

SPORTING & TECHNICAL REGULATIONS TCR Middle East Championship Powered by Hankook

Version: 26.11.2018

FOREWORD

Creventic is the promoter (hereinafter “Promoter”) of the TCR Middle East (hereinafter “TCR-ME”). The TCR-ME comprises one title of TCR Middle East Champion for Drivers, one title for TCR Middle East Champion for Teams. The TCR-ME is held under the FIA International Sporting Code (hereinafter “the Code”), its appendices, the ATCUAE and the present Sporting & Technical Regulations specific to TCR-ME.



SPORTING REGULATIONS

1. Not applicable.

2. Promoter/Organizer

Promoter:

Creventic International DWC LCC
DWC Business Center
1st Floor Dubai World Central
Dubai Logistics City
PO Box 390667
Dubai, U.A.E.

Organizer: Creventic BV (organizer may organize the event in cooperation with a local organizer)

Promoter/Organizer contact:

Phone: +31 (0)485 471166 or +971 (58) 500 8643

E-mail: info@creventic.com

Internet: www.creventic.com / www.24HSeries.com / www.middleeast.tcr-series.com

3. ASN

Sporting Authority (Host ASN)
Automobile & Touring Club of the United Arab Emirates (ATC UAE)
Al Wuheida Street
P.O. Box 5078
Dubai, UAE

4. ATC UAE Permit

As specified in the Supplementary Regulations

GENERAL UNDERTAKING

5. All drivers, competitors and officials participating in the TCR-ME undertake, on behalf of themselves, their employees and agents, to observe all the provisions, as supplemented or amended, of the FIA ISC, the Circuit General Prescriptions, these Sporting Regulations and Technical Regulations, the Promoter Publications and TCR Technical Bulletins.

GENERAL CONDITIONS

6. 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 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.

7. Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout the Competition.

8. The presentation of a car for scrutineering will be deemed an implicit statement of conformity.

9. 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.

10. In case the TCR-ME is included in an existing Competition, the race format may be adapted to the Competition general timetable. The new format must be included in the Supplementary Regulations

LICENCES

11. All drivers, competitors and officials participating in the TCR-ME Championship must hold current and valid licenses.

TCR ME is open to Competitors holding a National ATCUAE valid Competitor (or driver) License or an international Competitor (or Driver) license (minimum C). Foreign competitors must submit the authorization of their ASN (see art. 3.9 ISC). Only competitors from the "MENA" zone are eligible to score points.

COMPETITIONS

12. Each Competition will have the status of National Event with foreign competitors.

13. Competitions are reserved for TCR cars in conformity with the TCR-ME Technical Regulations, see art. 138. Each car competing in the Series must have a TCR Technical Form issued by WSC Ltd.

Waivers: The Promoter may at his discretion accept other models (e.g. older TCR cars) and/or deviations.

The models accepted for TCR-ME will be published by the Promoter in the Official publication of eligible cars and applicable BOP. The list may be amended at any time by the Promoter.

14. Format: (see time table www.middleeast.tcr-series.com)

- 1 x 30 minutes Free Practice
- 1 x 30 minutes Qualifying (Sprint)
- 2 x 30 minutes Sprint Race (with standing start)
- 1 x 30 minutes Qualifying (Endurance)
- 1 x Endurance Race*

*Each TCR driver or TCR team who will participate in the Endurance race, will be awarded with the bonus points acc. Art. 18

***Unless explicit otherwise described: For Endurance race, Technical regulations of TCR-ME are applicable. For Sporting side, Sporting regulations of 24H Middle East Championship are applicable. (see www.24HSERIES.com)**

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

16. The list of Competitions is set as follows:

The TCR-ME Championship is made of n. 3 events in 2019:

- | | | |
|--------------|--|--------------------|
| 1. Dubai | 25 th – 26 th January 2019 | Dubai Autodrome |
| 2. Abu Dhabi | 1 th – 2 th February 2019 | Yas Marina Circuit |
| 3. Dubai | 7 th -8 th February 2019 | Dubai Autodrome |

Promoter may, at its own discretion, modify this calendar.

TCR MIDDLE EAST CHAMPIONSHIP

17. There are seven championship titles:

- The TCR Middle East 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. Counting for this championship:
 - Qualifying points (sprint race)
 - Sprint race points
 - Bonus endurance points

The TCR Middle East Drivers' title is primarily intended for one driver, but driver crews of 2 drivers will be accepted (only) if competing together throughout the complete season to claim the title.*
Such 2 drivers are referred to as "a pair of championship drivers".

- For Drivers, born 1995 or later:
The TCR Middle East JUNIOR Drivers' title will be awarded to the driver who has scored the highest number of points.
Points for the "JUNIOR DRIVER" title will be 1:1 taken/copied from The TCR Middle East Drivers' title ranking
- For Drivers, which participates in a "DSG" model:
The TCR Middle East "BEST DSG" Drivers' title will be awarded to the driver who has scored the highest number of points.
Points for the "DSG" title will be 1:1 taken/copied from The TCR Middle East Drivers' title ranking
- The TCR Middle East 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 Team (**of the specific (one) car**) during the competition which have actually taken place.
Eventually other cars of the same Team will be also awarded and ranked on individual basis, for the Championship. Counting for this championship:
 - Qualifying points (sprint race)
 - Sprint race points
 - Bonus endurance points (endurance race)
- For Teams, which participates in a "DSG" model:
The TCR Middle East "BEST DSG" Teams' title will be awarded to the Team which has scored the highest number of points.
Points for the "DSG TEAM" title will be 1:1 taken/copied from The TCR Middle East Team' title ranking
- The TCR Middle East Endurance Trophy drivers' title will be awarded to the driver (on individual basis) who scored the highest number of points, taking into consideration all the results obtained during the start races, which have actually taken place. Counting for this championship:
 - Endurance race points
- The TCR Middle East Endurance Trophy 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 Team (**of the specific (one) car**) during the endurance races which have actually taken place.
Eventually other cars of the same Team will be also awarded and ranked on individual basis, for the Championship. Counting for this championship:
 - Endurance race points

*Driver crew / number of Drivers / Driver Change

*The TCR Middle East Drivers' title is primarily intended for one driver, but driver crews of 2 drivers will be accepted (only) if competing together throughout the complete season to claim the title. These will be referred to as a "Pair of Championship Drivers"

Competitor must declare the driver before each session. (only applicable for entries with more drivers)

For any other combination of 2 or more drivers, points can only be awarded on individual basis.

Competitor must declare the driver before each session. (only applicable for entries with more drivers)

Number of Drivers

With the view on the Endurance race (min 2 drivers, maximum 5 drivers):

Although the TCR-ME (Sprint Races) is primarily intended for one driver, also for the Sprint races, it is allowed to enter with up to 5 drivers.

Although it is unlikely, it is allowed to do a pitstop and driver change during the Sprint Races. (Please note: the disadvantage of such a pitstop, is a fact and will not be compensated).

In case of not described, unforeseen or miss interpreted situations in the awarding of points and/or rankings, the promoter will make a final decision.

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

Qualifying Sessions (Sprint race)

- 1 st :	5 points
- 2 nd :	4 points
- 3 rd :	3 points
- 4 th :	2 points
- 5 th :	1 point

For Qualifying:

A pair of championship drivers will share the points obtained during the Qualifying.

Independ of which driver(s) put the qualifying results

(E.g. if one driver finish Qualifies 2nd, also other drivers receives 4 points)

Each Sprint race:

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

For Sprint race:

Drivers sharing the same car (only for "a pair of championship drivers") will share the points obtained during the Sprint race

(E.g. if one driver finish 2nd, "the pair of championship drivers" receives 18 points)

Bonus endurance points:

Drivers 10 points for each driver who has driven at least 1 hour (in endurance race)

Teams 10 points for each team who has driven at least 2 hours (in endurance race)

Both independent of classification and No points for Endurance Qualifying.

Endurance race points (TCR Middle East Endurance Trophy)

Endurance race points will be allocated based on the result after each of the endurance races, for drivers and teams. Points are allocated to any driver that has entered the endurance race.

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

A representative of the winning team titles must be present at the TCR End of the Season Prize-Giving ceremony. The drivers classified first, second and third in both TCR drivers' titles must be present at the TCR End of the Season Prize-Giving ceremony.

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 duration (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 duration (rounded up to the total number of laps covered).

- 20.** a) A representative of the winning Team in the TCR Teams' Title must be present at the TCR Prize-Giving ceremony.
 b) The drivers classified first, second and third in the TCR Drivers' Title must be present at the TCR Prize-Giving ceremony.
 d) All competitors shall use their best endeavours to ensure that their drivers attend as aforesaid.

DEAD HEAT

21. Full points, will be awarded equally to those drivers and teams who have tied.

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

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

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

ORGANIZER

23. The Organizer, shall supply the Supplementary Regulations, which must be approved by UAEATC.

INSURANCE

24. The Organizer of a Competition must ensure that all competitors, their personnel and drivers are covered by third party insurance, The Organizer will ensure the competition using the method and under the terms provided by current Legislation. RCT (Third party Civil responsibilities policy) does not absolve drivers and/or Competitors from any liability they should eventually incur. 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.

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

OFFICIALS

26. The Clerk of the Course shall work in permanent consultation with the Race Director, he also must be in contact with him and all marshals' posts. 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 Code 60
- f) suspending and resuming the race.

COMPETITORS' APPLICATIONS

27. a) Applications to compete in the TCE-ME must be submitted to the Promoter.

Promoter reserves the right not to accept any entries.

Each application shall include:

- 1) the name of the competitor (as it appears on the licence),
- 2) a copy of the competitor's licence and driver's licence issued by the respective ASNs.
- 3) the make and model of the competing car(s), as well as the first page of the TCR Homologation Form, if available.
- 4) the name of the driver(s)
- 5) confirmation of the entry fee payment

28. If, in the opinion of the Promoter, a competitor fails to operate his team in a manner compatible with the standards of TCR-ME or in any way that brings TCR-ME into disrepute, the Promoter may exclude such competitor from TCR-ME forthwith.

PASSES

29. Competitors will be provided with passes by Organizer. A pass may be used only by the person and for the purpose for which it was issued.

INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

30. The Stewards may give instructions to competitors by means of Bulletins in accordance with the Code. These bulletins will be distributed to all the competitors, who must acknowledge receipt.

31. 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.

32. Any decision or communication concerning a particular competitor must be given to him 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 AND PENALTIES

33. “Incident” means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which is reported to the Race Director and which:

- necessitated the stopping of a practice (free or qualifying) 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.

- 34.** a) It shall be at the discretion of the Race Director, if a driver or drivers involved in an Incident shall be penalized.
- b) If an Incident is under investigation by the Race Director, a message informing all Teams about which driver or drivers are involved may 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, and has been informed of this by the Race Director no later than 30 minutes after the second race has finished, he must not leave the circuit without the consent of the Race Director.

35. Penalties

Penalties imposed by the Race Director

Following penalties may be imposed by the Race Director:

- Cancellation of any practice or qualifying laps
- Cancellation of race laps
- Time Penalty
- Lap Penalty
- Drop of grid position
- Drop of positions in the classification
- Any other penalties at discretion of the Race Director

Penalties imposed by the Stewards

- Disqualification: this penalty may only be given by the Stewards and in consultation with the Race Director

Basically all penalties will be inflicted on the competition number, which means, in case of more drivers on a car, the penalty is not inflicted to the individual driver but the complete team.

The Race Director can make exceptions on this (e.g. regarding driving behaviour)

Time penalties— Procedure and other penalties

Time penalties are given for more than one reason, the following, with the accompanying time penalties, are the most common reasons for which time penalties are incurred, however the Race Director is empowered to enforce or rescind time penalties as he sees fit to do so, different situation and circumstances which occur during the race, any practice or qualifying may result in a different time penalty than here stated.

All Time penalties will be processed by the official timekeeper after the finish, at discretion of the Race Director

List of Time penalties

Below time penalties may be imposed, at discretion of the race director

- Overtaking under a code-60 situation: **30 seconds**
- Speeding in the pit lane **2 seconds per km/h**
- Driving too fast under a code-60 situation: **Time gained in seconds x 2**
Time gained is determined by Race Director.
- Overtaking under a yellow flag situation: At discretion of the Race Director
- Not respecting track limits (4 wheels over the white line):
 - During the race: Warning up to 30 seconds penalty
 - During qualifying: Lap cancellation
- Taking a short cut: At discretion of the Race Director.
- Finishing in the pit lane: 20 seconds
- All other time penalties, at discretion of the Race Director.

Procedure

The infringement for which time penalties are given is as observed by any official and or the official time keeper and reported to the Race Director.

The Competitor will be informed (in writing and/or displayed on the TV monitors) of the infringement and time penalty, the team manager will sign for having received the notification and receive a copy of this for his/her own use.

All Time penalties will be processed by the official timekeeper after the finish, at discretion of the Race Director

PROTESTS AND APPEALS

36.
 - 1) Protests shall be made in accordance with national sporting guidelines of the host ASN.
 - 2) Applicable fee: 1500 AED
 - 3) Any protests after Race 1 will not affect the starting grid of Race 2.
37.
 - 1) Appeals shall be made in accordance with Article 15 of the Code.
 - 2) Appeals must be sent to: ATCUAE.
 - 3) Applicable fee: 5000 AED.
 - 4) Any dismantling costs resulting from an appeal must be set in accordance with the prescriptions of the International Sporting Code.

CHANGES OF DRIVER OR OF COMPETITOR

38. 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” recognized as such by the Stewards. Any duly authorized new driver may score points in the Championship and a new race number will be allocated to him.

TIMEKEEPING / TRANSPONDER

39. Each driver must use a AMB/MYLAPS timing transponder (with or without driver-ID).
(e.g. MYLAPS CAR DP-I transponder or TranX260)
All competitors are themselves responsible for the correct installation and functioning thereof.
Transponders can be bought or rented by the promoter throughout the Competition.

RACE NUMBERS AND ADVERTISING

- 40.** Promoter will allocate race numbers to cars.
- 41.** Promoter will publish obligatory advertising (stickers) on the cars, including the race numbers. These advertising and race number stickers will be provided by the Promoter (at the beginning of the event) Each car must carry the race number in conformity Promoters publication.

Driver race suit Logo obligations

A Hankook badge and a TCR-ME badge must be placed on the upper chest area of the driver's race-suit Any logos, prints, badges or stickers from any other tyre brand on the car or driver's overall are prohibited

- 42.** Before scrutineering, competitors must affix the Organizer's advertising on their car according to the diagram published by the Promoter.
Any lack of official advertising will be reported to the Race Director.

SPORTING CHECKS AND SCRUTINEERING

- 43.** Administrative checking will be held at the time and place indicated by the Organizer in the Supplementary Regulations. Administrative checking of all documents will be carried out at every event by the Organizer. Each competitor must have all valid licenses and medical certificates if required and the various documents relating to his car.
- 44.** The list of competitors, drivers and cars allowed to take part in the Competition must be published by the Stewards after the end of the sporting checks and scrutineering.
- 45.** No competitor, driver or other person concerned with a car can be required to sign any discharge of liability.
- 46.** Each car is identified by his chassis number and TCR Homologation form if available.
- 47.** Scrutineering: the location is defined in the Supplementary Regulations.
- 48.** No car may take part in the Competition until it has been passed by the scrutineers.
- 49.** The scrutineers may:
- Check the eligibility of a car or of a driver at any time during a Competition in consultation with the race director. All competitors must submit for each vehicle the following original items to the scrutineers at scrutineering for the races in which they take part, and whenever requested:
 - TCR Homologation Form
 - Certificate for the safety cage
 - Certification fuel tank
 - Require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied,
 - Require a competitor to pay the reasonable expenses for the exercise of the powers mentioned in this Article,
 - Require a competitor to provide them with such parts, samples/drawings and any other information, as they may deem necessary.
 - Require a competitor to replace a used part/s with a new part/s taken from the original packing or other reference parts.
 - 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 checks in appropriate location and at postponed date.

50. a) Data-logger acquisition system

- 1 – The competitors must use the TCR data acquisition system specified below.

- 2 – Promoter may decide on waiver
- 3 – Also the Promoter can at his discretion decide on a waiver, to accept a car without a datalogger.
- 4 – 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.
- 5 – All costs connected with the installation, checking, servicing and updating of the system are borne entirely by the competitors.
- 6 – The data may be checked at any time during the Competition.
- 7 – The weight of the system is included in the minimum weight of the car.
- 8 – The prescribed obligatory data-logger is: **AIM Evo4 or Evo5**



The following Pboost pressure(s)* is obligatory:

- 1 (One) Boost pressure sensor:

Air-pressure sensor (V262943 Pressure sensor 0 - 3 bar absolute),

Boost pressure: Is picked up through sensor V262943. Measuring range 3 bar abs., resolution 0.0007 bar. It must not be mounted directly into the manifold but connected by a tube and fixed to the chassis (free of vibration and heat).

Position of Pboost sensor

The Pboost sensor needs to be positioned as close as possible to the engine manifold, at discretion of Scrutineering.

For purchasing or rental information of the AIM-evo4/evo5, you may contact:

Memotec

Email: info@me-mo-tec.de

Phone: +49 7260 920440

Website: www.me-mo-tec.de

The promoter reserves the right to read out the data at any time during the event.

Any irregularity may result in a penalty.

To ensure the data logging process, the GPS-antenna of the data-logging-system must be fixed on the roof of the car.

At all times during the event, it must be possible for the promoterr to read out data from the acquisition systems.

The collection of the following data must be ensured by the competitor:

(For most cars, below described sensor-signals will be derived from the CAN bus of the ECU).

- Engine speed
- Vehicle speed (GPS signal)
- Vehicle speed (from ECU)
- Position of the throttle valve
- Intake system pressure
- Transversal acceleration (internal sensor)

The promoter reserves the right to order additional data to be recorded.

USB data memories will be distributed during the event for cars selected by the promoter.

These USB data memories must be connected to the data logger by the competitors.

A deposit might be required by the promoter to ensure the due return and the due exchange of the data memories.

b) On board cameras

Cars may carry on-board cameras and may be checked at scrutineering.

51. 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.

52. The Race Director may require that any car involved in an accident be stopped and checked at any time during the Competition.

53. 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 authorized to give instructions to the competitors.

54. Not applicable

SUPPLY OF TYRES DURING THE COMPETITION AND OTHER PARTS

55. HANKOOK TYRES

For the TCR-ME, powered by Hankook, Hankook, as title sponsor will be the exclusive and single tyre supplier for all events. (Unless otherwise described in the Supplementary Regulations of the specific event.)

The promoter has negotiated attractive Hankook tyre prices, exclusively for the TCR-ME events.

Additional by means Hankook is the exclusive tyre supplier, it is possible to keep the entry fee on an attractive and as low as possible level. Additionally Hankook will deliver technical assistance throughout the event to the competitors.

Hankook tyre prices and service are available on www.24HSERIES.com

All participating teams are obligated to run the entire event (any practices, qualifying and race) on Hankook tyres.

Only Hankook tyres may be used which are delivered by Hankook in one of the TCR-ME events (those tyres can be recognized by a special decal/markings.)

The Hankook type-specification may be maximum 260/660/R18. (Unless explicit, wider/bigger size is explicitly described in the TCR-technical form)

The number of tires is not restricted.

Exemption might be granted by the Promotor if Hankook is unable to supply suitable tyres (to be judged by the Promotor). As the occurrence of such an exception is very rare, conditions apply to this exemption will be made on individual basis.

Hankook Logo obligations

All teams must affix HANKOOK stickers (will be provided by the organization) on all 4 corners of the car.

A Hankook badge and a TCR-ME badge must be placed on the upper chest area of the driver's race-suit

Any logos, prints, badges or stickers from any other tyre brand on the car or driver's overall are prohibited

Hankook Tire Service provider:

To be published by Promoter

Any mechanical or chemical modification or heat-treatment, such as cutting, applying solvents or other products on either wet-weather or dry-weather tyres is absolutely forbidden.

It is forbidden to use and/or the mere presence of tyre-warmers or any other method to artificially increase the tyre temperature throughout the event.

The Race Director will be informed immediately about any anomaly detected during the tyre check and will impose a penalty at his discretion.

56. Other parts

In order to keep entry fees at an affordable level, the promoter keeps the right to oblige competitors to use a certain make and/or supplier for parts of their car (e.g. brake pads, e.g. brake discs).

LIMITATION OF THE NUMBER OF ENGINES AND TURBOS DURING THE COMPETITION

57. Number of engines authorized during the season: No limitation
58. Number of turbos authorized during the season: No limitation

WEIGHING

59. The Minimum weight has to be respected at any time during the event. The Minimum Weight can be modified by BOP changes.

60. The weight of any car may be checked at any time during the Competition, as decided by the Race Director. The minimum weight of the car, according to TCR Technical Regulations, is the weight without fuel and including the driver*. Oil and water/coolant for the engine and brake fluid must be at their normal levels. The tanks for consumable liquids must be drained and the driver's non-compulsory equipment must be removed.

*** Please note: In case a car is driven by more drivers, the minimum weight must be respected, no matter which driver is currently in the car. (unless otherwise described in the supplementary regulations, this is also applicable for the Endurance race)**

61. a) During and after all the practice sessions:

- 1) the Race Director will select cars to undergo the weighing procedure, at the weighing area as defined by the Supplementary Regulations. The Race Director will inform the driver by means of traffic lights and/or by flags and/or timing screen that his car has been selected for weighing;
- 2) 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;
- 3) In the case of an irregularity, the results will be given to the driver or a team representative in writing;
- 4) 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;
- 5) the driver and his car may not leave the weighing area without the consent of the Race Director or Scrutineer or his nominee.

b) After the race:

The scrutineer will weigh the classified cars, 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, 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 authorized by such officials.

62. 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 disqualification of the car concerned,
- any other penalty at discretion of the Race Director

SUCCESS BALLAST WEIGHT

Success ballast will NOT be applicable in TCR-ME.

BALANCE OF PERFORMANCE

63. The balance of Performance (BOP) will be defined by Promoter (BOP-Publication & Eligible cars) before the start of the season and will be maintained through corrections throughout the season.

Each car entered in the Competition must respect the given BOP.

This BOP is also applicable for TCR's in the endurance races.

GENERAL CAR REQUIREMENTS / DATA-COMMUNICATION TO CAR

64. 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 members
- 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

65. 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.

66. 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.

67. 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.

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

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

70. Save as specifically authorized 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.

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

72. 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.

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

74. 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 Race Director may impose a penalties to any driver who exceeds the limit.

75. 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.

76. 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.

77. Only four team members per participating car are allowed in the signaling area during practice and after the start of the race. People under 16 years of age and animals are not allowed in the pits, pit lane, on the pit wall and on the starting grid people under 16 years are only allowed together and under supervision of an adult.

78. The Race Director can require a driver to undergo a medical examination at any time during a Competition.

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

PIT LANE AND PIT REGULATIONS

80. Drivers must follow the directions of the marshals at all times.

81. Pits and pit regulations

Pit Allocation:

The promoter will make the pit allocation.

Each pit can be shared by several teams/cars.

If there is availability at the Circuit, there is the chance to book the option of using a pit garage exclusively.

Applications for teams wishing to share a pit must be submitted together with the entry form.

Pit regulations

- a) 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.
- b) The pit lane has been divided into lanes. The lane closest to the pit wall/track is designated the 'fast lane' and the lane closest to the pit boxes is designated the 'inner lane' or 'working lane', and is the only area where any work can be carried out on a car.
The corridor (Safety-lane) between the fast lane and the working lane may only be crossed to go to and come from the working lane.
- c) 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, even when the car is being pushed.
- d) Any change of drivers may only take place in the pit of the team or in the working area of Pit lane before the pit assigned to the team.
- e) Team members must remain inside the pits garage and not unnecessary in the pit lane area when the car is not in the pit lane.

Pit Stops

a) Service and repairs on the cars may only be carried out in the pit lane.

Refuelling in and at the pit box is absolute prohibited, during the whole event.

Pit stops must be carried out in the working lane (not in the pit box)

b) Team members are only allowed in the working area just before car enters the pit lane. All tools, spare parts and related elements must be in the garage and not in the pit lane area. These items may be placed in the working lane just before the car enters the pit lane. After the pit stop the team must evacuate and clear the working area as soon as the work is finished. This is because other teams need to use the pit lane space as well.

- c) During a pit stop, it is allowed to keep the engine running.
- d) 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 4 mechanics/team members.
Once a car has been pushed into the pit box it may not rejoin the race.
- e) On ground of safety it is not permitted to undo or loosen safety belts or remove articles of driver equipment while entering the pit lane. Only when the vehicle has stopped at its designated place, the driver may remove the safety harness and race protection equipment.
- f) Pneumatic systems for wheel replacement may be placed in front of the pits but only on condition that neither the pit doors nor other cars will be obstructed.

FUEL, REFUELLING AND PIT ASSISTANCE

- 82.** The fuel supplier is designated by the Promoter at every Competition. The Fuel pump location will be defined by the Supplementary Regulations. The supplied fuel (petrol) will be minimum 98 Octane.
- 83.** At any time, the car must contain at least 2 L of fuel.
- 84.** The cooling of the fuel, by any means whatsoever, is prohibited (acc. Appendix J).
- 85.** 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 Promoter in case of no pits availability for competitors.
- 86.** During the free practice sessions, qualifying session and races refuelling and/or removing of fuel is not permitted.
- 87.** Any breach of the provisions of the Code or these Sporting Regulations relating to pit assistance and refuelling may result in the disqualification of the car and driver(s) concerned from the Competition.

FREE PRACTICE, QUALIFYING PRACTICE

- 88.** 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.
- 89.** A car which has not participated the qualifying session, will be allocated at the back of the grid. On case this is applicable for more cars, the Race Director will decide on the order of these cars on the grid.
- 90.**
 - 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.
 - b) At the end of each practice session, all drivers may cross the Finish-Line only once.
- 91.** The time schedule will be published in the Supplementary Regulations. The Race Director in consultation with the Stewards have the unappealable power to amend the Competition format and timetable in any way at any time. With the submission of their registration, all participants in the TCR-ME agree to abide by the following restrictions on testing: There are no testing limitations for TCR-ME.
- 92.** Qualifying practice session.
After completion of Qualifying, 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.
 - Any work on cars in the pit, that is actually being carried out on these cars, must stop at the chequered flag, and the relevant cars must be resting on their wheels, pushed by the teams to the Parc Fermé, if is possible to do so. If NOT, this must be reported to the Race Director as soon as possible. The Race Director will instruct how to proceed.

93. 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 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.

94. 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.

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

95. 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.

96. 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.

97. 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

98. 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

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

100. The starting grid for Race 1

Will be drawn up in the following way:

The fastest car will start the race from the position on the grid which is the pole position according to each circuit license. Than 2nd fastest, etc.

101. 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, grid position penalties (if any) will be applied to the drivers in question in the order in which the offences were committed.

102. The final starting grid of Race 1 will be published as soon as possible after Qualifying.

The final starting grid for Race 2 will be published as soon as possible after Race 1.

All decisions taken by the Race Director and/or 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 accordingly at the earliest opportunity.

103. For the Race 2 grid

a) Positions 1-10 will be occupied by the first 10 cars of the grid for Race 1 according to the final combined qualifying results in **reverse order**.

b) The other cars will be placed behind them and will take the start from the 11th place and so on until the last placed car in

Qualifying.

- c) After the publication of the final grid, the (eventually) 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 race director. 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 the 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

104. A briefing by the Race Director will take place as set by the Supplementary Regulations. All drivers entered in the Competition, and their competitors' appointed representatives must be present throughout the briefing; at the beginning of the briefing Drivers must sign a presence form produced by the Organizer, any absence is subject to a penalty at discretion of the Race Director.

STARTING PROCEDURE

105. Race 1: 10 minutes (unless otherwise stated in briefing or time table) 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.

106. Race 2: 10 minutes (unless otherwise stated in briefing or time table) 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.

107. 5 minutes (unless otherwise stated in briefing or time table) 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.

108. The use of an external battery is authorized 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.

109. The approach of the start will be announced by signals shown 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 time penalty 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 time penalty 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.

110. 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 meter in front of pole position.

111. 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.

112. 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.

113. 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 as soon as possible. The race duration may be reduced.

Every time this happens, the race will be shortened.

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 rejoin the race.

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

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

a) 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.

114. 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.

115. 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 authorized officials and fire marshals, all of whom shall have been issued with and shall be wearing the appropriate pass.

116. 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.

117. 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 proceed at discretion of the Race Director.

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) The Race Director may decide to start the race under CODE 60.

118. The Stewards and Race Director may use any video or electronic means to assist them in reaching a decision. The Stewards may overrule judges of fact.

THE RACE

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

120. 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 rejoining the race, the car will be excluded 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 rejoin the race, except under Article "SUSPENDING THE RACE"

121. 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.

NEUTRALIZING OF THE RACE BY MEANS OF A CODE-60 PROCEDURE

122. Instead of the use of a safety car to secure areas of danger or accidents, for additional safety reasons, the Race Director can neutralize the race by means of a CODE-60 Procedure (Code-60 flag).



Introduction of CODE-60 Procedure

The idea behind this CODE-60 Procedure is additional safety in case of an accident or other insecure situation. The main (safety) advantage of the code-60 Procedure is the fact that ALL cars will lower their speed immediately without braking, the maximum speed will be 60km/hour and overtaken is strictly forbidden. This means that the complete track is secured immediately, and rescue officials and rescue vehicles can do their important work on a safe way.

Maximum Safety is the only reason of this Code-60 Procedure. Only of secondary matter, there is no advantage or disadvantage for none of the drivers, because all cars will drive (maximum) 60km/hour (the duration from car to car will stay the same). By means of the time-intermediates in the track, timekeeping will automatically measure the speed of all cars. In case of exceeding the speed limit (occasionally or on average) this will be sanctioned.

When the order is given to deploy the code-60 Procedure, ALL marshal posts will SIMULTANEOUSLY display the PURPLE flags, with the NUMBER 60 on it.

At the moment the code-60 Flags are shown, ALL drivers have to release the throttle immediately without braking. During this CODE-60 Procedure it is forbidden to drive faster than 60km/hour.

While the CODE-60 Procedure is in operation

The Pit Lane is open, so competing cars can enter the pit lane and re-join the track. A car re-joining the track under these conditions will proceed at reduced speed (speed limit is 60km/hour).

Sanction:

Any car that exceeds the speed limit of 60km/hour can be sanctioned, with a time penalty double value of the encountered advantage when driving too fast.

When the Race Director gives the order to end the CODE-60 Procedure, ALL marshal posts will SIMULTANEOUSLY display waved GREEN flags. At the moment the GREEN flags are shown, the race will proceed and it is allowed to overtake.

Each lap completed while the CODE-60 Procedure will be counted as a race lap.

If during this procedure the time should reach the end of the race, the chequered flag will be used as normal to finish the race.

SUSPENDING THE RACE

123. 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 Leading 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 Time penalty 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 that 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

124. The delay will be kept as short as possible and, as soon as a resumption time is known, teams must be informed via the timing monitors (if available); in all cases, at least a ten-minute 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 Time penalty 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 Time penalty 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 Leading 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 Leading Car when the green lights are illuminated. The Leading Car will enter the pits after one lap unless all cars are not yet in a line behind the Leading Car and team personnel are still clearing the grid or a further incident occurs necessitating another intervention.

When the green lights are illuminated, the Leading 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 Leading 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 Leading 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 Leading 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 will be imposed on any driver who, in the opinion of the Race Director, unnecessarily overtook another car during the lap.

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

125. The end-of-race signal will be given at the Line as soon as the leading car has completed the full race duration and crossed the finish-line.

126. Should for any reason the end-of-race signal be given before the leading car completes the scheduled duration, 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.

127. 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

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

129. 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.

130. The Parc Fermé shall be sufficiently large and secure that no unauthorized persons can gain access to it.

131. 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 as per Race Director decision.

An audible warning signal and/or a message displayed on the timing monitor will announce the end of this Parc Fermé. Once the Parc Fermé is declared open by the Race Director, mechanics will be allowed to push the cars back to their pit garage/ allocated tent.

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

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 best three drivers from the Parc Fermé to the podium without delay. Only persons authorized by the master of ceremonies may make contact with the drivers before the end of the TV unilateral interviews.

132. Not applicable.

CLASSIFICATION

133. The car placed first will be the one having covered the scheduled duration 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.

134. Only the cars that have covered at least 75% of the duration covered by the winner will be classified.

135. 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

136. a) The podium ceremony will take place in accordance with the regulations and following the instructions of the promoter.

b) The drivers finishing the races in 1st, 2nd and 3rd 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 eventually 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 2nd driver classified
- 3) the 3rd driver classified
- 4) a representative of the winning Team

137. 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.

138. TCR-ME Technical Regulations

Competitions are reserved for TCR cars in conformity with the TCR Technical Regulations

Each car competing in the Series must have a TCR Technical Homologation Form issued by WSC Ltd.

Waivers: The Promoter may at his discretion accept other models (e.g. older TCR cars) and/or deviations.

The models accepted for TCR-ME will be published by the Promoter in the Official publication of eligible cars and applicable BOP. The list may be amended at any time by the Promoter.

Referring to TCR Technical regulations and with view of the Endurance races within TCR-ME and to accept also TCR cars from 24H SERIES (endurance), the following modifications/deviations are allowed:

Front Headlights

The maximum of 6 front headlamps (units) is permitted for all cars.

In case a car has (standard) only 4 headlights, it is allowed to mount 2 additional (external) headlamps (units).

These headlamp (units) may also be LED-units. A LED-unit (up to approx. 20cm, at discretion of scrutineering) is considered as one headlamp.

For the purpose of additional headlights it is preferred to integrate them in the FRONT-BUMPER. (So for this purpose it is allowed to make holes in the front-bumper.)

At least two front headlights must be working and be symmetrical to the axis of the vehicle. If this is not the case or any or all of the rear side and brake lights should fail to work, the driver must stop in its pit and will not be authorised to return to the track until the lights work correctly.

Radiator Protection

Oil and water radiators may be protected against damage with a fine-meshed wire netting.

Shielding rear and quarter Windows

The rear side or quarter windows may be partly shielded (the rear view must however be guaranteed as a clear view).

Allowed modifications

Unless otherwise specified in these regulations, supplementary regulations or bulletins, below modifications are allowed referred to the technical forms.

Item	Description
Shock absorbers	<ul style="list-style-type: none"> Brand, model and type of shock absorbers and springs are free. E.g. manual, automatic, semi-automatic and/or electronic controlled dampers or shock absorbers are allowed. Electronic height adjustment is forbidden. Any height adjustment which can be done from the cockpit by the driver is forbidden.
Brakes	
Brake pads	<ul style="list-style-type: none"> Brand, model type and dimensions are free
Brake discs	<ul style="list-style-type: none"> Only brand is free (diameter, thickness, material (steel) must all be according applicable cup regulations, homologation and/or technical form) The promoter keeps the right to oblige competitors to use a certain make and/or supplier.
Brake calliper	<ul style="list-style-type: none"> Must be according applicable cup regulations, homologation and/or technical form
Brake cooling	<p>May be added and/or modified, with the following limitations:</p> <ul style="list-style-type: none"> Any modification or addition of brake cooling must have the clear purpose of brake cooling Only brake cooling with air is allowed (e.g. NO water or liquid cooling) The maximum of two pipes/hoses to bring the air to the brakes of each wheel is allowed. E.g. one existing pipe/hose and one added The total inner section of one or both air pipes may be maximum 227 cm². This corresponds for example to a section of 12cm in diameter for 2 equal pipes/hoses or 17cm for one single pipe/hose The use of electrical blowers/fans is allowed Modifications and/or additional holes in the front bumper (e.g. to put extra or bigger air ducts) are allowed, with following limitations: <ul style="list-style-type: none"> With the only purpose of brake cooling Total maximum of 4 holes Maximum dimension per hole 400 cm² To each hole in the front bumper, a pipe or hose must be mounted, to be directed to the brakes The modification or addition of air ducts to the brakes is allowed Front and rear brakes: protection shields may be added or modified Mounting of additional parts, with the clear purpose to improve brake cooling is allowed The pipes or any other part must not protrude over the perimeter of the car, seen from above
Headlights	<ul style="list-style-type: none"> Modification of the inside of standard headlights-lamps is allowed, as long as the lamp-unit at the outside stays and looks the same. E.g. replace the lamp/bulb itself by LED-lights or Xenon lights.

Driver ventilation-cooling	<ul style="list-style-type: none"> • For the purpose of driver ventilation-cooling the following is allowed: • For the door and side windows: installation of air-ventilation is allowed. • The side windows must be of safety glass or plastic. • If of polycarbonate, the thickness must not be less than 3 mm. • If of plastic, the thickness must not be less than 5 mm. • They must in any case be transparent at discretion of scrutineering
Protective-grating in front bumper	<ul style="list-style-type: none"> • For protective-grating in front bumper it is allowed to replace them by more robust protective-grating. • Mounting of additional protective-grating in and for air-openings is allowed.
Seatbelts	<ul style="list-style-type: none"> • It is allowed to replace the homologated seatbelts, by FIA approved seatbelts according FIA Appendix J Art. 253.6. However the original mounting-positions must be respected.
Seat	<ul style="list-style-type: none"> • It is allowed to replace the seat, by FIA-homologated seat.
Fuel-inlet	<ul style="list-style-type: none"> • Additional to TCR-technical form, it is allowed to modify the fuel-inlet to the outside of the car. • For cars with the fuel-inlet on the side, it is allowed to have fuel-inlet on left and right hand side. However, during refuelling, it is NOT allowed to refuel the car on both sides simultaneously
Engine seal	<ul style="list-style-type: none"> • This is free (so it is allowed to remove and it is allowed to revise the engine anywhere). • The engine has to be according the specific Cup regulations, homologations and/or TECHNICAL FORMS, of the specific class.
Gearbox seal	<ul style="list-style-type: none"> • This is free (so it is allowed to remove and it is allowed to revise the gearbox anywhere). • The gearbox has to be according the specific Cup regulations, homologation.
ABS	Only ABS according TCR Technical Form is allowed (Official variant Option). In case Traction control is linked to the device used, Traction Control is also allowed.
Exhaust	Brand, type and modifications are free. Please note: under all circumstances the applicable noise measures need to be within the specified limits!
Seat Leon Cup Racer V1 DSG (deviation from TCN2-C-001)	<p>Brake system upgrade</p> <p>For Seat Leon Cup Racer V1 DSG (TCN2-C-001): The brake system as described in the TCR Technical Form No. 15 of the Seat LCR TCR V3 DSG is allowed including the following parts:</p> <ul style="list-style-type: none"> • Brake discs (diameter) • Brake pads (is free) • Brake calliper

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