



TC COMMITTEE – 2015 REQUEST FORM

Chemin de Blandonnet 2 – 1215 Genève 15 – SUISSE  
Tél. +41 22 544 44 00 – Fax +41 22 544 44 74  
[committee.tc@fia.com](mailto:committee.tc@fia.com)

Request details

Request number (to be completed by the Committee) : TC – R 2015/03

Request date: 15/01/15  
Championship(s) concerned: ☐ FIA World Touring Car Championship  
☐ FIA European Touring Car Cup

Details concerning the applicant

Company name: RML Group acting on behalf of Chevrolet  
Type: (manufacturer/team) ☒ Manufacturer  
First name: Simon  
Last name (legal representative): Taylor  
Title( position/function): Lawyer  
Address: 44 Peter Street  
Manchester  
M2 5GP  
England  
Country: England  
Phone: 01618297455  
Fax:  
Mobile: 07767 673 214  
Email: Simon.Taylor@kennedys-law.com

Details relating to the vehicle concerned

Make and model: Chevrolet - RML Cruze TC1  
FIA homologation number/ A-5726 200/01KS  
National homologation number:  
Chassis frame number: All

Full description of the request

Request(s):

We request that we can systematically upgrade customer team engines with new parts homologated through the joker procedure throughout the 2015 World Touring Car Calendar without being subjected to the grid penalty for an engine change defined in the Sporting Regulations Article 71.

Reason(s):

We are in quite a unique position where we support the championship by fielding a large percentage of the grid and they are all customer cars.

We are adding to the grid by building two new cars over the winter. This makes the quantity of engines required to support the teams (and provide spare engines) very high.

We supported the early implementation of the TC1 regulations and produced a high number of customer

cars to ensure sufficient cars to fill the grid in 2014. This hindered our development program last winter where we only upgraded the engine to accept the new boost levels.

The late return of sea freight and early departure for Argentina makes the turn around of engines for the start of the season logistically very difficult. Upgrading all engines at a single point only adds to the impracticality of the calendar.

Customer teams are never in a position before Christmas to know their plans for the following year. This means they are unable to financially commit to engine upgrades with enough time to implement them for the beginning of the new season.

We have proved over the years that we have a 100% engine reliability record and that they can be sealed for a whole season. By requesting a change mid season we are not trying to gain an advantage for reliability, this is only a question of practical implementation of the changes.

#### **Missions concerned (to be completed by the Committee)**

- ☒ 1) examination of any request for a technical change concerning the homologation form of a vehicle,
- ☐ 2) conformity with the spirit of the FIA Super 2000 Regulations,
- ☐ 3) prohibition of any developments that would result in a significant increase in the costs of cars,
- ☐ 4) examination of any request from competitor wishing to take part in an FIA event with a car complying with national regulations,
- ☐ 5) to review at the end of each season the relative performance of the various different formats of vehicles and any other parameters, with the objective of maintaining equal opportunity for all competitors. Any recommendations for the following season will be proposed beforehand to the Touring car Commission for approval,
- ☐ 6) at any moment during the season, to reconsider the technical dispensations granted for performance reasons.

#### **Decision (to be completed by the Committee)**

- ☐ Accepted as requested
- ☐ Accepted subject to the approval of the TC Technical Working Group
- ☐ Accepted subject to the approval of the TC Commission
- ☒ Refused
- ☐ Suspended
- ☐ Accepted with the following modifications/conditions:

Accepted by the TWG  
on:

Conditions fulfilled  
on:

**Reason:** This waiver request goes against the joker regulation concept. It also encourages mid-season engine changes, which other competitors will not have.

#### **Period of validity/application of the decision (to be completed by the Committee)**

**This decision comes into effect:**

- ☒ with immediate application
- ☐ from : (exact date)
- ☐ from the following Event:

and is applicable:

■ until further notice.

□ for the above-mentioned Event(s) only.

**Signatures of the Committee members**

**Alan Gow**



**Dennis Carter**



**Bernard Niclot**



**DECISION NUMBER: TC – R 2015/03**

**Time of notification**

**Hours:** 09.30 **Date:** 10.02.2015

This decision is notified to the applicant concerned in accordance with the applicable Sporting Regulations and TC Committee Internal Regulations.

It is available via the private area of the FIA website [www.fia.com](http://www.fia.com)

It has been sent, for information, to the FIA Officials concerned, to the Secretary General of the FIA (sport).

**Right of protest:** The decisions taken by the TC Committee may not form the subject of an appeal.