removing of fuel is not permitted.
- 108.** 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.

## PRACTICES

- 109.** 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.
- 110.** The practice sessions will take place according to the time schedule and there will be two free practice sessions of 30 minutes.
- 111.** Only cars having successfully passes scrutineering and displaying the appropriate stickers will be allowed to take part in the practice sessions.
- 112.** The Qualifying session will take place according to the time schedule and There will be one 45-minute qualifying practice session. From the start of the session until the end, 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 qualifying session, all cars will be under Parc Fermé regulations. Any work that is being carried out on these cars must stop at the chequered flag.  
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.
- 113.** No driver may start in a race without having covered the minimum of 5 timed laps in the qualifying session, except in a case of "force majeure" duly recognised as such by the Stewards.

**114.** a) During sessions, 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 session, all drivers may cross the Line only once.

**115.** The time schedule and the programme 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.

**116.** If a car stops during a session 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 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 and the race.

**117.** Sessions 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 not be permitted to take part in any other practice session that day.

In case of a driving infringement during any sessions, the Stewards may penalize the driver with all 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.

**118.** 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.

## STOPPING THE PRACTICE

**119.** Should it become necessary to stop the session 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 session, all drivers may only cross the Line once.

## THE GRID

**120.** At the end of qualifying session, the sum of the fastest time achieved by driver A and driver B will be published officially. The starting grid for the Race will be drawn up by the final result of the Qualifying session. In case Stewards may permit a car to start the race without any Qualifying sessions, its orders on the grid will be determined by the Stewards.

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

**121.** The starting grid of the Race will be published 120 minutes before the opening of the pit lane on race day. 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 Technical Delegate accordingly at the earliest opportunity and, in any case, no later than 45 minutes before the start of each Race.

## BRIEFING

**122.** 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 Team Managers 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

**123.** The race starting mode is Rolling Starts: 2 x 2 line astern Grid formation

Unless a Stewards' Bulletin to the Detailed Event Timetable specifies otherwise, the normal countdown procedures/audible warning sequence shall be:

- |                                   |   |
|-----------------------------------|---|
| - 15 minutes to start of pace lap | Pit exit opened with audible warning.                   |
| - 10 minutes to start of pace lap | Pit exit closes with audible warning.                   |
| - 5 minutes to start of pace lap  | Audible warning. All cars must have wheels fitted.      |
| - 3 minutes to start of pace lap  | Audible warning and 3-minute board shown at Start Line. |

Clear the Grid of all non-team personnel and major equipment.

Cars must be resting on their wheels on the ground.

Any car not resting on wheels on the ground may be given a Drive Through Penalty

- 1 minute to start of pace lap Audible warning.

When the one minute signal is shown, engines will be started and all teams technical

staff must leave the grid by the time the 15 second signal is given taking all equipment with them.

- 15 seconds to start of pace lap Audible warning and 15 second board shown on Start Line.

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 have left the grid, marshals will be instructed to push the car into the pit lane.

Any car being worked on after the showing of the 15 second board may be given a Drive Through Penalty

- Green Flag. Start of the pace lap The pace lap will normally be one lap.

Exceptions to this are either when track conditions dictate or the grid formation is not correct for the start.

The organisers reserve the right to modify the above countdown if deemed necessary.

Reconnaissance laps may be authorised. To be notified by Bulletin.

**124.** The official leading car will pull off at the end of the pace lap. The cars will continue on their own with the pole position leading at a minimum speed of 70kph and a maximum of 90kph. A judge of fact may monitor the speed of the car in pole position. Any divergence between the prescribed speeds (70/90kph) before the start is given may result in a Drive Through Penalty stop and go penalty. During the formation lap the red light will be on. No car may overtake another one before the starting signal is given. The Series Race Director at his discretion may direct that when the starting signal is given no car may overtake another until the lights have been switched on from Red to Green. Competitors will be informed by an Event Bulletin. In the event that the starting lights fail the Starter will revert to using the National Flag.

**125.** Any cars removed from the grid after the 1-minute stage or driven into the pits on the pace lap shall be held in the pit lane. They may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.

**126.** If one or more cars are removed from the starting grid, these gaps will not be closed up.

**127.** Any drivers unable to maintain grid positions on the pace lap MUST drop to the back of the grid if all of the cars have passed.

All other cars must maintain their original grid positions and not close any gaps.

**128.** Aborted Start Extra Formation Lap

If the start is improper aborted due to improper formation, the leading car will continue to lead the field around the circuit for an additional pace lap and a new start will be attempted in accordance with the above.

**129.** If the race start is aborted after the leading car has left the circuit the signal to start will not be given, and the start lights will remain at red with an "EXTRA FORMATION LAP BOARD" being displayed at Start Gantry. All cars must proceed for another lap. For timing purposes the start will be considered as having been given at the end of the first formation lap.

**130.** False Start: if a competitor is judged to have started illegally and thus gained an advantage the Series Stewards may impose a drive-through penalty.

**131.** Drive Through Penalties: the driver will be notified as soon as possible by means of a board displayed at the Start Line and the team will be notified where possible via the timing screen monitor, race control radio or verbally by an official of the meeting.

After notification has been given the competitor must not complete more than 3 laps before taking the Drive Through Penalty. The driver must enter the Pit Lane, obeying the Pit Lane Speed Limit and drive through the Pit Lane without stopping at their pit and rejoin the race. However, a driver is not permitted to enter the Pit Lane to take a Drive Through Penalty during a Safety Car period, which for this purpose is deemed to be over when the car, subject to the Penalty, passes the Green Flag at the Start/Finish Line on the track.

Any driver failing to comply fully with this Regulation may be black-flagged. Failure to observe the Pit Lane speed limit whilst taking a Drive Through Penalty will result in a similar penalty or retrospective time penalty being applied.

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

**133.** 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 cars shall be allowed to return to pit lane by 60 km/h speed and all the procedures shall be repeated.

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.

**134.** 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

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

**136.** 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 141.

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.

**137.** Every driver changes, pit stop, refueling operation and (time) penalty must be administered by the team.

## SAFETY CAR

**138.** In case of Safety car procedures, pit lane exit shall remain closed until green flags are displayed.

## RACE RED FLAG

**139.** Should the need arise to stop any race, red lights will be switched on at the Start Line and red flags will be displayed at the Start Line and at all Marshals/Signalling Points around the circuit.

When the signal is given, overtaking is forbidden, the pit exit will be closed, cars must reduce their speed to less than 80 km/h and proceed slowly into the pit lane. The first car to arrive in the pit lane should proceed directly to the pit exit staying in the fast lane, all the other cars should form up in a line behind the first car.

If any cars are unable to return to the pitlane as a result of the track being blocked, they will be brought back when the track is cleared and will be arranged in order they occupied before the race was suspended. Additionally, any cars in the pit lane or pit entry at the time the race was suspended will be arranged in the order they occupied before the race was suspended.

In all cases, the order will be taken at the last point at which it was possible to determine the position of all cars. Any 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 in the fast lane. While the race is suspended:

- Neither the race nor the timekeeping system will stop. The length of the race suspension may be added to the remaining time for the race, subject to the approval of the Organiser and /or the Stewards of the Meeting
- Cars may be worked on once they have stopped in the fast lane but any such work must not impeded the resumption of the race.
- Only team members and officials will be permitted in the pit lane.
- Cars may not be moved from the fast lane whilst the race is suspended. A penalty will be imposed on any driver whose car is moved away from the fast lane to any other part of the pit lane.
- At all times Drivers must follow the instructions of the marshals

Should a red flag be deployed during the mandatory pit window, all cars must return to the pit lane, where they will be under parc fermé conditions until the Race Director instructs otherwise. The race will be restarted using the race order at the end of the last full lap before the opening of the pit window, with the second driver behind the wheel. Further instructions will be given by the Race Director.

If a race is suspended / abandoned and cannot be resumed:

- No points will be awarded to the competitors or driver crews if less than two laps have been completed by the leader
- Half points will be awarded if two or more laps have been completed by the leader, but less than 75% of the original race time, on condition that at least one full lap has been completed by the leader with no safety car or full course yellow procedure in operation.
- Full points will be awarded if the leader has completed more than 75% of the original race time.

Points will be awarded equally to all drivers, including any who did not comply with the minimum driving time.

The above-mentioned conditions will be based on the number of laps as shown on the published results as the basis for the final classification.

## RESUMING THE RACE

**140.** The delay will be kept as short possible and as soon as a resumption time is known, teams will be informed via timing monitors; in all cases at least 5 minutes warning will be given.

Signals will be shown 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 three-minute signal is shown, the cars must have their wheels fitted, after this signal wheels may only be removed if the car has been removed out of the fast lane or during a further race suspension.

A penalty will be imposed on any driver whose car did not have all its wheels fully fitted at the three-minute signal or has any of its wheels changed before it leaves the pit lane after the race has been resumed.

At the two minute point, any cars between the Safety Car and the leader, in addition to any cars that had been lapped by the leader at the time the race was suspended, will be allowed to leave the pit lane and complete a further lap, without overtaking, and join the line of cars behind the Safety Car which left the pit lane when the race was resumed.

When the one-minute signal is shown, engines will be started and all Team personnel must leave the fast lane by the time of 15 seconds signal, 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 have left the fast lane, marshals will stand beside any car (or cars) concerned to warn Drivers behind. Drivers may leave the fast lane in order to pass any car unable to leave the pit lane.

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 the cars are not yet lined up behind the Safety Car
- Or a further incident occurs necessitating another intervention.

When the green lights are illuminated, the Safety Car will leave the pit lane with all cars following no more than five car lengths apart.

Overtaking behind the Safety Car is only permitted in the following cases:

-Any Driver who is delayed when leaving his position in the fast lane may overtake to re-establish his original starting position provided he does so before he crosses the first safety car line. Should he fail to do so, he must re-enter the pit lane and may re-join the race once the whole field has passed the pit exit. A penalty will be imposed on any driver who fails to re-enter the pit lane if he has not re-established the original starting order before he reaches the first safety car line.

- Drivers may leave the fast lane in order to overtake any car delayed when leaving its position in the fast lane. Any driver whose car has been pushed from the fast lane, may not overtake in order to re-establish the order before the race was suspended.

During this lap, Art 2.10 of the Appendix H of the Code 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.

If, in the opinion of the Stewards of the Meeting, 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).

## FINISH

**141.** The end-of-race signal will be given to the lead car as it completes its first lap at the Finish line after the completion of the race time.

**142.** Any drivers stopping his car or proceed at walking speed to wait for the end-of-race signal so that they obstruct others will receive a penalty at discretion of the Stewards.

**143.** Speed must immediately be reduced after receiving the end-of-race signal.

**144.** The pit lane will be closed once the chequered flag is displayed.

**145.** While the chequered flag is shown at the finish line, it's not allowed to finish the race in the pit lane. Drivers who finish in the pit lane will receive a time penalty.

**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-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.

**150.** Drivers need to leave the Parc Ferme' Area immediately.

**151.** The parc Ferme' ends when the Technical Delegate and Stewards decide so.

From the end of the Parc Fermé, it is permitted to work on the cars.

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

## CLASSIFICATION

**153.** After the race-time has expired regardless of the number of laps covered the chequered flag will be shown to all following cars as soon as they cross the finishing line at the end of each race.

Cars will be classified taking the number of laps completed into consideration and then in order in which they have crossed the finishing line if there are equal numbers of laps. Only laps which have been completed with own engine power will be taken into account for the classification.

**154.** Only cars which have covered at least 75% of the laps of the leader will be classified. This also applicable for cars which have not taken the chequered flag.

**155.** The official overall classification will be published after each 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

**156.** 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 Competition in 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> positions, and a representative of the winning Competitor, must attend the prize-giving ceremonies on the podium which will be held after each race and, immediately after the ceremony for Race, make themselves available for a period of 90 minutes for the purpose of interviews and the press conference in the media centre.

c) 5 trophies will be presented during the podium ceremony:

- 1) the winning drivers
- 2) the drivers classified 2<sup>nd</sup>
- 3) the drivers classified 3<sup>rd</sup>
- 4) a representative of the winning Competitor
- 6) the winning drivers “ Under 21”

**157.** The all winning drivers for every category of each Competitions 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

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,
- 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' and Race Director office,
- TCR Euro Serie Ltd office,
- sporting checks,
- scrutineering, flat area and weighing,
- Parc Fermé,
- drivers' and competitors' briefing,
- official notice board,
- winner's press conference,
- press centre,
- refueling area

9. List of any supplementary trophies and special awards.

11. 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. Fuel pumps location and security instructions for refuel

12. Pit allocation

13. Any other item specific to the Competition:

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PART B ( reserved for TCR Euro Ltd)

1. Steward of the meeting,
2. Race Director,
3. Technical Delegate,
4. Media delegate,

PART C

Detailed timetable

PART D

Insurance Copy

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## APPENDIX 3

**TCR DSG Europe Entry Form**  
(on request to TCR Euro Series Ltd)

## APPENDIX 4

**Car layout**