

To be applied with immediate application, earlier versions are no longer valid.  
This document is valid until further notice.

29/06/2021

## Compensation Weight

The CW ranges from 60kg down to 0kg in 10kg increments. Its determination is based on the lap-time set by a car during the Qualifying of a Competition. Whereas the fastest lap-time is taken into account regardless of which of the possible Qualifying sessions it was achieved in. The determined CW is applied for the entire following Competition.

The CW is applied only to cars that are in the top half of the Qualifying result. For all other cars no CW is applied (CW = 0kg). In case of an odd number of entries, the number of cars the CW is applied to is rounded down. The overall lap-time difference, of cars the CW is applied to, defines the considered time span for the CW determination. This time span is divided into six equally paced sections. The lap time of a car is assigned to one of these sections and therefore determines the CW for the car.

Besides these basic rules, the adoptions defined below are applied to the cars that are allocated the CW. For these adoptions the considered time span is divided into upper and lower half. For example, if the delta lap time between cars in the top half of the qualifying results is 0.945s, the time span is defined as 0.945 seconds. The upper half of this time span would then be within 0.000s - 0.472s, while the lower half is 0.473s - 0.945s.

- If the lap-time of a car differs no more than 0.3s from the fastest car of the same model, the CW of the fastest car of that model is allocated.
- If the lap-time of a car differs more than 0.3s from the fastest car of the same model, two considerations are made:
  - If the lap-time is in the upper half of the time span, the CW is defined as the higher value of either a CW reduction of 50% in respect to the fastest car of that model or the CW according to its lap time.
  - In case the lap-time is within the lower half of the time span the CW is reduced by 50% in respect to the fastest car of that model.
- If the actual lap time is within the lower half of the considered time span and it's the first appearance of the model, the CW is reduced by 50%.
- If the CW determination results in CW values different from the 10kg steps, the next lower CW step is allocated.

## Supplementary Rules:

- For the first Competition of a TCR Series/Cup/Class or Championship, the CW is set to 0kg for all attending cars.
- A driver who joins a Competition of a Series/Cup/Class or Championship for the first time (so a new driver/entry into a started Series/Cup/Class or Championship) will be assigned a CW for his first participation depending on the relevant Sporting Regulations. If each Series/Cup/Class or Championship Sporting Regulations already provide for an additional weight for new entry, a CW of 0kg will be allocated. If no additional weight is foreseen by the Sporting Regulations then a CW of 30kg is assigned by this Notification.  
A driver who takes part in the last Competition of a Series/Cup/Class or Championship for the first time (so a new driver/entry into a started Series/Cup/Class or Championship) is assigned a CW that corresponds to the highest CW of the same model that the driver will use, if less 30 kg CW as minimum.
- If a previously registered driver changes model during the Series/Cup/Class or Championship, the new CW for that car is set to the higher value of either 30kg or the drivers CW status quo. Therefore, it will be 30kg if the CW status quo is  $\leq$  30kg or the current CW of this driver. Additional Sporting Regulations may apply.
- If the race car weight calculation using BoP Weight, CW and possible Sporting Regulation impact, is overweight with respect to the upper limit of the Minimum Racing Weight (Art 3.9 TCR TR), the following adjustment will be used:
  - +5mm ride height for  $\leq$  10kg calculated overweight
  - +10mm ride height for  $>$  10kg calculated overweight
- In case no Qualifying session take place the status quo of the CW will be applied for the following event.
- If a car does not set a lap time in Qualifying session, the status quo of the CW will be applied to that car for the following Competition.
- In case a car is not attending, at all Competition of a Series/Cup/Class or Championship the status quo of its CW is applied.
- Only official and final Qualifying results will be considered.
- If a Competition format consists of separate Qualifying sessions that are related to different races the following distinguishing is made:
  - If different track layouts are used for the separate Qualifying sessions the CW calculation is determined based on the Qualifying session that relates to the first race of the Competition.
  - If the same track layout is used for the separate Qualifying sessions the CW calculation considers all Qualifying sessions as a combined Qualifying and use it for the CW determination.
- During a Competition if only a total of six (6) or less cars are able to produce a qualifying timed lap, the following table will be used to calculate the CW of the following Competition, without keeping in consideration the car model. In this situation, a CW of 15kg will be used for new car joining the Competition, until the grid reaches maximum 10 cars.

GPA of TIME	CW weight to apply
=> 0.000 ; < 0.150	+60 kg
=> 0.150 ; < 0.300	+50 kg
=> 0.300 ; < 0.450	+40 kg
=> 0.450 ; < 0.600	+30 kg
=> 0.600 ; < 0.750	+20 kg
=> 0.750 ; < 0.900	+10 kg
=> 0.900	+ 0 kg

Example of a CW formula applied in normal conditions:

Pos	car #	Model	Lap Time	Delta Lap Time	CW	Note
1	16	Hyundai i30 N TCR	01:26,775	0,000s	60kg	A
2	91	Hyundai i30 N TCR	01:27,025	0,250s	60kg	C
3	18	Honda Civic TCR FK7	01:27,042	0,267s	50kg	A
4	43	Hyundai i30 N TCR	01:27,155	0,380s	40kg	D
5	41	Audi RS 3 LMS SEQ	01:27,244	0,469s	10kg	B
6	11	Lada Vesta Sport TCR	01:27,456	0,681s	10kg	B
7	27	Audi RS 3 LMS SEQ	01:27,637	0,862s	0kg	E
8	17	Cupra TCR SEQ	01:27,639	0,864s	0kg	G
9	1	Hyundai i30 N TCR	01:27,720	0,945s	0kg	G
10	83	Honda Civic TCR FK7	01:27,731	0,956s	0kg	G
11	7	Audi RS 3 LMS SEQ	01:27,902	1,127s	0kg	G
12	14	Hyundai i30 N TCR	01:27,988	1,213s	0kg	G
13	47	Cupra TCR SEQ	01:28,063	1,288s	0kg	G
14	30	Lada Vesta Sport TCR	01:28,103	1,328s	0kg	G
15	48	Cupra TCR DSG	-	-	-	F

Note	Meaning
A	car 's lap time is fastest of this model and in the first half of the considered cars -> no CW reduction
B	car 's lap time is fastest of this model and in the second half of the considered cars -> 50% CW reduction on the lap time based CW calculation
C	car 's lap time is within the tolerance of 0.3s to the fastest car of the same model -> same CW as the fastest car of the same model
D	car's lap time is outside the tolerance of 0.3s to the fastest car of the same model and in the first half of the considered cars -> the higher value of either 50% CW with respect to the fastest car of the same model or CW based on its lap time
E	car's lap time is outside the tolerance of 0.3s to the fastest car of the same model and in the second half of the considered cars -> 50% CW on the lap time based CW calculation
F	car hasn't set a valid lap time (CW remains status quo)
G	car's lap time is slower than the time span that is considered for the CW calculation (CW is set to minimum)

The lap-time deltas given below lead to CW assignment:

Delta Lap Times	CW
$\geq 0s$ - $\leq 0.144s$	60kg
$> 0.144s$ - $\leq 0.287s$	50kg
$> 0.287s$ - $\leq 0.431s$	40kg
$> 0.431s$ - $\leq 0.575s$	30kg
$> 0.575s$ - $\leq 0.718s$	20kg
$> 0.718s$ - $\leq 0.862s$	10kg



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