



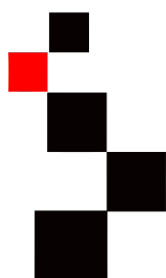
TCR SPA 500

Supplementary Regulations

3rd to 6th October 2019

Version: 19.08.2019

Approved under RACB Sport permit No: ...



CIRCUIT DE SPA
FRANCORCHAMPS

Chapter I Specific event & circuit regulations TCR SPA 500

Art 1 – Definition

This event will be contested according to the FIA International Sporting Code and its appendices and these Supplementary Regulations (Sporting & technical). Modifications, amendments and/or changes to the present Supplementary Regulations will only be announced by means of dated and numbered bulletins (published by the organizer or the Stewards). The Regulations TCR SPA 500 are on the websites: www.tcrspa500.com

The final text of these Supplementary Regulations shall be the English version which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Supplementary Regulations.

Format

Type of event:

- The TCR SPA 500 is a national event open for foreign competitors (single event, not part of a championship or Series)

Eligible cars:

- TCR Cars

Eligible drivers: (see Chapter II art. 2 for detailed regulations)

- Belgium drivers: Minimum National license (minimum age 16 years).
- Foreign drivers: Minimum EU National license (minimum age 16 years), with authorisation of their ASN.
- Foreign drivers: Minimum international D or international C license (minimum age 16 years), with authorisation of their ASN.

Parade:

- Photo session and city parade to Malmedy for all teams is obligatory
Details will be published by the Promoter.

Length of the race:

- is 500 Laps, with a maximum of 23 hours. The finish of the race will be either after 500 laps or maximum 23 hours, whichever comes first.

Classes: (see Chapter II art. 2 for detailed regulations)

- TCR AM-class: only Gentlemen/amateur drivers (e.g. Bronze, but no Silver or Pro-driver(s))
- TCR PRO/AM-class: max 1 Pro-driver, minimum 1 AM-driver and max 2 Silver drivers*
- TCR PRO-class: max 2 Pro-drivers (gold or platinum) the rest is free (e.g. 3x Silver)

*PRO/AM Class

- PRO-driver is allowed to drive maximum 10 hours
- and AM drivers, all together, must drive minimum 3 hours

How to read these regulations?

- Chapter I: Specific event & circuit regulations TCR SPA 500
- Chapter II: Sporting Regulations TCR SPA 500
- Chapter III: Technical Regulations TCR SPA 500



Art 2 – Event

Name Event: TCR SPA 500
Track: Le Circuit de Spa-Francorchamps
Date Event: 3rd to 6rd October 2019
Status of Event: The TCR SPA 500 is a national event open for foreign competitors (single event, not part of a championship or Series).

National Sporting Authority: Royal Automobile Club of Belgium
Rue d'Arlon 53/3
1040 Brussels (Belgium)

Organisor of the Event: Le Circuit de Spa-Francorchamps
Route du Circuit 55
4970 Francorchamps (Belgium)
Contact person: Jean Dubois

In cooperation with:
Creventic BV
P.O. Box 40
6590 AA Gennep
The Netherlands

Promoter: Creventic BV
P.O. Box 40
6590 AA Gennep
The Netherlands

Contacts Creventic:

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Phone: +31 485 47 11 66
Email: info@creventic.com
www.tcrspa500.com
www.24HSERIES.com

Organizing Committee: On behalf of the Circuit/Organizer: Jean Dubois
On behalf of the Promotor/Organizer: Gerrie Willems
On behalf of the Promoter/Organizer: Helen Roukens

Art 3 – Officials

Position	Name	License No.	ASN
Chairman of the Stewards	Ton Nachtegeller	9953	KNAF
Steward	Peter Oord	7533	KNAF
Steward	Joost Demeestere	0118	RACB
Race Director	Jeroen Steenhuis	17843	KNAF
Deputy Race Director	Sander de Geus	28790	KNAF
Assistant Race Director	Arie Kroeze	9812	KNAF
Assistant Race Director	Jacques Doornenbal	5403	KNAF
Clerk of the Course	William Watté	2651	RACB
Deputy Clerk of the Course	Philippe Godet	2411	RACB
Secretary of the Event	Ria Waterreus	4000	KNAF
Ass. Secretary of the Event	Rob de Vries	27907	KNAF
Chief Track Safety (Race Control)	Sven Leufgen	3842	RACB
Chief Medical Officer	Dr. Christian Wahlen	1047	RACB
Chief Track Marshall	Jean-François Thiry	3836	RACB
Chief Pit Marshal	Bernard Denolf	3497	RACB
Chief national Scrutineer	Alain Marquet	2265	RACB
Chief Scrutineer	Armin Kolmsee	1046249	DMSB
Scrutineer	Marc Steeneveld	34009	KNAF
Scrutineer	Wolf von Barby	1109741	DMSB
Scrutineer	Edgar Rebergen	35481	KNAF
Chief Timekeeper	Alex Möller	196508152896	SBF
Timekeeper	Emily Groom	3411	RACB
Timekeeper	Rob Oude Luttikhuis	38761	KNAF
Official (Refuelling)	Alex van Noort	16187	KNAF
Official (Refuelling)	Edgar Rebergen	35481	KNAF
Official (assistance COC)	Maarten Hofhuis	35446	KNAF

Art 4 – Locations

Subject	Location
Race Administration/Creventic Welcome centre:	Paddock Rouge (tent)
Briefing Room:	Room 132, 1st floor F1-pitbuilding, ACCESS 2
Official Notice Board:	Between box 1 and 2 paddock side F1-building
Secretary of the Event:	Room 122, 1st floor F1-pitbuilding, ACCESS 2
Steward's Office:	Room 113, 1st floor F1-pitbuilding, ACCESS 2
Race Director/Clerk of the Course:	Room 122/123, 1st floor F1-pitbuilding, ACCESS 2
Scrutineering:	Box 1 and 2, F1-pitlane
Race Control:	Room 124, 1st floor F1-pitbuilding, ACCESS 2
Time Keeping	Room 120, 1st floor F1-pitbuilding, ACCESS 2
Refuelling Area:	Endurance Pitlane (end). (Fuel pumps at right-hand side)
Media Room:	Media Center, 1st floor F1-pitbuilding, ACCESS/STAIRS 3
Parc Fermé:	Parc fermé after qualifying on the F1 paddock at the end of the F1-pit (direction La Source) Parc fermé at the end of the race will be on the main straight (start/finish)

Art 5 – Scrutineering and Parc Fermé

- a. Pre scrutineering takes place at the Scrutineering Bay.
- b. Post scrutineering takes place at the Scrutineering Bay.
- c. The first three finishers overall (cars and drivers) will go immediately to the winners podium.
- d. The following table shows an overview of the required (mandatory) items:
See Chapter I, art. 5 for more scrutineering regulations.

Item	Obligatory?	See Sporting & Technical Regulations	Remarks
Start numbers	Yes	Chapter II. art. 4	Provided by Creventic
Compulsory advertising	Yes	Chapter II, art. 4	Provided by Creventic
Illuminated back panels (left and right door start numbers)	Yes	Chapter III, art. 2	Can be purchased at Creventic
Transponder with driver-ID	Yes	Chapter III, art. 2	Can be purchased at Creventic
Led-Position display (SPAA05) (one left- and one on right-side)	Yes	Chapter III, art. 2	Can be rented/purchased at Creventic Mandatory display colours: GREEN
Data-logger (Evo4/Evo5)	Yes	Chapter III, art. 2	Can be rented/purchased at Memotec info@me-mo-tec.de
The roll cage certificate	Yes		Valid roll cage certificate
The FIA-safety tank certificate	Yes		FIA-safety tank certificate
Technical Form	Yes		

Art 6 – Entry: closing date and acceptance

The fee required (see entry form and/or confirmation of participating) has to be paid before the event (an entry not accompanied by the fee shall be null and void).

Art 7 – Collection of documents/Administrative Checks

The competitor and the driver, or their officially nominated representative must be present at the place and the time indicated for the administrative checks and for the scrutineering. At the administrative checks the competitor and/or driver must show the driver's licence, and – if applicable – an competitor licence. Foreign drivers need an authorization of their ASN (FIA ISC Art. 2.6 and 3.9).

At the WELCOME Centre / Race Administration, each team will receive a control card, which must be submitted at all points (as for example Administrative Checks, Scrutineering etc.) for registration.

Art 8 – Time schedule:

See official time schedule.

Art 9 – Protests and Appeals

According Art. 13.3 of the FIA Sporting Code International protests have to be addressed to the Clerk of the Course and or their assistant. In absence of the Clerk of the Course, the protest should be addressed to the Chairman of the Stewards.

National Protest Fee : € 1000,-

Appeals:

National Appeal Fee: € 1.500,-

Art 10 – Driver's Briefing

A team managers and drivers briefing will be held :

- See time table.

Briefing(s) are mandatory for all drivers and team managers.

Art 11 – Details of the Circuit

- location and how to get there:

<u>Location</u>	<u>Highway</u>	<u>Airport</u>
145 km from Brussels	80 minutes	Brussels National, Zaventem
60 km from Liège	45 minutes	Liège, Bierset
135 km from Charleroi	95 minutes	Brussels South, Charleroi
61 km from Aachen (D)	45 minutes	
75 km from Maastricht (NL)	60 minutes	Maastricht Airport, Maastricht
120 km from Luxembourg (L)	90 minutes	Luxembourg Airport, Luxembourg

- length of one lap: 7.004 m

- direction: clockwise

- pole position: right hand side (rolling start)
- cars authorized on track:
 - o Race : 98
 - o Practice : 98

Art 12 – Insurance for the event

The Organiser has subscribed an insurance following the instruction of the law. The insurance policy can be consulted at the race secretariat. Drivers taking part in the Event are not third parties with respect to one another.

Art 13 – Noise limits

The maximum noise level emission for individual vehicles being driven on the track is 118 dB (LA, max (15m) measured at 15 meters from the centre of the track. The measurements are carried out in LAeq,1s.).

Please note: for the private tests on Thursday 3 October 2019 the above limit is 103 dB.

Art 14 – Fuel and Refuelling

There will be a central fuel station, see Chapter II, art. 8.3 of these supplementary regulations.
The opening times of the pumps will be published on the official time schedule.
There will be minimum 8 Petrol pumps.

Refuelling at any other location is strictly forbidden (e.g. refueling in pitlane, pit garage, paddock, etc. is strictly forbidden).

Storage of any fuel in the pit garage, pitlane or paddock is strictly forbidden.

Art 15 – Start

Starting type: Rolling start
Starting Grid: In a 2x2 Formation
Pole Position: Right side (rolling start) at Start/Finish F1
According to Chapter II, art. 19.

Art 16 – Lights

The lights on the car must be switched on when the sign "LIGHTS ON" is shown.

Art 17 – Cooling down lap (after the Finish flag)

After the finish flag there is one cooldown lap.

Art 18 – Tickets/Passes

Every person (drivers, team members, officials, press etc.) who enters the pit area must at all times wear his ticket/pass visible, in a way that the controlling officials can at any time without problem see whether this person has the right ticket/pass. If a person is not wearing his ticket/pass visible, he may not enter the pit area.

Art 19 – Timekeeping

Every car must be equipped with an ID-transponder.
See Chapter III, art. 2.

Art 20 – Flag signals

See Chapter II, art. 15.

Art 21 – Tyres

See Chapter II, art. 9.

Art 22 – Supplementary Regulations

Any changes to these regulations will be published on the official notice board.

Art 23 – Appendices

- Time Schedule.

Chapter II: Sporting Regulations TCR SPA 500

1. Conditions

1.1 General Conditions

The promoter reserves the right to postpone, abandon, change (e.g. the duration) or cancel the event or any part thereof. The promoter alone, will in such case, make the decision about the consequences for the Event. In this event the competitor has no right to claim against the neither organiser nor promoter with respect of any loss or expense he may thereby incur.

1.2 Circuit conditions

Any cost of damages to circuit-properties, caused by the competitor, driver or any team member will be accounted to the competitor. E.g. damages of guardrail, fences, pit box, etc.

2. Competitors/Drivers/PRO/AM/Teams/Team managers

2.1 Competitors

2.1.1 Competitor licence

Any person or legal entity holding an National or International competitor (or driver) licence.

Foreign competitors must submit the authorization of their ASN (see Art. 3.9 ISC)

According to International Sporting Code (art. 9.1 of ISC) if a team does not have a team competitor licence, the competitor will become the first driver in the entry form and entry list.

For publication purposes the competitor must register a Team name.

See article 24.3 of this Chapter: Definition of a Team and Team name.

2.1.2 Competitor/Team manager

In every entry form, the Competitor must assign a Team Manager who, in his/her absence, shall assume all of his/her rights and obligations.

The Team Manager must be available throughout the event.

Amongst others, the Team Manager will be attributed the following tasks:

- To carry out the steps for Administrative Checks and scrutineering.
- To sign the acknowledgement of communications and sanctions.
- To attend the Briefing(s).

In case a team manager does not fulfil his responsibilities, the competitor will receive penalty at discretion of the Race Director.

2.1.3 Change of drivers (during the event)

2.1.3.1 A change of driver may be made before the beginning of Qualifying and must be done in writing to the secretary of the event. Each requested change must be accompanied by the applicable (amendment) fee.

2.1.3.2 A change of driver during or after qualifying due to special circumstances must be requested to the Race Director in writing. At discretion of the Race Director, he can propose this driver change to the Stewards for approval. Each requested change must be accompanied by the applicable (amendment) fee.

2.2 Drivers Eligibility

See art. 1

2.2.1 Drivers with handicap

In order to make sure that scrutineers and rescue teams are informed accordingly, drivers with handicaps and their teams are explicitly asked to inform the promoter prior to the event.

2.2.2 Driver medical examination

The Race Director or the Stewards may require a driver to have a medical examination by the chief medical officer. In case of an unfavourable medical result they may refuse the participation in any practice, qualifying and/or race of the driver concerned.

2.3 Number of drivers per team

Each team of a car must be made up of **minimum 2** and **maximum 5 drivers**.

A driver is allowed to enter on 2 cars.

2.4 The maximum number of PRO drivers per team is 2 (two).

2.5 Division into classes and specific driving time requirements

Each driver (AM, SEMI-PRO or PRO) MUST drive MINIMUM 1 (one) stint*. See also table below for additional driving time requirements.

* Minimum 1 (one) stint means: each driver has to do minimum 1 (one) out-lap . (a driver does NOT necessary need to cross the start/finish-line).

Driver's line-up criteria for being assigned to different classes:

Class**	Driver's line-up criteria	Remarks and specific driving time requirements
TCR-AM	Only AM drivers (bronse)	No SEMI-PRO or PRO drivers
TCR-PRO/AM	Max 1 PRO-driver, Minimum 1 AM-driver and Max 2 Silver drivers*	<ul style="list-style-type: none"> PRO-driver is allowed to drive maximum 10 hours AM drivers, all together (SUM), must drive minimum 3 hours
TCR-PRO	Max 2 PRO-drivers (gold or platinum)	The rest is free (e.g. 3x SEMI-PRO)

The promoter may decide upon waivers and amend the driver's line criteria at his discretion. (e.g. to have a better distribution of the 3 different TCR classes)

**According above driver's line-up criteria, each team will be assigned to corresponding class.

A team can make a written request to be assigned to a "higher" class:

- TCR-AM -> TCR-PRO/AM
- TCR-AM -> TCR-PRO
- TCR-PRO/AM -> TCR-PRO

Before the event, the promoter will decide upon such request.

During the event, the Race Director will decided upon such request.

Each TCR class will run with the same BOP. To be published by the promotor.

For time keeping & results purposes the 3 TCR classes may be shown/published respectively as: AM, PRO/AM and PRO.

2.6 The promoter will determine the driver category (PRO, SEMI-PRO or AM) in which the FIA-drivers category list is a guideline.

Driver Category	Guideline
PRO	level FIA Gold or FIA Platinum
SEMI-PRO	level FIA Silver**
AM	level FIA Bronze, or not on FIA-list*

*Drivers that are not on the FIA-list will be assigned their category by the promoter, based on their experience and race results. This does not necessarily need to be AM.

**Drivers that believe that are ranked Silver on the FIA-list (only) due to their age may request to be assigned the AM-category for this race. Each request is handled individually.

The Creventic driver-categorization procedure and driver categories is the same as used for 24H SERIES and are published on www.24HSERIES.com

3. Entry Fees, Additional Costs and Fees

3.1 Individual Entry fee reduced by the promoter's sponsors

The promoter has contracts with sponsors and/or tyre suppliers who contribute to the individual entry fees if an advertising space on the competition car is provided. See Article 4 of this chapter for additional information about the obligatory advertising.

Following items are included in the entry fee:

- Fuel and fuel services: free practice, night practise, qualifying and race
- Shared pit-box (shared with 1 other car)
- Personalized Pitbox banner, including, team name, driver names and picture of car
- Sending start-numbers and stickers before to event to your workshop
- Live timing
- Live Broadcasting with commentary from the people behind Radio Lemans
- 15 entry passes

Entry fee EU teams: 14.000 euro (ex. VAT)

Entry fee Non EU-teams, from all over the world, inclusive transport: 16.500 euro (ex. VAT)

- Including seafreight from main port from origin to the circuit of Spa-Francorchamps and back.
- The entry fee is valid for main ports all over the world. Subject to final confirmation of Promoter.

3.2 Additional costs and fees

3.2.1 Any amendment in the entry form concerning the car and/or the team announced (including driver change) after the entry closing date: Administrative charges apply, according to the entry form of the specific event.

3.2.2 Entry request for paddock space (e.g. for hospitality tents, mobile home, or service vehicle).

Possibilities and prices on written request and/or entry form (preferable together with the entry form).

Despite an early written reservation, the allocation of spaces will be made on "first come first serve" basis according to available place and exclusively after the promoter approval. Competitors cannot raise any claim on additional spaces or the admission of service vehicles with excessive dimensions.

Additional specifications in this context are published in Article 7 of this chapter.

3.3 Entry Fees, Additional Costs and Fees – Payment

3.3.1 The entry fees and the additional costs and fees must be transferred in € (Euro's) to the following account:

See www.CREVENTIC.com

Do not forget to mention: "Name of Event or Country of the race and TEAM NAME" in the payment details.

3.3.2 **Entry fee, incomplete**

Any entry for which the entry fees have not been received until the entry closing date or for which the entry fees including all additional costs and fees have not been paid completely, are regarded null and void and will be returned to the sender.

3.3.3 Payments during the event

Any payment which has to be made on-site or any subsequent charges must be made in cash. Cheques submitted on-site will not be accepted!

For all those charges, which must be paid cash, a notification will be published during the event, which nominates the equivalent in local currency.

3.3.4 Entry Fee – Reimbursement

The entry fees will only be refunded in the following two cases:

- Refusal of the entry.
- Withdrawal of the entry with foundation for a 'good reason' (at discretion of the promoter) before the entry closing date – reimbursement of the total entry fees paid.

If the entry is withdrawn after the entry closing date, there is no claim to the refund of the entry fee.

4. Marketing, TV, Compulsory Advertising and Merchandising

4.1 Advertising / Promotion

The promoter is the owner of all the advertising rights, TV rights, Internet rights, Merchandising rights and all other Intellectual Property rights regarding the event.

The promoter reserves the right to vest single components of the marketing rights or the exclusive marketing rights to a partner.

Promotion during the event in any kind (e.g. tyre brand) without written approval of the promoter is strictly forbidden.

Inappropriate advertising (at discretion of the promoter) is strictly forbidden. Unless explicitly otherwise stated in the supplementary regulations or with written approval by the promoter.

4.2 Compulsory advertising

4.2.1 Description of the compulsory advertising to be affixed on the race cars:

- Competition (start) number panels on the front doors, 56 cm x 56 cm large, XXXXXX below the race numbers, XXXXX above and XXXX on the left side of the race numbers.
- Small competition numbers on the front windscreen and rear window, up to 20cm high.
- Upper windscreen streamer XXXXXX, up to 20 cm high.
- Upper rear window streamer XXXXX, up to 20 cm high.
- Front and rear registration plate area XXXXX, 40x10 cm large.
- Front left and right mudguards XXXXX, 40 x 15 cm large.
- Rear left and right mudguards XXXXX, 40 x 10cm large.
- Rear wing side plates (left and right).
- Any other advertising, published separately by the promoter.

4.2.2 Failure to comply with the compulsory advertising instructions may lead to non-admission to the start and/or will be penalized.

5. Scrutineering

5.1 Cars must comply with their respective homologation (TCR Technical form) papers and meet essential safety standards set by the regulations during the Event. Presenting the car at scrutineering will be deemed an implicit statement of the conformity of the car.

- Compliance with the Technical Regulations applicable for the car (Present Appendix J, FIA Prescriptions).
- All Technical Regulations described in these regulations, its Appendices and Bulletins.
- The car must not damage the image of automobile sports according to promoter and FIA.
- The car must not damage the reputation of automobile sports relating to their presentation according to promoter and FIA.

5.2 Sticker lane

A so-called sticker lane will be placed in front of the scrutineering to check whether the compulsory stickers (advertising and reflective stickers) have been affixed in accordance with the given instructions.

5.3 Empty tank prior to scrutineering

The following compulsory rules apply when cars are presented at their initial scrutineering.

5.3.1 The car need to be presented with an empty fuel tank (less than 2 litres). Not complying with this rule, will be reported to the Race Director who may impose a penalty at his discretion.

5.3.2 To empty the fuel tank of the car the car has to be moved to the refuelling area. Only at the refuelling area it is allowed to empty the fuel tank and dispose the fuel into (team owns) 20 litre steal jerry cans. Before or during the first free practice sessions this fuel can be refuelled into the car again in full compliance with the applicable refuelling regulations.

5.4 TC-Approved and Final Sticker

5.4.1 TC-Approved Sticker

All cars will receive a "TC-approved" sticker after having successfully passed scrutineering. This scrutineering-sticker must be placed at the top left of the front-windscreen. Any car failing to display the scrutineering sticker will not be admitted to any practice or to race.

5.4.2 Final Sticker

Each team will receive a "FINAL" sticker after having successfully passed administrative checks. This FINAL-sticker must be placed at the top left of the front-windscreen. Any car failing to display the "FINAL" sticker will not be admitted to any practice or to race.

5.5 Repairs after Scrutineering

Any car which - after having passed scrutineering – is seriously damaged must be re-presented to the scrutineers after repair and be approved in order to be allowed to continue in any practice or race. Competitors and drivers are themselves responsible for presenting the car concerned on their own accord.

5.6 Re-admission after accident damage

The Race Director will decide about a possible re-admission after accident damage.

5.7 Cars presenting potential danger

Any car in the Event that is presenting a potential danger must be stopped for repairs at their garage. If the car is on track a 'Black flag with orange disc' is shown to the driver at start/finish line according FIA appendix H. The car may not re-join without approval from the Race Director.

5.8 Checks during the event

The Race Director or Stewards reserve the right to carry out technical checks at any time during the event, in particular in relation to the compliance of the race car with the Technical Regulations. The teams must give any kind of support (car pass or equivalent documents, data sheets, dates, competent team members, mechanics, tools, other necessary and useful material, etc.) to the Race Director/scrutineers so that these checks may be carried out as quickly as possible.

5.9 Ride Height

5.9.1 The ride height will be measured WITHOUT driver.

5.9.2 For the checking of the minimum ride height, the pressure of the tyres must not be less than 1.5 bars.

5.9.3 The ride height will be measured at an assigned (fixed) location in the scrutineering area.
For all competitors, to determine their reference ride height, the assigned location is available for teams.

5.9.4 Any failure to comply with the minimum ride height may result in the penalties as described in art. 26 of this chapter.

5.10 Drivers' equipment, clothing, helmets and Frontal Head Restraint (FHR) system

- 5.10.1** Drivers' clothing is an important safety item at Creventic events. It is explicitly expressed that it is the responsibility of the competitor and/or drivers of having and wearing the obligatory drivers' equipment as indicated in these regulations throughout the event.
- 5.10.2** For drivers a full clothing check at scrutineering is obligatory to pass scrutineering; no exceptions are allowed.
- 5.10.3** In case a driver is using several overalls and helmets during an event, as well as any other clothing, this also needs to be presented for checks at the clothing checks.
- 5.10.4** All articles of clothing can be checked by officials at all times during the event.
- 5.10.5** The Race Director has the right to re-check all articles of clothing of each individual driver to determine it meets the requirements as indicated in the regulations.
- 5.10.6** Any irregularity in the administration on the control card can be penalized at the discretion of the Race Director.

5.11 Driver's equipment

- 5.11.1** Drivers' clothing is a primary safety item. Whenever a driver is not having or wearing the obligatory drivers' equipment he/she will be penalized at the discretion of the Race Director.
- 5.11.2** Drivers taking part in the event must wear the complete fireproof outfit (suit, balaclava, gloves, underwear, socks and shoes), homologated according to the current ISC Appendix L.

Note to art.1.4 (ISC Appendix L Chapter III) Drivers' Equipment / Maximum weight and communication systems:
This article is interpreted as: it is not allowed to mount radio speakers (earplug-type transducers are allowed) into any helmet which is not originally equipped with a radio-speaker by the helmet manufacturer. So a FIA-approved helmet with radio speakers mounted by the manufactures on the FIA-list is allowed.
- 5.11.3** An arm restraint according to SFI 3.3 specification is mandatory if there is no approved window net fitted according to current ISC Appendix J Article 253.11. See also art. 3.1 of Chapter III.
- 5.11.4** Frontal Head Restraint (FHR) system is compulsory.
- 5.11.5** Please ensure that all components including the helmet comply with the regulations and FIA technical lists.

6. Weighing and Weights

The Weight of the car, is the weight of the car WITHOUT driver (this is different than for TCR-sprint races) and with EMPTY fuel tank.

- 6.1 All cars will be weighed at scrutineering. This weight determined for the car will be recorded and registered on the control card.

Weighing of the cars will be done at the available and assigned weighing equipment (e.g. circuit weighing equipment or the promoter's weighing equipment).

The weight measured (displayed) on this weight-scale is the applicable reference weight for the complete event.

For all competitors, to determine their reference weight, the assigned weighing equipment (weight-scale) is available for teams.

- 6.2 At all times during the event, the cars must comply with this minimum weight.
A tolerance of 2kg will be considered when determining the minimum weight.

- 6.3 The cars may be weighed during any practice, qualifying and race at discretion and/or request of Race Director or Stewards, in consultation with chief scrutineer.
Possibly lost time and/or differences of lost time between teams as a result of weighing will not be compensated.

- 6.4 Any failure to comply with the minimum weight will be reported to the Race Director and will be penalized as described in art. 26 of this chapter.

7. Event Rules of Conduct and paddock

- 7.1 The allocation of spaces by the promoter is binding.
There is no claim on a special paddock area. Access and allocation of areas will be made upon instruction of the officials, their instructions must be strictly respected.

- 7.2 In the paddocks, some space is available for each team. This is included in the entry fee.

- 7.3 If space permits, the teams may rent additional paddock space (e.g. for an extra vehicle, tents, mobile homes or caravans). The fees for the additional space may apply.

- 7.4 Any storage of material, vehicles (including motorbikes and quads), bicycles etc. in the area of rescue escape routes are prohibited. The promoter reserves the right to assign a "Free" Walking zone directly behind the pit boxes.

- 7.5 All team members are obliged to respect the house rules of the circuit during the entire event.

- 7.6 All damages will be invoiced to the person or team that caused it.

- 7.7 Any team failing to respect these conditions / prescriptions mentioned above (art. 7) may be penalized by the Race Director or the Race Director brings the non-compliance for the panel of Stewards for a penalty at their discretion.

- 7.8 The competitor shall be responsible for all acts or omissions on the part of any person taking part in, or providing a service in connection with, a competition or a championship on their behalf, including in particular their employees, direct or indirect, the drivers, mechanic, consultants, service providers, or passengers, as well as any person to whom the competitor has allowed access to the reserved areas.

8. Pits, Refuelling, Pit Stops, Racing Services

8.1 Pits and pit regulations

8.1.1 Pit Allocation:

The promoter will make the pit allocation.

Each pit will be shared by several teams/cars.

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

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

8.1.2 Pit regulations

8.1.2.1 It is not allowed to smoke or use open fire in the pit boxes, in the pit lane and on the roof of the pit building.

8.1.2.2 The pit lane has been divided into lanes. The lane closest to the pit wall/track is designated the 'fast lane' and the lane closest to the pit boxes is designated the 'inner lane' or 'working lane', and is the only area where any work can be carried out on a car, except in the situation mentioned in art 8.2.1.

The corridor (Safety-lane) between the fast lane and the working lane may only be crossed to go to and come from the working lane.

8.1.2.3 A car may enter or remain in the fast lane only with the driver sitting in the car behind the steering wheel in his normal position, even when the car is being pushed.

8.1.2.4 On ground of safety it is not permitted to undo or loosen safety belts or remove articles of driver equipment while entering the pit lane. Only when the vehicle has stopped at its designated place, the driver may remove the safety harness and race protection equipment.

8.1.2.5 Any change of drivers and working on the car may only take place in the working area in front of the pit box assigned to the team.

8.1.2.6 Team members must remain inside the pits garage and not unnecessary in the pit lane area when the car is not in the pit lane.

8.1.2.7 Every driver change, pit stop, refuelling operation and (time) penalty must be administered by the team. For this purpose the organization will provide so called YELLOW CONTROL CARDS. It is the responsibility of the team manager that those Yellow Control Cards are filled in correctly. So the Race Director and/or officials can easily verify at any moment the correctness if the pit stop/refuelling administration.

8.2 Pit Stops

8.2.1 Service and repairs on the cars may only be carried out in the pit lane. (Please also note art. 8.2.4 of this chapter is applicable)

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

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

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

8.2.2 Team members are only allowed in the working area just before car enters the pit lane. All tools, spare parts and related elements must be in the garage and not in the pit lane area. These items may be placed in the working lane just before the car enters the pit lane. After the pit stop the team must evacuate and clear the working area as soon as the work is finished.

8.2.3 It is allowed to keep the engines of all cars running during a pit stop, see art. 8.2.4. of this chapter.

8.2.4 For ALL cars who wants to keep the engine running during a standard pit stop (as defined below): the following rules apply:

8.2.4.1 A standard pit stop is defined as:

- driver change
- tyre change
- tyre pressure check and adjustment
- windshield cleaning
- readout/collection data logger

8.2.4.2 Need to have a team member operating as a lollypop man in front of the car during the entire pit stop.

8.2.4.3 No work on the car is allowed, except as is described for a standard pit stop above. Additional maintenance adding engine oil, changing brake pads, etc. the engine must be stopped.

8.2.4.4 No person may be underneath the vehicle during a pit stop, while the engine is running.

8.2.5 If any service or repair must be carried out in the pit-box, the car may NOT enter the pit box under the power of its engine or momentum. The car must stop before its pit box and must be pushed into the pit box by maximum 4 mechanics/team members all wearing the appropriate vest.

When a race car leaves the pit-box after a service or a repair, the car must be pushed out of the pit-box by the team members.

8.2.6 A maximum of four (4) people may work on or examine the vehicle simultaneously. At any time these people will be recognized by wearing a vest (Those team/mechanic vests will be provided by the promoter). Nobody may assist the four (4) people that work on the car in any way. Any help can be penalised as "Working with more than four people on the car" (E.g. handing over tools or parts is not allowed).

Extra there can be a lollypop man and a windshield washer (both may not wear a team/mechanic vest).

If a team member wants to readout/collection data logger data, he or she MUST wear a team/mechanic vest.

Another team member (Driver assist) is allowed to help the driver entering the car and fixing the seat belt. This can be either the driver coming out of the car or a team member wearing a green coloured vest (provided by the promoter).

The team member (Driver assist) helping in the next driver is only allowed to assist entering the car and help fasten the seat belt.

The lollypop man is only allowed to hold the lollypop, the windshield washer is only allowed to wash the windows and lights.

8.2.7 Team members in the pit lane and on the pit-wall must be in possession of the proper passes.

8.2.8 Not applying correct setting of the "Driver-ID switch#" during a pit stop

Driver-ID switch (driver-ID transponder) is described in Chapter II, art.2.2 of the these Regulations

8.2.8.1 Driver must switch the driver-ID at the pits team and always BEFORE pit exit

8.2.8.2 If a driver is on track with the wrong driver-ID, the team must:

- change to correct driver-ID# setting of this driver (1..5)
- report to Secretary of the event with Yellow-Card within 20 minutes

For penalties regarding not applying the driver-ID correctly, see Chapter I, Art. 26.

8.2.9 Welding and grinding may only be carried out in the area of the Paddock. In any case an assistant with a fire extinguisher must be on stand-by. Please take adequate measures to work safely.

8.2.10 Pneumatic systems for wheel replacement may be placed in front of the pits but only on condition that neither the pit doors nor other cars will be obstructed.

8.2.11 Pit Signals

8.2.11.1 All the openings in the fence above the pit wall must be kept free. It must be possible for each pit team to give signals to their drivers.

8.3 Fuel / Refuelling

8.3.1 Fuel

8.3.1.1 To take part in any practices, qualifying and the race it is compulsory to use the fuel provided by the promoter. Any modification of the prescribed fuel is prohibited. No substances may be added, removed or changed in their concentration. Any mixture with other fuel is prohibited.

8.3.1.2 There will be a central fuel station with standard commercial fuel pumps with minimum:

- Min. 8 Petrol pumps (8 fuel pistols) (Octane 98)

8.3.2 Fuel-inlet

8.3.2.1 All vehicles must be able to refuel directly with a commercial type hose as used in usual service stations.

8.3.2.2 The refuelling orifices of the tanks must be equipped for this operation.

These orifices must be easily accessible manually with the fuel pistol and not with the aid of tools.

Any car with a quick-filler (e.g. ATL) fuel inlet is not allowed.

8.3.2.3 For cars with the fuel-inlet on the side, it is allowed to have fuel-inlet on left and right hand side. However, during refuelling, it is NOT allowed to refuel the car on both sides simultaneously. Right hand side is recommended.

8.3.2.4 The use of any adaptors or (ATL) filler bottles **are strictly forbidden**. The use of extra ventilation during refuelling is only allowed in conjunction with a vent-bottle.

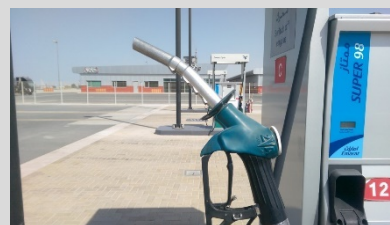
8.3.2.5 Important recommendation:

Please make sure your fuel-inlet (inlet, design, hoses) is capable of refuelling with 60 litres per minute with the pistol easily.

For safety reasons, the fuel flow automatically stops as soon as there is any obstruction and/or fuel flows against inlet-pipe or hose.

To avoid any delay in refuelling it is strongly recommended to have a very smooth fuel-inlet design. E.g. no angles greater than 20 degrees.

Below refuel regulations are applicable for all events (unless different stated in the supplementary regulations)



8.3.3 General Refuelling Rules

8.3.3.1 A team member must refuel the car.

8.3.3.2 In the refuelling area, any vehicle that wishes to refuel must be attended, in addition to the driver himself, by minimum one and maximum two responsible representatives of the team. This team member may instruct the driver and must push the car away in case the engine will not start and/or may carry a Vent-bottle.

8.3.3.3 **These team member(s) must wear flameproof clothing (suit, balaclava, gloves and closed footwear)**

8.3.3.4 Refuelling will take place under the procedure, first car first refuelled. A team or team member cannot make a reservation or hold any fuel pump occupied.

8.3.3.5 It is advised to cover the upper part of the rear tyre located below the filler neck with a wet towel or a tyre cover.

- 8.3.3.6** It is only allowed to refuel the maximum amount indicated in the Balance of Performance publication of the specific race at every refuelling procedure (within one pit stop).
 - 8.3.3.7** It is the responsibility of the team members to control that the amount refuelled is not more than allowed
 - 8.3.3.8** In the refuelling area the speed limit is 20 km/h.
 - 8.3.3.9** The driver must remain inside the vehicle and must have his seat belts FASTENED.
 - 8.3.3.10** The windows and doors on both sides (left and right) need to be closed.
 - 8.3.3.11** It is strictly forbidden to change the driver in the refuelling area.
 - 8.3.3.12** Except turbo powered cars (with Turbo sticker), the engines of all cars must be stopped.
 - 8.3.3.13** For all cars (also with turbo engines) it is preferred to switch off the lights while being refuelled.
 - 8.3.3.14** No activity other than refuelling is allowed, also no windshield cleaning.
 - 8.3.3.15** All instructions of fuel officials, pit and fire officials have to be followed strictly.
 - 8.3.3.16** Re-fuelling in front of the team's own pit box or in the team's pit box is strictly forbidden.
 - 8.3.3.17** To empty the fuel tank of the car the car has to be moved to the refuelling area. Only in the designated draining area it is allowed to empty the fuel tank and dispose the fuel into (team owns) 20 litre steel jerry cans. Only before or during the first free practice sessions this fuel can be refuelled into the car again.
 - 8.3.3.18** After refuelling: (Seat belt, and/or in case of arm restraint, still fastened)
If the vehicle does not start after refuelling, the responsible representative(s) of the team must push the vehicle to the emergency exit of the refuelling area using the shortest route possible. Once they have left the refuelling area, they may be helped by the mechanics of the team, wearing a tabard, to reach their pit garage.
- 8.3.4 Refuelling area malfunction**
- 8.3.4.1** In case the refuelling area is facing a malfunction of any kind, the promoter will do its utmost in order to solve the situation. A (temporary) solution may also include manual refuelling of the cars with cans or other means at discretion of the Race Director.
 - 8.3.4.2** Any time lost due to refuelling area malfunctions is regarded as being caused by force majeure and will not be compensated.

9. Tyres

9.1 Introduction

For the TCR SPA 500, Hankook will be the exclusive and single tyre supplier.

The promoter has negotiated attractive Hankook tyre prices, exclusively for the TCR SPA 500.

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

9.2 All participating teams are obligated to run the entire event (any practices, qualifying and race) on Hankook tyres. Only Hankook tyres may be used which are delivered by Hankook during TCR SPA 500 event (those tyres can be recognized by a special decal/markings.)

The Hankook type-specifications are:

- Hankook Slick tyre (F200) 260/660R18: 350€ excl. VAT
- Hankook Rain tyre (Z207) 260/660R18: 350€ excl. VAT

Waivers at discretion of the promoter

The number of tires is not restricted.

9.4 Hankook Logo obligations

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



9.4.2 The following batches are OBLIGATORY and must be placed on the upper chest area of the driver's race-suit:

- Hankook batch
- TCR SPA 500 batch



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

9.5 Hankook Tire Service provider:

C&R Motorsport

Contact person Christoph Stoll

Tel. +49 2482 1251883

Mobile: +49 175 2420 792

E-mail: info@crmotorsport.de

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

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

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

10. Publications and Communications

All communications will be published on the Official Notice Board. Result copies can in addition be collected at the Drivers' Information desk.

11. Two-Way Radio Communication – Race control and Competitors

Frequencies are subject to local authority approval.

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

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

Only in case of any not foreseen (probably) disturbance (e.g. Race control, or other safety organisations) the Race Director / Clerk of the Course can forbid any Radio communication of the competitors.

12. Responsibilities and Liability Renunciation of Competitors

Responsibility: Competitors (competitors, drivers, proprietors and owners of the car) take part in the event at their own risk. They carry sole civil criminal legal responsibility for any damage or injury caused by them or the vehicle they are using, provided that no liability exclusion is concluded subsequent to the present regulations.

Liability

With the submission of the entry, each competitor, driver, proprietor and owner of the car agrees to save harmless and to keep indemnified from and against all actions, claims and demands arising out of or in connection with the competitors of the event:

- The host ASN, the membership organisations, the FIA, its Presidents, organs, managing directors, general secretaries.
- The RACB and their officials.
- Organiser and promoter Creventic B.V. and all other organisers and its officials and members.
- Administrative authorities, racing services and any other person being involved in the organisation of the event.
- The road construction authorities as far as any damage is caused by the condition of the roads used during the event.
- The agents, workers of all persons and posts mentioned above with the exception of damages arising from life injury, from physical injury or from health injury caused by a deliberate or negligent breach of duty – including a legal representative or an agent of the group of persons for which the liability renunciation has been declared – and with the exception of other damages arising out of a deliberate or negligent breach of duty – including a legal representative or an agent of the group of persons for which the liability renunciation has been declared;

Against:

- The other competitors (competitor, driver/s, co-driver/s), their assistants, the owners and proprietors of the other cars.
- The own competitor, driver/s, co-driver/s (diverging special agreements between driver/s and co-driver/s have priority) and own assistants they agree to save harmless and to keep indemnified from and against all actions, claims and demands arising out of or in connection with the event (, any practice, qualifying, race), with the exception of damages arising from life injury, from physical injury or from health injury caused by a deliberate or negligent breach of duty – including a legal representative or an agent of the group of persons for which the liability renunciation has been declared – and with the exception of other damages arising out of a deliberate or negligent breach of duty – including a legal representative or an agent of the group of persons for which the liability renunciation has been declared.

This liability renunciation comes into force for all persons involved at the moment the entry application is submitted.

The liability renunciation refers to any claims for whatever reason, in particular for liability claims arising out of contractual as well as non-contractual responsibility and to any claims arising out of unauthorized actions.

Tacit liability renunciations are not affected by the above liability renunciation provision.

Release from Claims of the Vehicle's Owner

- The competitor and driver discharge all persons and posts mentioned in Art. 12 of this chapter "Liability Renunciation" from any claim by the car owner, with the exception of damages arising from life injury, from physical injury or from health injury caused by a deliberate or negligent breach of duty – including a legal representative or an agent of the group of persons for which the liability renunciation has been declared – and with the exception of other damages arising out of a deliberate or negligent breach of duty – including a legal representative or an agent of the group of persons for which the liability renunciation has been declared;

With regard to claims against the other competitors (competitors, drivers), their assistants, the owners and proprietors of the other cars, the owner competitor, the owner driver(s), (any other agreement among proprietor, competitor, drivers have priority) and own assistants, this release refers to damages arising in connection with the event (un-timed, any timed practice, qualifying, warm-up, race). With regard to claims against other persons or posts, this release refers to damages arising in connection with the event as a whole.

Tacit liability renunciations are not affected by the above liability renunciation provision.

With the submission of the entry to the promoter, this agreement comes into force in relation to all persons involved.

With the submission of the entry, the competitors/drivers confirm that the organiser/promoter may, for the own purpose of the event, electronically collect, process, store and, as far as necessary for the sporting organisation, publish the personal data of the competitors/drivers.

The organiser will not transfer personal data to third parties who do not have a relation to the event.

13. Interpretation of the Regulations

- 13.1** Only the Race Director can give binding information about the event, or, in his absence, his assistant.
- 13.2** In the case of any dispute on interpretation of this Sporting & Technical Regulations, the Supplementary Regulations and the General Provisions during the event, it is up to the Stewards to decide the interpretation and/or criteria.
- 13.3** No claims can be raised from any decision taken by the Race director, Clerk of the Course and the Stewards.

14. General Code of Driving Conduct

14.1 Respect Code of Driving Conduct

All drivers must respect the requirements detailed in the provisions of the Appendix L (chapter IV) to the International Sporting Code (ISC) in relation to the Code of Driving Conduct on Circuits. These prescriptions are completed as follows:

14.2 Behaviour on track

An endurance race is a special event and requires a fair conduct from all drivers involved. Due to the fact that there are different level of experience between drivers (AM to PRO) drivers need to realize:

- 14.2.1** The FIA Annex L has general regulations regarding overtaking, for these endurance races it must be added that the 'driver of the faster car' is responsible for safe and sportive overtaking of the 'driver of the slower car'. The 'driver of the slower car' is not allowed to make manoeuvres liable to hinder, deliberate crowding of a car beyond the edge of the track or make abnormal change of direction; stay on your racing line.
- 14.2.2** Any driver obstructing or endangering other competitors during any practice or race due to their driving behaviour or apparently not being up to the requirements (e.g. tiredness) of the race may be summoned for a medical examination and/or refused the start or to continue at discretion of the Race Director.
- 14.2.3** Any possible advantage taken or used by a driver as a result of a possible unclear situation on track is forbidden. An unclear situation is not an opportunity for advantage and may be penalized at discretion of the Race Director.
- 14.3 Any driver must report him- herself to the Race Director after any collision**
In case of any collision (especially with other cars) during any practice, qualifying or the race, the drivers of all cars involved have to inform the Race Director of this accident within 120 minutes.
- 14.4** Should a driver be obliged to stop his car on the circuit, the car must be removed from the track with the utmost caution as quickly as possible by taking the shortest way. Follow the instructions of the officials.
- 14.5** Any stopping immediately in front of, in or after a curve is prohibited. It is also prohibited to move a car opposite or transverse to the direction of the race for whatever reason, unless he/she is instructed to do so by an official.
- 14.6** If the circuit is blocked or any practice, qualifying or race is stopped, the drivers are obliged to pull off the track to the right or left side so that the rescue cars have enough space to proceed to the place of accident.
- 14.7** The use of high beam headlights in the pit lane and refuelling area is prohibited.
- 14.8** During the race it is NOT allowed to continuously drive with flashing head lights. To show a slower car you want to overtake it is allowed to flash up to a maximum of 3 times.
- 14.9** It is not allowed to have any kind of red or orange light at the front of the car.
- 14.10** It is strictly prohibited
- to store additional fuel outside the installed tank.
 - to take any additional person aboard the car during any practice, qualifying and race,
 - to stop on the track without being demanded to do so by the officials.
- Any failure to respect these conditions/prescriptions will result in a penalty at discretion of the Race Director.

14.11 Maximum speed in the pit lane/weighing area/refuelling area

The respect of the speed limit in the pit lane will be checked.
The penalty for speeding, see article 26 Time Penalties Procedure.

- 14.11.1 Maximum permitted speed in the **pit lane**: **40 km/h**.
- 14.11. Maximum permitted speed in the **refuelling area**: **20 km/h**.

15. Flag Signals

- 15.1 The rescue services and race control are organised in compliance with the prescriptions of the Appendix "H" to the FIA International Sporting Code. The drivers must carefully study these provisions, respect the signals and the instructions given by the officials. The flag signals do not release the drivers from their obligation to avoid any endangering of other drivers if he/she perceives a dangerous situation.
- 15.2 Additional to the flag signals referred to above; The CODE-60 (Purple) FLAG is applicable. This CODE-60 FLAG will be prescribed in article 16 of this chapter.
- 15.3 According to ISC Appendix "H", art. 2.10 Light boards might substitute the flag signals.
The light boards and other light signals used must be respected in the same way as the flag signals mentioned before.
- 15.4 In situations where flags and light boards of the same colour are shown at the same time, the signal shown first counts.

16. Neutralizing of the race by means of a Code-60 Procedure

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



16.2 Introduction of CODE-60 Procedure

The idea behind this CODE-60 Procedure is additional safety in case of an accident or other insecure situation.

The main (safety) advantage of the code-60 Procedure is the fact that ALL cars will lower their speed immediately without braking, the maximum speed will be 60km/hour and overtaking is strictly forbidden.

This means that the complete track is secured immediately, and rescue officials and rescue vehicles can do their important work on a safe way.

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

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

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

16.4 While the CODE-60 Procedure is in operation

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

- 16.4.2 Serving of Time-penalties during code-60 is allowed, however the time-penalty will be **doubled**

- 16.4.3 **The fuel station is open, however maximum amount (litres) of refuelling, during code-60 is 50% of MAX REFUELLING amount. Following rules apply:**

16.4.3.1 The moment of entering the pit (passing the pit-in loop) and entering the track (passing the pit-out loop) determined by time keeping is valid.

By doing so, the team themselves can make the decision to make a pit stop during CODE60 (and refuel only MAX 50%) or not.

It is the teams-responsibility to know if their car enter the pit during CODE60 and refuel accordingly.

It is also the teams-responsibility to know when car has entered the track (pit-out loop) and refuel accordingly.

Possible additional signalling, e.g. on the Timing-monitors, is a service only.

16.4.3.2 For CODE 60 MAX 50% Refuelling following rules apply:

Car entering pit during:	Car Pit-out (entering the track) during:	MAX REFUELLING (% of MAX Refuelling)	Remarks
GREEN	CODE 60	100%	Normal race situation
GREEN	GREEN	100%	Normal race situation
CODE 60	CODE 60	50% *	Normal CODE60 MAX 50 % refuelling rule
CODE 60	GREEN < 3 minutes after end of Code 60	50% *	This rule is added for following reasons: To minimize the disadvantage, if a team have to pit because of empty fuel tank and during this pit stop CODE60 ends. To minimize the disadvantage, if a team have to pit because of a big issue (long repair).
	GREEN >3 minutes after end of Code 60	100%	

* Refuelling amount (litres) is always rounded up the next full value

16.5 Sanction:

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

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

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

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

17. Practice/Driving Time/Change of Drivers/Qualifying/private testing

17.1 Practice

The practice sessions will take place according to the time schedule.

- 17.1.1 Only cars having successfully passed scrutineering (TC-Approved Sticker) and displaying the "FINAL" sticker will be allowed to take part in any practice sessions.

17.2 Private testing

Additional paid private testing sessions may be authorised by the Promoter before certain events. Any such official paid test sessions will be open to all Competitors but will not be mandatory. These sessions will not be considered as part of the event.

The price per car and the instruction for any such tests will be made available before the Event.

17.3 Driving (stint) Time during the race

See also art. 2.5 of this chapter. Specific driving time requirements per driver category (AM, PRO, SEMI-PRO) for all classes.

- 17.3.1 The maximum driving (stint) time for each driver without a change of drivers is: No restrictions

- 17.3.2 Related to art. 2.5 of this chapter:

Driving (stint) time is: Last time Pit-out till next time pit-in, excluding intermediate pit stops and refuelling times.

- 17.3.3 At the start of the race:

The driving (stint) time of ALL drivers starts when the race time starts (see art. 19.5, of this Chapter).

- 17.3.4 At the finish of the race:

The driving (stint) time of a driver ends when this driver crossed the finish line (under the chequered flag).

17.4 Minimum Rest Time

The Minimum Rest Time of a driver: No restrictions.

17.5 Driving multiple cars

A driver is allowed to drive **maximum two different cars** during the event.

17.6 Change of Drivers

Any change of drivers may only take place in the pitbox of the team or in the working area of Pit lane before the pit assigned to the team.

18. Starting Grid

- 18.1 After the qualifying a list approved and signed by the Stewards with the fastest time per car will be published. This best qualifying lap time in the qualifying will determine the grid position.

- 18.2 In case there is more than one qualifying session (see time table), the overall best lap time will count as the best qualifying lap time.

- 18.3 The starting grid will have two cars in each row, side by side.

- 18.4 The free practice lap times and night practice lap times are regarded as training sessions and not as part of the qualifying session.

- 18.5** The pit lane exit closing time will be mentioned in the official briefing of the specific event.
- 18.6** Any car failing to appear on the starting grid when the pit lane exit is closed, will have to start the race from the pit lane after the last vehicle has past the exit of the pit lane and a green light at pit exit is given.
- 18.7** Free grid positions on the start grid will not be occupied.
- 18.8** A reconnaissance lap is mandatory before taking the grid position. See also art. 20.5.6 of this chapter.

19. Start

19.1 Starting Mode: Rolling start

19.2 Starting procedure

19.2.1 The following boards will be shown to the competitors:

- 5 minutes.
- 3 minutes – Car must be “on the wheels”. It is no longer allowed to work on the car. Team members must immediately leave the grid! (one team member per car is still allowed).
- 1 minute engines must be started (all team members must leave immediately).
- 30 seconds (the one team member must have leaved the grid).

19.2.2 When the one-minute board is shown, engines must be started. When the green flag is shown, the cars will begin the formation lap behind the official leading car and cover ONE lap over the complete circuit. The starting order must be maintained.

19.2.3 Any failure to respect these conditions/ prescriptions will result in a penalty at discretion of the Race Director or the Race Director brings the non-compliance for the panel of Stewards for a penalty of their discretion.

19.3 Definition of START line and FINISH line

The timekeeping loops referring to the START line and FINISH line of an event will be mentioned during the briefing.

19.4 Formation lap

19.4.1 There will be **ONE formation lap** behind the Official leading car.

19.4.2 During the formation lap behind the Official leading Car, after the sign “GRID” has been shown, it is forbidden to make zigzag manoeuvres and the distance with the car in front of you must be no longer than 3 car lengths. This is meant to format a smooth 2x2 formation.

19.4.3 At the end of the formation lap and if the Race Director considers it appropriate, he will instruct the Official leading Car to withdraw.

19.4.4 When the Official leading Car has pulled away the Pole Position car will be responsible for maintaining the speed towards the start/finish line (approx. 60 km/h).

The signal for the start of the race can be given from this moment on. The leading cars will remain their speed (of approx. 60 km/h) until the RED start-light is switched OFF.

19.4.5 No vehicle may overtake another vehicle until having first crossed the start line, this after the RED light has been switched off.

When the RED start-light is OFF, **and** you have crossed the start line you may overtake.

19.5 The race time starts after the red lights are switched off.

If a problem arises during the start, the RED Light will not be switched off and yellow lights will flash at the start/finish line. The Race Director will decide: either Code-60 or RED-flag. (see art. 21 of this Chapter)

In this case, the official start of the race time will begin after the formation lap, when the first car passed the FINISH line after the formation lap.

19.6 False start

Failure to maintain the start position, dropping back and or acceleration before the RED light is switched OFF may result in a Time Penalty.

Overtaking another car before crossing the start/finish line is forbidden and will be penalized. Both penalties at discretion of the Race Director

20. Leaving the Track, Repairs and Outside Assistance

20.1 Drivers leaving the track must re-join the race at the same place where they left the track unless the place where they re-join the race does not entail a shortcut.

Taking a short cut will result in a penalty at discretion of the Race Director.

20.2 Any repairs during any practice, qualifying or the race may not be carried out on the track. Assistance may only be given in the pit box and pit lane. Outside assistance will be penalized at discretion of the Race Director.

20.3 Any car stopped on the circuit may be brought back to the pit lane or scrutineering for repair by order of the Race Director. The Race Director strives to bring back broken cars to the pit lane or paddock. Please note this is service and competitors cannot claim their car to be recovered before any practice, qualifying or race ends.

Under consideration of the current situation during any practice, qualifying or race, the Race Director decides whether cars which have broken down will be brought back to the pit lane or paddock.

20.4 In case of a (technical) problem, for safety reasons, drivers should always do anything possible to stop the car at a safe place, e.g. at the side of the track or run off area. It is not allowed to stop on track.

20.5 Entrance to and exit of the pit lane

See also ISC Appendix L, Chapter IV, art. 4 & 5.

20.5.1 The section of track leading to the pit lane shall be referred to as the "pit entry".

20.5.2 Any driver intending to leave the track or to enter the pit lane make sure that it is safe to do so.

20.5.3 During Competition access to the pit lane is allowed only through the pit entry.

20.5.4 Except in cases of force majeure (accepted as such by the Race Director), the crossing, in any direction, of the line separating the pit entry and the track is prohibited.

20.5.5 Except in cases of force majeure (accepted as such by the Race Director), any line painted on the track at the pit exit for the purpose of separating cars leaving the pits from those on the track must not be crossed by any part of a car leaving the pits.

20.5.6 The entrance of the track and the start grid is through the pit exit

21. Stopping the race, any practice or qualifying (Red Flag)

The Race Director reserves the right to interrupt or stop, any practice, qualifying or race.

21.1 Red flag during any practice and qualifying

All cars must go in to the pit lane to their pit boxes (working on the cars is allowed).

21.2 Red flag during race

In such a case, the red flag will be shown at the starting line and the red light will be switched on. Simultaneously, red flags will be shown at all marshal posts. When the signal to stop is given, all cars must immediately reduce speed and proceed slowly and follow the instructions of the officials. Overtaking is strictly forbidden. The pit lane will be closed. The timekeeper will keep the time running unless otherwise stated.

All vehicles will form up in staggered formation at start finish, in front of the pits. Any repair work in the pit lane / box that is being carried out must stop immediately (on grounds of safety any vehicle that has already stated refuelling may complete this exercise and then stop all activities). The exit of the pit lane will be closed.

21.3 Restart

The race will be resumed behind the leading car according to the procedure and conditions of Article 2.9.18 of Appendix H of the ISC or under a code 60 procedure. All the Articles concerning the neutralization of the race will apply. The Official Leading car will enter the pits after one lap unless all cars are not yet in a line behind the Leading car or the Race Director considers that it is not safe to resume the race.

22. Finish of the Race

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

Length and finish of the race:

Is 500 Laps, with a maximum of 23 hours. The finish of the race will be either after 500 laps or maximum 23hours, whichever comes first.

22.2 Any driver stopping his car or proceed at walking speed to wait for the end-of-race signal so that they obstruct others will receive a penalty at discretion of the Race Director.

22.3 Speed must immediately be reduced after receiving the end-of-race signal. All cars must directly be brought to the Parc Fermé WITHOUT stopping and all officials' instructions must be observed. An offence will lead to penalty at discretion of the Race Director.

22.4 The pit lane exit will be closed once the chequered flag is displayed.

22.5 While the chequered flag is shown at the finish line, it's NOT allowed to finish the race in the pit lane. Teams who finish in the pit lane will receive a time penalty.

23. Parc Fermé/Final Scrutineering

23.1 There will be Parc Fermé after:

- After Qualifying*
- After Finish

*** teams which are in the pit lane when qualifying session is finished, must immediately go to parc fermé.**

During qualifying the car must stay in the pit lane, it is NOT allowed to have the car in the pit garage.

23.2 All competitors must follow the special instructions to bring their cars to the Parc Fermé where they will remain until the Stewards order their release.

23.3 The first ranked cars of the overall classification per division may be asked to come into the pit lane for the podium ceremony. Please note, there will be an overall podium ceremony per division. For this podium-area, the Parc Fermé regulations are applicable.

23.4 Drivers need to leave the Parc Fermé area immediately.

23.6 In the case of an external scrutineering, the competitor concerned must bear all the costs involved.

24. Classification and podium

24.1 Classification

24.1.1 After the race has expired the chequered flag will be shown to the overall leader and all following cars as soon as they cross the finishing line at the end of race.

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

24.1.3 Only cars, which have achieved a minimum of 60% of the laps of the class leader will be classified. This is also applicable for teams which have not taken the chequered flag.

24.1.4 There will be a class and an overall classification.

24.2 Podium

24.2.1 The provisional prize giving will take place immediately after the race end on the prize giving podium.

24.2.2 All the drivers of the relevant teams must immediately after the race end proceed to the podium.

The following Trophies can be awarded and will be handed:

Podium and trophies for:

- All Drivers of overall 3 best classified teams
- All Drivers of 3 best classified teams of each class (TCR-AM, TCR-AM/PRO and TCR-PRO)
- One Constructor trophy for overall winner
- Junior Trophy
(overall best team with average age of 30 or younger) (each driver of this team receives a Junior Trophy)
- Senior Trophy
(overall best team with average age of 50 or older) (each driver of this team receives a Senior Trophy)
- Ladies Trophy*
(overall best ladies team) (each lady driver of this team receives a Ladies Trophy)

** Only teams with 5 lady drivers competes for this trophy.

If there is NO team with 5 ladies, only teams with 4 Lady drivers competes for this trophy

If there is NO team with 4 ladies, only teams with 3 Lady drivers competes for this trophy

If there is NO team with 3 ladies, only teams with 2 Lady drivers competes for this trophy

If there is NO team with 2 ladies, only teams with 1 Lady drivers competes for this trophy

24.2.3 This ceremony is part of the event. Prizes will not be mailed.

24.2.4 It is mandatory for all drivers on the podium to wear their race suit, with obligatory batches (Hankook and TCR SPA 500 logo) see. Art. 9.4.2. of this Chapter.
No other tyre brand batches/logos may be visible.

24.3 Definition of a Team and Team name

24.3.1 A team is defined as a unique combination of start number and team name.
This team name may be different than the competitor. (E.g. it can be a sponsor name).

24.3.2 The chosen Team name need to be registered on the entry form additional to the competitors name (or on a special form for this purpose) and both names need to be mentioned on all the official documents.

24.3.3 The start number will be assigned by the promoter.

24.3.5 The promoter can refuse Team names at their discretion.

24.3.6 The team name will be mentioned on the entry list as well on the results.

24.3.7 A team will be represented by a team manager.

24.3.8 The promoter may decide upon waivers regarding the above.

24.4 Teams with more cars

A team with more cars with only one competitor licence can register more team names, or can be registered under the same team name with different start numbers.

So, a competitor with more entries; each entry will have a unique combination of start number and team name.

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

25. Penalties

25.1 Penalties imposed by the Race Director

Following penalties may be imposed by the Race Director:

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

25.2 Penalties imposed by the Stewards

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

25.3 Basically all penalties will be inflicted on the competition number, which means not the individual driver but the complete team.

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

26. Time penalties– Procedure and other penalties

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

26.1.1 Time penalties must be settled within two hours

Time penalties must always be settled by a team within 2 hours after having received the (time) penalty. If a team does not respect this time frame, the imposed time penalty will be doubled.

26.1.2 Time penalties received after 21 hours race time have elapsed:

Penalties > 30 seconds:

Must be served before the finish of the race. In case these penalties are served within the last two hours AND not in combination with a pit stop/refuelling, the pit lane-drive-through time may be deducted from the time penalty, if requested at the secretary of the event.
If not served by the team, the penalty will be doubled and converted into laps at discretion of the Race Director.

Penalties ≤ 30 seconds:

If not served by the team, the penalty will be processed by the official timekeeper of the event. These time penalties will not be doubled.

26.2 List of time penalties

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

26.2.1 Overtaking under a code-60 situation: **60 seconds**.

26.2.2 Speeding in the pit lane or refuelling area: **2 seconds per km/h, second penalty 4 seconds per km/h, third penalty 8 seconds per km/h, etc..**

26.2.3 Driving too fast under a code-60 situation: **Time gained in seconds x 2.**

Time gained is determined by Race Director.

26.2.4 Overtaking under a yellow flag situation: At discretion of the Race Director.

26.2.5 Not respecting track limits (4 wheels over the white line):

- During the race: **Warning up to 10 seconds.**
- During qualifying: **Lap cancellation.**

- 26.2.6** Taking a short cut: At discretion of the Race Director.
- 26.2.7** Finishing in the pit lane: **20 seconds**.
- 26.2.8** Not fulfilling the minimum driving time requirements (minimum 1 stint) of any driver(s): **One lap can be deducted**. For the specific driving time requirements, see art. 2.5 of this Chapter.
- 26.2.9** Exceeding the total maximum driving time of the Pro driver(s): **One lap can be deducted from the total number of laps for every ten 10 minutes beyond the maximum driving time**.
For the specific driving time requirements, see art. 2.5 of this Chapter.
- 26.2.10** Not fulfilling the total minimum driving time requirements of the AM driver(s): **One lap can be deducted from the total number of laps for every 30 minutes below the minimum driving time**.
For the specific driving time requirements, see art. 2.5 of this Chapter.
- 26.2.11** Not applying Driver-ID switch correctly: when the 2 criteria mentioned in **Art. 8.2.8.2** of this Chapter are met **within 20 minutes** after the start of the stint of this driver **no penalty** will be given.
If these 2 criteria are met **after 20 minutes** after the start of the stint of this driver a penalty of **minimum 60 seconds** will be given.
In case a team has **not** themselves reported this within **20 minutes**, the Race Director will impose a **120 second** time penalty
- 26.2.12** In the case of (small) technical deviations (e.g. related to weight of the car, car ride height, etc.), with reference to the technical regulations, described in these regulations, the Race Director may give a time penalty for this infringement. This time penalty will be at least twice of the advantage the team may have gained. Time gained is determined by Race Director.
- 26.2.13 Exceeding the maximum refuelling amount**
Penalized at discretion of the Race Director
- 26.2.14** All other time penalties, at discretion of the Race Director.
- 26.3 Procedure**
- 26.3.1** The infringement for which time penalties are given is as observed by any official and or the official time keeper at the event and reported to the Race Director.
- 26.3.2** The Secretary of the event will inform the Competitor (in writing and/or displayed on the TV monitors) of the infringement and time penalty, the team manager will sign for having received the notification and receive a copy of this for his/her own use.
- 26.3.3** It is the obligation of the team to inform the secretary of the event, by giving the notification of the penalty, at which time the penalty shall be served (normally this will be the first following pit stop).
- 26.3.4** A Competitor, who has received a time penalty, stops in the designated penalty area. The penalty time starts the moment the vehicle comes to a complete stop. Only after the completion of the time penalty the vehicle may leave this area and continue on to the pit box for service repair and or change of driver and or refuelling.
- 26.3.5** The driver of the team who is at that moment the driver of the vehicle that has received the penalty will stop at a pre designated place in the pit lane and wait at this place for the duration of the time penalty (during this time it is not allowed to work on, refuel or change drivers of the vehicle). The driver must wait in the vehicle with safety belts, helmet and race clothing on as he or she is still a driver taking part in the event, The team is obligated to see that the time penalty is carried out in the proper manner and at the appropriate place, the Race Director or one of his officials will only check that the penalty has been served.
- 26.3.6** The Race Director or one of his officials is only responsible for checking that the time penalty has been carried out, this may be done through the use of video film from the circuit or any other means at his disposal.
- 26.3.7** Time penalties that are incorrectly carried out (as a whole or as a part) are considered as an infringement and will be penalized at discretion of the Race Director.



26.3.8 The pre designated place where teams are to take their time penalties will be pointed out at the drivers briefing.

26.3.9 Serving of Time-penalties during code-60 is allowed, however the time-penalty will be doubled.

26.3.10 It is not required to solve penalties of less than or equal to 5 seconds. In this case you may add this time penalty of 5 seconds or less) to another time penalty and solve these at once (always inform Secretary of the event).
Otherwise time penalties of less than or equal to 5 seconds will be added to your race time at the end of the Race.

Chapter III: Technical Regulations TCR SPA 500

1. General Technical regulations for TCR cars

1.1 Competitions are reserved for TCR cars in conformity with the TCR Technical Regulations 2019 and relevant technical bulletins.

Each car competing in the TCR SPA 500 must have a TCR Technical Homologation Form issued by WSC Ltd.

The Promoter may decide on waivers and may at his discretion accept deviations.

The models accepted for TCR SPA 500 will be published by the Promoter in the Official publication of eligible cars and applicable BOP. The list may be amended at any time by the Promoter.

Referring to TCR Technical regulations above and with view of this endurance race, the following exceptions and modifications are applicable:

2. Basic equipment requirements

Below requirements are mandatory.

2.1 External Fuel-inlet for endurance:

Also referred to as: External fuel tank filler and Fuel tank filler CAP for ENDURANCE. The fuel-inlet/filler must be in located external in such a way, the car is able to refuel directly and from the outside with a commercial type hose/pistol as used in usual fuel service stations.

In case the "External fuel tank filler and Fuel tank filler CAP for ENDURANCE" is described in the TCR TECHNICAL FORM, it must be according this TCR TECHNICAL FORM.

Recommended is the fuel-inlet on the right-hand side of the car.

Quick-filler fuel-inlet (e.g. ATL), any adapters or filler bottles are forbidden.

2.2 TRANSPONDER with Driver-ID

To further improve communication opportunities (e.g. for commentators) for all classes a transponder with a Drivers ID is obligated:

2.2.1 Valid transponders with 4 or 5 Drivers ID are:

- MYLAPS CAR DP-i transponder (previously the TranX260 DP-i transponder)
- X2-CAR transponder

Transponders can be purchased at the official

timekeeper www.timeservice.nl

Please note orders must be placed at least 4weeks before the race.

Please note: Transponders can NOT be purchased or rented at Creventic.



2.3 Start numbers and compulsory illumination with back panels

2.3.1 The start number stickers must be affixed on the right and left door, according the instructions given (See compulsory advertising sheet).

2.3.2 According to the regulations, the start number (on the right and left doors) must be illuminated.

For this purpose, illuminated back panels are compulsory.

Illuminated back panels can be purchased at the promoter (to be send by post or collected at race administration).

2.4 Race Position Display (LED)

Each car must be equipped (obligation) with a LED-Position display. (RACE-POSITION-DISPLAY)

This LED-Position display shows the actual (overall) position of the car.

The function of this display is to show the audience of the actual position in an easy visual way.

Please note this display is for (audience) information only (not for official purpose). For official results and standings please refer the official results.

It is the responsibility of the competitor to mount the LED-Position display in order to pass the pre-race scrutineering.

To power this LED-Position LED display, this device need to be connected to the 12V-battery of your car.

This RACE-POSITION-DISPLAYS can be purchased at the promoter.

The RACE-POSITION-DISPLAYS must be affixed, according the instructions given (See compulsory advertising sheet).

The colours of the RACE POSTION DISPAYS are free.

2.5 Data-logger including boost pressure sensor

Must be according TCR TECHNICAL FORM and consist of:

2.5.1 The prescribed obligatory data-logger is AIM EVO 4 or EVO 5.

2.5.2 The following Pboost pressure(s)* is obligatory:

- 1 (One) Boost pressure sensor:

Air-pressure sensor (V26Z943 Pressure sensor 0 - 3 bar absolute).

2.5.3 For purchasing or rental information of the AIM-evo4/evo5, please contact:

Memotec

Email: info@me-mo-tec.de

Phone: +49 7260 920440

Website: www.me-mo-tec.de

2.5.4 USB-data stick/SD-Card

Teams have to RETURN the USB-data stick/SD-card to scrutineering, according the specific Time Table.

In case a team has NOT returned the USB-stick in time, this will be reported to the Race Director and he may impose a penalty at his discretion.

The logger must be properly installed and configured in compliance with the installation instructions per approval of scrutineering.

The competitors themselves are responsible to obtain the data-log system including the necessary sensor systems and must ensure that the system is working perfectly.

2.5.5 The organiser reserves the right to read out the data at any time during the event, e.g. every pit stop during the qualifying and/or during the race.

Any irregularity may result in a penalty.

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

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

2.5.8 USB data memories will be distributed during the event by scrutineering.

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

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

3. Allowed modifications

3.1 Window Net or Arm Restraint

The use of a window-net (NASCAR net) on the driver's side is compulsory for all cars, mounted accordingly to the FIA regulations, Appendix J, Article 253.11.

As an alternative the use of an arm restraint as per SFI 3.3 specification is allowed.

One of those is compulsory.

3.2 Front Headlights

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

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

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

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

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

3.2.1.3 It is not allowed to have any kind of red or orange light at the front of the car.

3.2.2 Front Headlight Modification

Modification of the inside of standard headlights-lamps is allowed, as long as the lamp-unit at the outside stays and looks the same. E.g. replace the lamp/bulb itself by LED-lights or Xenon lights.

3.3 Protection for Exhaust Pipe

A special protection for the exhaust pipe is allowed (for example by means of gusset plates, rebound straps, etc.). The noise prescriptions in the Supplementary Regulations must be respected in relation to the exhaust system.

3.4 Radiator Protection

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

3.5 Brake pads

Brand, model type and dimensions are free

3.6 Brake discs

Only brand is free. Diameter, thickness and material must be according to the TCR-TECHNICAL FORM.

3.7 Brake cooling

May be added and/or modified, with the following limitations:

- Any modification or addition of brake cooling must have the clear purpose of brake cooling.
- Only brake cooling with air is allowed (e.g. NO water or liquid cooling).
- The maximum of two pipes/hoses to bring the air to the brakes of each wheel is allowed. E.g. one existing pipe/hose and one added.
- The total inner section of one or both air pipes may be maximum 227 cm². This corresponds for example to a section of 12cm in diameter for 2 equal pipes/hoses or 17cm for one single pipe/hose.
- The use of electrical blowers/fans is allowed.
- Modifications and/or additional holes in the front bumper (e.g. to put extra or bigger air ducts) are allowed, with following limitations:
 - With the only purpose of brake cooling
 - Total maximum of 4 holes
 - Maximum dimension per hole 400 cm²
 - To each hole in the front bumper, a pipe or hose must be mounted, to be directed to the brakes
- The modification or addition of air ducts to the brakes is allowed.
- Front and rear brakes: protection shields may be added or modified.
- Mounting of additional parts, with the clear purpose to improve brake cooling is allowed.
- The pipes or any other part must not protrude over the perimeter of the car, seen from above.

3.8 Driver ventilation-Cooling

For the purpose of driver ventilation-cooling the following is allowed:
For the door and side windows: installation of air-ventilation is allowed.
The side windows must be of safety glass or plastic.
If of polycarbonate, the thickness must not be less than 3 mm.
If of plastic, the thickness must not be less than 5 mm.
They must in any case be transparent at discretion of scrutineering.

3.9 Protective-grating in front bumper

For protective-grating in front bumper it is allowed to replace them by more robust protective-grating.
Mounting of additional protective-grating in and for air-openings is allowed.

3.11 Seat

It is allowed to replace the Seat, by FIA-homologated Seat.

3.12 Shielding rear and quarter Windows

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

3.13 Video cameras

The scrutineers must approve the fixation of any video camera to the car at initial scrutineering.

3.14 Cockpit lights and signalling lights

It is allowed to add extra (small) lights in the cockpit, with the purpose, e.g. to dashboard, etc. for the driver during the night.

It is allowed to add signal lights in-out outside the car, with the purpose to recognize the car for team crew.

It is not allowed to have any kind of red or orange light at the front of the car.

3.15 Electrical drink system for the driver

With the purpose to hydrate the driver (drinking of water), it is allowed to:

- Add a water bottle/container into the cockpit.
- Add an electrical pump to pump water to the driver.
- Fill the water bottle/container from outside, e.g. through side window.

3.16 Additional electrical switches/buttons inside the cockpit

It is allowed to install additional electrical switches and/or buttons on the centre console for any additional electrical device and/or modification that is allowed in these regulations. E.g. (on/off) switch for window heater, rear fog-lamp, transponder, Driver-ID switch, switch on/off ABS (if allowed), Start number lights, etc..

It is allowed to extend the dashboard or place a safely mounted surface in the centre console for this purpose.

This also applicable for the specific Cup classes.

3.17 Data-communication

Data-communication (e.g. Engine-data, e.g. oil-temperature) from car to pits is allowed.

Data-communication (e.g. change of Engine-settings) from pits to cars is forbidden.

4. NOT allowed Modifications

Any modifications NOT described above are NOT allowed, including the following specific items:

- An additional window heater for (de-fog reasons) is NOT allowed.
- Engine seal: It is NOT allowed to modify or remove the Engine seal. All seals must be according TCR-TECHNICAL FORM.
- Exhaust: Apart from protection for exhaust pipe is allowed, it is NOT allowed to modify the exhaust. The exhaust must be according TCR TECHNICAL FORM.
- Shock absorbers: Brand Tractive is NOT allowed. The shock absorbers must be according TCR TECHNICAL FORM.

End of document