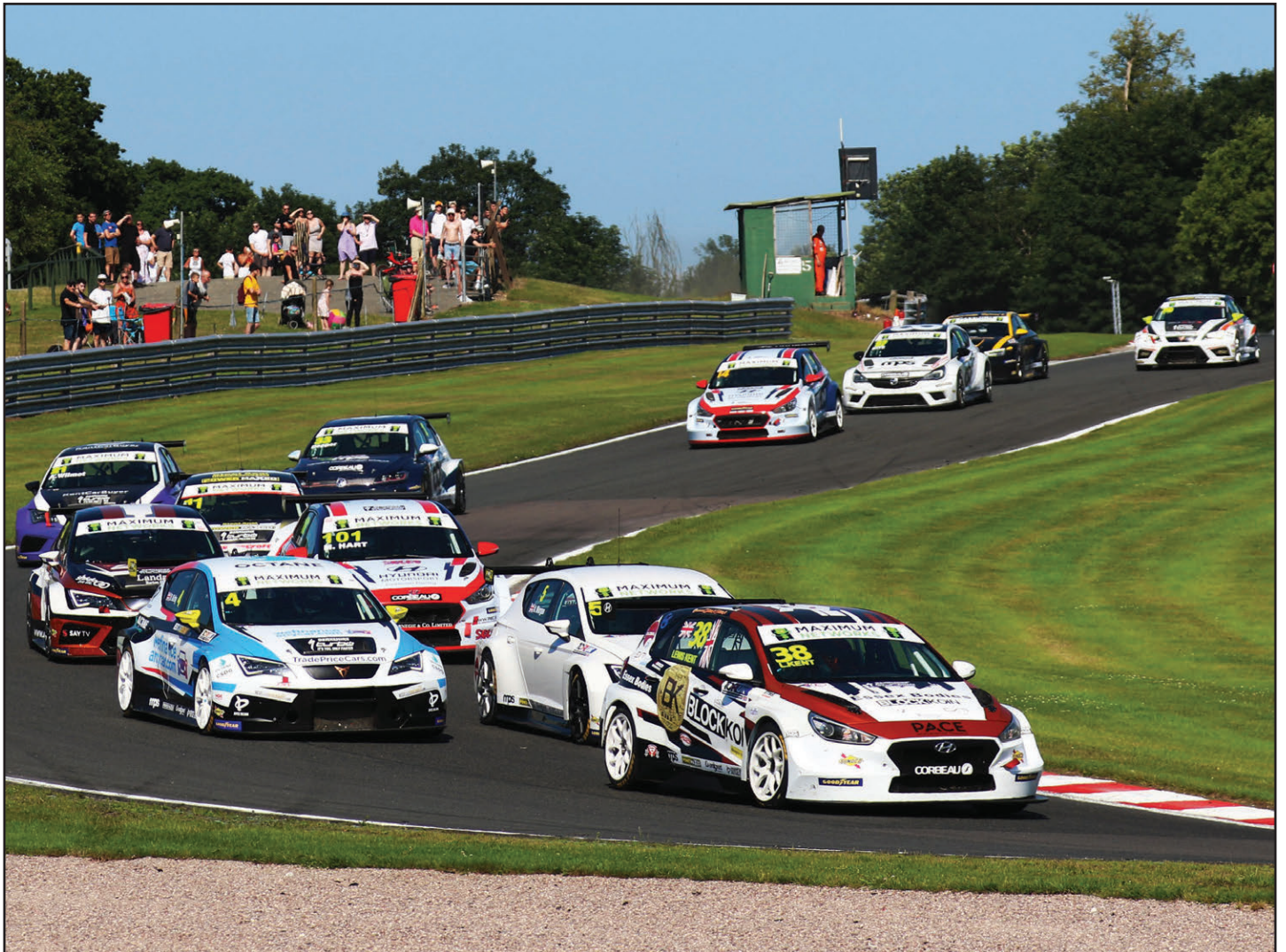


TCR UK

TOURING CAR CHAMPIONSHIP 



2022 TCR UK PROVISIONAL CHAMPIONSHIP REGULATIONS



www.tcr-uk.co.uk



2022 TCR UK Championship Regulations

Introduction

We extend a warm welcome to the 2022 TCR UK Championship. Whether you are a returning competitor or a newcomer this season, you will join us at a significant point, as the series returns to a stand-alone championship exclusively for homologated TCR cars for the first time since its introduction into the UK in 2018.

Following a ground-breaking transitional year in 2021, when TCR UK joined forces with Club Time Attack, we are excited to continue this successful partnership into 2022. Building on the list of considerable achievements, we are excited to present a season that will see even bigger grids, more exposure, a bespoke television package, live streaming, increased audiences, greater public interaction and even closer racing.

This year's action-packed calendar features 15 rounds at seven meetings, two of which are hosted by the British GT Championship, four with the UK Time Attack Championship and its hugely popular supporting car shows, plus an event at Castle Combe organised exclusively around the championship.

With all that 2022 has to offer, we invite you to join us for what promises to be a truly memorable season. We look forward to receiving your entry.

Please note: It is imperative that you read the following information thoroughly, even if you have competed before, in order to ensure you are fully conversant with the regulations and aware of any changes and amendments from that of previous years.

We wish you every success for the season ahead!

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1 SPORTING REGULATIONS - GENERAL

1.1 TITLE & JURISDICTION

The 2022 TCR UK Championship is promoted by Maximum Motorsport Ltd, organised and administrated by Club Time Attack in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No: **CH2021/TBC (C)**

Race Status: **Club**

Motorsport UK Championship Grade: **C**

The Championship Organisers reserve the right to amend or vary the Sporting Regulations in accordance with Motorsport UK Regulation [D 11.2] at any time before or during the Championship and further issue additional statements concerning the Regulations from time to time, subject to Motorsport UK approval, and all such statements will be issued by Championship Bulletin to Motorsport UK and to all registered competitors by email or by post to the address detailed on the Registration Form, or by delivery to the competitor by hand. It is a condition of entry into the championship that all competitors, teams, team members and persons associated with any of the above agree to be bound by the Regulations including any amendments, variations or statements relating thereto.

1.2 CHAMPIONSHIP OFFICIALS

1.2.1 Championship Clerk of the Course:

Derek Stanley (or his nominated Deputy): 07979 576293 / derek@timeattack.co.uk

1.2.2 Championship Co-Ordinator:

Nicki Lines: 07939 718048 / nicki@maximumgroup.net

1.2.3 Deputy Championship Coordinator:

Lee-Anne Harper: 07545 196946 / lee-anne.harper@maximumgroup.net

1.2.4 Championship Manager:

Stewart Lines: 07976 432053 / stewart@maximumgroup.net

1.2.5 Eligibility Scrutineer:

Kevin Peake: 07899 911137 / kevin.peake@maximumgroup.net

1.2.6 Championship Stewards:

David Walton / Nigel Drayton / Esmor Jones / **Mike Dixon**

Any three Championship Stewards will constitute a quorum. In the event of any of the Championship Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the organisers reserve the right to appoint an alternative Championship Steward or, if deemed to be necessary, more than one alternative Championship Steward.

G 2.7/W 2.2.1: The Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and, after holding a formal hearing, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.

1.3 COMPETITOR ELIGIBILITY

1.3.1 Entrants must:

- (a) Be fully paid-up valid members of Club Time Attack.

- (b) Be registered for the Championship.
- (c) Be in possession of a valid entrants licence, where applicable. Without a valid entrants licence, Team Managers and or representatives may not be present in any judicial matters.

1.3.2 Drivers and Entrant Drivers must:

- (a) Be current members of Club Time Attack.
- (b) Be registered for the Championship.
- (c) Be in possession of a valid Race Club - or higher grade – licence (Race National from 2023).
- (d) Or if an overseas resident, be in possession of the highest grade of National Race licence or valid FIA International Licence, together with their ASN's written consent ((H)26.2. & FIA ISC Article 2.3.7.b applies)
- (e) If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without prior written approval of the education establishment.
- (f) From 2023, all teams must be in possession of a Motorsport UK Entrants Licence.

1.3.3 All entrant and drivers' documentation must be available for checking at each round.

1.3.4 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing.

1.4 REGISTRATION

1.4.1 Drivers must register for the Championship in order to be eligible to take part in any of the races, either on a full season or individual round basis.

1.4.2 Competitors must register and enter the Championship or selected rounds by completing the on-line form and paying the Entry Fee at least one month prior to the event date for the first round being entered. Late entries may be accepted but will incur a 20% admin charge (at Organiser's discretion).

The annual championship registration fee is £1000 + VAT if paid in full before 22nd January 2022. After this date the registration fee increases to £1500 + VAT. All payments are payable to Maximum Motorsport Ltd.

1.4.3 A one-off event championship registration fee is available for £250+ VAT.

1.4.4 Registration will be accepted from 1st January 2022 until the closing date for entries to each round.

1.4.5 Acceptance or refusal of registration is entirely at the discretion of the Championship Organisers and Promoters.

1.4.6 All drivers must join Club Time Attack and pay the £50 (inc. VAT) membership fee.

1.4.7 The Championship Coordinator must be made aware of driver changes in advance of events by email only.

1.4.8 Upon registration and payment, permanent competition numbers for the Championship will be issued by the Coordinator. No.1 will be reserved and allocated at the discretion of the Championship Organisers. Numbers between 2-99 will be allocated on request using a first-come first-served basis, taking into account the order in which the registration forms and entry fees are received using the entrant's choice of number, until the end of March 2022. From 1st April 2022 competition numbers will be allocated at the discretion of the Championship Organisers.

1.4.9 Drivers must inform the Event Chief Medical Officer if:

- a. The driver is involved in any serious accident at any test, event or otherwise at any venue.
- b. There is a significant change in the general physical or mental condition of the driver.
- c. The driver is hospitalised for any reason.
- d. Drugs are taken for any medical condition that has not been previously notified.

1.4.10 Guest Drivers:
In addition to Registered Drivers, at the organiser's discretion, Guest Drivers may be invited to enter in individual races. They will not be required to submit a full year Registration Fee but must pay the one-off event registration fee (1.4.3) and be Club Time Attack members (1.4.4). Guest drivers will receive trophies if they finish in the top three but will not be awarded Championship points.

1.4.11 Guest Drivers will carry a 'G' sticker adjacent to the competitor race number on the front windscreen. The Driver or team is responsible for providing the G graphic.

1.4.12 A Guest Driver may enter no more than one meeting. After this they must become a Registered Driver (1.4.2). If a Guest Driver subsequently registers for the championship, points will only count from the point of full registration. Registered Drivers' entries will have precedent over non-registered drivers until the closing date for entries one month before the event. Late entries will be accepted at the championship organisers discretion and will carry a late payment fee of 20%.

1.5 CHAMPIONSHIP ROUNDS

1.5.1 The Championship will consist of 15 rounds over seven meetings, as follows:

Rounds	Dates	Venue	No. of Races	Club
1 / 2	16/18 April	Oulton Park (International)	2	MSVR
3 / 4	28/29 May	Donington Park (GP)	2	BRSCC
5 / 6 / 7	18/19 June	Brands Hatch (Indy)	3	Club Time Attack
8 / 9	16 July	Oulton Park (Island)	2	Club Time Attack
10 / 11	6 August	Castle Combe	2	Castle Combe Racing Club
12 / 13	29 August	Donington Park (National)	2	Club Time Attack
14 / 15	23 October	Snetterton (200)	2	Club Time Attack

1.5.2 Championship Organisers reserve the right to amend the composition of the Championship rounds at any stage of the season and will give as much notice as possible to all competitors through the issuing of an Official Championship Bulletin to all registered competitors in accordance with Motorsport UK Regulation [D 11.1].

In the event of cancellation of a championship round outside of the control of the Organisers, the cancelled round may be relocated to an alternative venue on an alternative date, or the total number of race meetings that comprise the full championship be reduced. Neither the organisers, nor the race organisers, club running the respective race meetings or promoters shall be liable for any consequential loss or damages.

1.6 SCORING

1.6.1 The Championship consists of seven Qualifying sessions and 15 Rounds/Races. Classification towards the title in each class is calculated from the points awarded to registered drivers (1.4) listed as classified finishers in the final results as follows:

1.6.2 Qualifying:

1 st	2 nd	3 rd	4 th	5 th	6 ^h
6 points	5 points	4 points	3 points	2 points	1 point

If, due to unforeseen circumstances, it is not possible to hold an Official Qualifying session, the grid for those rounds

will be formed as per the grid from the corresponding round at the previous meeting, championship standings or by drawing lots when this criteria cannot be achieved. In such cases, drivers/teams will be notified by way of a bulletin and no Qualifying points will be awarded.

Races:

1.6.3	1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th
	40 points	35 points	30 points	27 points	24 points	21 points	18 points	15 points	13 points	11 points
	11 th	12 th	13 th	14 th	15 th	Fastest Lap				
	9 points	7 points	5 points	3 points	1 point	1 point				

1.6.4 Where the race distance has been reduced (2.6) it shall count as a full point scoring round.

1.6.5 In order to score points, collect trophies and awards in any award category, all cars and drivers competing in the championship will be required to display and wear the decals and badges specified by the organisers in the nominated positions (see Appendix).

1.6.6 The totals from all qualifying rounds held (excluding any races that are abandoned and which are not replaced) less the two lowest scores, will determine the final championship points and positions, unless subject to the application of any Motorsport UK Regulation [C 3.5] penalties.

Competitors cannot drop scores from any of the races held at the final meeting.

If organisers are forced to cancel any events, subject to consultation with the Championship Stewards and approval by Motorsport UK, the number of dropped scores may be amended. Details will be confirmed via an official bulletin.

Drivers disqualified from results for sporting or technical infringements cannot use that (those) round(s) as discarded rounds for the purpose of the overall championship placing. Dropped scores must include any points related to the dropped rounds including fastest lap and pole position if applicable.

Tiebreak: If two or more drivers finish the season with the same number of points, the higher place in the Championship 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.

1.7 AWARDS

1.7.1 All awards are to be provided by the championship and its sponsors, unless advised otherwise.

1.7.2 Per round:

- Overall awards: Trophies will be presented to the top three finishing drivers.
- Goodyear Diamond Award: A trophy will be presented to the highest-placed driver who at that time is aged 40 or over.
- Tom Walker Memorial Trophy: A trophy will be presented to the highest-placed driver competing in the TCR UK Championship for the first time in 2022 or a driver who did not finish in a podium position in 2021.

1.7.3 End of season:

- Overall awards: Trophies will be presented to the top three finishing drivers.
- Goodyear Diamond Award: Trophies will be presented to the top three finishing drivers who were aged 40 or over at the time the points were scored.

- Tom Walker Memorial Award: A perpetual trophy and replica will be presented to the highest points scoring driver who competed in the TCR UK Championship for the first time in 2022, or was a driver who did not finish in a podium position in 2021.

Drivers failing to attend the official end-of-season ceremony may forfeit their trophy.

1.7.4

Presentations:

Awards will be presented at the end of each event and/or at the end of the season at a designated ceremony. All Competitors present shall be obliged to attend prize giving ceremonies. Award winners must attend, unless circumstances dictate, in which case the Championship Coordinator must be informed in advance. Failure to do so may result in a fine.

Competitors taking part in podium ceremonies must present themselves in their race overalls, worn correctly and not displaying the logos of other championships or brands that may conflict with those of the TCR UK Championship.

1.7.5

Title to All Trophies:

In the event of any Provisional Results being revised after any provisional presentations and such revisions affect the distribution of any awards the competitors concerned must return such awards to the Championship Co-ordinator in good condition within seven days.

1.7.6

Bonuses:

The organisers/sponsors/promoters reserve the right to provide additional awards for and during the season.

1.7.7

Entertainment Tax Liability:

In accordance with current Government Legislation, the organising club is legally obliged to withhold tax at the current basic rate on all payments to non-UK resident sportsmen/sportswomen and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women.

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Isles or Eire. This means that the organising club is required to deduct tax at the relevant rate, from such payments they may make to non-UK residents.

Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before their payment is due.

For further information contact: HMRC Personal Tax International, Foreign Entertainers Unit, St Johns House, Merton Road, Liverpool L75 1BB. Tel: (0151) 472 6488.

2 CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

2.1 ENTRIES

2.1.1 Competitors are responsible for submitting correct and complete entry forms with the correct fees prior to the entry closing date, which shall be one month before every round. Entries may either be submitted by drivers on a race-by-race basis, or pre-season in a one-off full year entry payment.

2.1.2 Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee. Changes to these entry details are permitted during the year provided they are not at variance with these regulations. It is the competitor's responsibility to notify the Championship Organisers of any changes before the closing date for each round.

In accordance with 2.1, entries will be accepted in the strict order that completed entries are received, with first priority going to drivers who have submitted a Full Year Entry.

2.1.3 Any withdrawal of Entry or Driver/Car changes made after the acceptance of any entry must be notified to the Co-ordinator in writing. D25.1.12 applies.

2.1.4 Event entry fees are:

- BGT rounds at Oulton Park International & Donington Park GP: £1750 +VAT per event
- Brands Hatch (x3 races): £1750 +VAT per event
- All other meetings: £1450 +VAT per event

2.1.5 Reserves:

The Championship Organisers will only accept the maximum number of entries allowed to race in accordance with that circuit's Motorsport UK Track Licence. In the event of any rounds being oversubscribed The Organisers may permit 20% more entries than specified on the Track Licence for each circuit who will be allowed to qualify for that race as Reserves. These Reserve Drivers who do not qualify for a race will be placed onto the Reserve List for that race in the order that their completed entries were received (the Reserve Number order). Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2.1.6 Refunds:

NO REFUNDS will be offered against Full Year Entries, regardless of circumstance. Drivers who select the Full Year Entry will be required to sign a specific section of their entry form to confirm their full acceptance of this condition.

Race Entry fees will not be refunded to competitors and reserves. However, if any rounds are cancelled, competitors who have paid will be eligible for a refund/credit of applicable value.

2.1.7 Entry fees may be refunded to Reserves who have signed on for the meeting on the following basis:

1. £150 refund for Reserves who are permitted to start the qualifying session only.
2. £75 refund for Reserves who are permitted to start the qualifying session and permitted one race start.
3. No refund for Reserves who are permitted to start the qualifying session and permitted two race starts.

2.1.8 NO REFUND will be payable to a Reserve who has not signed on for the event (i.e: chooses not to attend the meeting) without notifying the organisers in writing and returning paperwork and tickets to the Championship organisers before noon on the Tuesday prior to the event.

2.1.9 Where a Reserve would be permitted to start any qualifying session or either race but is unable to for their own reasons, these refunds will not apply. For example, in the situation that a Reserve suffers an irreparable car problem in a qualifying session, but grid space is available for both races, no refund will be made.

2.2 BRIEFINGS

- 2.2.1 Organisers will notify competitors of the times and locations for briefings in the Final Instructions for each meeting, whether held at the event or online. All drivers must attend.
- 2.2.2 There will be a maximum of £205 fine and loss of 3 championship point (even if this results in minus score) for any driver who fails to attend the mandatory drivers' briefing without giving prior notice.

2.3 QUALIFYING

- 2.3.1 At each meeting, a single Qualifying session of 30-minutes will take place.

Should the session be disrupted, the Clerk of the Course shall not be obliged to resume or re-run the session. The decision of the Clerk of the Course shall be final.

Should a session be stopped within the last 5 minutes, the session will not be restarted.

Any driver deemed to have caused a stoppage will have their fastest lap time cancelled and shall not take further part in that Official Qualifying session(s).

If, in the opinion of the Clerk of the Course, a stoppage during Qualifying is caused deliberately, or by driving in a manner not compatible with general safety by any driver and/or entrant, then the driver(s) concerned may have all their times from that session cancelled.

- 2.3.2 Each driver should complete a minimum of 3 laps in the car to be raced and in the correct session in order to qualify. Motorsport UK regulation (Q12.4).

With the approval of the Clerk of the Course and Stewards, in certain circumstances it may not be necessary to complete three laps of Official Qualifying to qualify for the Races, without the addition of a time delay, provided a competitor has satisfactorily completed 3 laps at that circuit in a similar car within the previous 12 months.

For the avoidance of doubt, a driver who takes part in a Qualifying session and has been disqualified from the results of Qualifying should take a grid position at the back of the grid but ahead of a driver who does not take part in that session.

Excessive weaving to warm-up tyres using more than 50% of the track width and falling back or stopping in order to accelerate and practice starts, is prohibited.

- 2.3.3 Grid positions for Race 1 will be determined from the fastest lap recorded by drivers during the official qualifying session.

The grid positions for Race 2 will be derived from the order of the classified finishers list of Race 1. The first 10 finishers in Race 1 will be reversed to form the grid of Race 2, with the rest of the field starting in their Race 1 finishing position. Therefore, the winner of Race 1 will start in 10th position on the grid for Race 2. Retirements will be placed at the back of the grid in reverse order of retirement.

In the case of a third race, grid positions will be determined from the second fastest lap recorded by that driver during the official qualifying session.

Retirements will be placed at the back of the grid in reverse order of retirement.

Once the grids have been established, grid position penalties (if any) will be applied to the drivers in question in the order in which the offences were committed.

- 2.3.4 The starting grid for each race will be formed by competitors in order of their qualification in accordance with

Sporting Regulation 2.3.3 up to the maximum number of starters permitted by the Motorsport UK Track Licence for that venue. All Reserves will replace withdrawn or retired entries in Reserve number order in accordance with 2.1.5.

2.3.5 Grid order for drivers qualifying out of session will follow Motorsport UK regulation (Q 12.4).

Qualified reserves shall enjoy precedence over competitors who practice out of session or whose practice times have been disallowed for whatever reason.

2.3.6 Should two or more drivers set identical times, priority will be given to the driver who set it at the earliest point in the official qualifying session.

2.3.7 Where it is not possible to hold a qualifying session through force majeure, the grid for that race will be formed according to the current championship positions. In the event of a tie, the driver with the best results in previous round will take priority - or in the case of the first championship round, by drawing lots.

2.3.8 Any competitor who withdraws from a race must inform the Clerk of the Course at the earliest opportunity and, in any event, no later than 30-minutes before the start of the race. If one or more cars are withdrawn the grid may be closed up accordingly if sufficient time is allowed to do so. Withdrawn competitors will be replaced by reserves in accordance with the Regulations.

2.4 RACES

2.4.1 All races are scheduled to run for a duration of 25-minutes.

2.4.2 Should any race distance be disrupted the Clerk of the Course shall not be obliged to resume or re-run the race (Q12.15) (1.6.4 above applies), it shall still count as a full points scoring round.

2.5 STARTS

2.5.1 Cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet. In certain circumstances after leaving the assembly area, the formation lap may be the Green Flag lap, this will be confirmed at a drivers' briefing.

2.5.2 All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up the grid to the start of the Green Flag lap(s).

2.5.3 Grids will be staggered in a 1x1 format. Races will commence with a standing start.

2.5.4 Start procedure:

The minimum countdown procedures/audible warnings sequence shall be:

a) Audible warning and 3-minute board shown at Start Line

b) Audible warning and 2-minute board shown at Start Line.

c) Audible warning and 1-minute board shown at Start Line. Clear the Grid/Grid Closed/Start engines.

All work on cars must be complete by this time. Any car being worked on after the showing of the 1-minute board may result in the competitor being given a 10 second penalty.

d) Audible warning and 30-second board shown on Start Line.

e) Start of Green Flag Lap.

f) Following the Green Flag Lap, a five-second board will be used to indicate that the grid is complete.

g) The red lights will be switched on five seconds after the board is withdrawn.

h) The race will start when the red lights go out. In the event of any starting lights failure, the Starter will revert to the use of the National flag.

2.5.5 Any car removed from the grid after the 1-minute stage or driven into the pits on the Green Flag lap, shall be held in the pitlane and may start the race after the last car has passed the pitlane exit.

2.5.6 Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as per Motorsport UK Regulation (Q12.11.2). In addition, any driver unable to maintain grid positions on the Green Flag to the extent that all other cars are ahead of them may complete the Green Flag Lap but **MUST remain at the rear of the last row of the grid but ahead of any cars that have been allocated a 10-second delayed start.**

2.5.7 The Championship Organisers may at their discretion and with the approval of the Stewards, select to use a rolling start for one or more races in accordance with Motorsport UK Blue Book regulations. This will be notified by official bulletin prior to the event.

2.6 RACE STOPS

2.6.1 Should the need arise to stop any race or practice, 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.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane during a practice or qualifying session, or return to the starting grid area during a race, which will automatically become a Parc Fermé area. Cars may not enter the pits unless directed to do so. Work on cars already in the pits must cease when a race is stopped.

2.6.2 Case A – Less than two laps completed by the race leader:
The race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.

2.6.3 Case B – More than two laps completed by the race leader but less than 75% of the scheduled distance:
The race will restart from a grid set out by the finishing order of part one, as per Motorsport UK Regulation (Q 12.15.2). The result of the race will be the finishing order of part two. The length of the restarted race will be determined by the Clerk of the Course.

2.6.4 Case C - More than 75% of race completed:
If the leader has completed more than 75% of the race distance or duration it shall not be restarted and the Results will be declared in accordance with Motorsport UK General Regulations (Q 12.15.3), unless the Clerk of the Course, in consultation with the Stewards deem it appropriate to restart the race.

2.6.5 **In Practice / Qualifying & Races - If mechanical means are used by the marshals to remove the car to a safe position, the car concerned cannot re-join the sessions.**

2.7 PITS, PADDOCK AND PIT LANE SAFETY

2.7.1 Pits & Paddock:
Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times. Race wear must be worn by drivers whilst in the pit lane.

2.7.2 Pit Lane:
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 'inner lane'. The inner lane is the only area where any work can be carried out on a car within the Pit Lane. No equipment may be left in the fast lane.

If a driver overshoots their Pit before stopping, the car may only be pushed back to the Pit when it is safe to do without impeding any other competitor. Reverse gear may not be used in the Pit Lane at any time.

2.7.3 Refuelling:
May only be carried out in accordance with the Motorsport UK Regulations (Q12.25), Circuit Management Regulations and SR's or Final Instructions issued for each Circuit/Meeting.

2.7.4 Speed Limit:

The Pit Lane speed limit will be as per the displayed Pit Lane boards at the particular venue, or as advised in the Final Instructions.

Failure to comply with the speed limit may result in the imposition of the following penalties:

- (a) Free Practice Sessions. Minimum fine of £200.
- (b) Official Qualifying Session: A minimum fine of £200 and/or the loss of times from the Official Qualifying session.
- (c) Races: A Drive Through Penalty for the first offence, exclusion from the Race results for any subsequent offence, plus a minimum fine of £200 with the competitor subject to possible further judicial action.

Harsh acceleration or deceleration, as judged by Officials, is not permitted within the pit lane at any time. For the avoidance of doubt, harsh acceleration includes the spinning of wheels. Failure to comply with this regulation will be treated in the same way as failure to comply with the pit lane speed limit.

2.8 RACE FINISHES

2.8.1 After taking the Chequered Flag drivers are required to:

- (a) cross the Finish Line once only.
- (b) progressively and safely slow down.
- (c) remain behind any competitors ahead of them.
- (d) return to the Pitlane/Paddock Entrance as instructed.
- (e) comply with directions given by Marshals or Officials.
- (f) keep their helmets and gloves on and harnesses done up while on the circuit or moving in the pitlane.

2.8.2 Only the driver and team's members authorised by the Eligibility Scrutineer or Chief Scrutineer are permitted in Parc Ferme.

2.9 RESULTS

2.9.1 All Practice Timesheets, Grids, Race Results are deemed provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (Motorsport UK regulation (D) 26.3). Results, bulletins and official documentation will be posted on the official notice board (virtual or otherwise) and provided to competitors electronically.

2.9.2 All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. When hiring, fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races.

When advised that a transponder is either not operating or functioning correctly, teams must respond accordingly in order for the fault to be rectified at the earliest possible opportunity.

The setting and servicing of these items must only be carried out by properly authorised Motorsport UK licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.

2.9.3 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

2.10 QUALIFICATION RACES

If an event is oversubscribed the Organising Club may at their discretion run Qualification Races. Details will be provided in the Final Instructions and at drivers' briefings.

2.11 OPERATION OF THE SAFETY CAR

The Safety car will be brought into operation in accordance with Section Q, Appendix 3 of the Motorsport UK General Regulations.

2.12 JUDICIAL ONBOARD CAMERAS

All competitors must provide and carry an on-board camera at all times during official Qualifying sessions and the Races. The camera will be designated as judicial.

The camera must be a standalone HD Go-Pro unit recording to memory card in 1080 lines and must be correctly orientated such that when viewed on PC or TV the video is the correct way up (Inverted video is not permitted). It must be located in a suitable position on the ROPS adjacent to and within 600mm of the driver's shoulder.

Judicial Cameras must be installed in accordance with Motorsport UK regulation J5.21

The judicial camera footage must be in the form of video files of minimum duration approx 20 minutes and no larger than 2Gb maximum size whichever occurs sooner. The camera must not be configured to short video segments. The

footage must clearly show a clear and uninterrupted view through the windscreen, the steering wheel, driver's hands and drivers feet.

The camera and card must be permanently marked with the car number. The camera must be additional to any onboard integrated datalogging and video system installed. The onus is on the entrant to ensure that their Camera is switched on and recording for all official Qualifying sessions and Races. This must not be done before five minutes prior to the car leaving the collecting area for official Qualifying and each Race and must be switched off immediately the car is released from Parc Ferme. Should a car be retired to the Pits or Paddock during Qualifying or Races the Judicial Camera must remain on.

It is the driver's responsibility to ensure prior to official qualifying all previous camera footage is deleted. All footage from each qualifying session or race must be downloaded from the camera and retained by the driver or team for a minimum of 28 days and be made available to the Championship organising team or Clerk of the Course immediately upon request.

Should a competitor fail to make available to the Clerk of the Course the memory card or video footage, the Clerk of the Course will impose under GR C2.3.3, up to a 10 Grid Place Penalty may be applied at a driver's future Race in this Championship.

3 SPECIFIC CHAMPIONSHIP REGULATIONS

3.1 SCRUTINEERING

3.1.1 Competitors must submit the following original items whenever requested:

- a) Technical Form/Log Book
- b) Official form for the safety cage (ROPS – roll over protection system)
- c) Certification for the catalytic converter

3.1.2 The scrutineers may check the eligibility of a car or of a driver at any time during an event and:

- a) Require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied.
- b) Require a competitor to pay the reasonable expenses for the exercise of the powers in these regulations.
- c) Require a competitor to supply them with such parts, samples/drawings and any other information, as they may deem necessary.
- d) Require a competitor to replace a used part/s with the new part/s taken from original packing or other reference parts.
- e) Require at any time during an event for any checks considered necessary to be undertaken (e.g. engine performance, fuel quantity etc.).
- f) They will have the right to seal cars or parts and make the check in an appropriate location and at a postponed date.

3.1.3 Any car that, after being passed by the scrutineers, is then 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 before taking part in any further practice session, qualifying or races.

3.1.4 The presentation of a car for scrutineering will be deemed an implicit representation that the car fully complies with the Regulations.

3.1.5 When a car is nominated by the Eligibility Scrutineer or their deputy for Post Qualifying or Post Race scrutineering checks, it is the driver's responsibility to ensure that the car is taken directly to the scrutineering or Parc Fermé area without delay and in the same form in which it completed the Official Qualifying session or Race. Contravention of these requirements may result in the disqualification of the driver's Qualifying times or Race result by the Clerk of the Course.

3.1.6 Failure to permit or facilitate Post Qualifying or Post Race scrutineering checks or hindering the same may be a breach of these Sporting Regulations and may in addition lead to disqualification from the Championship or to the imposition of any of the additional Series penalties set out in these Sporting Regulations.

3.1.7 The Eligibility Scrutineer or their deputy may require the Competitor and/or their team to carry out any necessary dismantling. If the competitor fails to do so Championship Organisers may arrange the dismantling and debit the competitor with the cost thereof. The competitor will not be permitted to compete further in the Championship until the costs are paid in full.

3.1.8 Measuring location for all official measurements (including weight and ride height): The measurements are conducted in a designated area during technical scrutineering. The designated area will be a marked area in the Scrutineering Bay and Pit Lane during qualifying. The measuring tools are available to the participating teams to check the minimum ground clearance and weight after consultation with the TCT/TCR UK Eligibility scrutineer or their delegate.

3.1.9 Minimum Ride Height: The minimum ride height has to be respected at all times during the event. The minimum ground clearance with the driver in the car must not be less than the specified minimum in the published BOP for that particular make and model.

- 3.1.10 Measuring method:
The minimum ground clearance of the ready to drive car is checked using the supplied height gauge. The measurement is checked with the ready to drive car including the driver seated in the normal driving position, complete with full racing attire. The measuring gauge must be able to move freely under all parts of the car.
- 3.2 POST RACE SCRUTINEERING**
- 3.2.1 Championship Organisers, the Eligibility Scrutineer or the Clerk of the Course may nominate any car for further inspection, as follows:
- The nominated car(s) will be sealed by the Eligibility Scrutineer in Parc Fermé. Thereafter it will be removed from Parc Fermé and no work by any representative of the Competitor or team unless by request of the Eligibility Scrutineer, may take place.
 - The nominated car will then be transported to a suitable venue as may be advised, under the direction of the Eligibility Scrutineer.
 - The Eligibility Scrutineer shall direct representatives of the Competitor concerned to dismantle the car at the technical inspection. The competitor must be present. In default the Organisers may arrange the dismantling and debit the competitor with the costs thereof. The competitor will not be permitted to compete further in the Championship until the costs are paid in full. C3 applies of the current Motorsport UK General Regulations.
 - Any breaking of or tampering with the seals is forbidden and may result in the disqualification of the car from the results (Motorsport UK General Regulation C3 applies).
- 3.2.2 Failure to permit or facilitate any inspection by the Eligibility Scrutineer shall be deemed to be a breach of Regulations and in addition may lead to imposition of any one or more of the additional Series penalties set out in these Sporting Regulations.
- 3.2.3 Should the Eligibility Scrutineer decide that the car or any component of the car is not eligible this will be reported to the Clerk of the Course who, after giving the parties the opportunity to be heard, will adjudicate on the matter and may impose any one or more of the penalties specified in these Sporting Regulations or the Motorsport UK General Regulations.
- 3.3 PARC FERMÉ**
- 3.3.1 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, Parc Fermé entrance and Parc Fermé, until the cars are released by a designated official. Any vehicle that is in the pit lane at this time will be under Parc Fermé rules.
- 3.3.2 From the moment the end-of-race signal 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 car.
- 3.3.3 It is prohibited to work on any vehicle after the chequered flag has been shown. This includes tyre pressure checking, wheel changes or changes of driver unless authorised by the Eligibility Scrutineer or their deputy, , 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 car.
- 3.3.4 Any vehicle in the pit lane must be immediately taken to the designated Parc Fermé area. No team personnel may enter Parc Fermé unless authorised by the Eligibility Scrutineer or their Deputy.
- 3.3.5 No tools of any type may be passed by team members or mechanics to drivers whilst in Parc Fermé unless authorised by the Eligibility Scrutineer or their deputy.
- 3.3.6 Only those officials responsible for supervision may enter the Parc Fermé. No intervention of any kind is allowed there unless authorised by such officials. Competitors are reminded that the area designated as Parc Fermé area

is a secure area and it is not permitted for any supporters to be in Parc Fermé unless at the behest of the Eligibility Scrutineer or their deputy.

3.4 SIGNALLING AND COMMUNICATION

- 3.4.1 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:
- Legible messages on a Pit board.
 - Body movement by the driver.
 - 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 or optical fibres) and be incapable of receiving external information.
 - Verbal communications between a driver and their team by radio using an approved frequency subject to Q11.3.
- 3.4.2 Competitors are permitted to carry an on-board system that will allow the organisers to send instructions, warnings and timing data. Only devices which receive data under the direct control of the Clerk of Course or Chief Timekeeper may be used.

3.5 RADIOS

- 3.5.1 With reference to 3.4 above, pit to car radio systems may not be fitted on competing cars at any rounds (Motorsport UK Q 11.3). The use of public communication networks for this purpose is not permitted.
- 3.5.2 Radio frequencies used by a Competitor/Driver must be licensed for use in the UK by Ofcom or their approved agent. The Series Organisers reserve the right to request production of the original Licence/Short Term Hire documentation to verify the use of any frequency by a Competitor at any time during the season.
- 3.5.3 The Competitor must always comply with the terms and conditions specified from time to time by Ofcom or other official bodies (e.g. an airport authority) for the use of their radio frequency. If a frequency used by a Competitor interferes with a frequency used by a local service or the Organisers then the Competitor may be required to change their radio frequency to a non-conflicting frequency to the satisfaction of the Series Coordinator and in accordance with the requirements of Ofcom.
- 3.5.4 Where the team has a non-transmitting radio receiver tuned to the frequency of a single transmitting device, which is under the direct and sole control of the Clerk of the Course, the system is to be used solely for providing teams with instructions or warnings issued by the Clerk of the Course.

3.6 TIMETABLE

The time schedule and the programme for all sessions will be published separately for each event. The Clerk of the Course in consultation with the Stewards has the authority to amend the Event format and timetable at any time.

3.7 TESTING

There are no restrictions on testing.

3.8 MESSAGING

Official messaging will be carried out via the TCR UK WhatsApp group. Motorsport UK messaging and social media protocols and policies apply.

Messages to the Clerk of the Course or Race Control should be carried out via text (except when invited to do otherwise. Details will be provided in pre-event driver's briefing notes.

4 CHAMPIONSHIP & RACE PENALTIES

In accordance with Section C of the current Motorsport UK Yearbook and these Sporting Regulations:

4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS

- 4.1.1 Arising from post-practice Scrutineering or Judicial Action:
Minimum Penalty: The provisions of Motorsport UK Regulation [C 3.3].
- 4.1.2 Arising from post-race Scrutineering or Judicial Action:
Minimum Penalty: The provisions of Motorsport UK Regulations [C 3.5.1(a) & (b)].

For an infringement deemed to be of a more serious nature, the Clerk of the Course and/or Stewards of the Meeting will invoke the provisions of Motorsport UK Regulation [C 3.5.1(c)].

4.2 INCIDENTS

An 'Incident' means any occurrence or series of occurrences involving one or more drivers during Practice, Qualifying and/or Race, or any action by any driver (Motorsport UK Regulations Q.12.21), which is reported to Clerk of the Course and which:

- a. caused a false start by one or more cars (Motorsport UK Regulation Q.12.13)
- b. caused a collision
- c. forced a driver off the track
- d. illegitimately prevented a legitimate overtaking manoeuvre by a driver
- e. illegitimately impeded another driver during overtaking
- f. exceeded track limits
- g. failing to re-join the track in a safe manner
- h. driving unnecessarily slowly

Unless in the opinion of the Clerk of the Course 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.

It shall be at the discretion of the Clerk of the Course to decide if a driver or drivers involved in an Incident shall be penalised.

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

If a driver is involved in a collision or Incident and/or has been informed of this by the Clerk of the Course, they must not leave the circuit without the consent of the Clerk of the Course (Motorsport UK Regulation H.32.1.6).

4.3. ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES

- 4.3.1 At any meeting where a competitor is found guilty of driving in a manner incompatible with general safety, and/or departing from the standard of a reasonably competent driver (see Motorsport UK Regulation C1.1.5), the following penalties may be applied:

Qualifying: All times will be cancelled and the driver will start from the back of the grid.

Races: Any Championship points gained for that race will be forfeited.

- 4.3.2 Stop-go and drive-through penalties may be issued at the discretion of the Clerk of the Course in accordance with Motorsport UK Regulation Q 12.26.
- 4.3.3 For offences under Motorsport UK Regulations [C1.1.5], [C1.1.6], [Q12.21.2] and [Q12.21.5], the Clerk of the Course, at their discretion, may impose a championship penalty in the form of the following:

- (a) For an offence in qualifying; a grid penalty of up to ten places.
- (b) For an offence in a race; a time in accordance with Section C2.3 of the current Yearbook.
- (c) For an offence in a race where the offending driver is not classified; a grid position penalty in the next race/event.

4.3.4 For a driver who has already received a penalty during the course of a season, any subsequent penalty WILL have a championship penalty applied. Where a championship penalty has previously been applied, the severity will be increased.

4.3.5 In order to maintain standards of conduct, the Championship Co-ordinator will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on two such reports during one racing season they will receive written warning from the Championship Co-ordinator that their driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in official Motorsport UK action and will result in a Championship Stewards' enquiry, with possible loss of Championship points and refusal of further race entries.

4.4 SOCIAL MEDIA & COMPETITOR BEHAVIOUR

Social media, including, but not restricted to, Facebook, Instagram, Twitter etc. is a powerful and wide-reaching medium for the expression of views and opinions, and the sharing of photographs and video. As such, competitors should be aware that their conduct on social media regarding the Championship, Club Time Attack and its competitors and teams should reflect the impact social media has.

In the opinion of the organisers, if a competitor is considered to have brought the Championship and/or Club Time Attack into disrepute, the matter will be referred to Championship Stewards who will decide on the appropriate action which may result in a penalty being applied or disqualification from the championship. The case may also be referred to Motorsport UK and the National Court for further judicial action.

Additionally, competitors are reminded that Motorsport UK monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to penalties. For clarity, it is accepted that crashes are an inevitable feature of motor-racing and the posting on social media of imagery containing a crash does not bring motorsport into disrepute, but competitors are reminded that careless associated comments may do so.

Away from social media, unsporting and aggressive behaviour will not be tolerated. If the driver, their team or those associated with them are deemed to have acted in this way, in the opinion of the organisers, they will be subject to a penalty or disqualification from the championship.

All rules and guidelines issued to manage and control the spread of Covid-19 must be adhered to. Failure to do so will result in expulsion from the venue and a penalty may be applied to the driver associated with this breach of rules.

4.5 CORONAVIRUS PROTOCOLS

Guidelines, practices and procedures have been put in place in order to reduce the spread of Covid-19. It is a requirement of entry that before attending every driver and team member must read and understand the information that has been issued by the organising club, the championship, the venue and Motorsport UK. Failure to comply with the guidelines, may result in a penalty being applied, disqualification and being directed to leave the venue. Due to the ever-changing nature of the pandemic, details relating to each meeting will be issued in a pre-event bulletin.

5 TECHNICAL REGULATIONS

5.1 INTRODUCTION

- 5.1.1 **The TCR Technical Regulations issued by WSC are included within these Championship Regulations (Appendix A). These must be followed complicitly, unless an exception is listed in the following Championship Technical Regulations.**

The TCR UK Championship is for TCR cars that have been specifically designed and built and are recognised as TCR cars by WSC. The only adjustments permitted to these cars are those detailed within these Technical Regulations.

- 5.1.2 The models accepted are listed on the official TCR website. The list may be amended at any time by the TCR Technical department. Competitors will need to register for access.
- 5.1.3 Please refer to Section 3 'Specific Championship Regulations' for further information regarding scrutineering and technical checks.

5.2 GENERAL DESCRIPTION & EXCEPTIONS

- 5.2.1 All competitors, team members and persons associated with Championship agree to be bound by the Technical Regulations including any amendments, variations or statements relating thereto. Only Technical Bulletins, clarifications or directives issued by the Championship Organisers and WSC will be effective.

- 5.2.2 **In addition to the TCR Technical Regulations issued by WSC, all vehicles must comply with Motorsport UK General Technical Regulations contained within Sections Section J & Section Q of the Motorsport UK Yearbook.**

- 5.2.3 If in the light of experience, when safety related changes to these regulations are necessary, competitors will be given at least 10-days notice to effect modifications.
- 5.2.4 No components can be modified, substituted, relocated or changed in any way, except those specified within the Technical Regulations.

In certain cases and only with the written approval of the Championship Eligibility Scrutineer, some non-homologated components may be used. When replaced, the homologated part must be fitted.

- 5.2.5 It should be clearly understood that if the text contained herein does not specifically permit modifications, of whatever nature, to the original car, competitors must work on the principle that modifications to the TCR model are NOT permitted.
- 5.2.6 All vehicles invited to compete will be issued with a Technical Registration Form that must be completed prior to the first power test. The information contained will be used to compile the Logbook that will be held by the Championship Co-ordinator and / or Scrutineer.
- 5.2.7 Competitors must ensure their cars comply with the conditions of eligibility and safety throughout the events.
- 5.2.8 The declaration and presentation of a car for scrutineering will be deemed an implicit statement of conformity.
- 5.2.9 TCR Technical forms, compulsory to take part in any TCR Competitions, are issued by WSC Ltd. In accordance with TCR Technical Regulations WSC Ltd may issue Temporary TCR Technical Form in case of new models. WSC is the only authority able to replace a Temporary Technical form with a TCR Technical Form.

5.3 SAFETY REQUIREMENTS

- 5.3.1 All cars must conform to the general and competition regulations of the Motorsport UK, which define minimum safety requirements for racing purposes. All cars must conform to these regulations before they can be accepted for either

racing or official practice. Competitors should refer to the Motorsport UK General Regulations sections J5, Q and K.

- 5.3.2 It is generally accepted that in order to ensure the safety and security of a car, it must be kept clean and in good condition so that faults can be easily spotted and identified. Likewise, the components of the car should be race-worthy to the best possible degree and fitted securely. Therefore, it is a requirement of entering the Championship that competitors will ensure their cars are properly prepared, well presented and clean prior to practice, qualifying and the races.
- 5.3.3 The Scrutineers reserve the right to refuse to scrutineer a car if it is presented in a sub-standard condition. Furthermore, the Clerk of the Course reserves the right, on the Eligibility Scrutineer's advice, to prevent a car from taking part in qualifying or races, should the presentation not be up to standard.

5.4 ENGINES

- 5.4.1 Competitors are limited to one engine per season without incurring a penalty.
- 5.4.2 The engine is associated with the driver's race number. It will follow the driver if they change cars, unless the new car is of a different model.
- 5.4.3 If a driver is absent from one or more Events that engine will be associated with the TCR Technical Form of the car.
- 5.4.4 In case of a car model competing with a TCR Temporary Technical Form, an additional change of engine may be allowed solely at the discretion of the Series Organisers after a detailed report is submitted by the Eligibility Scrutineer.
- 5.4.5 An engine will be considered as having been used once the car has left the pitlane.
- 5.4.6 Each engine must be sealed by the Eligibility Scrutineer before being used by the competitor for the first time. It will be sealed in a way that prevents the dismantling of the cylinder head and oil sump.
- 5.4.7 Removal of any seal must be approved beforehand by the Eligibility Scrutineer.

Any seal breaking without prior approval/authorisation will be penalised which may go as far as disqualification.

The breaking of any seal without prior approval/authorisation will be considered as a change of engine.

- 5.4.8 The replacing of an engine by a competitor must be requested in writing to the TCR scrutineer by using the official Engine Change Form.
- 5.4.9 A change of engine will automatically result in the driver starting the next race in which the driver takes part from the back of the Grid, except in a case of force majeure, the onus of proof being on the Competitor. In exceptional circumstances the Race Director/Clerk of the Course may waive the penalty if they believe the penalty has already been served.

5.5 TURBOS

- 5.5.1 A TCR car may use no more than four Turbo units during the TCR UK Championship, without penalty. This supersedes the TCR technical regulations.
- 5.5.2 A turbo will be considered as having been used once the car has left the pitlane.
- 5.5.3 Each turbo must be sealed by the Eligibility Scrutineer before being used by the competitor for the first time.
- Removal of any seal must be approved beforehand by the Eligibility Scrutineer.

The breaking of any seal without prior approval/authorisation will be considered as a change of turbo and will be penalised, which may go as far as disqualification.

5.5.4 Any additional change of turbo automatically results in the driver starting the next race in which the driver takes part from the back of the Grid, except in a case of force majeure. The onus of proof being on the competitor.

5.6 REPLACEMENT CARS

5.6.1 At each round, the car (identified by its unique chassis number) in which a driver races, must be the same car in which the driver qualified.

5.6.2 No replacement cars are permitted to be used at any individual Event during the Championship.

5.7 WEIGHT

5.7.1 The Minimum Racing Weight is as per the Balance of Performance criteria including the driver, as it crosses the line. It is defined by the sum of the minimum weight defined by the TCR Technical Regulations and has to be respected at all times during the event. The Minimum Racing Weight can be modified by BOP corrections during the season.

The weight of a car may be checked at any time during the Competition.

5.7.2 Drivers are to be weighed as follows:

- a. Wearing their complete racing apparel, at the first event of the season and at mid-season.
- b. If a driver is entered later in the season, they will be weighed at their first event.
- c. Immediately after the Qualifying Session at each event, at the scrutineering bay or at other point declared by the Organisers.

The weights of the drivers will be entered onto a list under the control of the Championship Eligibility Scrutineer.

5.7.3 During and after Practice/Qualifying sessions:

- a. The Championship Eligibility Scrutineer will select cars to undergo the weighing procedure.
- b. Having been informed that the car has been selected for weighing, the driver must proceed directly to the weighing area, without outside help and may be asked to stop the engine.
- c. 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.
- d. The car must reach the weighing area and return to its paddock area/garage under its own power, with no outside assistance, failing which it will be placed under the exclusive control of the marshals.
- e. The driver and their car may not leave the weighing area without the consent of the Championship Eligibility Scrutineer or their nominee.

5.7.4 After a race:

- a. The Technical Delegate will weigh the classified cars of his choice, except in a case of "force majeure".
- b. Should the weight of the car be less than that specified in the Technical Regulations the car and the driver may be disqualified from the Competition except when the deficiency in weight results from the accidental loss of a component of the car.
- c. 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).
- d. Only scrutineers, officials and team members on officials' request may enter the weighing area. No intervention of any kind is allowed unless authorised by such officials.

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

- a. A drop of places on the starting grid for a later race in which the driver takes part.
- b. The cancellation of all or part of the times set in practice or Qualifying.
- c. The disqualification of the car concerned.
- d. Any other penalty provided for in these regulations.

5.8 BALLAST WEIGHT

A 30kg ballast will be added to the minimum weight of the car of a Competitor entered on Race-by-Race entry at their first appearance in the Championship and must be carried from the scrutineering. This ballast includes the Compensation Weight that shall be defined by TCR Notifications and or Bulletin/s and it's only applicable at the first appearance of a Race-by-Race entry.

5.9 BALANCE OF PERFORMANCE AND COMPENSATION WEIGHT AUTOMATIC FORMULA

5.9.1 The balance of Performance (BoP) will be defined by WSC before the start of the season and may be adjusted at any time by the TCR Technical Bulletins.

5.9.2 In addition to the BoP, cars are also subject to the TCR Compensation Weight (CW), this will be defined by an Automatic Formula defined by TCR Technical Department (WSC) via TCR Notifications. All changes to the CW will be communicated by the TCR Technical Department within seven (7) days prior the start of the Competition and ratified by the Officials of the meeting at the latest on the day before the qualifying session.

5.9.3 Any breaches of these rules will be reported to the Scrutineers. Penalties may go as far as disqualification from the Competition.

5.10 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

5.10.1 The prescriptions of the current Motorsport UK Yearbook J5 and Q13.1 to Q13.11.5 apply except where modified by these regulations.

Any part damaged through wear or accident can only be replaced by an original part identical to the damaged one.

5.10.2 On the complete car, any nut, bolt, or screw may be replaced by another nut, bolt, or screw, provided that the material, diameter and thread of the original production part is respected unless otherwise allowed under these technical regulations.

5.10.3 Damaged threads can be repaired by screwing on a new thread with the same interior diameter ("helicoil" type).

5.11 PERFORMANCE MONITORING AND DATA ACQUISITION

5.11.1 Competitors must use the data acquisition system as specified in the WSC Technical Regulations (Appendix A: 3.6 Data logging).

Exceptions:

- a. A second inlet air temperature sensor will not be required.
- b. A GPS sensor of up to 25Hz may be used.

5.11.2 Competitors are responsible for systems being installed in strict compliance with the relevant instructions and must ensure it is working at all times during all sessions and tests. All costs connected with the installation, checking, servicing and updating of the system are borne entirely by competitors.

5.11.3 Competitors with cars fitted with the TCR combined ECU data logger must provide a TCR USB memory stick for the transfer of data. These items are available from the supplying manufacturer.

Competitors using an EVO 4 will be required to supply an AiM memory stick, part number X50MEPC00, available via Maximum Motorsport.

Competitors using EVO 5 devices will be required to supply two Sandisk 32gb SD cat 10 memory cards (widely available), which should be labelled with the car number and driver name.

Note: if an EVO4 unit should fail, competitors will be required to purchase a new 'Memotec' EVO5 device, as EVO4 equipment is no longer supported for repair or replacement by the manufacturer.

5.11.4 Data may be checked at any time during an Event. It is the responsibility of the competitor to ensure that the device is working and will provide the data required by the Scrutineers. Failure to provide such data for any reason will lead to a Non-Compliance report being issued to the Clerk of the Course and penalties applied.

5.11.5 Championship Organisers reserve the right to request teams to fit additional vehicle data/tracking hardware. Any additional hardware will be supplied by the Championship or its technical partners and will not incur any additional cost to competitors during the 2022 season.

5.12 VEHICLE ELIGIBILITY – TCR UK LOGBOOK

5.12.1 Any car entered into a round of the Championship must have been issued with a TCR UK Logbook in order to be eligible to compete.

5.12.2 All registered contenders must provide a copy of their Motorsport UK/FIA Homologation/ Original Specification Document, a copy of which will remain with and form part of the Championship Logbook.

5.12.3 The intention of the Logbook is to bring an additional level of definition to those cars which are eligible to compete in the Series.

5.12.4 The issuing of a Logbook does not constitute any endorsement of the car's legality under these, WSC or Motorsport UK regulations. Championship Organisers reserve the right to issue Logbooks outside these eligibility guidelines as required.

5.12.5 The Logbook will record details of the car, scrutineering notes, reference pictures taken by or supplied by the Eligibility Scrutineer and will be used to record power test details. All Logbooks will be held by the Championship Co-ordinator and / or Scrutineer. The content of each Logbook will remain confidential and only released to the nominated owner of the car or his/her agent. However, the Championship Organisers will confirm the existence or otherwise of a valid Logbook on request.

5.13 SAFETY REQUIREMENTS

5.13.1 All cars must conform to 2022 Motorsport UK Yearbook, K1 Safety criteria, and sections K2.1.2-K2.1.3, K3.1.2.(a), K5 to K10.

5.13.2 Throughout the Practice, Qualifying and Races, drivers must wear an approved race suit, helmet, balaclava, gloves, underwear, socks and boots.

5.13.3 A Fire Extinguisher in accordance with Q13.10.7/K3.1.2 (a) must be fitted, FIA Homologated plumbed in system only, to a minimum of 4 litres. The extinguisher must be serviced in line with manufacturers recommendations and the FIA requirements. It must carry a validated and current manufacturers service label at all times.

5.13.4 Competitors are reminded that the use of Frontal Head Restraint (FHR) devices are mandatory.

5.13.5 The driver's seat must be an FIA-homologated competition bucket seat (minimum 8855/1999 or 8862/2009 standard or newer) with five (5) passages for the safety harness straps. No seat may be used that is over 10 years old from its date of manufacture as stamped on the FIA label.

The use of carbon fibre or aramid construction is authorised.

The following mounting and positioning requirements apply:

- a. The seat must be mounted by means of at least four (4) M8 bolts of at least 10.9 quality.
- b. The original seat mountings may be removed.
- c. The use of the competition seat mountings homologated with the seat is recommended.
- d. The driver's seat may be moved back, but not beyond the vertical line defined by the front edge of the original back seat. The limit is constituted by the rearmost point of the driver's shoulders.
- e. It is permitted to remove and replace areas of contoured interior body panels with flat plating for the sole purpose of providing a strong, flat and safe location to weld seat rails.

- 5.13.6 A safety harness equipped with a turn buckle release system and having a minimum of five (5) anchorage Points homologated by the FIA is compulsory. Motorsport UK Regulation Q13.10.2. These belts have an expiry date after which they must not be used. In the event of a serious accident belts must be replaced as a matter of course as unseen damage may have occurred.

5.14 BODYWORK

5.14.1 Interior

- 5.14.1.1 Interiors must be kept tidy and painted in a single colour.

5.14.2 Exterior

5.14.2.1 Presentation:

The presentation of the car is fundamental to the profile of the series, its sponsors and audience. Therefore, in considering whether to permit any car to race at any point during the season, the Championship Organisers will regard as paramount the car's presentation. Taking its appearance and standard of presentation into account, its presentation (including interior) they may exclude cars considered to prejudice the reputation of the Series or is otherwise unacceptable.

This includes vehicles presented at and event bearing accident damage sustained at a previous meeting and has not been subject to a full and 'proper' repair (e.g: not tank-tape and cable ties). Note: A double/triple header can be regarded as one event for the purposes of this regulation.

The exterior must display all Championship sponsors decals correctly as defined in these regulations. Windscreen headers must remain in the colour supplied by the Championship Organisers for the 2022 season.

- 5.14.2.2 Only the original apertures in the bodywork may be used for the passage of cooling air. Original apertures are defined as existing apertures in the bodywork that are open or partially or completely covered by removable parts (e.g. fog lamps, blanking panels, louvres, grills, etc.). To allow the passage of cooling air, the removable parts may be removed or opened.

5.14.2.3 Ground clearance:

The minimum ground clearance at all times during the race meeting will be as designated by the BoP. A block of the specified size must be able to pass under all parts of the vehicle without touching, with the vehicle in race trim minus the driver.

The minimum ground clearance of individual cars may be subject to review at any time during the season. Championship Organisers may implement a variation via an official bulletin.

- 5.14.2.4 All cars must have two external rear-view mirrors, one on the left and one on the right-hand side. Their external shape and location must be that of an original part as fitted on that model, but the internal components may be modified provided that the field of vision is unrestricted.

5.15 POWER TESTING

5.15.1 From time-to-time, at the Championship Organiser's discretion, engine power may be measured on a compliant dynamometer operated by qualified rolling road operatives at the designated rolling road using the DIN70020 standard.

The maximum engine power output, measured at the flywheel, will be as WSC BOP figures

5.15.2 The designated rolling road is:

TPW Engineering Consultants LTD
Unit 69 & 62 Anderton Business Park
Road 3
Daisy Bank Lane
Northwich
CW9 6FY
www.tpwengineering.com
Contact: Paul West / 07894 121000

5.15.3 If the Championship Scrutineer or the rolling road operators are unhappy with the condition of the vehicle, they may decline to test it unless rectification is carried out.

However, they may not be able to foresee every mechanical defect and for this reason power testing will only be carried out at the competitors' own risk.

Neither the Championship Organisers, Officials, Agents or the rolling road operators can or will be held responsible for any failures howsoever caused.

5.15.4 Rolling road cooling fans for all vehicles will be positioned at a maximum distance of 1 meter from the most forward part of the vehicle bodywork.

5.16 COMPONENT SEALING

5.16.1 Engine and ancillaries may be sealed as required by a Motorsport UK Scrutineer or dyno operator before or after rolling road testing.

5.16.2 ECU data may be checked and recorded. A copy of this may be kept by the Championship Data Scrutineer. The ECU will then be sealed. Bolts on the engine and timing cover may be drilled to facilitate sealing.

5.16.3 It is the competitor's sole responsibility to ensure that all metal seals, ECU seal and any additional paint seals, are kept in a clean and unbroken condition. (see Motorsport UK Regulation J3.1.6)

5.16.4 Where mechanical changes that require Championship seals to be broken, this may only be carried out by the Championship Eligibility Scrutineer and will be resealed prior to the next round.

5.17 ECUs

5.17.1 All cars must use the original homologated ECU, or a Championship approved system.

5.17.2 All competitors using a non-OEM ECU must supply the Technical Data Scrutineer with a copy of the map used at the power test, a copy of the software used and a USB compatible interface lead.

5.17.3 ECUs must not be capable of performing any form of traction control unless it is included in the homologated specification. A proprietary Launch Control System may be fitted.

5.17.4 All competitor ECUs will be sealed at the start of the season.

5.17.5 Any updates to the ECU must be advised to the scrutineers by completing the official form in order to confirm details of the map used and subsequent the re-sealing of the ECU. Once completed, the form should be kept by the competitor and presented together with other documentation required at time of scrutineering.

5.17.6 All ECUs must be fitted with a compatible plug to enable direct access to control units. This must remain functional and connected at all times.

5.18 FUEL

5.18.1 The only fuel permitted is the control fuel Sunoco R FM (102RON, 89MON, 1.8 % oxygen) supplied by Anglo American Oil Company. Fuel must be pre ordered 7 days in advance and will be delivered trackside directly by the supplier. This fuel only must be used during engine power testing.

5.18.2 Fuel sample testing may be undertaken after qualifying and races by the fuel supplier for comparison testing purposes in accordance with Motorsport UK regulations.

5.18.3 Each car must be provided with its own individual fuel sampling hose and container. This container, which should be possible to be sealed to avoid vapours escaping, should be of a minimum 1 litre for the purpose of flushing through fuel from the car to clear the fuel sampling hose before the fuel sample is filled into a provided Motorsport UK conformant fuel sampling pot (provided by Anglo American Oil Company). This equipment must be available in Parc Fermé directly after qualifying and races.

5.18.4 At the end of practice/qualifying and of the race at least 3 litres of fuel from the tank of the competing car must be available to the Eligibility Scrutineer for analysis if required.

5.18.5 The cooling of fuel, by any means whatsoever is prohibited.

5.19 SILENCING

5.19.1 As per Motorsport UK regulation J5.17 & J5.18. It is the competitors' responsibility to ensure that their car complies with Motorsport UK, Series and Venue noise regulations that will be strongly enforced.

5.19.2 The exhaust outlets must comply with Motorsport UK regulation J5.16 and regulation 5.8.2.

5.20 TRANSMISSION

5.20.1 A manual or dual clutch semi-automatic (DSG) system is permitted.

5.20.2 The gearbox must always include a reverse gear that can be engaged by the driver from their seat with the safety harness fastened.

5.21 TYRES

5.21.1 Cars must run on Goodyear slick dry or wet weather tyres of the following specifications:

Dry: Goodyear 636913 - 265/660R18 GY SLICK TC 02B3
Wet: Goodyear 635365 - 265/660R18 Wet CR9000 TC 01W2

5.21.2 Tyres must be supplied by the Championship Technical partner:
Mr Tyre Motorsport Ltd
Unit 1, Apex Centre
Lovell
Tamworth
B79 7TA
Tel: 01827 211021

Contact: Stuart Abbott - stu@mrtireMotorsport.com / Dan Jeffs - dan@mrtireMotorsport.com

Trackside fitting and support will be provided by the Championship's technical partner.

- 5.21.3 It is not permitted to mix wet and dry weather tyres on the same vehicle.
- 5.21.4 The use of tyre heating/heat retention devices and other treatments and compounds are prohibited at any time during the race weekend.
- 5.21.5 Foam or any other system enabling the car to be driven without pressure in the tyres is prohibited.
- 5.21.6 All tyre pressure regulation or tyre pressure monitoring systems are prohibited.
- 5.21.7 Dry weather tyres will be supplied with a registered bar code. It is solely the Entrant's/Driver's responsibility to ensure the bar codes on the tyre nomination form are the registered bar codes of the tyres fitted to the car. It is not permitted to use tyres unless their bar codes are listed on the tyre nomination sheet.
- 5.21.8 The online Tyre Nomination Form must be signed by the Entrant/Driver and submitted to the Race Centre before the first qualifying session: <https://www.touringcartrophy.co.uk/tyre-declaration-form/>
- 5.21.9 Dry Weather Tyres:
- The maximum number of new dry weather tyres available for each driver over the 2022 season will be 48.
 - For the first event competitors may use a maximum of 12 new tyres and a minimum of 6 new tyres. No 'used' tyres can be used.
 - From the second event competitors may use no more than 6 new tyres and 4 previously nominated used tyres per-round.
 - A new tyre can be deemed to be new if it has not had any use on a vehicle.
- 5.21.10 Wet weather Tyres:
- The number of wet weather tyres will not be limited.
 - No intermediate option will be made available.
- 5.21.11 During an Event, checks will be made by the Championship Scrutineer or their appointed representative to ensure compliance between the tyres used and serial numbers recorded on the Tyre Nomination Form.
- 5.21.12 In the event of damage to a nominated slick tyre it is permitted to change the tyre for a used tyre of similar use and wear subject to the approval of the Championship Scrutineer. The tyre record form will be updated accordingly.
- 5.21.13 Tyres for official tests, warm-up and Free Practice sessions are free (subject to 5.21.1).

6 COMPETITION NUMBERS & CHAMPIONSHIP DECALS

6.1 DECALS TO BE PROVIDED BY TEAMS

Race numbers – fluorescent yellow:

- a. Windscreen: 150mm high (min). To be placed on the passenger side upper area, no closer than 50mm from the lower edge of the sun-strip and 50mm from the pillar.
- b. Side window: 200mm high/20mm thick
- c. Rear window: 150mm high

Driver name – white:

- d. Font: Helvetica Condensed BoldStyle: Initial – dot – space - surname (eg: B. Lightyear)
- e. Height: Sides & rear screen x 80mm / Front screen x 100mm
- f. Length: 450mm (max)
- g. Position: Below competition number on front windscreen, rear side windows and rear window (centre).

Driver's national flag:

- h. 80mm high x 120 mm wide, positioned in front of the driver's name.

6.2 DECALS PROVIDED BY ORGANISERS

Competitors will be provided with a set of Championship decals before their first round on receipt of the appropriate registration fee. Replacement decals can be purchased via the Championship coordinator and are chargeable to the competitor.

Championship Sponsors' and Club Time Attack decals must be affixed in, or near, the positions detailed on the official diagram. Championship Sponsors' must take preference to any other decals.

The sponsors decals which each vehicle and driver must carry must be fitted as per the Championship Bulletin. All decals must be displayed in the prescribed location and orientation.

Drivers may be requested to remove decals that are viewed as conflicting with official Championship Sponsors. Failure to comply will render the vehicle and driver ineligible to race. Any moving or resizing of decals must be agreed in writing by the organisers. If in doubt, contact the Championship co-ordinator.

Cars must run the Championship dash number board that must be clearly visible in the in-car camera footage.

No additional stickers or livery may appear on the front windscreen of the vehicle other than the supplied screen strip fitted without alteration to its appearance.

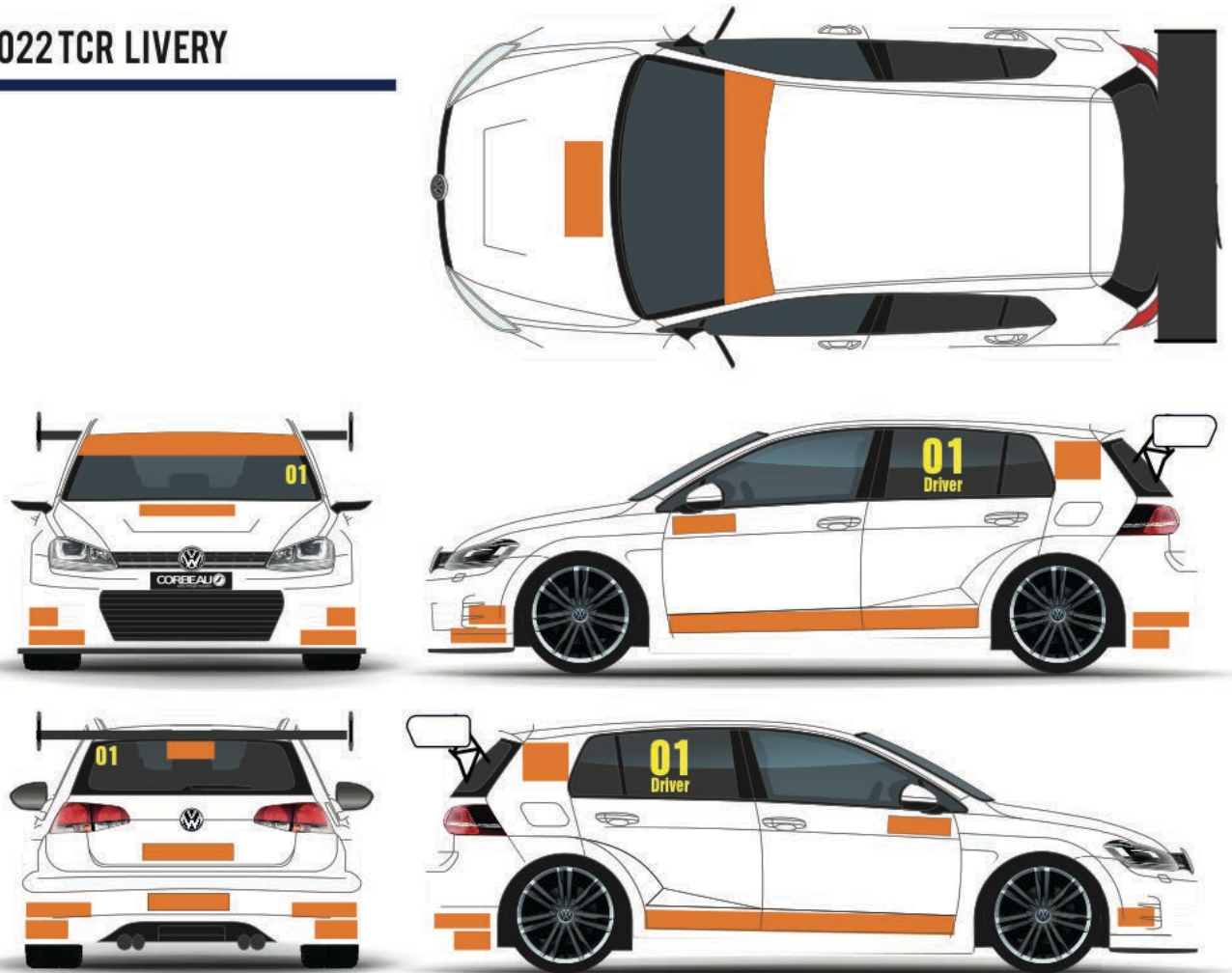
The same rules apply in the case of drivers' racesuits.

6.3 LIVERY & LOGO PLACEMENT

Race Suits: Diagram showing position of sponsor logos to be confirmed via official bulletin.

Car: Diagrams showing position of sponsor logos are shown on the following page.

2022 TCR LIVERY



 JOYCE|DESIGN OFFICIAL GRAPHICS SUPPLIER FOR THE TOURING CAR TROPHY CHAMPIONSHIP

All areas indicated in orange must be kept clear for championship decals.

Competitors will be handed their decal kit at the first round entered. If kits are required before this date, competitors must either make their own collection arrangements or pay for postage.

7 COMMERCIAL UNDERTAKINGS

7.1 GENERAL

The Following Commercial Undertakings are not subject to the Judicial Procedures of either the Championship Stewards and/or the Motorsport UK/MSK.

Acceptance of entry is conditional upon each registered competitor and his or her agents, sponsors, team members and all other associated personnel accepting without reservation or recourse to abide by the Championship Regulations and not to act in a manner that could be considered to bring the Championship and/or its associate companies or sponsors into disrepute. Penalty for breach of this agreement may result in disqualification from the Championship. This also extends to social media activity (4.3).

It is a condition of the organising club that the Time Attack Championship will be given priority on matters relating to paddock area and track time allocation.

Logos and corporate identities of all parties involved with the Championship are subject to IP rights and cannot be used without written permission of the specific registered owner.

7.2 ADVERTISING & LIVERY

- 7.2.1 Both Car and Driver must meet the requirements of livery during all practice, qualifying and races. Should any vehicle, overalls or overt team collateral carry any form of sponsorship or advertising which conflicts in any way with the Championship and/or its associate companies or sponsors, the vehicle may not be permitted to take part in the Championship. The decision of the Championship Organisers in such situation is final.
- 7.2.2 The sponsor's decals which each vehicle and driver must carry will be identified as reserved areas and will be notified and confirmed in an Official Bulletin. Decals must be displayed in the correct position as intimated by the organisers, failure to comply with this regulation will result in a loss of points for the meetings in which the infringement occurred.
- 7.2.3 Any area of the car, which has not been claimed for application of Championship or mandatory Motorsport UK decal/number requirements are free for use, within the guidelines of Motorsport UK General Regulations.
- 7.2.4 Special care has been taken to leave large areas of the vehicle's surface clear to allow for competitors' sponsors. Products that are not permitted to be advertised on UK television are prohibited from being displayed on any vehicle or overalls. Championship Organisers reserve the right to censor any advertising which may be deemed unsuitable.
- 7.2.5 Competitors are reminded of the restrictions on tobacco advertising and also that anything deemed as offensive is prohibited. Any Alcohol branding/advertising must have prior approval from Maximum Motorsport Ltd (at least one week before the Event.)
- 7.2.6 Political statements and slogans of any kind are prohibited.

7.3 PUBLICITY & MEDIA

- 7.3.1 In signing the Championship Registration form each entrant agrees that Maximum Motorsport Ltd, the organising club and the sponsors of the Championship may make use of his/her activities, imagery and successes in motor sport for any advertising or promotion with which they are associated.
- 7.3.2 The Championship must be referred to by its formal title including the sponsors' name (unless a change is notified by official bulletin) in all competitor's own literature and communications. No images taken at an event or supplied by the Championship or issued by the official photographer can be altered in any way without the permission of the Championship Organisers.

7.3.3 All registered teams and drivers must participate in the official media activities. This includes, press interviews, social media activity and designated promotional campaigns in accordance with Championship regulation 4.3.

7.3.4 By entering the Championship, competitors and their teams are required to assist Maximum Motorsport Ltd and the organising club in the promotion of the Championship and in particular, the television coverage. All competitors and their teams are obliged to assist by granting interviews and any other reasonable requests by the TV Production company or the Championship Organisers.

7.4 PRESENTATION

7.4.1 Race suits must throughout each round meet the following requirements: Be clean and tidy and clearly display any sponsorship identification with the same conditions to sponsorship display as listed in Section 6 of these Championship regulations.

7.4.2 All teams taking part in the Championship will be required to demonstrate that they have made their best efforts at each event to present their paddock area, to include their support vehicles, awnings and overall team presentation to the very best of their capability. This includes, but is not limited to, aspects such as tidy parking, clean paddock vehicles, awnings, flooring and any branding in place where applicable, and smart and clean team clothing. Where in the opinion of the Championship Organisers this effort has not being made future race entries may not be accepted and their opinion will be final.

7.4.3 Grid boards with car number and driver name may be provided. In which case Entrants are required to supply one Grid Person per car in appropriate clothing. Notification of this activity will be communicated to teams in advance of the meeting.

7.4.4 When requested to do so, Drivers must wear the Tyre supplier's hats on the podium.

7.5 HOSPITALITY

7.5.1 Hospitality is not permitted in the circuit or paddock areas without prior agreement from Maximum Motorsport Ltd. Please be aware that the rights for the provision of hospitality in the paddock at race circuits belongs to the circuit owners and/or Championship Promoters/Organisers. There will be a site fee for hospitality of up to £1500 per event. In all cases the size of the structure is to be confirmed to the Championship Organisers for paddock layout planning.

7.5.2 Race catering is allowed for the use of drivers and team members only.

7.6 TCR COMMERCIAL AGREEMENT

PARTIES

The Promotor Maximum Motorsport Ltd.

The Organiser: Club Time Attack

The Entrant: As defined on the Championship Registration Form

OBLIGATION

By signing the Championship Registration Form the Entrant confirms their participation in Goodyear Touring Car Trophy incorporating TCR UK for the 2022 season and agrees to be bound by the Championship Regulations. Maximum Motorsport Ltd reserves the right to apply penalties and fines for not respecting the obligations in this Agreement.

The Entrant grants to Maximum Motorsport Ltd: The worldwide (exclusive save as against the Competitor) right to use, represent, reproduce and licence the names, trademarks, images, likenesses, representations and logos of the Competitor, its drivers and crew, and/or its racing cars for the purposes of this Agreement, for the conduct of Goodyear Touring Car Trophy TCR UK, in the broadcast of Goodyear Touring Car Trophy TCR UK (in any country or part thereof, in any language, on any media now known or developed in the future, and including the right to sublicense such

broadcast) and on TCR advertising, public relations and promotional material (including without limitation websites, internet and/or mobile telephony applications, newsletters, indication boards, backdrops, press releases, and TCR official cars); and the right to use, represent, and reproduce, and license to third parties the use of, the Competitor's IP for the purpose of producing promotional and/or commercial items to exploit the reputation and the name of the Goodyear Touring Car Trophy TCR UK and of all its elements.

TERM

This Agreement shall be deemed to have commenced on registration date and shall remain in force until 31st December 2022.

IP RIGHTS

Each Party declares to be the legal owner of its intellectual property rights ("Intellectual Property Rights" or "IP Rights") relating to which intellectual property rights are granted to the other Party in accordance with the terms and conditions of the Agreement.

Each Party will keep the other Party regularly informed during the Term of any use or reproduction of the other Party's trademarks made in application of the provisions of this Agreement. Any use, representation or reproduction of a Party's IP Rights not envisaged under this Agreement shall be not permitted without the written prior approval of the other Party.

REPRESENTATIONS AND WARRANTIES

Each Party represents and warrants that it has full power and authority to enter into this Agreement and perform its obligations under it, and that by doing so it will not breach any other agreement or obligation; and in exercising its rights and obligations under this Agreement it will comply with and not infringe any applicable legislation, including but not limited to laws and regulations banning bribery, money laundering, staging of events, and/or advertising of particular products (including without limitation tobacco, alcohol and/or gambling) in the United Kingdom, the Competitor's jurisdiction of registration, any other country of the European Union, or any other country where an Event is scheduled to be held, nor will it knowingly or willingly cause the other Party to be in breach of any such legislation.

MISCELLANEOUS

Neither Party may assign this Agreement without the other Party's prior written consent, however Maximum Motorsport Ltd may assign this Agreement to a parent, subsidiary or sister company provided it gives the Entrant written notice of such assignment within 60 days.

Each Party undertakes to keep confidential any information relating to this Agreement or which it obtains under or in connection with this Agreement and not to use such information or disclose it to any other person, unless required to do so by law or by any competent regulatory authority or if such information is in the public domain other than through breach of this Clause.

Exclusion of Third Party Rights: Notwithstanding any other provision in this Agreement, a person who is not a Party to this Agreement has no right under the Contracts (Right of Third Parties) Act 1999 (the "Act") to rely upon or enforce any term of this Agreement. Nothing in this Agreement shall affect any right or remedy of a third party which exists or is available other than as a result of the Act.

This Agreement together with the Appendices constitutes the entire agreement between the Parties in relation to its subject matter, and replaces and extinguishes all prior agreements, draft agreements, arrangements, undertakings of any nature made by the Parties, whether oral or written, in relation to such subject matter. Each party warrants to the other that in entering this Agreement it has not relied on any such previous arrangements, understandings, representations, agreements, communication or commitment (whether given directly by a Party or obtained from third parties including without limitation from the public media).

No variation of any of the terms or conditions hereof may be made unless such variation is agreed in writing and signed by both of the Parties.

Nothing contained in this Agreement shall be construed or deemed to constitute a partnership, joint venture or employment relationship between the parties hereto and save as expressly herein provided no party shall hold itself out as the agent of the other.

Each Party is responsible for their own tax, insurance, legal and related affairs with regards to entry into, exercise of rights and obligations under, and payments made under, this Agreement.

If any clause or any part of this Agreement or the application thereof to either party shall for any reason be adjudged by any court or other legal authority of competent jurisdiction to be invalid, such judgment shall not affect the remainder of this Agreement which shall continue in full force and effect.

In the event of any contradiction or inconsistencies between this document and the Appendices, the provisions hereof shall prevail over those of the Appendices.

It remains understood that this agreement is an integral part of the TCR Registration Form, without the signature of this agreement the team/entrant/competitor will not be authorised to compete in the TCR UK.

This Agreement shall be governed by and construed in accordance with English law and the Parties submit to the exclusive jurisdiction of the English courts in London.

CHAMPIONSHIP CONTACTS

Organising Club:	Club Time Attack www.timeattack.co.uk / 01795 580366
Club Competition Secretary:	Simon Slade simon@timeattack.co.uk 01935 424873/07966 153555
Championship Promoter:	Maximum Motorsport Ltd www.maximummotorsport.uk
Championship Manager:	Stewart Lines stewart@maximumgroup.net 07976 432053
Championship Coordinator:	Nicki Lines nicki@maximumgroup.net 07939 718048
Deputy Championship Coordinator:	Lee-Anne Harper Lee-ann.harper@maximumgroup.net 07545 196946
Clerk of the Course:	Derek Stanley derek@timeattack.co.uk 07979 576293
Eligibility Scrutineer	Kevin Peake kevin.peake@maximumgroup.net 07899 911137
Technical Data Scrutineer:	Nigel Hanley nigel.hanley@maximumgroup.net 07733 002645
Social Media:	Phil Kinch phil.kinch@maximumgroup.net 07921 393487
Communications & Public Relations:	Simon Slade simon@rpmprmo.com 01935 424873/07966 153555
Championship Rolling Road:	TPW Engineering Consultants LTD Unit 69 & 62 Anderton Business Park, Road 3, Daisy Bank Lane, Northwich CW9 6FY Contact: Paul West / 07894 121000
Tyre Supplier:	Mr Tyre Motorsport Unit 1 Apex Centre, Lovell, Tamworth B79 7TA dan@mrttyremotorsport.co.uk / 01827 211021
Fuel:	Anglo American Oils mel@aaoil.co.uk 01929 555973

2022 TCR Technical Regulations

ART. 1	GENERAL REMARKS
	<p>WSC has developed and is the owner and promoter of the present TCR Technical Regulations.</p> <p>WSC is the owner of the TCR Trademark and of all related TCR Intellectual Properties. WSC is the exclusive holder of all TCR rights, including those relating to organisation, marketing television production and broadcast, merchandising and Simracing note being intended that list in any way exhaustive.</p> <p>Unless otherwise defined in the present document, TCR Technical Regulations respect the following FIA rules:</p> <ul style="list-style-type: none"> - FIA App. J, Art. 251, 252, 253, 277 - FIA General Prescriptions applicable to International Series <p>The present regulations point also to the FIA App. J, Art. 255 and 263.</p> <p>Manufacturers, represented at least at the level of the Brand or Motorsport Director, may delegate to pre-authorized Engineering Company to develop a TCR car model and to represent the manufacturer's interests in relations with WSC. Manufacturers and/or authorized Engineering Company must fulfil the TCR Application form, accept the TCR Technical Regulations, hold a valid TCR Server Account and then request the start of certification (homologation) process for their car model via TCR Server account only. (Application form shall be requested to WSC directly.) WSC is the only authority entitled to authorize any Manufacturer or authorized Engineering Company to build a TCR cars under the present Technical Regulations.</p> <p>The TCR Certification process is defined by the solely WSC Ltd.</p> <p>The authorized Manufacturer and/or Engineering Company must be the only one authorized to sell that new TCR certified car model to any potential customer.</p> <p>Once the Application form is sent to WSC, (document to be requested to WSC) and a TCR Server account is open, the certification process can start.</p> <p>The authorized Manufacturer and/or the authorized Engineering Company shall complete the TCR Technical Form blank received from WSC according to the TCR Certification Manual.</p> <p>The Technical Form has to be completed by the Manufacturer and/or the authorized Engineering Company with all the requested information and will be the same for all race cars of the model. Manufacturers or their representatives have to accept that the car of the make will be prepared according to TCR Regulations.</p> <p>The Draft of the Technical Form must be presented to WSC at latest 90 days before the 1st entry in TCR Competitions, Series, Class or Championships. WSC will release the Technical Form of the new model only after verifying the conformity with the TCR Technical Regulations and having performed all Balance of Performance test sessions.</p> <p>Without a specific WSC authorization only one Technical Form per car model will be accepted.</p> <p>Each TCR car model, identified through the chassis no., will receive individually an original Technical Form and the certifying manufacturer will be listed in the TCR Certified car List issued by WSC.</p> <p>Each certified car must include in its car name the "TCR" wording in both TCR Technical Form and official car name.</p> <p>WSC reserves the right to forbid the use of any part that is deemed outside of the TCR concept and to accept waivers to these regulations on request of Manufacturers.</p> <p>Any action related to the employed parts not explicitly allowed by these regulations is forbidden. Everything not expressly permitted, is prohibited.</p> <p>Any Manufacturer and/or Engineering Company interested to build and certificate a TCR car must contact the WSC, TCR Technical department. Contact: < technical@tcr-series.com >.</p> <p>The generic concept of TCR Competitions defines events with sprint races using maximum 1 (one) engine and maximum 5 (five) turbos per car and season. This concept shall be included in each TCR Competition Sporting Regulations.</p>
ART. 2	DEFINITION
2.1	<p>Bodywork</p> <p>See App. J; Art. 251.2.5.2 Any air intake is considered to be part of the bodywork.</p>
2.2	<p>Chassis (Body shell)</p> <p>The main body of the car into which is fitted the engine, transmission, running gear, electrical systems, seats, controls, bodywork, etc.</p>
2.3	<p>Production (part)</p> <p>As fitted to the basic mass production car; the proof rests with the competitors.</p>
2.4	<p>Original part</p> <p>As fitted to the WSC -certified car and in compliance with the TCR Technical Form.</p>
2.5	<p>Minimum Weight</p>

is the weight of the race car without driver as defined in each Technical Form, with empty tanks of consumable fluids (fuel, wind screen wash & drinking water, etc.) and with all other tanks filled at the working level. The minimum weight doesn't include ballast or equipment that is not imposed by the regulation. (Certification)

2.6 Minimum Racing Weight

is the minimum weight of the race car for every particular event and must be respected at any time during the competition. It is composed of the minimum weight of the car (Art. 2.5), the driver's weight with full compulsory equipment (Appendix L), the required ballast to reach the car's target racing weight (Art. 5.1) and all weight allocations for Balance of Performance (Art. 3.1 & 3.9), Compensation Weight (Art. 3.9), and the Success Ballast (if stipulated by the individual sporting regulations). The Minimum Racing Weight will not include non-compulsory items like driver cooling, team camera, radio, etc.

For endurance events the Minimum Racing Weight is similarly defined as above however without driver's weight.

2.7 Cockpit

The interior volume of the main structure which is reserved for the occupants. Its limits are defined by the roof, the floor, the doors, the lateral parts, the glazed parts and the front and rear bulkheads (or the back plane of the rear seats).

2.8 Turbo Charging

Increasing the mass of the charge of the fuel/air mixture in the combustion chamber (over the weight induced by normal atmospheric pressure, ram effect and dynamic effects in the intake and/or exhaust system) using a turbo charger.

2.9 Location

A site defined relative to the production: centre line of the car, axles centre (middle of the wheelbase on the centre line), cockpit, luggage compartment, engine compartment, wheel arches or any other area of the car.

2.10 Position

The site defined by dimensions from the production car data, e.g., axles centre and centre line of the car. For position evaluation will be used a tolerance of $\pm 5\text{mm}$.

2.11 Telemetry

The wireless data transmission between a car and the pit or to anyone connected with the entry of that car.

2.12 Mass Production

The Minimum Production requested for eligibility of car models and parts coming from other cars like engine, turbocharger, water cooler, intercooler, etc. is 5000 pieces / 12 consecutive months.

2.13 Model of car

All the identical cars belonging to a family (see below) and to a production series distinguishable by an identical conception and identical external general lines of the bodywork, and by an identical mechanical conception of the engine and the transmission to the wheels.

2.14 Family of car

Different series models belonging to one and the same production series of the same manufacturer.

2.15 Certification

The TCR Technical Form is the only official documentation of TCR Cars certified by WSC.

The TCR Technical Form is the compulsory document to take part in each licensed TCR series and/or Championship or class.

The TCR Technical Form must be presented for the entry and during scrutineering as individual and original document for each TCR Race Car. The TCR Technical Form is delivered by WSC in original, signed and stamped on each page, or in a different way if defined so by WSC via TCR Technical Bulletins.

TCR Technical Form can be requested by entitled persons at < form@tcr-series.com >.

Reproduction of the TCR Technical form in a whole or in part is prohibited. WSC reserves the right to withdraw the TCR Technical Forms, if any version of reproduction is found, and apply, if necessary, any fines or other penalties.

The Technical Form may have Extensions: Variant Option (VO), Supply Variant (VF), Erratum (ER), Facelift (EV: minor mid-life amendments) and Addendum (AD: additional information for previously certified parts), issued by WSC only.

The full list of official documents requested per each TCR car model "TCR CERTIFIED CAR LIST" is always updated by WSC and available in the TCR web area.

Any later extension document (VO, VF, ER, EV or AD) per each TCR car model can be downloaded by Competitors directly in the TCR web area "TECHNICAL AREA", once registered and allowed by WSC Ltd

Each TCR car model Extension document must be printed by Competitor and attached to the original TCR Technical Form. This full set of documents is required during each Competition Scrutineering.

During the 1st season of a new car model development, it will be possible for manufacturers to apply for a Temporary Technical Form. Cars certified with Temporary Technical Form may be accepted on the grid by each TCR Promoter with WSC authorisation.

All WSC information regarding the certification process will be communicated by means of TCR Certifications documents (available on the TCR Server area).

TCR Technical Form is valid 7 Years after the stop of the series production of the basic model for the TCR race car. WSC may decide for prolongation per each car model.

TCR Promoter shall secure that these rules are respected by their Sporting Regulations.

2.16 OEM (Original Equipment Manufacturer)

OEM is a manufacturer of the mass-produced cars and the supplier of the original spare parts.

2.17 Reference Part, Component or Unit

Certificated part, electronic control unit or aggregate listed by WSC, which are deposited with the technical delegate and can be installed in the race cars on his decision at any time of the competition.

2.18 OEM Part

Component coming from any OEM mass produced car and in normal sale.

2.19 WSC Ltd.

WSC Ltd is the exclusive owner of the TCR concept, TCR Technical Regulations and all IP rights related to TCR

2.20 Catalogue Parts

Parts offered for sale as specified in the company's published commercial catalogues.

2.21 Endurance Race

Races longer than 2h, permitting / imposing driver's change or permitting refuelling are considered as Endurance Races.

2.22 Target Racing Weight

is the basic weight of any TCR racing car with the pilot on board and represents the Minimum Racing Weight (Art. 2.6) without any weight corrections provided by the regulation.

The current value is defined in Art. 5.1 of this regulation and by TCR Technical Bulletins.

The use of ballast to achieve the target racing weight is permitted in accordance with Article 5.2 of these regulations.

ART. 3 REGULATIONS

3.1 Role of the WSC

The present Technical Regulations is reserved to any TCR authorized Series, Cup-, Classes or Championships and is issued only by WSC Ltd.

The basic principles of the TCR Competitions, Series, Cup-, Classes or Championships are customer-oriented category with respect of a Weight/Power Ratio and of Balance of Performance (BoP).

WSC will:

- Certificate TCR cars
- Develop with specialised companies and offer to interested manufacturers different TCR Racing Components like Engine, Turbo, Limited Slip Differential, Brake Parts, etc. to be used in the condition of present regulations.
- Ensure the BoP at the start of the any TCR Competitions, Series, Cup, Classes or Championships and take all necessary decision to keep it through the racing seasons.

All WSC decisions regarding the regulations will be communicated by means of TCR Technical Bulletins and TCR Notifications.

3.2 Eligible cars

Eligibility criteria for TCR Car:

- Only front-wheel drive cars are eligible.
- The cars correspond to FIA Homologation Criteria for Touring Cars (FIA Group A).
- The model of car is produced by an OEM and belongs to a mass-produced family.
- 4/5 doors
- Minimum length 4.2m
- Mono turbo charged 4-stroke petrol mass production Engines with cylinder capacity from 1750cm³ to maximum 2000cm³.
- Hybrid propulsion is not allowed.

WSC reserves the right to accept other cars, when the general characteristics match with the TCR concept. WSC reserves also the right to approve or to refuse applications which might not be in compliance with the above criteria.

The Technical Form Number, the year of issuing and the certificating manufacturer-will be documented on the WSC List, accordingly to the TCR Certification Manual.

Following definitions and procedures set out in Art.1 of the present regulations, in order to certify a new TCR car model, a Manufacturer and/or an authorized Engineering Company must produce a minimum of ten (10) racing cars in the 12 consecutive months starting with the date of the Application.

Each selling order for new models of TCR racing cars must be processed within 3 months from the date of release of the TCR Technical Form by WSC and any sold cars must be delivered within 90 (ninety) days.

Manufacturer and/or authorized Engineering Company must provide WSC within 3 months from the TCR car model certification with their TCR Car model brochure and spare part list, detailed with costs and delivery time. All these documents must be approved by WSC before publication. If the information received and ordering – selling time as per above are not satisfactory and not received on time, WSC has the right to withdraw the certification of that TCR car model without any further notice and the car model will be removed from the TCR Certified car list.

The price cap for the complete, ready-to-use TCR race car is € 137,500 including all mandatory sensors for the Scrutineering Data Logging System (see Art. 3.6 of the present regulation).

In the event that a Manufacturer and/or an authorized Engineering Company with a new or an already certified car model shall not respect:

- The minimum production,
- The order delivery time,
- The price cap,

WSC reserves the rights to impose sanctions depending on the real situation like:

- Fines
- suspension of further Technical Form Extensions
- temporary suspension of the Technical Form until the imposed conditions are met
- revocation of the Technical Form.

3.3 Compliance with the regulations

All TCR cars must be conformed to these regulations, TCR Technical Form, TCR Technical Passport (whenever applicable) and TCR Notifications and Technical Bulletins.

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

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

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

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

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

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

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

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

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

3.4 Measurements

All cars' measurements must be taken while the car is stationary on a flat horizontal surface in the location stated in the Sporting or in the Supplementary Regulations.

3.5 Material

Titanium or magnesium alloys, ceramic or exotic materials and sophisticated coatings are not permitted unless used for the production part or explicitly authorised by these regulations.

All flexible supports (engine, transmission, sub frames, etc.) may be replaced by stiffer brackets with same functional dimensions. If not otherwise defined by the present regulations the aggregate's position may not be modified. (Certification)

External bodywork parts may be repaired by adding material respecting the certified properties (minimum weight, functional shape, etc.). Such operation needs the approval of the technical delegate.

Any mechanical elements specified by mass catalogues for threaded fixations (e.g., bolts, studs, nuts, washers) may be freely used in respect of these regulations, maintaining the material, to assemble and correctly adjust different parts.

3.6 Data logging

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

- Speed of the 4 wheels

- Engine revs & timing
- Longitudinal acceleration
- Lateral acceleration
- Throttle pedal position
- Throttle valve position and of any other control element
- Engine load target & delivered Engine load (if the Throttle Valve doesn't follow the Throttle Pedal Position)
- Engine Water Temperature
- Team Inlet air temperature in the manifold
- 2nd Inlet air temperature in the manifold (monitored by an additional sensor, used only on request of Series Promoter)
- Boost pressure (monitored by an additional sensor)
- Front & Rear Brake Calliper pressure
- Lap trigger
- Lambda-signal
- Ignition angle timing
- Injection duration, start & end
- injection fuel pressure
- camshafts timing & positions
- GPS (TV or radio antennas must be at least 30cm away from the official GPS antennas. If necessary, antennas will be moved to guarantee correct GPS signal.
- Steering wheel angle
- Launch-control button
- Gear position

WSC will decide and communicate the list of stand-alone sensors or of other independent monitoring systems for each model. (Certification)

For cars not using the TCR ECU:

The certified Scrutineering Data Logger system consisting of an "memotec" evo4 or evo5 box and a TCR kit (specific bracket, sensors and loom) must be installed corresponding to the instructions.

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

The collected data remains property of WSC.

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

For cars certified with TCR ECU the Scrutineering Data Logger is integrated in Engine TCR ECU and may be used as Team Data Logger.

Fitting instructions for scrutineering data logger and basic configuration file for the integrated logger containing all official channels is provided by WSC Technical Department. Manufacturers are not allowed to remove or modified scrutineering channels, but they may use logged data and add their own channels to the configuration.

Only cars using the Engine TCR ECU may use the official air temperature sensor from the Scrutineering Data Logging System for the engine management.

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

Team Data Logger with removable memory devices are allowed.

The use of following sensors is not allowed:

- Pitot tube
- Tire pressure
- Tire internal and external temperature including the running surface
- Non-contact ground distance sensors (Suspension travel potentiometers are allowed)
- Inertial platform
- Turbine speed
- Combustion pressure
- Sensors using wireless data transmission
- Engine torque sensors
- Load cell on power train, running gear and suspension mounting points.
- non-contact sensors (temperature, distance, optical car speed sensors, dedicated yaw sensors, etc.)

Allowed Sensor Technologies:

- Electric-resistor-based sensors with direct contact to the measured item
- MEMS (micro electromechanical systems) sensors
- GPS up to 10Hz
- Magnetic field sensor
- Pressure sensors based on membrane technology
- Mass Production Sensor Cluster

Not Allowed Sensor Technologies:

- contactless distance and temperature sensors

- DGPS (Differential Global Positioning System)
- Piezo technology (exception: engine knock sensor)

3.7 Telemetry

The use of telemetry is forbidden.

For Endurance Events only it is allowed to use the Catalogue Telemetry Systems working on public mobile phone network specified in the TCR Notifications. Technical Delegates will have access to the telemetry systems and data.

3.8 Driving aids

Driving aids are not permitted.

If the race car using mass production engine management cannot be operated without the Driving Aids, the mass production systems including mechanical parts and Electronic Control Units [Anti-lock Braking System (ABS), Electronic Stability Program (ESP) & Traction Control System (TCS) not included] may be used on condition that the original hardware and software are maintained (only changes to the wiring are permitted). It is not allowed to the driver sitting in the car to change settings. The systems may be also switched off or removed (Certification).

The pit speed limiter and the launch control (as described below) are permitted. For the launch control 1 (one) additional engine rev-limiter is allowed. The rev-limiter is activated and stopped by the driver and is constant during the launch control phase. There is no closed loop control considering engine revs, wheel speed and clutch actuation allowed.

Other constant rev-limiter(s) is (are) permitted for imposed speed limits (pit speed, virtual safety car, circuit sections with speed limit, etc.). (Certification)

ABS as Endurance Option is permitted. (VO Certification at any time)

3.9 Balance of Performance (BoP)

All Manufacturers must communicate the requested specific numbers for the definition of the numeric model for the BoP evaluation.

Manufacturers will present certified TCR cars at all BoP tests sessions at TCR invitations.

Parameters which may be modified for BoP at any time of the season:

- Minimum Racing Weight; max. penalty 70kg; max. weight reduction 10kg
- Engine performance level implemented by monitored electronic components (90%, 92.5%, 95%, 97.5%, 100% and 102.5% named level "1" to "6")
- Smaller boost pressure steps implemented between the aforementioned engine performance levels
- Minimum Ride Height (set-up range 80mm ±20mm)
- Compensation Weight (CW) calculated with automatic formula communicated by Technical Bulletin.
- The Minimum Racing Weight's upper limit is 1,365 kg.

All engine performance relevant parameters will be monitored related to engine speed according to methods defined by Technical Bulletins and TCR Technical Notifications.

WSC reserves the right to take further measures in order to guarantee proper BOP and to release different BOP for Endurance Competition.

3.10 Period of Certification

WSC will release 1 (one) Technical Form per model frozen for 3 (three) years starting from the date of the final certification.

Each Competitor must have at the scrutineering the original stamped and signed TCR Technical Form for each car.

Face lifts are not considered as new cars. It will be possible to change only the modified body shell parts on the production car.

Technical Form's modification will be allowed during the season only for following reasons:

- Safety
- Reliability
- Obvious lack of performance
- Allowed Variant Options

ART. 4 BODYWORK**4.1 Chassis (Certification)**

The chassis cannot be modified unless permitted by the present regulations.

All chassis modifications including the removal of unused supports have to be certified in the Technical Form.

Following condition must be respected:

- Width of bodywork: Maximum 1950mm
- All chassis modifications have to be approved by WSC.
- If not otherwise defined by the present regulations any non-movable element must be attached with the use of tools.

- Wheel arch modifications allowed, for the sole purpose to accommodate race tyres.
- Front bulkhead may not be modified except for a modified passage of the gearshift control, electrical loom(s), brake lines, fuel lines and extinguisher lines.
- No modification of McPherson turrets except of local reinforcement following the original shape and through metal ribs or fins as connection between turrets and front bulkhead for strengthening of strut mounting area. Production reinforcements and openings may be locally reworked without weakening the structure to allow access to the strut.
- Seam welding replacing or reinforcing production part spot welding is authorized.
- Local modifications of the chassis or sub frames are permitted to provide clearance to the exhaust system, transmission and suspension.
- Temporarily removal of the roof outer skin is permitted only to allow the safety cage's correct installation.

Sub frames may not be modified for the fixation on the body shell or for the attachment of suspension elements. All sub frame modifications have to be approved by WSC. Reinforcements and the removal of unused supports are permitted. (Certification)

Strengthening of the suspended parts of the chassis / body shell through the addition of parts and/or material is allowed under the following conditions:

The shape of the reinforcing part/material must follow the surface of the part to be reinforced, having a shape similar to it and the following maximum thickness, measured from the surface of the original part:

- 4 mm for steel parts.
- 12 mm for aluminium alloy parts.

Stiffening ribs are allowed but the making of hollow sections is forbidden.

The reinforcing part/material must not have any other function than that of reinforcement.

Passage for the gearshift control: Local modifications are authorised.

Mountings and bearings of antiroll bars: The main rails may be modified to integrate the anti-roll bar bearings. The new mountings of the anti-roll bars must not have any other function.

Mounting of pedal box and master cylinders: Modifications are authorised provided they have no other function than to allow the fixing of the master cylinders and/or the pedal box.

Central tunnel and/or floor on the driver's side to allow Driver's seat installation for correct driver's position:

Local modifications to the central tunnel and/or the floor on the driver's side are authorised with no other purpose than correctly installing the compulsory racing seat according to this regulation.

Panel on top of fuel tank area for Fuel tank ancillaries' installation: Local modifications of the area situated on top of the fuel tank are authorised with no other purpose than creating a flat surface to install fuel tank ancillaries.

Holes or openings on the production body-shell placed in areas not licked by the airstream may be permanently or temporarily closed (plugs, welded or glued covers, tapes or similar).

4.1.1 **Bonnet and boot lids**

It must be possible to open them without use of tools.

The retaining springs (not the hinges) may be removed, but the car must have supports to hold the bonnet and the boot lid in open position. (Certification)

Openings in the engine bay bonnet are allowed up to a maximum total surface of 1050cm², including any original opening(s) but must be covered by wire netting with maximum mesh surface of 500mm² (Certification). Trims on the openings can be added to the bonnet provided that they do not protrude from the outer surface more than 15mm outwards and 50mm inwards (Certification). Cut-outs in the original production bonnet for the trims are allowed up to a total surface of maximum 2350cm² including any original cut outs. The production internal reinforcements may be removed in the opening zone. (Certification)

4.1.2 **Doors**

The production door locks, door-hinges, anti-intrusion bars, external door handles, and the driver side window lifters stay as original and in operation.

It must be possible to open all doors from outside (original handles) and the front doors also from the inside.

Controls for opening the rear doors from the inside may be removed.

The other side window lifters may be removed, but the side windows must be locked in place and secured from all movement.

The removal of door soundproofing material and decorative strips is allowed.

Original inner trim panels must be replaced and be made from plastics (including composite materials) at least 1mm thick.

The panels must totally cover the door, its handles, locks and window winding mechanisms.

Air inlets for driver cooling in the area of the external mirrors are accepted. (Certification)

4.1.3 **Engine & Luggage Compartments**

The soundproofing, decorative, insulating material and parts may be removed. (Certification)

4.2 **Windscreen and windows**

The use of the mass production windscreen is permitted.

The use of electric heated glass windscreen of artisanal production is allowed. (Certification)

Plastic windscreen (polycarbonate or PMMA ensuring the same transparency as the original glass) with the same shape of the reference part, with or without heating with minimum thickness 5.85mm is allowed. (Certification)
Anti-intrusion arm(s) or support(s) for Plastic Windscreen may be used. (Certification)
The addition of a maximum of 4 protective transparent films on its external face is permitted.

The original heating system may be removed but a demister system must be installed. (Certification)

Plastic rear window min. 3.85mm is allowed. (Certification)

The internal face of side and rear glass windows as well as the glass rear-view mirrors must be covered with a transparent and colourless plastic safety film with a maximum thickness of 0.1mm in order to avoid the shattering and spraying of glass in the event of an accident. It must be fitted in a manner that facilitates checking.

4.3

Exterior

Bodywork - General

A maximum of 3 holes (maximum diameter of 12.5 mm) are permitted for the team in order to use supplementary measuring devices (radio, temperature, pressure, and similar). Other up to 4 similar holes are allowed for promoter use.
If a device is not used during a competition, the corresponding hole must be sealed off and the exterior of the bodywork must retain its original appearance.

The only body parts that can be replaced and changed in shape are:

- Front bumper; Shape resembles the original without bolted license plate support(s), must be approved by WSC prior to production; no dive planes allowed.
- Front fenders' lower edge behind the wheel may not be higher than front door's bottom border. Shape must be approved by WSC prior to production (no louvres allowed).
- Side sills (these may be added if not present in the production car)
- Rear wheel arch extensions; Shape must be approved by WSC prior to production.
- Rear door bulge compatible with the rear arch extensions
- Rear bumper; Shape resembles the original must be approved by WSC prior to production.
- Wheel arch liners

No flat floor behind the vertical plane tangent to the back side of the front wheels and the foremost point of the rear bumper. Engine bay protection panel between the frame rails is permitted. (Certification)

It is not allowed to tape the joints or use self-made gaskets (foam, rubber, etc.) between bodywork panels or parts. The hood's and boot lid's original position may not be changed.

Door and bonnet seals may be removed.

Installation of air jacks

The bodywork may be modified over a maximum area of 100 cm² to create housing for the air jack connector.

The connector for the feeding of compressed air must be situated rearward of the rear axle centreline and must not protrude beyond the surface of the bodywork.

Roof Hatch installation without structural parts' modification for access to the cockpit is permitted. (Certification)

The use of mesh in air inlets without changing car's external appearance is permitted. For Endurance Events only, the mesh installation in front of air inlets is allowed.

4.4

Aerodynamic devices

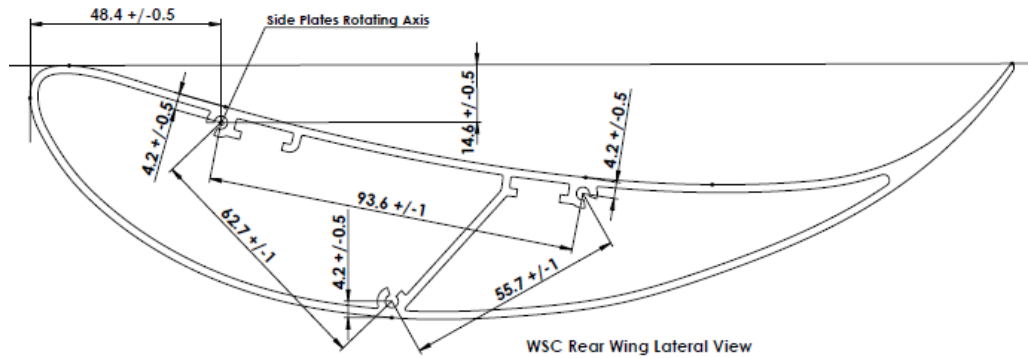
Rear wing with brackets (Certification)

The original car's devices must be removed and must be replaced with one compulsory rear wing made up of:

- One aluminium extruded wing profile (WSC delivery corresponding to the profile defined below)
- Specific part produced following exactly the WSC rear wing dimensions and functions
 - Material: aluminium or fibre reinforced plastic
 - Production drawings corresponding to the WSC 3D model will be delivered for certification.
 - The angle adjustment will use 1 (one) axis of rotation. (For cars certified after 2019)
 - Scrutineering jigs will be delivered on request to the manufacturers.

Rear wing definition & Dimensions:

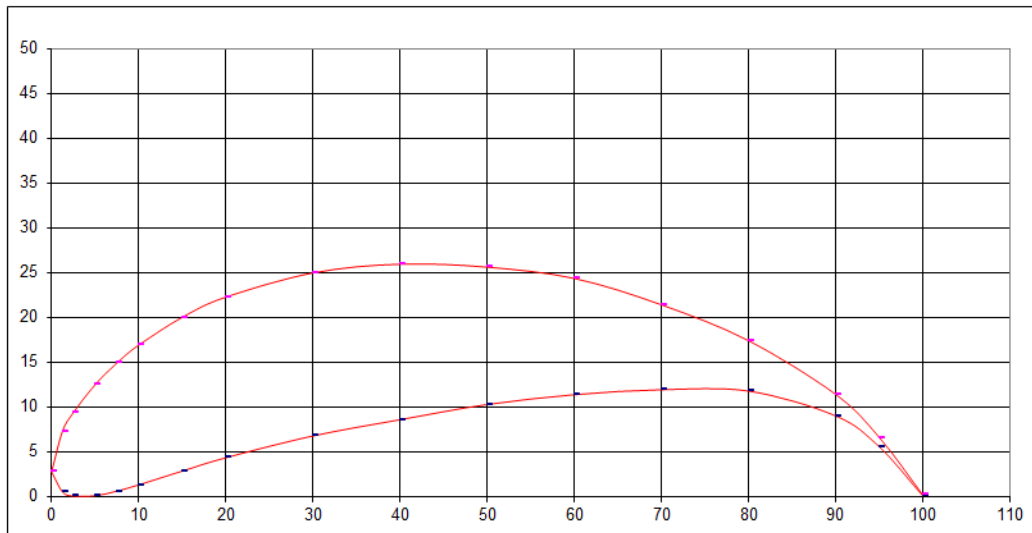
- Straight, adjustable, single piece with no flap
- Type BE 183-176 +/- 0.5mm
- Chord = 250 +/- 1 mm
- Width = 1380 +/- 1 mm
- Trailing edge thickness = 2mm +/- 0.5 mm



WSC Rear Wing Lateral View

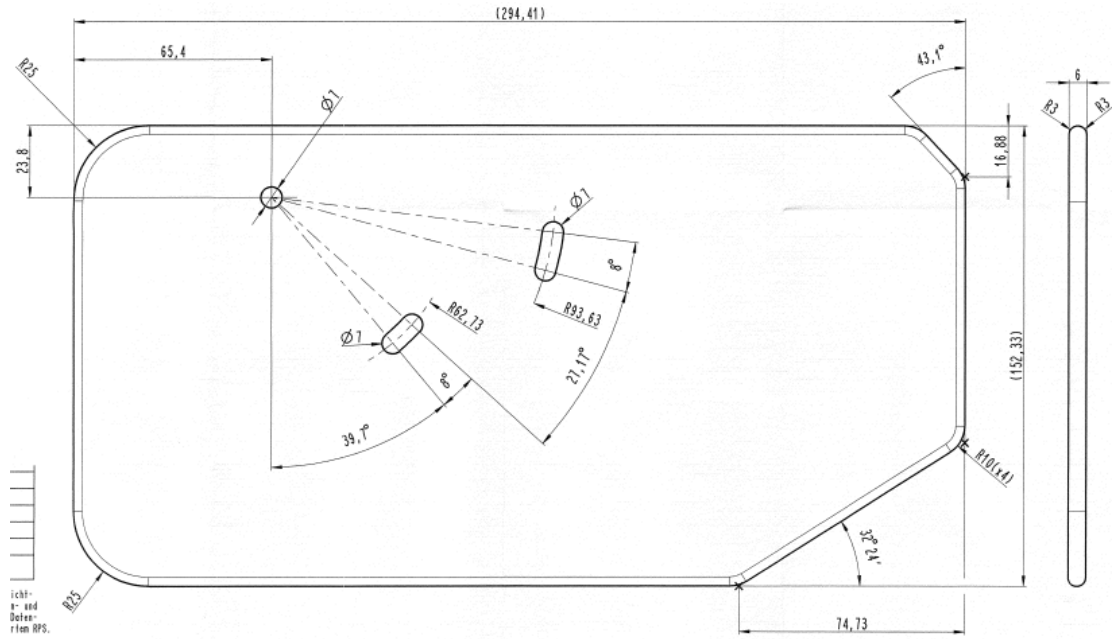
Be 183-176 Ro = 2.69 Xo = 2.69 -Yo = 2.79

x %	0	1.25	2.5	5	7.5	10	15	20	30	40	50	60	70	80	90	95	100
-Yv	2.79	0.53	0.07	0.1	0.62	1.32	2.86	4.35	6.79	8.8	10.02	11.4	11.95	11.8	9.03	5.58	0.1
-Yo	2.79	7.31	9.4	12.52	14.95	16.94	20.05	22.3	25.01	25.98	25.65	24.39	21.44	17.43	11.43	6.63	0.2



- 2 Brackets

- Dismountable, flat, plane surface perpendicular to wing profile surface.
- Mounted on the boot lid or on the rear window and to the lower or to the upper wing profile surface.
- Min. transversal distance between both supports and between supports and side plates = 100mm.
- The leading edge must be rounded with a constant radius.
- The trailing edge may be chamfered to a max. of 20 mm (min. thickness at the trailing edge = 2 mm).



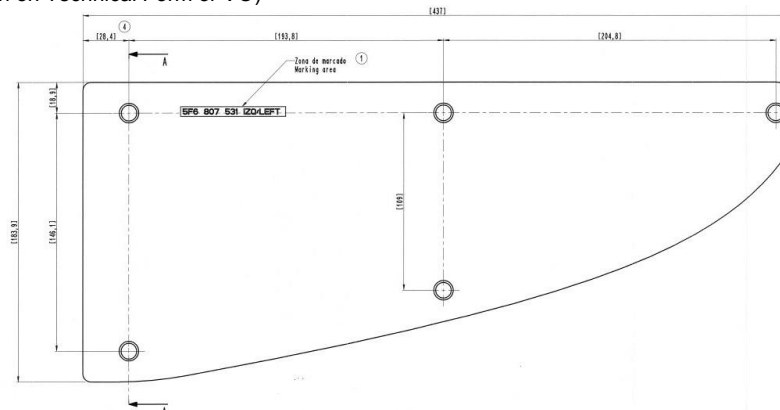
- 2 side plates (WSC delivery or Specific parts); All edges will be rounded with at least R3mm (Safety)
- Dismountable, flat, continuous surface perpendicular to profile centreline.
- Side plates may rotate with respect to the wing profile.
- This device must be rigid and offer no possibility for the penetration of air (groove, hole, opening, etc.).
- Material: aluminium, plastic

No element of the rear wing including side plates and brackets may be located beyond the following limits:

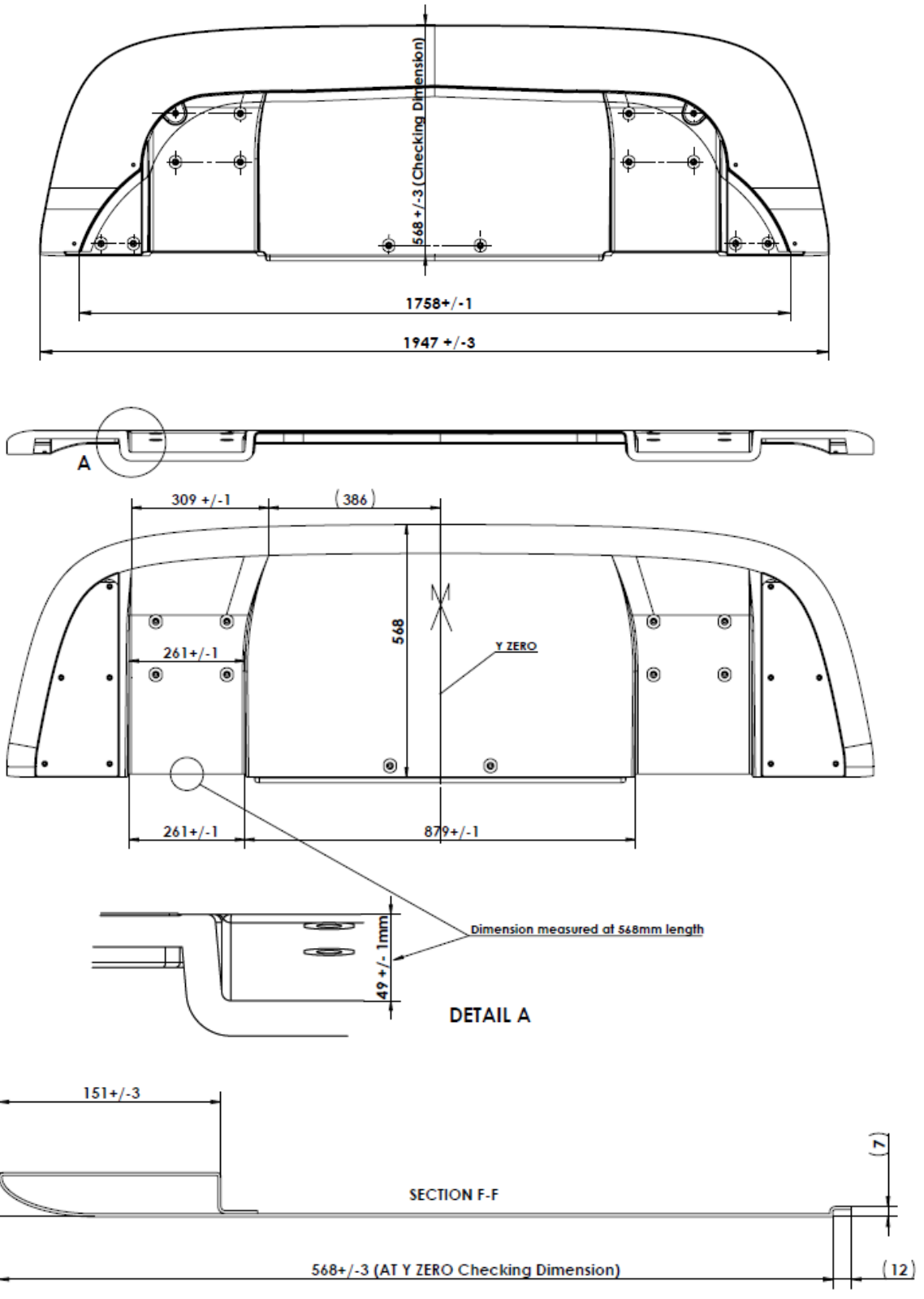
- X = 1050 mm from rear axle centreline.
- Z = Highest point of roof.

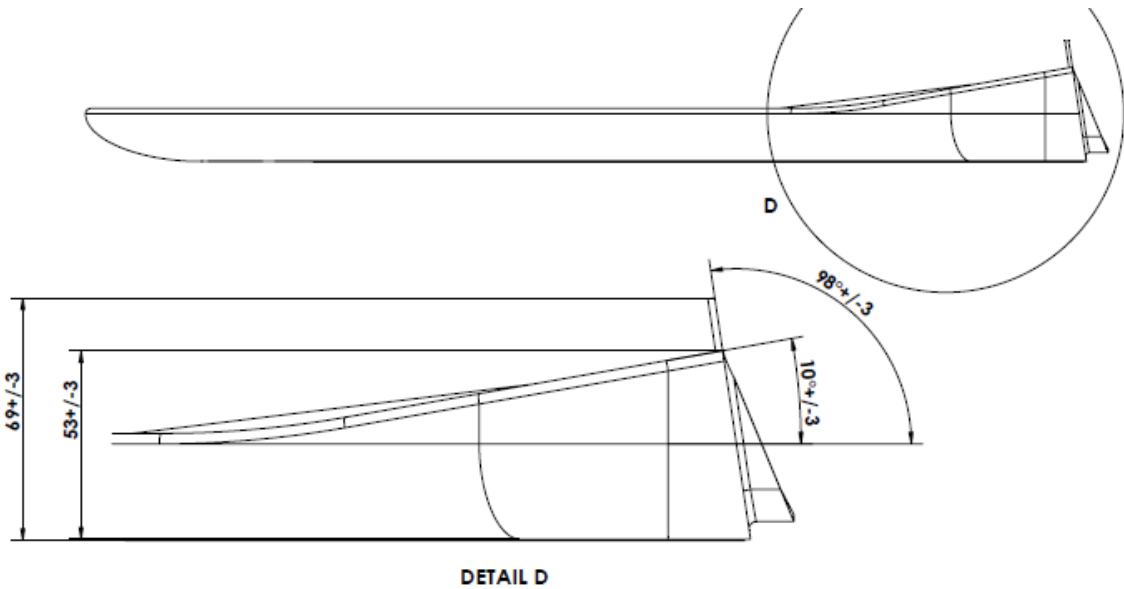
The front splitter (Certification):

- WSC delivered and adapted to each car; It will also be possible to reduce the front splitter's protrusion into the wheel arch in case of collision with the front tire's enveloping curve.
- Specific part following exactly the WSC CAD model front splitter's dimensions (length, width and angles, front overhang, vertical projection, sections of areas touched by the airstream) (see Drawings)
 - lateral prolongation in "x" for cars with bigger front overhang is allowed (max. width in "y" 50mm)
 - The distance between splitter's contour vertical projection and bumper contact area on the front splitter is limited as follows:
 - In the middle area ($y = \pm 400$ mm) will be between 35 and 85mm.
 - Outside $y = \pm 400$ mm is limited to max. 210mm.
 - In the transition area to the wheel arches is limited to max. 45 mm.
 - The layout of the areas covered by the bumper is free.
 - The areas next to wheel arches (Detail D) may remain flat.
 - production drawings will be delivered for certification
 - material: fibre reinforced plastic
 - Scrutineering shape jigs for external contour, leading edge and lower face will be delivered on WSC request.
 - WSC may approve justified waiver.
 - Note: in case of doubts, the WSC CAD 3D model overrides the drawings.
 - 2 embedded skid pads, Steel, 1.2 ± 0.1 mm; max. Area: 600cm² each (shape and fixations are free, Certification on Technical Form or VO)



The foremost edge of the front splitter at y=0 will protrude the bumper contour by max. 35mm in vertical projection.





Front Splitter Brackets' design is free however the front splitter must be rigidly fixed the car's body at least in the area between the vertical projection of the front side members. Outside this area flexible front splitter mountings are allowed. (Certification)

Rear diffuser included in the rear bumper: (Certification)

- One single plane between a vertical plan minimum 380mm behind the rear axle centre line and the bumper's vertical projection
- Open downwards hollow area for the exhaust end pipe(s) allowed
- Maximal width: 1650mm
- Max inclination to the doors' lower edge: 25°
- No air circulation over the diffuser
- Fins or other air guiding surface are not allowed.

Mass production flexible skirts reducing the ground clearance may be removed. (Certification) The ground clearance check will consider these parts as bodywork

4.5

Interior

Dashboard trims; Centre console

Trims situated below the dashboard and which are not parts of it may be removed. It is permitted to remove the part of the centre console. (Certification)

Dash board (Certification)

- General shape, appearance, mounting points and position must remain similar to production part.
- Thermoplastic or Fibre Glass plastic materials are free.
- Minimum weight: 2kg including ducting and fixation elements.

Instruments (Certification)

Display and indicators can be freely fixed on the dash board or to the steering column. The installation shall not interfere with the driver's vision or safety.

Switches (Certification)

Standard switches may be replaced by other control elements and may be fitted at different locations on the dashboard or on the centre console. Any opening resulting from this must be covered.

Allowed switchable functionalities affecting engine ECU on the steering wheel or switch panel(s) while engine running (allowed positions are on/off): Full Course Yellow, Pit Speed Limiter, Launch Control, GBX neutral and reverse gear. If switches (e.g., rotary, flip, button) for all other functionalities are placed in driver's reach, these may be activated and parameters of the engine ECU functionalities may be changed between certified parameter sets or within allowed software variants only when the engine is not running. It must be verifiable by checking engine ECU calibration and from logged scrutineering data, that switch actuation for these purposes does not take effect while engine is running.

Production Pedal Box: metallic pedals may replace the production plastic parts. New master cylinders and new arrangement in the engine bay may be used. (Certification)

Racing pedal box from shelf (hanging or floor mounted) and master cylinders in the cockpit: Modifications are authorised provided they have no other function than to allow the fixing of the master cylinders and/or the pedal box (Certification).

The original heating & air condition systems may be removed. Bulk head openings must be closed respecting "fire-wall" conditions. (Certification)

The wind screen demisting system is mandatory. Mass production AC & Heating Systems may be removed. (Certification)

ART. 5	WEIGHT
5.1	<p>Target Racing Weight</p> <p>The target racing weight for cars using racing gearbox is 1,265 kg.</p> <p>The target racing weight for cars using mass production gearbox is 1,230kg.</p> <p>The minimum front axle load proportion is 59% to be respected in any conditions during the event. (Not applicable for Endurance Events)</p>
5.2	<p>Ballast, Success Ballast</p> <p>Ballast, including success ballast, must be made from metallic plates or blocks and must be fixed in the cockpit and/or in the boot.</p> <p>It is permitted to complete the weight of the car with ballast.</p> <p>The metallic blocks or plates must be fixed by means of tools, with the possibility of affixing seals.</p> <p>The ballast must be attached to the body shell/chassis with bolts of at least 8.8-class with a minimum diameter of 8 mm, with counter plates, according to the principle of the following Drawing.</p> <p>The minimum area of contact between body shell /chassis and counter plate is 40cm² for each fixing point.</p> <p>Any movable ballast system is forbidden.</p> <div style="text-align: center;"> </div> <p>The ballast and success ballast will be declared as such at the scrutineering. The success ballast must be marked and it must be possible to remove separately.</p> <p>The ballast fixing system must allow to the Technical Delegate to seal the bolts. The ballast must be designed such, that tools are required for its removal.</p>
5.3	<p>Liquids</p> <p>The race car's weight may be checked at any time during the competition, including Qualifying and Races, with the existing quantity of liquids in the tanks. At any other technical check, outside the time defined before, the technical delegate may verify the race car's weight with emptied consumable liquid tanks.</p>
ART. 6	ENGINE
6.1	<p>Engine generals</p> <p>Turbo charged mass production engines without modifications.</p> <ul style="list-style-type: none"> - The make and type of the spark plugs are free. - It is allowed to change the injectors with OEM parts similar dimensions. (Certification) - The mass production high pressure fuel pump from the TCR certified engine cannot be modified. (Certification) - The electric loom and connection(s) may be modified to improve durability. (Certification) - Cylinder head gasket may be changed with another one with identical dimensions. (Certification) - All crankshaft bearings may be changed with another one with identical dimensions. (Certification) <p>Engine position: Production; The crankshaft's axis within a cylinder with R=20mm</p> <p>The use of a different standard engine coming from another mass production car of the same group or of the TCR Race Engine is allowed. (Certification)</p> <p>Position of the replacement engine in engine bay (Certification):</p> <ul style="list-style-type: none"> - The crankshaft's axis will be within a cylinder with R=20mm relative to the position of the original engine in the production car of the TCR model. - The inclination (defined by the cylinder sleeve axis) corresponds to the inclination of the replacement engine in its original car. - The y-position is free for TCR models with transversal engine. <p>Only sealed engines by the manufacturers are eligible for TCR Events. (Certification)</p> <p>Additionally, the engine must be prepared in such a way that the technical delegate is given the possibility to seal the oil sump and the cylinder head cover. (Certification)</p> <p>It is not allowed to put ice or any other cooling system in the intake pipes or in front of the intercooler.</p> <p>Indicative Engine Performance (ECE-R 85-5 Norm):</p> <ul style="list-style-type: none"> - Maximum Torque around 410Nm - Maximum Power around 340HP

6.2 Engine CoolingIntercooler

Mass production intercooler from another OEM (maximum core volume 8 litres) may be used (Certification).

Air Ducts: free between air inlet and intercooler core (Certification)

The position and brackets are free without any modification of the bodywork. Air hoses and water pipes are free (Certification)

Water Cooling

Radiator: mass production part free provided that the radiator is fitted in the production location without any modification to the bodywork (see exception below), brackets, water hoses and water pipes are free (Certification)

Thermostat: free (Certification). The use is optional.

Electric & mechanic fans for radiator cooling: free (Certification on Technical Form or as VO)

Air Ducts: free between air inlet and cooler core (Certification)

In justified cases, Manufacturers may apply for removal or modifications of the upper radiator cross members without negative effects for rigidity of the chassis structure (WSC approval and Certification).

Engine oil cooling

The type of the used oil cooler (air/oil radiators or water/oil heat exchanger) and their connections are free. No modifications to the bodywork are allowed. The parts have to be situated within the perimeter of the bodywork in safe position. (Certification)

It is allowed to put tape in the grilles of the front bumper to regulate the engine cooler temperature (in car colour).

Only ambient air may be used for heat dissipation.

6.3 Lubrication

Following is allowed:

- Pressure accumulator (Certification)
- Baffles and deflectors in production oil wet sump; The distance between the planes of the oil sump gasket on the engine block and on the oil-sump may not be increased by more than 6mm. (Certification)

If the lubrication system includes an open type sump breather, it must be equipped in such a way that the oil flows into a catch tank. (App. J, Art. 255. 5.1.14)

6.4 Engine control unit

If the car's Power Box communicates to the engine, its software must be certified on the programming code level, identifiable and frozen. (Certifications)

Anti-Lag System is allowed. The system may be switched on manually when engine is not running and switched off manually at any time. Unless the system has previously been switched off manually, the system may be switched on/off automatically by Full Course Yellow, Speed Limiters or when race car is driven at part throttle (steady throttle pedal position under 60% for out / in lap, safety car, etc.) In case of automatic switching a delay of at least 5s between initiating switching and applying has to be guaranteed. Automatic switching has to be signalled to the scrutineering data logger. Each realization of an Anti-Lag functionality may only have two levels: on/off. (Certification)

Every manufacturer will have to provide 6 (six) engine mappings with differing power outputs: 90%, 92.5%, 95%, 97.5%, 100% and 102.5% named level "1" to "6" (Certification).

For cars certified until end 2019:

The choice of the engine Electronic Control Unit (ECU), engine control software, sensors and engine loom are free. (Certification)

The software and all data sets are frozen and cannot be overwritten. ECU box will be sealed by the Manufacturer and the access to modify software and parameters will be closed to prevent manipulation.

Manufacturers will deposit on request by the technical delegate free of charge for the duration of participation of their cars to TCR Competitions, Series, Class or Championships Engine Electronic Control Unit(s) (ECU) for all registered engine performance level(s) defined for BoP purposes.

The WSC Technical Delegate may at any time oblige the competitor to use the reference unit registered with the WSC by the Manufacturer.

Any manipulation, modification or disconnection of any certified sensor is forbidden. The Competitor is responsible for the quality of the sensor signals.

The software and the map(s) for the all certified engine performance level(s) are frozen and cannot be modified without WSC agreement. (Certification)

Every manufacturer has to provide software tools (free of charge and without limitations concerning the required number of copies and licenses) to allow to the TCR Technical Delegate to monitor the engine control software. The interface cable, that is needed to access the engine control unit while it is installed in the car, has to be provided for the TCR Technical Delegate by all participating competitors free of charge. The engine control software and the datasets have to be provided in a binary format to the TCR Technical Delegate by the manufacturer

The software tools have a minimum functionality of:

- Upload/Download program software and data sets

- Calculate Checksum of program software and datasets after uploading them

Car certified from 2020 onward

The TCR ECU (Marelli, model: SRG-141) must be ordered from manufacturer and used as is, i.e., no modifications to the base software of the ECU are allowed. The TCR ECU must be mounted as specified in the "TCR-Certification_TCR-ECU-Installation-Manual", available on the TCR Server.

Detailed specification of requirements for the 6 mappings can be found in WSC BoP documentation (Document "TCR-Certification_Engine-Dyno-Test-Guidelines). Power levels will be selected via the TCR Power Level Rotary Switch delivered on order by Marelli and will be sealed by the technical delegate following BoP Table.

The ECU will act as a scrutineering data logger for the TCR Technical Delegate. Software licenses are provided by Marelli. Hardware interface, i.e., connector with correct pinout to connect a laptop via Ethernet (RJ-45) must be provided by each manufacturer using the "TCR-Certification_Engine-Dyno-Test-Guidelines" Document. from Marelli.

6.5 Intake system

One (1) supplementary opening in the front bumper without protrusion above bumper's exterior surface can be made. (Certification)

The maximum boost pressure will be defined during BoP test and will be communicated per Technical Bulletin. The boost monitoring procedure is described in the latest version of the document "TCR-Notification_Boost-Monitoring-Method".

The air filter housing and the air filter element may be replaced with a catalogue part (Certification). The air feed pipes to the air filter housing and from the filter housing to the turbo are free. (Certification)

1 (one) different mass production Mono Turbo Charger coming from engines with cylinder capacity smaller than 2000cm³ may be used. (Certification)

It is allowed to change the impeller in case the Turbo Charger is integrated in the exhaust manifold. (Certification)

The turbo charger must be sealed by the manufacturers and must have the possibility to be sealed by Technical Delegates. (Certification)

No fresh air connection pipes between inlet and exhaust manifolds are allowed. Antipollution air circulation parts have to be removed and the connection ports must be closed. (Certification)

6.6 Exhaust

The exhaust system is free downwards the turbo charger and its regulating system. It will fit FIA homologated catalytic converter(s) (FIA List no. 8), will have nominal wall thickness minimum 1.2mm and will have the exit(s) at the car's rear end below the rear bumper. (Certification)

If a different turbo charger is certified an adapter between this and exhaust manifold may be used, (Certification).

The sound level must not exceed 110 dB(A) at ¾ of maximum revs, measured in conformity with the FIA noise-measuring method (see Article 252-3.6 of FIA Appendix J).

Manufacturers may apply for option (VO) for exhaust muffler system for low noise circuits. (Certification)
Certified parts may be used following events specific noise limit.

6.7 Fly-wheel assembly (Certification)

Flywheel: production part or modified respecting following conditions:

- Fly wheel can be re-manufactured solely to allow for a replacement clutch.
- Minimum weight 6kg (without fasteners)
- Machined from a single block of steel (no weight reduction bores, pockets or cut-outs)
- The starter gear must have same or bigger dimensions.

ART. 7 FUEL SYSTEM

7.1 Fuel tanks

The fuel cell(s), the filling and ventilation systems must be separated from the cockpit by a fireproof and liquid-proof protective device and must comply with FIA App. J, Art. 253. (Certification)

The total fuel volume in the car is max. 100 litres (Certification).

Designs have to be WSC approved before implementation.

Technical and design conditions:

- The fuel tank must be conformed or exceed the specifications of FIA/FT3 1999, FT3.5 or FT5 and comply with the prescriptions of FIA App. J, Art. 253.14
- The fuel tank must be contained in a close-fitting flameproof and liquid-proof lower (external) housing that has no other mechanical function including a crushable structure on all surfaces except the one in contact with the body shell.

- The crushable structure must be a honeycomb sandwich construction based on a fire-resistant core of a minimum crushing strength of 18N/cm². The sandwich construction must include two skins of 1.5 mm thickness having a tensile strength of minimum 225N/mm² and must have minimum thickness of 10 mm.
- Located within the safety cage, forward of the centre line of the rear wheels, no more than 65cm from the vertical plane through the longitudinal axis of the car
- Floor pan cut above the original fuel cell compartment exclusive for the installation of the supplementary fuel cell volume in the cockpit is permitted. Structural panels cannot be cut or modified.
- The upper (internal) housing may be of mild steel or aluminium both 1.5mm minimum nominal thickness bolted or welded to the body shell or be crushable structure with similar properties as the lower housing.
- An add-on fuel cell (FT3 1999, FT3.5 or FT5) on the top of the main fuel cell and installed in a housing corresponding to this regulation may be used up to the total maximal fuel volume. (Certification)
- External refuelling can be used (Art. 253). (Certification). Several refuelling systems for different sporting regulations can be certificated (VO at any time).
- For fuel tanks with one filler neck FIA homologated non-return valve is mandatory (App. J. Art. 253.14). (Certification)
- For endurance races the filler hole(s) must be situated outside the cockpit. All bodywork joints in the vicinity of the refuelling connections must be designed in such a way as to prevent any leakage of fuel into cockpit and/or boot during refuelling. For refuelling systems with FIA or ASN authorized leak-proof couplings FIA or ASN authorized fuel cell safety valves must be used. (Certification)
- In-board fuel tank filler must be protected by a fireproof and liquid-proof fire-wall. (Certification)

- a) FIA Safety Fuel Cells will satisfy the following conditions (Certification):
- Fuel cell cover's lowest surface should have similar area and position in the car as the production fuel cell. (WSC approval)
 - The rest of the fuel cell including its cover has to be higher than 40mm in respect to production fuel cell's lowest surface.
 - Simple tunnel (no closed opening through fuel cell) for exhaust tube is allowed.
 - Fuel cell housing fixation to the body shell will be made using at least 6 (six) fixing points with M8 grade 8.8 bolts installed according to the FIA Drawing 253-65. WSC approved fixing systems with equivalents solidity may be used. (Certification)
 - An add-on fuel cell (FT3 1999, FT3.5 or FT5) on the top of the main fuel cell and installed in a housing corresponding to this regulation may be used up to the total maximal fuel volume. (Certification)

- b) It is also possible to use a catalogue rectangular shaped FIA Safety Fuel Cell coming from an FIA-approved manufacturer (FIA FT3 1999 minimum specifications). (Certification).
The Fuel Cell must be fitted as follows:
- located within the safety cage
 - forward of the centre line of the rear wheels
 - behind the vertical plane tangent to the most rear point of the driver's seat back
 - no more than 65cm from the vertical plane through the longitudinal axis of the car
 - The fuel tank must be contained in a close-fitting flameproof and liquid-proof lower (external) housing that has no other mechanical function including a crushable structure on all surfaces except the one in contact with the body shell.
 - The crushable structure must be a honeycomb sandwich construction based on a fire-resistant core of a minimum crushing strength of 18N/cm². The sandwich construction must include two skins of 1.5 mm thickness having a tensile strength of minimum 225N/mm² and must have minimum thickness of 10 mm.
 - Cut-out of the floor pan is permitted.
 - Lower surface of the tank housing at least 100mm above road (measured by ride height of 80mm).
 - mild steel or aluminium 1.5mm minimum nominal thickness fuel cell cover bolted or welded to the body shell (fire wall) (Certification)
 - An add-on fuel cell (FT3 1999, FT3.5 or FT5) on the top of the main fuel cell and installed in a housing corresponding to this regulation may be used up to the total maximal fuel volume. (Certification)
 - In case of bolting (fuel cell housing or cover) minimum M6 8.8 bolts spaced at max. 200mm must be used. Different designs have to be WSC approved before implementation.

7.2 Fuel circuit

Fuel lines:

Mass Production Fuel Lines may be used outside the cockpit. The protection will correspond to Appendix J, Art. 253.3.1. Other fuel lines must correspond to the prescriptions of Article 253-3 of Appendix J. The installation is free provided that the prescriptions of Article 253-3 of Appendix J are respected

Fuel sampling connector

The car must be fitted inside the engine compartment with a FIA approved self-sealing connector for fuel sampling (Technical list n°5) on the fuel feed line directly before the fuel high pressure pump. The competitors will provide to the Technical Delegate on his request a connection hose to this connector.

7.3 Electric Fuel Pumps (Certification)

All Electric Fuel Pumps must stop by stalling engine.

ART. 8 ELECTRICAL EQUIPMENT

8.1 Windscreen wiper

Any mass production wiper motor system may be used with original number of working wiper blades (Certification)

	<p>The windscreen washer tank may be modified (free position) or removed.</p> <p>Complete rear window wiper and washer system may be removed. (Certification)</p>
8.2	Engine Starter <p>The production starter must be fitted and must be in working order at all times of the competition.</p> <p>The driver must be able to operate the starter when seated normally.</p> <p>Manufacturers may apply for alternative OEM Starter. (Certification)</p>
8.3	Lighting equipment
8.3.1	<p>The exterior lighting equipment must at least ensure the following functions: headlights, front and rear direction indicators, stop lights, rain light (see 8.3.2) and rear tail lights and must be in working order at all times of the competition.</p> <p>The exterior surface and appearance of the mass production lights cannot be modified but the interior elements may be removed. (Certification). Exception for the fender indicators which are free.</p> <p>Endurance spot lights are free however body work modifications have to be certified (VO at any time).</p> <p>Cars must be prepared to activate at promoter decision Low Beam Lights Flashing at 2Hz - 4Hz at any speed limiter mode.</p>
8.3.2	<p>Rain lights: Rain Light is compulsory. (Certification)</p> <p>Following arrangement may be used:</p> <ul style="list-style-type: none">- One FIA approved unit (Technical List n°19) located in the tail gate, boot lid or replacing the 3rd brake light placed on the car's centre line.- Production 3rd brake light in combination with the production rear fog light(s).
8.4	Starter Battery <p>Only 1 (one) dry starter battery is allowed. Type: certified (Li-Ion or other exotic types will not be accepted). Capacity: free (certified) Make: free as far as the certified capacity, location, protection and fixation are used. Location: In the production location, boot or in the cockpit. If in the cockpit, it must be situated behind a vertical and transversal tangent plane to the rearmost point of driver's seat or in the rear passengers' foot well. (Certification) Fixation: Should the battery be moved from its production position App. J, Art.255.5.8.3 applies. Insulating cover: The terminals must be electrically protected with an insulating cover. It must be possible at all times to start the engine with the energy of the battery transported on board the vehicle.</p>
8.5	Electric loom (engine, car & data logger) <p>Production or racing loom (Certification).</p>
8.6	Belt drive, alternator <p>The belt drive may be modified by removing not used belt driven aggregates and by repositioning the alternator. (Certification).</p> <p>The alternator may be replaced with another mass production one. The alternator pulley, belt and the bracket are free. (Certification).</p> <p>The alternator must be operational at any time.</p>
ART. 9	TRANSMISSION
9.1	Transmission system <p>For cars fitted with a paddle shift and/or a power-driven clutch with electronic or pneumatic control, the Technical Delegate may at any time oblige the competitor to use in competition the reference unit(s) registered with the WSC by the Manufacturer.</p>
9.2	Clutch <p>The clutch has to be the mass production one or certified under following conditions:</p> <ul style="list-style-type: none">- Racing Catalogue pressed-type multi-discs sinter-cerametallic; cushion clutches are not allowed.- Minimum Discs Dia. 183mm (7¹/₄"- Clutch Control System hydraulic or mechanic actuated by the driver's foot- Clutch release bearing is free (catalogue parts).
9.3	Gearbox <p>Mass production gearbox coming from the production model or from another car of the same group may be used (Certification). In the latter case a gear box adapter to the engine and gearbox brackets may be used. (Certification)</p> <p>The mass production gearbox will be certified and used under following conditions:</p> <ul style="list-style-type: none">- Mass production ratios- 1 (one) reverse gear, selectable at any moment by the driver while the engine is running and the car is stopped- Every gear must be able to be engaged and in working order.

- Gear changes must be made mechanically or using Paddle Shift (after-market or catalogue part).
- Interference to Engine Control for shifting allowed (Ignition cut or power reduction)
- Each individual gear change must be separately and solely initiated and commanded by the driver.

The use of paddle shift on mass production gearbox using catalogue (after-market) parts may be certified. The gear box control unit will be sealed and may be at any time be replaced by the technical delegate with the reference part. It is not allowed to alter the certified operating data. Manufacturers will provide to the technical delegate free of charge for the duration of participation of their cars to TCR Competitions, Series, Class or Championships Transmission Electronic Control Unit(s) (ECU).

One catalogue racing sequential gearbox with one set of ratios may be certified under following conditions:

- A maximum of 6 (six) forward gears
- 1 (one) reverse gear, selectable at any moment by the driver while the engine is running and the car is stopped
- Every gear must be able to be engaged and in working order.
- Gear changes must be made mechanically or using Paddle Shift (catalogue part).
- Interference to Engine Control for shifting allowed (Ignition cut or power reduction)
- Each individual gear change must be separately and solely initiated and commanded by the driver.
- Any system that permits more than one gear pair to be engaged to the drive train at any time is prohibited.
- Instantaneous gearshifts are forbidden.
- Gearshifts have to be distinct sequential actions where the extraction of the current dog gear is subsequently followed by the insertion of the target dog gear.
- The dog gear is considered extracted when its position is not able to transmit any torque.
- Catalogue limited slip differential

A 2nd catalogue racing sequential gearbox can be certified at any time as option VO using similar technical parameters:

- Interchangeability (same clutch, starter, etc.)
- Similar lubrication principle
- Total ratios in each gear (deviation $\pm 3\%$)
- Weight (deviation $\pm 2\text{kg}$)
- Catalogue limited slip differential

Car models using mass production gearbox and/or sequential gearbox(es) will certify only 1 (one) GBX type per car (Chassis no.) and are not allowed to change back and forth between different certified variants. GBX changes may be requested by Certification Extension (Erratum) of the Technical Form.

A new gearbox cooling using catalogue parts (pump, filter, cooler, lines, thermostat, etc.) may be certified. Mass Production Gearbox Cooling may be used without modification. Modified mass production gearbox cooling must be also certified.

Each car will have to keep declared transmission.

9.4 Final Drive

The final drive may be production or new (Certification).

For each certified gear box one new final drive ratio or one new final drive ratio pair (for transmission using two final gear pairs for gearboxes with 2 lay shafts) in the certified housing may be certified.

Final drive cooling using catalogue parts (pump, filter, cooler, lines, thermostat, etc.) may be certified.

9.5 Limited Slip Differential

Any mass production limited slip differential may be used in mass production gearbox with production parameters but the settings cannot be modified during driving. (Certification)

The mass production differential fitted in the mass production gearbox may be replaced by a catalogue mechanical limited slip differential inside the drive unit housing (Certification).

It is permitted to remove material from the inside of the production housing. It must at all times be possible to clearly recognize the housing as the certified standard housing. (Certification)

Only one (1) catalogue mechanical limited slip differential may be offered for each racing sequential gearbox. (Certification).

For each mechanical limited slip differentials 4 (four) pairs of pressure angles machined on one or several pressure rings pairs may be certified. Control jigs for the pressure angles will be made available on WSC request.

The use of metallic friction plates & disks is mandatory (no carbon friction plates / disks or CFRP plated parts allowed).

9.6 Drive shafts

For each certified gear box different drive shafts may be certified. Principle of the joint on the wheel side joint must be original.

Drive shaft's length is free.

ART. 10 AXLES, SUSPENSION AND STEERING

10.1 Generals

Wheelbase: Nominal wheelbase of the race car must not exceed the nominal wheelbase of the original car + 60 mm with the following constraints:

- The wheels can only be moved towards their end (i.e., front wheels towards the front) by 30 mm maximum.
- This measurement must be taken from a datum-point on the body shell. (Certification)
- Tolerance on race car wheelbase ± 10 mm.

Front and Rear overhangs

- Front: Defined by front bumper & Front splitter position.
- Rear: Defined by rear bumper position.
- These measurements must be taken from a datum-point on the body shell. (Certification)

No modifications of the chassis for new suspension pick up points

- The position of the new pick-up points is free; max ± 20 mm adjustment in all directions (Certification)
- Bolted brackets for suspension elements are free (Certification)

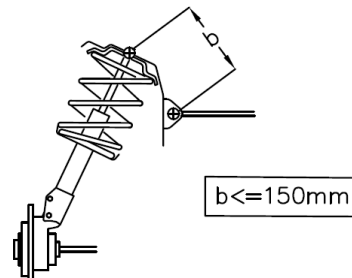
Position of the front and rear overhangs correspond to the production car. (Certification)

Reinforcement bars (Certification)

Reinforcement bars may be fitted on the McPherson top mounting points to the body shell of the same axle, each side of the car's longitudinal centreline.

The distance between the McPherson top mounting and the anchorage point of the bar cannot be more than 150 mm (Drawing 255-4), unless the bar is a transverse strut homologated with the safety cage.

Reinforcement bars must be removable.



The mounting bracket may be welded or bolted to the body shell.

If bolted, a maximum of three (3) holes (maximum diameter of 10.5 mm) are authorised on each side.

The reinforcement bar must not be mounted elsewhere on the body shell or any mechanical part.

10.2 Wheel Hubs and Bearings

The wheel hubs may be re-machined using similar wheel fixation (number of fixation points, same bolt PCD and thread), to allow the use of a stronger mass production wheel bearing. Mass production wheel hubs may be used. The rim centring on the hub may be modified. (Certification)

10.3 Bearings, Silent blocks, Rubber bearing

Production bearing on suspension arms may be replaced by uniballs or bush bearings (Certification). No rolling contact bearings accepted.

Any elastokinematic elements (rubber, metallic spring, etc.) allowing defined modification of suspension parameters (toe, camber, etc.) under lateral or longitudinal forces are forbidden.

10.4 Front wishbones/upright/struts

The working principle and the number of pivot points on the wishbones/upright/struts and on the chassis/subframe have to be maintained. The parts are free. (Certification)

Double-wishbone axle may be changed to triangular control arm axle. (Certification)

10.5 Rear suspension

Production suspension parts may be reinforced or modified. Suspension arms may be replaced by new parts (Certification)

Twist beam may be changed into double trailing arm, keeping the same external pivot points and adding two additional points on chassis. (Certification)

10.6 Anti-roll bars

Anti-roll bars made from ferrous material, their bearings and their actuation are free. Adjustable lever arms (no turning blades) may be used without adjustment from the cockpit. (Certification, maximum 3 sets for front and rear axle)

If the production axle is not fitting anti-roll bar, it may be added. (Certification)

The anti-roll bars may be disconnected but must remain in the car.

10.7 Springs

Cylindrical, linear steel springs are free; the combination of one helper with one suspension spring is allowed.

	<p>The spring seats are free. (Certification)</p> <p>Rubber bump stops and packers are free.</p>
10.8	<p>Minimum Ride height</p> <p>The minimum ride height has to be respected at any time during the event.</p> <p>For the checking of the minimum ride height, the pressure of the tyres must not be less than 1.5bars.</p> <p>Reference Minimum Ride Height: 80mm.</p>
10.9	<p>Shock absorbers</p> <p>Only commercial hydraulic 2-way adjustable shock absorbers (one per wheel) fitted in the same location and similar position like in the basic mass production car are allowed. (Certification)</p> <p>All original internal parts offered by the manufacturer of the certified shock absorber in its commercial catalogues and free available on the market are allowed.</p> <p>The use of following technical solutions is forbidden:</p> <ul style="list-style-type: none"> - Rolling contact bearings - Inertial shock absorbers (J-Damper) - Floating-piston for amplitude/frequency depending damping - Hydraulic bump-stops - Connection between shock absorbers (hydraulic, electric, electronic or mechanic, other than antiroll bars) - Set-up modification from cockpit - Set-up modification by moving car by computer control (active damping) - Motion sensing valves (G-valves) - Electro valves - Solid-materially additives to the damper-oil <p>Manufacturers may apply for different shock absorber brands and /or commercial designations at any time (VO Certification)</p>
10.10	<p>Steering</p> <p>The steering lock must be dismantled and the column adjusting system must be locked with tools. Steering column brackets may be replaced. The new brackets may be connected to the chassis or to the safety cage (Certification)</p> <p>The production locking system of the steering column adjustment may be used for endurance events. (Certification)</p> <p>A catalogue closed steering wheel can be used together with catalogue adapter and spacers. (Certification)</p> <p>The fitting of displays, switches and control lights on the steering wheel is allowed if offered by the steering wheel supplier. (Certification)</p> <p>It is possible to certificate a new steering rack. All components of the new one must be of OEM mass production origin with minimal modifications for race usage and parts matching. (Origin has to be proved). Chassis firewall could be locally modified to adapt new routing for steering column. Steering column could be modified to be adapted to new steering rack spline. (Certification)</p> <p>The steering wheel must be fitted with a quick release system. (Certification)</p>
10.11	<p>Power steering</p> <p>For cars fitted with an automatically variable power steering the Technical Delegate may at any time oblige the competitor to use the reference unit WSC registered by the Manufacturer.</p> <p>In case of using different steering rack the correspondent assistance principle can be used with parts of OEM mass production origin. (Certification)</p>
ART.11	BRAKES
11.1	<p>Generals</p> <p>Master cylinder(s) dimensions are free; The type and make will be certified.</p> <p>Max brake diameter 382mm (width free); certified brand, diameter and bells</p> <p>Steel brake discs (no ceramic coating allowed)</p> <p>Max 6 pistons front calliper (one calliper / wheel, Certification)</p> <p>Max 2 pistons rear calliper (one calliper / wheel, Certification)</p> <p>Brake pads are free (2 pads / calliper)</p> <p>The brake callipers must be made from aluminium materials with a modulus of elasticity no greater than 80Gpa. (Certification)</p> <p>Simple brake effort repartition system(s) (hydraulic or/and mechanic) is (are) allowed. (Certification)</p>
11.2	<p>Brake fluid tanks</p> <p>The brake and clutch fluid tanks will be fixed in the engine bay. The brake fluid hoses may pass through the cockpit. (Certification)</p>
11.3	<p>Brake cooling</p>

Ducts may be metallic (steel or aluminium sheet), flexible hoses or be made in composite material. (Certification)
 Original apertures in the mass production bodywork may be used to bring the cooling air to the brakes. (Certification)
 The connection of the air ducts to the certified apertures in the bodywork is free. (Certification)

Two supplementary openings in the front bumper may be done with no other function (Certification):

- The connection parts to the bumper will have an internal diameter of maximum 110mm, or the correspondent area for non-circular sections, will not protrude more than 15mm above bumper's outer surface having transition radius to the bumper shape max 10mm.
- Flexible or firm air ducts with maximal inside dimensions of nominal 115mm diameter for circular versions or the corresponding inside area for non-circular versions may be used.

Brake disc cooling:

Ducts must channel air towards the inner face of the brake disc and brake disc bell only and must not be bigger than the disc diameter.

Brake calliper cooling:

Ducts may wrap the calliper up to a maximum of 20mm around it.

Tape on the external air inlets to regulate the brake temperature is allowed (in car colour).

11.4 Parking brake

The parking brake working on the brake system (not on the transmission) is mandatory and must be operative at any time.

The production parking brake may be removed or replaced by a hydraulic valve or master cylinder operated manually by the driver without any intermediate system. (Certification)

ART. 12 WHEELS AND TYRES

12.1 Generals

The tyre types will be decided by WSC.
 Any system allowing the car to be driven without pressure in the tyres is forbidden.
 Pressure and temperature sensors are forbidden.

12.2 Dimensions

Wheels: (Certification)

- Dimensions of the 4 wheels: identical
- Rim's maximum dimensions: 10"x18" (width x diameter)
- Complete wheel: Maximum width at 2bars: 280mm
- The diameters at inner and outer rim edges must be identical with a tolerance of ±2.0mm.
- Wheel's minimum weight: 11kg
- Wheel's material: Cast aluminium alloy
- Wheel's Construction: Single unit
- Metal inserts are allowed for the passage of the drive to the wheel.
- Air extractors are forbidden.
- Dry and wet weather tyres will have similar dimensions.

Manufacturers may apply for different interchangeable wheels at any time (VO Certification)

12.3 Wheel visibility

The upper part of the complete wheel (flange + rim + tire) in straight ahead position and above the wheel's centre must be vertically covered by the bodywork.

12.4 Wheel attachment

Wheel fixations by bolts may be changed to stud fixations respectively knurled-head screws and steel nuts, provided that the number of fixation points, as mentioned above, remains unchanged. (Certification)

Certified wheel spacers are allowed.

Manufacturers may apply for endurance wheel attachment studs and nuts. (Certification)

12.5 Pressure control valves

Pressure control valves on the wheels are forbidden.

ART. 13 COCKPIT

13.1 Equipment permitted in the cockpit

The only components which can be added in the cockpit are:

- Safety equipment and structures
- Seat, instruments and any other controls necessary for driving including the brake balance adjuster
- Electronic and electrical equipment; it is permitted to channel air towards the electronic equipment on condition that the ventilation devices comply with the present regulations.

- team communication radio
- Driver cooling and ventilation equipment
- Ballasts
- Braking and clutch system hydraulic lines with properly secured connectors
- Pneumatic jacks and their pipes
- Battery
- Fuel, hydraulic lines with properly secured connectors (App. J. Art. 253.3.2)

None of the above items may hinder cockpit exit or the driver's visibility.

The above components must be covered where necessary by a rigid protective material to minimise injury, and their mountings must be able to withstand 25g deceleration.

One air duct for driver's cooling from one of the engine cooling air boxes through the bulkhead max dia. 51mm in fire wall quality is allowed. (Certification)

13.2 Cockpit exit time

The driver, seated in his normal driving position, must be able to get out from the cockpit in 7 seconds through the driver's door and in 9 seconds through the passenger's door.

For the purposes of these tests, the driver must be wearing all normal driving equipment, the seat belts must be fastened, the steering wheel must be in place, and the doors must be closed.

13.3 Test for helmet removal

With the driver seated in his normal driving position in the car with which he is entered, wearing a frontal head restraint system according to FIA Standard 8858-2010 (FIA List No. 29) appropriate to his size and with the seat harness tightened, it must be possible, that the helmet which the driver will wear in the race can be gently removed from his head without bending his neck or spinal column.

ART. 14 SAFETY EQUIPMENT

14.1 Fire extinguishers

All cars must be equipped with an extinguishing system homologated by the FIA in accordance with Article 253.7.2. (FIA Technical List nos. 16 and 52). The Technical List no. 52 (FIA Standard 8865-2015) is mandatory for cars certified from 2020 on. (Certification)

Manufacturers may apply for alternative fire extinguishers system using the same fixing points on the car. (Certification)

In case of supply problems TCR promoters may ask for WSC waivers for different FIA homologated extinguisher with similar qualities under the responsibility of own Technical Delegate.

14.2 Safety belts

The safety belts must comply with FIA Standard N°8853/98 (FIA Technical List 24) or FIA Standard N°8853/2016 (FIA Technical List no. 57) and have to use the certified fixing points. FIA Standard N°8853/2016 is mandatory for cars certified after 2020.

14.3 Rear view mirrors

The car must be fitted with 2 (two) production external rear view mirrors.

The use of one internal rear view mirror is permitted.

14.4 Driver Seat

The driver's seat must be FIA homologated and not modified:

- FIA Standard 8855-1999 (FIA Technical List 12) using exclusively WSC certificated seat brackets. (Certification)
Several homologated seats of the certified seat model may be used with certificated seat brackets (Certification)
- FIA Standard 8862-2009 (FIA Technical List 40)
- FIA Standards 8855-2021 (FIA Technical List 91)

Dimensions of cushions and foam inserts used between driver and seats must comply with App. J, Art. 253.16.

If the original seat attachment points on the body shell are changed, the new attachment points for seat or seat supports must comply with the provisions of App. J, Art. 253.16. (Certification)

The seat must be mounted by means of at least four (4) M8 bolts of at least 10.9 quality.

Seat position

- Transversally: Seat centreline must not be less than 270mm from the car's centreline.
- Longitudinally limit: No part of the seat may be situated beyond the vertical and transverse plane defined by the front edge of the original back seat. The most rear seat position will be documented in the Technical Form related to the chassis. (Certification)

14.5 General Circuit Breaker

The driver, when seated normally at the steering wheel with the safety belts fastened, must be able to cut off all the electrical circuits and switch off the engine by means of a spark-proof breaker switch.

The switch must be positioned on the dashboard or in any other place easily accessible and must be able to be handled from inside the car by the driver seated and secured by his safety belts.

An exterior General Circuit Breaker must be installed and clearly identified by a symbol showing a red spark in a white-edged blue triangle in conformity with FIA App. J, Art 253.13.

- Recommended location: at the lower part of the driver's side windscreen pillar.
- Location following FIA Art 253.13 will be also accepted.

14.6 Protection Nets

A protective window net is compulsory. (Certification)

It must meet the following specifications:

- the net must be made up of woven strips at least 19mm (3/4") wide;
- the meshes must be a minimum of 25 x 25mm and a maximum of 60 x 60mm. The woven strips must be non-flammable and sewn together at each point of crossing. The net must not be of a temporary nature.
- viewed from the side, it must reach from the centre of the steering wheel to the B-pillar.

Fixation:

The net must be attached either to the safety cage or to the chassis, above the driver's window, by means of a rapid release system that will function even if the car turns over.

The net must open from the top downwards when car is on wheels.

The use of "Velcro" lock is not permitted.

It must be possible to detach the net with one hand. To this end, the handle or lever must have coloured markings ("dayglo" orange).

A push-button release system is authorised provided that it respects the prescriptions of this article.

The push-buttons must be visible from the outside, be of a contrasting colour and be marked "press".

Racing nets according to FIA 8863-2013 standard (Technical list n°48) may be certified as VO. Fixation: Racing nets must be attached to the certified mounting points following FIA specifications.

14.7 Towing devices

All cars will be equipped with certified rear and front towing devices. It will be clearly visible and coloured in yellow, red or orange.

The towing devices must be within the perimeter of the bodywork as viewed from above.

It must allow the passage of a cylinder with a diameter of 60mm.

It must allow moving the car with blocked wheels using the cars braking system on a dry surface (concrete or asphalt) by applying traction on a plane parallel to the ground, with an angle of $\pm 15^\circ$ to the longitudinal centreline of the car.

The car must be fitted with the control dry weather tyres.

Flexible towing devices must be always in good condition without abrasions or kinks.

14.8 Fuel system

Fuel lines

Flexibles lines inside the cockpit must be of aviation quality (App. J, Art. 253.3.2).

The installation is free provided that the prescriptions of App. J, Art. 253.3 are respected.

Manufacturers may apply for alternative fuel cell ventilation valve with similar connections. (Certification)

14.9 Hydraulic pressure lines

App. J, Art. 253.3.2 applies.

14.10 Side Protection Panel

A side protection panel, made of composite material, fixed to the body shell or the safety cage may be optionally used. (Certification).

14.11 FIA Car Lifting Device

Manufacturers may apply for options (VO). (Certification)

14.12 Battery fuse

Battery protection against accidental short-circuiting between the battery plus pole or the power supply cable and ground (vehicle body) fitted closest possible to the battery on the ground cable or on both battery cables is mandatory. (Certification after testing according to WSC test method)

- Reaction time in the TCR car: less than 3 sec.

14.13 Medical Lights

Cars using TCR Engine ECU will be prepared to activate Medical Lights at promoter's decision. Manufacturers may apply for VO certification.

ART. 15 SAFETY STRUCTURES

Safety cage

The safety cage must be homologated or certified by an ASN (App. J, Art. 253.8.1.b). For Static Load Tests or for Arithmetical Proofs the weight of the car will be the Target Racing Weight.

Regarding the protective paddings on safety cage tubes which may come in contact with the driver Art. 253.8.4 of the App. J applies.

ART. 16 FUEL**16.1 Fuel specification**

The organiser will specify the fuel provider(s). The fuels correspond to FIA App. J, Art. 252.9 in guaranteed Super Plus Quality (98 RON, 88 MON) with maximum 9.5% ethanol content (EN228).

The fuel must comply with the official samples at any time of the competition. Additives of any kind are forbidden.

The fuel temperature may not be more than 20°C lower than the ambient temperature.

16.2 Air

Only air may be mixed with the fuel as an oxidant.

ART. 17 FINAL TEXT

The binding text of these regulations is the English version.