

## FIA MOTOR SPORT GAMES: TOURING CAR CUP

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## FOREWORD

The FIA organises the **FIA Motor Sport Games: Touring Car Cup** (hereinafter "the Cup"), reserved for TCR cars in compliance with the FIA Motor Sport Games: Touring Car Cup Technical regulations.

- **FIA Motor Sport Games: Touring Car Cup** comprising one title of **FIA Motor Sport Games: Touring Car Cup** winning country

Some aspects relating to the application and clarification of the regulations may be entrusted to the Touring Car Committee set up by the World Motor Sport Council during its meeting of 11 December 2009.

## 1. REGULATIONS

**1.1** The final text of these Sporting 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 Sporting Regulations.

**1.2** The Cup is governed by the FIA International Sporting Code (hereinafter "the Code") and its appendices (including Appendix J); the Circuit General Prescriptions, the present Sporting Regulations specific to this competition (as defined in Article 21 of the International Sporting Code), the FIA Motor Sport Games: Touring Car Cup Technical Regulations and their relevant Appendices / Bulletins, as well as those that issued by the Organiser.

**1.3** Clarification, interpretation and arbitration of any rules, requirements and regulations not covered by the FIA General Prescriptions and Specific Regulations, Sporting Code and Technical Regulations shall be decided by the Stewards of the meeting.

**1.4** These Sporting Regulations come into force from the moment of their publication on the FIA website ([www.fia.com](http://www.fia.com)) and replace all previous Sporting Regulations.

## 2. GENERAL UNDERTAKING

**2.1** All drivers, competitors and officials participating in the Cup undertake, on behalf of themselves, their employees and agents, to observe all the provisions, as supplemented or amended, of the Code, the FIA General Prescriptions for competitions run on circuits, FIA Official Bulletins, the FIA Motor Sport Games: Touring Car Cup Technical Regulations and the present Sporting Regulations.

## 3. GENERAL CONDITIONS

**3.1** It is the competitor's obligation to ensure that all persons concerned by his entry observe all the requirements of the Code, the Circuit General Prescriptions, the FIA Motor Sport Games: Touring Car Cup Technical Regulations and the Sporting Regulations, as well as Appendices / Bulletins issued by the FIA and the Organiser. If a competitor is unable to be present in person at the Competition, he must nominate his representative in writing. The person in charge of an entered car during any part of a Competition is responsible jointly and severally with the competitor for ensuring that the requirements are observed.

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

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

**3.4** All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pit lane, or on the track must wear an appropriate pass at all times.

## 4. ELEGIBLE DRIVERS AND COMPETITORS

**4.1** All drivers, competitors and officials participating in the Cup must hold current and valid licences.

**4.2** The minimum requirement for drivers is a Grade C FIA International driver's licence and authorisations issued by their ASN in accordance with Article 3.9.4 of the International Sporting Code.

**4.3** A driver must also be in possession of a current medical certificate of aptitude, included either on the competition licence or in an attached document.

## **5. COMPETITION**

**5.1** The Competition will have the status of a Restricted International Competition.

**5.2** The Competition is restricted by invitation only.

**5.3** The Competition shall comprise the following:

- a) Two free practice sessions
- b) Two qualifying sessions
- c) Two races

**5.4** Competitions are reserved for the following cars:

TCR cars as defined by the applicable FIA Motor Sport Games: Touring Car Cup Technical Regulations.

**5.5** Race 1 shall last at least 25 minutes + 1 lap.

**5.6** Race 2 shall last at least 30 minutes + 1 lap.

**5.7** The Event will take place at Vallelunga from 1- 3 November 2019.

The FIA reserves the right to postpone, abandon or cancel the Event or part thereof. In the event of abandonment, cancellation or of postponement for more than 48 hours, the Competitor will have no right of claim against the Promoters or FIA in respect of loss of expenses that he may have incurred or may incur as a result

## **6. FIA MOTOR SPORT GAMES: TOURING CAR CUP TITLES**

**6.1** The title of FIA Motor Sport Games: Touring Car Cup-Winning Driver will be awarded to the driver who has scored the highest number of points, taking into consideration all the results obtained during the two Races.

**6.2** The title of FIA Motor Sport Games: Touring Car Cup-Winning ASN will be awarded to the ASN of the car that has scored the highest number of points, taking into consideration all the results obtained during the two Races.

**6.3** For all titles, points will be awarded for each race at the Competition according to the following scale:

After the end of Race 1:

- 1<sup>st</sup>; 25 points
- 2<sup>nd</sup>; 18 points
- 3<sup>rd</sup>; 15 points
- 4<sup>th</sup>; 12 points
- 5<sup>th</sup> : 10 points
- 6<sup>th</sup> ; 8 points
- 7<sup>th</sup> ; 6 points
- 8<sup>th</sup> ; 4 points
- 9<sup>th</sup> ; 2 points
- 10<sup>th</sup> ; 1 points

After the end of Race 2:

- 1<sup>st</sup>; 30 points
- 2<sup>nd</sup>; 22 points
- 3<sup>rd</sup>; 16 points
- 4<sup>th</sup>; 13 points
- 5<sup>th</sup>; 11 points
- 6<sup>th</sup>; 10 points
- 7<sup>th</sup>; 9 points
- 8<sup>th</sup>; 8 points
- 9<sup>th</sup>; 7 points
- 10<sup>th</sup> 6 points

- 11<sup>th</sup>; 5 points
- 12<sup>th</sup>; 4 points
- 13<sup>th</sup>; 3 points
- 14<sup>th</sup>; 2 points
- 15<sup>th</sup>; 1 point

To be eligible to score points, a car must cross the Finish Line under its own power; either:

- a) As the winner of the race or
- b) After the winner has crossed the Finish Line and
- c) Must have covered at least seventy-five percent (75%) of the distance covered by the winner.

According to Art. 45.2 cars that do not cross the Finish Line as the winner or after the winner will remain invisible as far as scoring points is concerned. These points will be awarded to the next driver according to the final race classification.

All the results obtained during the two races will count for the final classifications.

**6.4** If a race is suspended under Article 41 and cannot be resumed under Article 42, no points will be awarded if the leader has completed less than two laps. Half points will be awarded if the leader has completed more than two laps but less than 75% of the original race distance, and full points will be awarded if the leader has completed more than 75% of the original race distance.

**6.5** If requested by the FIA, the winning driver must be present at the annual FIA Prize-Giving ceremony. All competitors shall use their best endeavours to ensure that their driver attends as previously mentioned. Any driver who is absent will be liable to a fine of five thousand euros, except in a case of force majeure.

## **7. DEAD HEAT**

**7.1** Points awarded for all the positions of drivers or competitors who tie will be added together and shared equally.

**7.2** If two or more drivers finish the competition with the same number of points, the highest place in this Cup shall be awarded to:

- a) the holder of the greatest result in Race 2,
- b) If this procedure fails to produce a result, the FIA will nominate the winner according to such criteria as it thinks fit.

## **8. FIA MOTOR SPORT GAMES**

**8.1** The award for the FIA Motor Sport Games will be presented to the ASN who places first in the medal table across all disciplines of the FIA Motor Sport Games.

**8.2** Each discipline taking part will be able to award one Gold, one Silver and one Bronze towards the overall table. The ASN with the most Gold medals will be the winner.

**8.3** Should multiple ASNs have the same amount of Gold medals; the ASN with more Silver medals will be classified ahead. Should multiple ASNs have the same amount of Gold and Silver medals, the ASN with more Bronze medals will be classified ahead.

**8.4** Should ASNs end the event with the exact same medal haul, they will be classified as in equal position and any prize shall be shared.

## **9. ORGANISATION AND INSURANCE**

**9.1** The Organiser shall supply the information set out in Appendix 2, part A hereto to the FIA no later than 30 days before the Event. The FIA, if satisfied with such information, shall complete part B and forward both parts to all competitors no later than 10 days before the Event.

**9.2** The Promoter of the Event must procure, 30 days before the event, documentary evidence proving that

all competitors, their personnel, sponsors, agents and drivers are covered by adequate third-party insurance.

**9.3** The Promoter must, 30 days before the Event, send the FIA details of the risks covered by the insurance policy, which must comply with the national laws in force.

**9.4** Third party insurance arranged by the Promoter shall be in addition and without prejudice to any personal insurance policy held by a competitor or any other participant in the Event. Drivers taking part in the Event are not third parties with respect to one another.

**9.5** Sight of the policy must be available to the competitors on demand.

## **10. FIA DELEGATES**

**9.1** The FIA will nominate the following Delegates who may have assistants:

- a) A Technical delegate.
- b) An Assistant to the Technical Delegate
- c) A Media delegate
- d) A Safety Car Driver
- e) An FIA Coordinator
- f) An Adviser to the Stewards

**10.2** The role of the FIA delegates is to help the officials of the Cup in their duties, to see within their fields of competence that all the Regulations governing the Cup are respected, to make any comments they deem necessary and to draw up any necessary reports concerning the Competition.

**10.3** The Adviser to the Stewards is an experienced touring car racing driver, with no connection of dependency with any manufacturer, make of car or competitor entered in the Cup. His role is to assist and advise the Stewards and/or the Race Director on all questions pertaining to motor sport in general and to the behaviour of the drivers and competitors on the track in particular. The Adviser must attend the meetings of the Stewards but without the right to vote.

**10.4** The Technical Delegate nominated by the FIA will be responsible for scrutineering and will have full authority over the national scrutineers.

## **11. OFFICIALS**

**11.1** The following officials, who may have assistants, will be nominated by the FIA:

- a) Two Stewards of the meeting, one of whom will be the Chairman.
- b) A Race Director.
- c) A Deputy race Director

**11.2** The following officials will be nominated by the ASN:

- a) One National Steward
- b) The Clerk of the Course
- c) The National chief scrutineer,
- d) The National Chief Medical officer.

**11.3** The Clerk of the Course shall work in permanent consultation with the Race Director. The Race Director shall have overriding authority in the following matters and the Clerk of the Course may give orders in respect of them only with the Race Director's express agreement:

- a) the control of practice and the race, adherence to the timetable and, if he deems it necessary, the formulation of any proposal to the Stewards to modify the timetable in accordance with the Code or Sporting Regulations,
- b) the stopping of any car in accordance with the Code or Sporting Regulations,
- c) the stopping of practice,
- d) the starting procedure,
- e) the use of the Safety Car,
- f) suspending and resuming the race.

g) use of Full Course Yellow

**11.4** The Race Director, the Clerk of the Course, the Technical Delegate and the Stewards must be present at the circuit at the latest from the beginning of the Competition as defined by the Code.

**11.5** The Race Director must be in radio contact with the Clerk of the Course, the Technical Delegate and the Stewards when cars are permitted to run on the track. Additionally, the Clerk of the Course must be at race control and in radio contact with all the marshals' posts during these times.

## **12. ENTRIES**

**12.1** Applications to compete in the Touring Car Nations Cup must be submitted to the FIA

**12.2** Competitors' registration will be opened by the FIA on 1<sup>st</sup> July 2019 and will close on 1<sup>st</sup> September 2019. Applications must be made to the National ASN of the Driver requesting the participation, including the Driver information, the Competitor and the Car they will take part with.

**12.3** The National ASN will select the top three driver line-ups and inform them in writing. Once the selection has been made, the team/ drivers must proceed as follows:

- The first driver selected must pay the entry fee by August 18<sup>th</sup> 2019.
- Should the first driver selected not commit by this date, the second selected driver must pay the entry fee by August 25<sup>th</sup> 2019.
- Should the second selected driver not commit then the third selected driver must pay the entry fee by September 1<sup>st</sup> 2019.

**12.4** The entry fee is 5,000 euros per car.

**12.5** The maximum number of entries is limited according to Article 20.1

**12.6** The FIA entry list will be published at least 48 hours before the beginning of the Competition.

## **13. PASSES – TEAM IDENTIFICATION**

**13.1** A pass must be used only by the person and for the purpose for which it was issued.

**13.2** All Team members must wear the appropriate pass or credentials when at the circuit in a clearly visible manner at all times during the Competition.

## **14. INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS**

**14.1** The Stewards or Race Director may give instructions to competitors by means of circulars in accordance with the Code. These circulars will be distributed to all the competitors, who must acknowledge receipt.

**14.2** Official instructions and communications to competitors may also be given via a dedicated radio channel or through the timekeeping screens.

**14.3** All classifications and results of practice and the races, as well as all decisions issued by the officials, will be posted on the official notice board.

**14.4** Any decision or communication concerning a particular competitor must be given to him within 30 minutes of such decision, and receipt must be acknowledged. The Team Messaging System may be used to send Summons and Documents and for teams to confirm receipt.

## **15. TESTING RESTRICTIONS**

**15.1** From September 16<sup>th</sup>, 2019 and until the last day of the competition, no testing or racing is permitted for the drivers competing in the Touring Car Nations Cup at the Vallelunga circuit (or any of its layout versions) with the exception of:

a) Official sessions organised by the FIA or the Promoter.

- b) Any promotional activity organized, in agreement with the Promoter or the FIA, before or during the Competition with the approval of the FIA (e.g. VIP laps).

## 16. INCIDENTS

**16.1** "Incident" means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which is reported to the Stewards by the Race Director (or noted by the Stewards and referred to the Race Director for investigation) and which:

- a) required the stopping of a practice (free or qualifying) session or the suspension of a race under Article 41;
- b) constituted a breach of these Sporting Regulations or the Code;
- c) caused a false start by one or more cars;
- d) caused a collision;
- e) forced a car off the track;
- f) illegitimately prevented a legitimate overtaking manoeuvre by a driver;
- g) illegitimately impeded another car during overtaking.
- h) caused a pit lane infringement.

Unless in the opinion of the Race Director or Stewards it was completely clear that a driver was in breach of any of the above, any Incidents involving more than one car will normally be investigated.

### 16.2

- a) It shall be at the discretion of the Stewards to decide, upon a report or a request by the Race Director, if a driver or drivers involved in an Incident shall be penalised.
- b) If an Incident is under investigation by the Stewards, a message informing all Competitors which driver or drivers are involved will be displayed on the timing monitors (if the facilities on the circuit so permit).
- c) If a driver is involved in a collision or Incident (see Article 16.1), and has been informed of this by the Stewards no later than 30 minutes after the last race, he must not leave the circuit without the consent of the Stewards.

**16.3** The Stewards may impose one or more of the following penalties, simultaneously if applicable and/or in substitution or in addition to other available penalties, on any driver involved in an Incident.

- a) A time penalty. The imposed penalty time is added to the race time of the driver concerned.
- b) A drive-through penalty. The driver must enter the pit lane and re-join the race without stopping.
- c) A Stop & Go time penalty. The driver must enter the pit lane, stop in his pit stop position for at least the time given and re-join the race. Unless the engine stops (cf. Article 16.4 b). No other work on the car is allowed during the application of the penalty.
- d) A drop of any number of grid positions.
- e) However, should either of the penalties under b) and c) above be imposed and notified during the last three laps or after the end of the race, Article 16.4 a) and b) below shall not be applicable and a time penalty of 30 seconds in case b) and 30 seconds plus the time given in case c) shall be added to the elapsed time of the car concerned.

**16.4** Should the Stewards decide to impose one of the penalties provided for in Article 16.3 b) or c), the following procedure shall be applied:

- a) From the time the Stewards' decision is notified on the timing monitors, the relevant driver and his car may cross the Line on the track no more than once before entering the pit lane and, in the case of a penalty under Article 16.3 c), proceeding to the time penalty area where they shall remain for the period of the time penalty. However, unless the driver was already in the pit entry or in the pit lane for the purpose of serving his penalty, he may not carry out the penalty during the Safety Car period or Full Course Yellow period. Any laps carried out behind the Safety Car will be added to the one-lap maximum.
- b) Whilst a car is stationary as a result of incurring a time penalty, it may not be worked on. However, if the engine stops, it may be started after the penalty period has elapsed, possibly with the help of an external source of energy. If the driver is unable to start his car by himself, he may be helped by his mechanics, solely for the purpose of starting the engine.
- c) When the time penalty period has elapsed, the driver may re-join the race.
- d) Any breach or failure to comply with Article 16.4 b) may result in the car being disqualified.

## **17. PROTESTS AND APPEALS**

**17.1** Protests shall be made in accordance with the Code and be accompanied by a fee of €1000 euros.

**17.2** Appeals shall be made in accordance with the Code and accompanied by a fee of €6000 Euros.

**17.3** Appeals may not be made against:

- a)** Penalties imposed under Articles 16.3
- b)** Any penalty imposed under Articles 24.1 and 24.2;
- e)** Any decision taken by the Stewards in relation to Article 26.1;
- f)** Any penalty imposed under Article 33.8;
- g)** Any penalty imposed under Article 33.12;
- h)** Any decision taken by the Stewards in relation to Article 35.2.
- g)** TC Committee's decisions

## **18. SANCTIONS**

**18.1** The Stewards may inflict the penalties specifically set out in these Sporting Regulations in addition to or instead of any other penalties available to them under the Code.

## **19. DRIVING**

**19.1** The driver must drive his car alone and unaided.

**19.2** Drivers must observe the provisions of the Code relating to driving behaviour on circuits at all times.

**19.3** Drivers must use the track at all times. For the avoidance of doubt the white lines defining the track edges are considered to be part of the track but the kerbs are not.

A driver will be judged to have left the track if no part of the car remains in contact with the track.

Drivers consistently crossing the white lines defining the edge of the circuit, whether or not they gain an advantage, will be stopped during the free practice sessions, have their lap time(s) cancelled during qualifying and may receive a 'drive-through' penalty during the race.

Notifications will be for the car, not the driver.

Should a car leave the track for any reason the driver may rejoin. However, this may only be done when it is safe to do so and without gaining any advantage. At the absolute discretion of the Race Director a driver may be given the opportunity to give back the whole of any advantage he gained by leaving the track.

A driver may not deliberately leave the track without justifiable reason.

**19.4** More than one change of direction to defend a position is not permitted. Any driver moving back towards the racing line, having earlier defended his position off-line, should leave at least one car width between his own car and the edge of the track on the approach to the corner.

**19.5** Maneuvers liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are not permitted.

**19.6** As soon as a car is caught by another car which is about to lap it during the race the driver must allow the faster driver past at the first available opportunity. If the driver who has been caught does not allow the faster driver past, waved blue flags will be shown to indicate that he must allow the following driver to overtake.

Any driver who is deemed to be ignoring the waved blue flags will be reported to the Stewards of the meeting.

## **20. NUMBER OF CARS ALLOWED TO PARTICIPATE**

**20.1** The number of cars invited and allowed to take part in practice and to start the races is 30.

## **21. RACE NUMBERS AND NAME OF CAR**

**21.1** Each car will carry the race number of its driver. Race numbers must be in conformity with the provisions of the Appendix 4 to the present Regulations.

**21.2 a)** The name or the emblem of the make of the car must appear on the bodywork of the car in the original location(s). The name of the driver must also appear on the bodywork, be easily legible (cf. Article 16 of the Code) and be in compliance with Appendix 4 to the present Regulations.

**b)** Before scrutineering, competitors must affix the organiser's and promoter's advertising on their car according to Appendix 4 to the present Regulations.

**c)** Each competitor must display the name of the driver and his national flag.

**d)** All cars and drivers must adhere to the Graphical Charter in Appendix 4 in terms of the decoration of the car, driver overalls, pit garage and team clothing, as well as any restrictions. Any infractions will be reported to the Stewards.

## **22. SPORTING CHECKS AND SCRUTINEERING**

**22.1** Each competitor must have all documents required by Article 4 available together with the various documents relating to his car.

**22.2** At the beginning of the Competition, the organiser will check all licences. The list of competitors, drivers and cars allowed to take part in the Competition will be published by the Panel of Stewards after the end of the sporting checks and scrutineering.

**22.3** No competitor, driver or other person concerned with a car can be required to sign any discharge of liability.

**22.4** Scrutineering of the cars and competitors' sporting checks will take place at least one day before the first race, This requirement may be modified in Appendix 2 specific to the Competition for organisational reasons.

Scrutineering will take place in the garage assigned to each competitor. Unless a waiver is granted by the Stewards, competitors who do not keep to the time limits set in Appendix 2 will not be allowed to take part in the Competition.

No car may take part in the Competition until it has been approved by the scrutineers.

**22.5** The scrutineers may:

**a)** Check the eligibility of a car or of a driver's equipment (cf. Articles 27.1 and 30.13 of the present Regulations) at any time during the Competition.

All competitors must submit for each vehicle the following original items to the scrutineer at the latest at scrutineering for the first race in which they take part, and whenever requested:

- Homologation form for the safety cage,
- Certification for the catalytic converter.

**b)** Require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied,

**c)** Require a competitor to pay the reasonable expenses for the exercise of the powers mentioned in this article,

**d)** Require a competitor to supply them with such parts or samples/drawings and any other information as they may deem necessary.

**e)** In accordance with Article 11.14.2.a of the FIA International Sporting Code, the FIA Technical Delegate may carry out, or have carried out by scrutineers with delegated authority, any checks he feels necessary to verify compliance of cars entered in the Competition in relation to eligibility or safety, at any time until the

conclusion of the Competition.

**22.6 Data acquisition system approved by the FIA.**

- a) This system must be used during the Competition and serves exclusively to store the data acquired. This system must be installed in strict compliance with the relevant instructions and must work at all times during the Competition.
- c) All costs connected with the checking, servicing and updating of the system are borne entirely by the competitors.
- d) The data may be checked at any time during the Competition.
- e) The weight of the system is included in the minimum weight of the car.
- d) The exact criteria and cost of the selected system will be detailed in a bulletin prior to the Event.

**22.8 Accident Data Recorder (ADR).**

- a) This unit must be used throughout the Competition by each competitor. This unit must be installed in strict compliance with the relevant instructions and must work at all times during the Competition.
- b) All competitors are themselves responsible for obtaining this system from the promoter, and for the correct installation and functioning thereof.
- c) The weight of the unit and its equipment is included in the minimum weight of the car.

**22.9 On-board TV camera footage recording system.**

- a) A car must carry either an on-board camera footage recording system or 4 kg of ballast as defined by Article 5.1 of the FIA Motor Sport Games: Touring Car Cup Technical Regulations. This ballast must always be clearly identified by marking or by painting.
- b) The weight of the system is not included in the minimum weight of the car defined by the FIA Motor Sport Games: Touring Car Cup Technical Regulations.

**22.10 Competitors' camera.**

- a) Cars may carry an on-board camera provided by each competitor for training or learning purposes.
- b) The installation of this camera must be approved beforehand by the Competition Promoter. If approved, it must be installed before scrutineering of the car and in compliance with the following safety requirements:
  - The fixing device must withstand a deceleration of 25 g without detaching.
  - The camera must not hinder the driver's visibility, exit or extrication in case of emergency.
- c) The weight of the system is not included in the minimum weight of the car defined by the FIA Motor Sport Games: Touring Car Cup Technical Regulations.

**22.11** Any car which, after being passed by the scrutineers, is dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be presented again by the competitor for scrutineering approval.

**22.12** The Race Director or the Clerk of the Course (by mandate of the Race Director) may require that any car involved in an accident be stopped and checked at any time during the Competition.

**22.13** Checks and scrutineering shall be carried out by duly appointed officials who shall also be responsible for the operation of the Parc Fermé and who alone are authorised to give instructions to the competitors.

**22.14** The Stewards will publish the findings of the scrutineers each time cars are checked during the Competition. These results will not include any specific figure except when a car is found to be in breach of the FIA Motor Sport Games: Touring Car Cup Technical Regulations.

### **23. SUPPLY OF TYRES IN THE CUP AND TYRE LIMITATION DURING THE COMPETITION**

**23.1** The FIA will register reference tyres for the Cup (dry- and wet-weather tyres). The Stewards will publish the list of control tyres selected by the FIA Technical Delegate at the start of the Competition.

**23.2** All tyres must be used as supplied by the tyre manufacturer designated by the FIA. They must comply with the specification determined by the reference tyres for the Competition.

**23.3** Any chemical and/or mechanical treatment of the tyres is prohibited, except the use of water and detergents for washing and the removal of debris picked up from the track (only after the end of the session in which the tyres have been used). The original tyre tread and profile may not be modified or cut.

**23.4** All tyres must be collected during the Competition from the tyre manufacturer designated by the FIA.

**23.5** Tyre limitation during the Competition:

- a) Dry-weather tyres: no driver may use more than 18 dry-weather tyres.
- b) Wet-weather tyres: no driver may use more than 12 wet-weather tyres.

**23.6** Control of tyres:

- a) The control of the tyres will be carried out according to a process defined by the FIA.
- b) Both sides of all tyres which are to be used at the Competition must be marked with a unique identification.
- c) Other than in cases of force majeure (accepted as such by the Stewards), a list of all tyres intended for use at a Competition must be presented to the FIA Technical Delegate for allocation prior to the end of initial scrutineering.
- d) Competitors must allow free access to duly appointed scrutineers or marshals to check the tyres at any time during the Competition.

**23.7** Use of tyres:

- a) All tyres must be used in accordance with the prescriptions issued by the tyre manufacturer designated by the FIA.
- b) The use of tyres without appropriate identification is strictly forbidden during the entire Competition (including the starting procedure, the pre-grid, and the grid).
- c) Wet-weather tyres may be used only after the track has been declared wet by the Clerk of the Course/the Race Director for the practice session (Free Practice, Qualifying) and the races.
- d) Tyres may only be inflated with air or nitrogen.
- e) The use of tyre heating/heat retention devices is prohibited. In addition, no competitor is permitted to have tyre heating or heat retention devices and chemical tyre treatments/compounds in their possession anywhere within the venue at any Competition.

For the avoidance of doubt, no manner of abnormally raising the temperature of the tyres/wheels above the natural ambient temperature is allowed.

- f) Tyres removed from the garage and taken into the Pit Lane or the Grid must not be covered in any way.
- g) Replacing the air contained in the tyre by dry air with the only purpose of removing moisture is authorized provided that the tyre is not kept deflated at a pressure below the ambient pressure any longer than required to perform such operation.

### **24. LIMITATION OF THE NUMBER OF ENGINES AND TURBOS DURING THE COMPETITION**

**24.1** Limitation of the number of engines during the Competition:

- a) The engine is associated with the driver's race number.

- b)** An engine will be considered as having been used once the car's timing transponder has indicated that it has left the pit lane.
- c)** Each engine must be sealed by the FIA Technical Delegate before being used by the competitor for the first time. It will be sealed so as to prevent the dismantling of the cylinder head and oil sump. Any breaking of one or more seals must be approved beforehand by the Technical Delegate for the Competition or by the FIA Technical Department on pain of a sanction which may go as far as disqualification. The breaking of any seal will be considered as a change of engine.
- d)** The replacing of an engine by a competitor must be requested in writing to the FIA Technical Delegate. Any change of engine automatically results in the driver starting from the back of the grid in the next race in which he takes part, except in a case of force majeure recognised as such by the Stewards, the onus of proof being on the competitor.

#### **24.2** Number of turbos authorised during the Competition:

- a)** The turbo is associated with the driver's race number.
- b)** A turbo will be considered as having been used once the car's timing transponder has indicated that it has left the pit lane.
- c)** The turbo must be sealed by the FIA Technical Delegate before being used by the competitor for the first time. It will be sealed so as to prevent the dismantling of the restrictor, the compressor housing and the turbine housing as per the relevant FIA Motor Sport Games: Touring Car Cup technical regulations: Any breaking of one or more seals must be approved beforehand by the Technical Delegate for the Competition or by the FIA Technical Department on pain of a sanction that may go as far as disqualification. The breaking of any seal will be considered as a change of turbo.  
The sealed turbo must be available for checking at any moment during the Competition.
- d)** The replacing of a turbo by a competitor must be requested in writing to the FIA Technical Delegate. The use of any additional turbo automatically results in the driver starting from the back of the grid in the next race in which he takes part, except in a case of force majeure recognised as such by the Stewards, the onus of proof being on the competitor.

**24.3** The penalties imposed by the Stewards for an engine and/or turbo change are not open to appeal (cf. Article 12.2.4 of the Code).

## **25. WEIGHING**

**25.1** The weight of any car may be checked at any time during the Competition as follows:

All drivers entered in the Competition will be weighed, wearing their complete racing apparel, at the beginning of the Competition no later than the end of scrutineering. The weights of the drivers will then be entered into a list that is under the control of the FIA Technical Delegate. These weights are official for any weighing of the car when the driver is not present.

**25.2** The minimum weight of the car must be according to Appendix 1.

- a)** During and after qualifying practice:
  - i)** the FIA Technical Delegate will install weighing equipment in the pit lane and/or in an area as close to the first pit as possible. This area will be used for the weighing procedure;
  - ii)** the FIA Technical Delegate will select cars to undergo the weighing procedure. The FIA Technical Delegate will inform the driver by means of traffic lights or signalling flags that his car has been selected for weighing;
  - iii)** having been informed that his car has been selected for weighing, the driver must proceed directly to the weighing area, without outside help, and may be asked to stop his engine;
  - iv)** the car will then be weighed, with or without the driver, and checked. In the case of an irregularity, the results will be given to the driver or to the competitor's representative in writing;
  - v)** the car must reach the weighing area and return to its garage under its own power, with no outside assistance, failing which it will be placed under the exclusive control of the marshals who will take the car to be weighed or to its garage;
  - vi)** the driver and his car may not leave the weighing area without the consent of the FIA Technical

Delegate or his nominee.

**b)** After the race: the Technical Delegate will weigh the classified cars of his choice, except in a case of force majeure.

**c)** Should the weight of the car be less than that specified in the Appendix 1 when weighed under a) or b) above, penalty under Article 25.3 will be imposed, unless the deficiency in weight results from the accidental loss of a component of the car.

**d)** No solid, liquid, gas or other substance or matter of any nature whatsoever may be added to, placed on, or removed from a car after it has been selected for weighing or has finished the race or during the weighing procedure (except by a scrutineer when acting in his official capacity and, after the race, in accordance with the prescriptions of the FIA Motor Sport Games: Touring Car Cup Technical Regulations).

**e)** Only scrutineers and officials may enter the weighing area. No intervention of any kind is allowed there unless authorised by such officials.

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

a) In practice / qualifying:  
- the cancellation of all of the times set in the free practice,  
- the cancellation of all of the times set in qualifying,

b) In the race:  
- the disqualification of the car concerned.

## **26. COMPENSATION WEIGHTS**

**26.1** A compensation weight may be applied for each vehicle model entered on top of its minimum weight.

**26.2** Addition of compensation weight is applied on top of the minimum weight of the cars as defined in Article 5.2 of the FIA Motor Sport Games: Touring Car Cup Technical Regulations. The weight must be sealed and positioned in accordance with the provisions of that same Article. It must always be clearly identified by marking or by painting.

This weight is sealed only once during the Competition, except in case of “force majeure”, and must be placed according to Article 5.2 of the FIA Motor Sport Games: Touring Car Cup Technical Regulations.

**26.3** Compensation weight always relates to the model of car.

## **27. ADJUSTMENT OF PERFORMANCE AND TECHNICAL SPECIFICATIONS**

**27.1** The adjustment of performance and technical specifications of the vehicles are carried out by and/or under the control of the TC Committee, of which the purpose, missions and operating rules are described in the internal regulations published on the FIA website ([www.fia.com](http://www.fia.com)).

**27.2** Adjustment of performance

The TC Committee may take any decision concerning the adjustment of performance.

**27.3** Technical specifications:

Any competitor who takes part in the Competition must present its car(s) in the technical configuration as defined in Appendix 1 to the present Regulations.

Any request for a technical amendment of a vehicle, only for safety reasons or to bring the vehicle into conformity with the FIA Motor Sport Games: Touring Car Cup Technical Regulations, may be addressed to the TC Committee at least 15 days before the start of the Competition.

## **28. VEHICLES**

**28.1** The FIA Motor Sport Games: Touring Car Cup Technical Regulations for Touring Car apply for the Cup concerned unless stated otherwise in the present Regulations.

**28.2** Only one single car per driver may be entered at the Competition. T-cars/spare cars are prohibited.

## **29. GENERAL CAR REQUIREMENTS**

**29.1** No signal of any kind may pass between a moving car and anyone connected with the car's competitor or driver save for the following:

- a)** legible messages on a pit board;
- b)** body movement by the driver;
- c)** lap trigger signals from the pits to the car. Lap marker transmitters shall be battery-powered and once operating must be free-standing (i.e. not connected to any other pit equipment by means of wires, optical fibres, radio, wifi, etc.), firmly fixed on the pit lane side, and incapable of receiving external information. Such lap triggers shall not be used for the transmission of any data from pit to car other than the lap mark. Lap mark data must be transmitted repeatedly and must be demonstrably consistent;
- d)** verbal communication between a driver and his team by radio;
- e)** electromagnetic radiation between 5.4 and 5.8 GHz is forbidden save with the written consent of the FIA.

## **30. GENERAL SAFETY**

**30.1** Official instructions will be given to drivers by means of the signals set out in the Code. Competitors must not use flags similar in any way whatsoever to these.

The driver and his mechanics must follow the instructions of the track marshals at all times.

**30.2** Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position.

A car may only be pushed to remove it from a dangerous position as directed by the marshals.

**30.3** If a car stops on the track, it shall be the duty of the marshals to remove it as quickly as possible so that its presence does not constitute a danger or hinder other competitors. Under no circumstances may a driver stop his car on the track without justifiable reason.

No mechanical assistance can be used to help the driver re-join the practice or race (other than under Article 37.5).

**30.4** Any driver intending to leave the track or to go to his pit or the paddock area must signal his intention to do so in good time, making sure that he can do this without danger.

**30.5** During practice sessions and the races, drivers may only use the track and must at all times observe the provisions of the Code relating to driving behaviour on circuits.

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

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

**30.8** The organiser must provide at least two fire extinguishers of 5 kg capacity per car and ensure that they work properly.

**30.9** Save as specifically authorised by the Code or these Sporting Regulations, no one except the driver may touch a stopped car unless it is in the paddock, the competitor's designated garage area, the pit lane or on the starting grid.

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

**30.11** During the periods commencing 15 minutes prior to and ending 5 minutes after each practice session, and the period between the commencement of the formation lap which immediately precedes the race and the time when the last car enters the Parc Fermé, no one is allowed on the track with the exception of:

- a)** marshals or other authorised personnel in the execution of their duty;
- b)** drivers when driving or under the direction of the marshals;
- c)** competitor personnel, only in the case of a start procedure.
- d)** competitor personnel working on a car on the grid during a race suspension in accordance with Article 41.

**30.12** During a race, the engine may only be started with the starter, except in the pit lane where the use of an external starting device is allowed under the conditions provided for in Articles 37.3 and 16.4.b).

**30.13** Drivers taking part in the Competition must always wear the equipment specified in Appendix L to the Code. Their crash helmet must be homologated to one of the following standards:

- 8859-2015 (Technical List N°49),
- 8860-2004 or 8860-2010 (Technical List N°33)
- 8860-2018 or 8860-2018-ABP (Technical List N°69)

**30.14** In order to be able to access the airway of an injured driver should the need arise, the following test may be carried out at least once per season with each participant in the Cup:

The driver is to be seated in his car, with full-face helmet and frontal head restraint in place and attached and safety harness buckled.

With the help of two additional rescuers, the FIA Medical Delegate, or, at his request, the Chief Medical Officer of the Event, must be able to remove the helmet with the driver's head maintained in a neutral position at all times.

If this is impossible, the driver will be required to wear an open-face helmet.

**30.15** A speed limit of 60 kph will be imposed in the pit lane during the Competition.

Except during the race, any driver who exceeds the limit will be fined for each kph above the limit. However the Stewards may impose an additional penalty if they suspect a driver was speeding in order to gain any sort of advantage. During the race, the Stewards may impose either of the penalties under Article 16.3 a) or b) on any driver who exceeds the limit.

**30.16** If a driver has serious mechanical difficulties during practice or the race, he must leave the track or return to his pit as soon as it is safe to do so.

**30.17** The car's headlights, rear light and rear rain lights must be illuminated at all times when it is running on a track that has been declared a "wet track".

It shall be at the discretion of the Race Director to decide if a driver should be stopped because his lights are not working. Should a car be stopped in this way, it may re-join the Competition when the fault has been fixed.

**30.18** Only six team members per participating car (each of whom shall have been issued with and shall be wearing special identification) are allowed in the signalling area during practice and after the start of the race. People under 16 years of age are not allowed in the pit lane, on the pit wall and on the starting grid.

**30.19** Animals, except those which may have been expressly authorised by the FIA for use by security services or assistance, are forbidden in the pit area, on the track and in any spectator area.

**30.20** The Race Director, the Clerk of the Course or the FIA Medical Delegate, in agreement with the Chief Medical Officer of the Event, can require a driver to undergo a medical examination at any time during the Competition.

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

## **31. PIT ENTRY, PIT LANE AND PIT EXIT**

**31.1** Drivers must follow the directions of the marshals at all times.

**31.2** The section of track between the first safety car line and the beginning of the pit lane will be designated the "pit entry".

**31.3** The section of track between the end of the pit lane and the second safety car line will be designated the "pit exit".

**31.4**, The pit lane shall be divided into two lanes. The lane closest to the pit wall is designated the "fast lane", and the lane closest to the garages is designated the "inner lane" and is the only area where any work may be carried out on a car.

**31.5** Unless a car is pushed from the grid at any time during the start procedure, cars may only be driven from

the competitor's designated garage area to the end of the pit lane.

**31.6** Any driver intending to start the race from the pit lane may not drive his car from his competitor's designated garage area until the 10-minute signal has been given and must stop in single file in the fast lane. When cars are permitted to leave the pit lane, they must do so in the order in which they arrived at the end of the pit lane, unless another car is unduly delayed.

**31.7** Competitors must not paint lines on any part of the pit lane.

**31.8** No equipment may be left in the fast lane. 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, and under its own power.

**31.9** Competitor personnel are only allowed in the pit lane immediately before they are required to work on a car and must withdraw as soon as the work is complete. The supporting arms may not exceed 4 metres in length (measured from the line marking off the garage from the inner lane) and they must be positioned in such a way that all suspended equipment and hoses are at least 2 metres above the ground.

**31.10** Cars must not be released from a garage or pit stop position in a way that could endanger pit lane personnel or another driver.

Cars in the fast lane have priority over the ones leaving the inner lane.

**31.11** Cars must be angle-parked (rear of the car in to the pit entry at an angle of approximately 45 degrees facing towards the pit lane exit) in formation at all practice and qualifying sessions, even in the case of a change of one or more wheels.

Only in this position can cars be worked on when stopped in the pit lane working area.

During the course of the qualifying practice session, all competing cars must remain in the pit lane whilst not on the track. At no time will competing cars be allowed in their garage or the paddock areas until such time as the qualifying practice session has ended and the car has been cleared from any post-qualifying scrutineering checks and released from the Parc Fermé, except with the express permission of the FIA Technical Delegate.

**31.12** During all practice sessions and races, the garage openings (facing the pit lane) must be free from any kind of covering that obstructs a clear view of what is happening inside the garage. During the Competition, the cars must be parked with the front facing towards the pit lane at all times when in the garages.

**31.13** For all practice sessions and races, the cars are allowed to drive in the fast lane only after the pit exit is open except when a race is suspended.

**31.14** During the activities relating to the other Competitions taking place on the same weekend, a car may be moved in the pit lane only with the agreement of the Race Director.

## **32. FUEL, REFUELLING AND PIT ASSISTANCE**

**32.1** A single fuel supplier is designated by the FIA following a tendering procedure. The FIA-approved comparative analysis control device provided by the supplier is the only authentic one. Article 252.9 of Appendix J applies for any control after the Competition.

**32.2** All cars must be fitted with a self-sealing connector which can be used by the scrutineers to remove fuel from the tank. This connector must be FIA approved (cf. technical list n°5) and fitted on the feed line, and immediately before the high pressure pump on the engine.

**32.3** Competitors must make available a fuel pipe with cut-off device for taking fuel samples. This pipe must be long enough to reach the ground outside the car.

**32.4** At any time, the car must contain at least 2 kg of fuel for sampling. The 2 kg of fuel must be removed from the tank via the fuel sampling self-sealing connector (Article 7.2 of the FIA Motor Sport Games: Touring Car Cup Technical Regulations).

**32.5** The cooling of the fuel, by any means whatsoever, is prohibited.

**32.6** Except when work is carried out on a car, all personnel must remain inside the pit. There is no limitation on the number of mechanics.

**32.7** Air jack safety locks are compulsory and must be used if mechanics are working beneath a vehicle that is supported on jacks.

**32.8** During the practice sessions (free, qualifying) and races, refuelling and/or removing of fuel is not permitted.

**32.9** Smoking is forbidden from the pit wall to the back of the garages (including electronic cigarettes).

**32.10** During all refuelling or fuel handling operations:

- a)** the relevant personnel must be wearing fire-retardant clothing in accordance with FIA standard 8856-2000 (overalls, gloves, balaclava);
- b)** an assistant, wearing fire-retardant clothing in accordance with FIA standard 8856-2000 (overalls, gloves, balaclava), and who is equipped with a suitable fire extinguisher of appropriate capacity, must be present;
- c)** the car must remain on its wheels, or on the “skates” on the ground.
- d)** No work whatsoever, including any outside intervention, is allowed on the car.
- e)** The driver must not remain inside the car during the refuelling.

**32.11** Any breach of the provisions of the Code or these Sporting Regulations relating to pit assistance and refuelling may result in the disqualification of the car and driver(s) concerned from the Competition.

### **33. FREE PRACTICE, QUALIFYING**

**33.1** Save where these Sporting Regulations require otherwise, pit and track discipline and safety measures will be the same for all practice sessions as for the race.

**33.2** No driver may start in a race without having taken part in at least one practice session.

**33.3 a)** During practice, there will be a green light and a red light at the pit lane exit. Cars may only leave the pit lane when the green light is on. Further, a blue flag or a blue flashing light will be shown at the pit lane exit to warn drivers leaving the pit lane if cars are approaching on the track.

**b)** At the end of each practice session, all drivers may cross the Line only once.

**33.4** There will be two free practice sessions of 30 minutes. An additional 30 minutes of private testing may be scheduled with the agreement of the FIA.

**33.5** There will be two qualifying sessions of 30 minutes.

**33.6** If a car stops during practice, it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors.

If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him.

If technical means are used by the marshals to remove the car to a safe position, this assistance cannot be used to help the driver/car concerned to re-join the session.

**33.7** Practice may be interrupted as often and for as long as deemed necessary to clear the track or to allow the recovery of a car. In the case of free practice only, the Race Director may refuse to prolong the practice period after an interruption of this kind.

Furthermore if, in the opinion of the Stewards, a stoppage is caused deliberately, the driver concerned may have his times from that session cancelled (in substitution or in addition to other available penalties) and may not be permitted to take part in any other practice session.

**33.8** In the event of a driving infringement during any practice session the Stewards may delete a drivers lap time (or lap times) or drop the driver such number of grid positions as they consider appropriate. Unless it is completely clear that a driver committed a driving infringement any such incident will normally be investigated after the relevant session: certain penalties imposed shall not be subject to appeal.

Where appropriate, regard will also be given to the provisions of Article 18.

**33.9** All cars abandoned on the circuit during any session will be brought back to the pits as soon as possible and may participate in the subsequent session.

**33.10** Should the qualifying session be interrupted, no protest can be accepted as to the possible effects of the interruption on the qualification of drivers admitted to start.

**33.11** All laps covered during each qualifying practice will be timed. With the exception of a lap in which a red flag is shown, each time a car crosses the Line it will be deemed to have completed one lap.

**33.12** During any qualifying session if any driver causes the session to be stopped (red flag) or neutralised under «Full Course Yellow» the best lap time achieved in that session until that moment by the driver involved will be cancelled.

If a driver is not directly responsible for the incident, or if a car stops due to a technical problem that has not been directly caused by the driver or team/competitor (as accepted by the Technical Delegate), the Stewards may decide not to apply this penalty to the driver.

The Stewards decisions concerning any lap time cancellation for this reason are not deemed to be appealed.

#### **34. STOPPING THE PRACTICE**

**34.1** Should it become necessary to stop the practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the red flag and the abort lights will be shown at the Line. Simultaneously, red flags will be shown at all the marshals' posts.

**34.2** When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly back to their respective pits; parking in the fast lane is forbidden.

**34.3** All cars abandoned on the track will be removed to a safe place.

#### **35. THE GRID**

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

**35.2 a)** Any driver whose best qualifying lap of the first qualifying exceeds 107% of the fastest time will not be allowed to take part in the Race 1.

**b)** Any driver whose best qualifying lap of the second qualifying exceeds 107% of the fastest time will not be allowed to take part in Race 2.

**c)** However, under exceptional circumstances, which may include setting a lap time in a previous free practice session, the Stewards may permit the car to start the race.

Should more than one driver be accepted in this manner, their order will be determined by the Stewards. In neither case may a competitor appeal against the Stewards' decision.

**35.3 a)** The starting grid for Race 1 will be drawn up in the order of the fastest time achieved by each driver in the first qualifying practice session.

**b)** Should two or more drivers have set identical times during qualifying, priority will be given to the one who set it first.

**c)** Once the grid has been established in accordance with Article 35.3 a) and b), grid position penalties (if any) will be applied to the drivers in question in the order in which the offences were committed.

**35.4 a)** The starting grid for Race 2 will be drawn up in the order of the fastest time achieved by each driver in the second qualifying practice session

**b)** Should two or more drivers have set identical times during qualifying, priority will be given to the one who

set it first.

c) Once the grid has been established in accordance with Article 35.4 a) and b), grid position penalties (if any) will be applied to the drivers in question in the order in which the offences were committed.

**35.5** The final starting grid of Race 1 will be published 60 minutes before start of the formation lap of Race 1.

**35.6** The final starting grid of Race 2 will be published 60 minutes before start of the formation lap of Race 2.

**35.7** The rows on the grid will be separated by at least 8 metres.

## **36. BRIEFING**

**36.1** A briefing by the Race Director will take place, preferably on the day before the free practice. All drivers entered in the Competition, and their competitors' appointed representatives, must be present throughout the briefing; any absence may result in disqualification from the race. If the Race Director considers that another briefing is necessary, this will take place at a time and place agreed with the Stewards. The drivers and the competitors' representatives will be informed accordingly.

## **37. STARTING PROCEDURE**

**37.1** 20 minutes before the time for the start of the formation lap of Race 1 and Race 2 the pit exit will be opened and the cars will be permitted to leave the pits to cover a reconnaissance lap. At the end of this lap, they will stop on the grid in starting order with their engines stopped.

Should they wish to carry out an extra reconnaissance lap, this must be done by driving through the pit lane at the authorised pit lane speed between laps.

Any car that does not finish the reconnaissance lap and does not reach the grid or the pit lane under its own power will not be permitted to start the race from the grid.

After the race, the car will be brought back to the pit lane.

**37.2** 12 minutes before the time for the start of the formation lap of Race 1 and Race 2 a warning signal announcing the closing of the pit exit in 2 minutes will be given.

10 minutes before the time for the start of the formation lap of Race 1 and Race 2 the pit exit will be closed and a second warning signal will be given. Any car which is still in the pits can start from the pits, but only under the direction of the marshals. It may be moved to the pit exit only with the driver in position.

Where the pit exit is immediately after the Line, all such cars may then join the race once the whole field has passed the end of the pit lane for the first time after the start.

Where the pit exit is immediately before the Line, cars will join the race as soon as the whole field has crossed the Line after the start.

**37.3** The use of an external battery is authorised only on the starting grid, in the working area on the "inner pit lane" in front of the competitor's garage, and in the waiting area at the end of the pit lane in case of a start from there.

**37.4** The approach of the start will be announced by signals shown ten minutes, five minutes, three minutes, one minute and finally fifteen seconds before the start of the formation lap, each of which will be accompanied by an audible warning.

When the ten-minute signal is shown, everybody except drivers, officials and competitor technical staff must leave the grid.

Wheel changes on the starting grid may only be allowed prior to the five-minute signal.

When the five-minute signal is shown, all cars must have their wheels fitted. After this signal, wheels may only be removed in the pits.

A drive-through penalty will be imposed on any driver whose car did not have all its wheels fully fitted at the five-minute signal. At the three-minute signal, the cars must be resting on their wheels.

A drive-through penalty will be imposed on any driver whose car was not resting on its wheels at the three-minute signal.

When the one-minute signal is shown, engines will be started and all competitor technical staff must leave the grid by the time the 15-second signal is given, taking all equipment with them.

Fuelling on the grid is prohibited.

**37.5** Fifteen-second signal: 15 seconds after this signal a green flag/light will be shown at the front of the grid whereupon the cars will begin a formation lap, maintaining their starting order. The cars will be followed by a race-closing car. During this lap, practice starts are forbidden and the formation must be kept as tight as possible.

Overtaking during the formation lap is only permitted if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order.

Any driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must start the race from the back of the grid. If more than one driver is affected, they must form up at the back of the grid in the order in which they left to complete the formation lap. If the Line is not situated in front of the pole position, for the purposes of this article only, it will be deemed to be a white line one metre in front of pole position.

**37.6** If any driver needs assistance after the 15-second signal, he must indicate this to the marshals.

If the car is still unable to start the formation lap, it will be pushed into the pit lane by the shortest route and the mechanics may work on the car again.

Any driver being pushed from the grid may not attempt to start his car until in the pit lane.

In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

When leaving the grid, all drivers must proceed at a greatly reduced speed until clear of any competitor personnel standing beside the track.

Marshals will be instructed to push any car (or cars) which remain on the grid into the pit lane by the shortest route immediately after all cars able to leave the grid have done so.

**37.7** When the cars have come back to their respective grid positions, a green flag will be shown behind the last grid row. The Starter will then show a 5-second signal, and will then switch on the red light. Normally, the time lapse between switching on the red lights and extinguishing them will be between 0.2 and 3 seconds. The race will be started by extinguishing the red lights.

**37.8** If, after returning to the starting grid at the end of the formation lap, a problem arises, the following procedures shall apply:

a) If a car develops a problem that could endanger the start, the driver must immediately indicate this to the marshals and the marshal responsible for that row must immediately wave a yellow flag. If the Race Director decides the start should be delayed, the green lights will be illuminated two seconds after the abort lights, a board saying "EXTRA FORMATION LAP" will be displayed, and all cars able to do so must complete a further formation lap whilst the car which developed the problem is moved into the pit lane.

Any driver being pushed from the grid may not attempt to start the car.

The competitor may then attempt to rectify the problem and, if successful, the car may then start from the end of the pit lane. Should there be more than one car involved, their starting order will be determined by the order in which they reached the end of the pit lane.

Each time this happens, the race will be shortened by one lap.

**b)** If any other type of problem arises, and if the Race Director decides the start should be delayed, the following procedures shall apply:

- 1)** If the race has not been started, the abort lights will be switched on, a board saying "DELAYED START" will be displayed, all engines will be stopped and the new formation lap will start 5 minutes later with the race distance reduced by one lap. The next signal will be the three-minute signal. Each time this happens, the race will be shortened by one lap.
- 2)** If the race has been started, the marshals alongside the grid will wave their yellow flags to inform the drivers that a car is stationary on the grid.
- 3)** If, after the start, a car is immobilised on the starting grid, it shall be the duty of the marshals to push it into the pit lane by the fastest route.
- 4)** If the driver is unable to start the car whilst it is being pushed, his mechanics may attempt to start it in the pit lane. If the car then starts, it may re-join the race.

**37.9** All cars starting from the pit lane must be stopped by the marshals at the pit lane exit. These cars are considered to have started as soon as released by the marshals. The lights at the pit lane exit must be strictly observed.

Cars starting from the pit lane will have completed their first lap as soon as they cross the start/finish line for the first time.

If the pit lane exit is before the line, cars starting from the pit lane will have completed their first lap as soon as they cross the start/finish line for the second time.

**37.10** Unless specifically authorised by the FIA, during the start of a race the pit wall must be kept free of all persons with the exception of one person per car, properly authorised officials and fire marshals, all of whom shall have been issued with and shall be wearing the appropriate pass.

**37.11** A penalty under Article 16.3 a) or b) may be imposed for a false start if so reported by start line judges, judges of fact, the Race Director or the Starter.

**37.12** Only in the following cases will any variation in the start procedure be allowed:

- a)** If it starts to rain after the five-minute signal but before the race is started and, in the opinion of the Race Director, competitors should be given the opportunity to change tyres, the abort lights will be shown on the Line and the starting procedure will begin again at the 15-minute point.
- b)** If the start of the race is imminent and, in the opinion of the Race Director, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, the abort lights will be shown on the Line and information concerning the likely delay will be displayed on the timing monitors. Once the start time is known, at least ten minutes' warning will be given.
- c)** If the race is started behind the Safety Car, Article 39 will be applied.

**37.13** The Stewards may use any video or electronic means to assist them in reaching a decision. The Stewards may overrule judges of fact. A breach of the provisions of the Code or these Sporting Regulations relating to the starting procedure may result in the disqualification of the car and drivers concerned from the Competition.

## **38. THE RACE**

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

**38.2** If a car stops during the race, it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him. If any such assistance results in the engine starting and the driver re-joining the race, the car will be excluded from the results of the race.

**38.3** During the race, drivers leaving the pit lane will do so only when the light at the pit lane exit is green and under their own responsibility. A marshal with a blue flag, or a blue flashing light, will also warn the driver if

cars are approaching on the track.

### **39. SAFETY CAR**

**39.1** The safety car will be driven by an FIA-approved driver and an FIA-approved observer capable of recognising all the competing cars, who is in permanent radio contact with race control.

**39.2** Five minutes before the pit lane opens, the safety car will take up position at the front of the grid and remain there until the five minute signal is given. At this point (except under 39.15 below) it will cover a whole lap of the circuit and take up position.

**39.3** The safety car may be brought into operation to neutralize a race upon the order of the Race Director / Clerk of the Course.

It will be used only if competitors or officials are in immediate physical danger but the circumstances are not such as to necessitate suspending the race.

**39.4** When the order is given to deploy the safety car, all marshals' posts will display waved yellow flags and "SC" boards for the duration of the intervention.

**39.5** No car may be driven unnecessarily slowly, erratically or in a manner which is deemed potentially dangerous to other drivers or any other person at any time whilst the safety car is deployed.

This will apply whether any such car is being driven on the track, the pit entry, the pit lane or the pit exit.

**39.6** The safety car will join the track with its orange lights illuminated and will do so regardless of where the race leader is.

**39.7** All competing cars must then reduce speed and form up in line behind the safety car no more than five car lengths apart.

**39.8** With the exceptions of the cases listed under a) to h) below, no driver may overtake another car on track, including the safety car, until he passes the Line for the first time when the safety car is returning to the pits. However, if the safety car is still deployed at the beginning of the last lap, or is deployed during the last lap, Article 39.14 will apply.

The exceptions are:

- a) If a driver is signaled to do so from the safety car.
- b) Under Article 39.15 below.
- c) When entering the pits a driver may pass another car including the safety car remaining on the track after he has reached the first safety car line.
- d) When leaving the pits a driver, including the safety car may overtake or be overtaken by another car on the track before he reaches the second safety car line.
- e) When the safety car is returning to the pits it may be overtaken by cars on the track once it has crossed the first safety car line.
- f) Whilst in the pit lane or pit exit a driver may overtake another car which is also in one of these three areas.
- g) Any car stopping in its designated garage whilst the safety car is using the pit lane (see Article 37.11 below) may be overtaken.
- h) If any car slows with an obvious problem.

**39.9** When ordered to do so by the Race Director, the observer in the car will use a green light to signal to any cars between it and the race leader that they should pass. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the safety car.

**39.10** The safety car shall be used at least until the leader is behind it and all remaining cars are lined up behind the Leader.

Once behind the safety car, the race leader must keep within five car lengths of it (except under Article 39.12 below) and all remaining cars must keep the formation as tight as possible.

**39.11** Under certain circumstances the Race Director may ask the safety car to use the pit lane. In these

cases, and provided its orange lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.

**39.12** When the Race Director decides that it is safe to call in the safety car, it must extinguish its orange lights; this will be the signal to the drivers that it will be entering the pit lane at the end of that lap.

At this point the first car in line behind the safety car may dictate the pace and, if necessary, fall more than five car lengths behind it.

In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are turned out drivers must proceed at a pace which involves no erratic acceleration or braking or any other manoeuvre which is likely to endanger other drivers or impede the restart.

As the safety car is approaching the pit entry the yellow flags and SC boards will be withdrawn and, other than on the last lap of the race, replaced by waved green flags with green lights at the Line. These will be displayed until the last car crosses the line.

**39.13** Each lap completed while the safety car is deployed will be counted as a race lap.

**39.14** If the safety car is still deployed at the beginning of the last lap, or is deployed during the last lap, it will enter the pits at the end of the last lap and the cars will take the chequered flag as normal without overtaking.

**39.15** Under certain circumstances the race may be started behind the safety car or resumed in accordance with Article 42. In either case, at the five-minute signal its orange lights will be illuminated, this being the signal to the drivers that the race will be started or resumed behind the safety car.

When the green lights are illuminated, the safety car will leave the grid and all drivers must follow in grid order, no more than five car lengths apart, and must respect the pit lane speed limit until they pass pole position. During a race start there will be no formation lap and the race will start when the green lights are illuminated.

Overtaking is only permitted if:

- a) A car is delayed when leaving the grid and cars behind cannot avoid passing it without unduly delaying the remainder of the field, or
  - b) There is more than one car starting from the pit lane and one of them is unduly delayed.
- In either case drivers may only overtake to re-establish the original starting order or the order the cars at the pit exit were in when the race was started.

Any driver delayed in either way, and who is unable to re-establish the original starting order before he reaches the first safety car line, must enter the pit lane and may only join (or rejoin) the race once the whole field has passed the end of the pit lane.

A penalty under Article 16.3 a) will be imposed on any driver who fails to enter the pit lane if he has not re-established the original starting order before he reaches the first safety car line.

## **40. FULL COURSE YELLOW**

**40.1** The Race Director may declare a Full Course Yellow (FCY) if he deems this necessary for safety reasons.

**40.2** When an FCY is declared: a message is displayed on the timing monitors, and all marshal posts will display a waved yellow flag and may display a board with the indication FCY.

**40.3** Once under FCY, cars will slow down safely, but quickly, to 60 km/h and remain in a single line, maintaining their distance to the car in front and the car behind. Overtaking is strictly prohibited under FCY. Any car being driven unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other drivers at any time whilst the FCY is in use will be reported to the stewards. This will apply whether any such car is being driven on the track, the pit entry or the pit lane exit road.

**40.4** During an FCY, the pit lane entry and exit remain open.

**40.5** Any driver causing an FCY is reminded not to speed once he re-joins the track.

**40.6** Once the problem(s) is/are solved, the Race Director will return the track to green; a message will be displayed on the timing monitors and all marshal posts will replace the yellow flags and FCY boards with waved green flags. Racing and overtaking will normally resume without restrictions, regardless of the positions of the cars relative to one another and to the Line.

**40.7** During a race, an FCY period may be followed by a Safety Car intervention if needed.

**40.8** Unless the driver was already in the pit entry for the purpose of serving his drive-through and/or Stop & Go penalty when the FCY procedure was deployed, he may not serve the penalty after the FCY procedure has been deployed.

## **41. SUSPENDING THE RACE**

**41.1** Should it become necessary to suspend the race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Clerk of the Course will order red flags to be shown at all marshal posts and the abort lights to be shown at the Line.

**41.2** When the signal is given, overtaking is forbidden, the pit exit will be closed and all cars must proceed slowly to the red flag line where they must stop in staggered formation. If the leading car on the track is not at the front of the line, any cars between it and the red flag line will be waved off to complete another lap before the race is resumed.

**41.3** Any cars unable to return to the grid as a result of the track being blocked will be brought back when the track is cleared and will be arranged in the order they occupied before the race was suspended.

**41.4** The order of the cars will be determined according to the positions they occupied at the end of the circuit section covered before the decision to suspend the race was taken. All such cars will then be permitted to resume the race.

**41.5** The Safety Car will then be driven to the front of the line of cars behind the red flag line.

Whilst the race is suspended:

- neither the race nor the timekeeping system will stop;
- cars may be worked on once they have stopped behind the red flag line or entered the pits, but any such work must not impede the resumption of the race;
- refuelling and/or removing of fuel is forbidden;
- only competitor personnel and officials will be permitted on the grid.

**41.6** Cars may enter the pit lane when the race is suspended, but a drive-through penalty will be imposed on any driver who enters the pit lane or whose car is pushed from the grid to the pit lane after the race has been suspended. Any car which was in the pit entry or pit lane when the race was suspended will not incur a penalty.

**41.7** All cars in the pit lane will be permitted to leave the pits once the race has been resumed, but any which were in the pit entry or pit lane when the race was suspended will be released before any others. Subject to the above, any car intending to resume the race from the pit exit may do so in the order in which they got there under their own power, unless another car was unduly delayed.

## **42. RESUMING THE RACE**

**42.1** The delay will be kept as short as possible and, as soon as a resumption time is known, competitors will be informed via the timing monitors; in all cases, at least ten minutes' warning will be given.

**42.2** Signals will be shown ten minutes, five minutes, three minutes, one minute, and fifteen seconds before the resumption, and each of these will be accompanied by an audible warning.

**42.3** When the five-minute signal is shown, all cars must have their wheels fitted; after this signal, wheels may only be removed in the pit lane or on the grid during a further race suspension.

**42.4** A drive-through penalty will be imposed on any driver whose car did not have all its wheels fully fitted at the five-minute signal.

**42.5** At the three-minute signal, the cars must be resting on their wheels.

A drive-through penalty will be imposed on any driver whose car was not resting on its wheels at the three-minute signal.

At some point after the three-minute signal, which will be dependent upon the expected lap time, any cars between the red flag line and the leader will be waved off to complete a further lap, without overtaking, and join the line of cars behind the Safety Car.

**42.6** When the one-minute signal is shown, engines should be started, and all competitor personnel must leave the grid by the time the 15-second signal is given, taking all equipment with them. If any driver needs assistance after the 15-second signal, he must indicate this to the marshals and, when the remainder of the cars able to leave the grid have done so, marshals will be instructed to push the car into the pit lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

**42.7** Any driver who is unable to start must indicate this to the marshals. When leaving the grid, all drivers must proceed at a greatly reduced speed until clear of any competitor personnel standing beside the track.

Marshals will be instructed to push any car (or cars) remaining on the grid into the pit lane by the shortest route as soon as all cars able to leave the grid have done so. Any driver being pushed from the grid may not attempt to start his car until in the pit lane and must follow the instructions of the marshals.

**42.8** The race will be resumed behind the Safety Car when the green lights are illuminated. The Safety Car will enter the pits after one lap unless competitor personnel are still clearing the grid or a further incident occurs necessitating another intervention.

When the green lights are illuminated, the Safety Car will leave the grid with all cars following, in the order in which they stopped behind the red flag line, no more than 5 car lengths apart. Soon after the last car in line behind the Safety Car passes the end of the pit lane, the pit exit light will turn green; any car in the pit lane may then enter the track and join the line of cars behind the Safety Car.

**42.9** Overtaking during this lap is permitted only if a car is delayed when leaving the red flag line and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the order before the race was suspended.

Any driver who is delayed leaving the red flag line may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must form up at the back of the line of cars behind the Safety Car. If more than one driver is affected, they must form up at the back of the field in the order in which they left the grid.

**42.10** Either of the penalties under Article 16.3 a) or b) will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the lap. During this lap Article 2.10 of Appendix H will apply.

**42.11** If the race cannot be resumed, the results will be taken at the end of the penultimate lap before the lap during which the signal to suspend the race was given. Drivers who were not actively competing when the race was suspended will not be classified.

### **43. FINISH**

**43.1** The end-of-race signal will be given at the Line as soon as the leading car has completed the full race distance in accordance with Articles 5.5 and 5.6.

**43.2** Should for any reason the end-of-race signal be given before the leading car completes the scheduled number of laps, the race will be deemed to have finished when the leading car last crossed the Line before the signal was given.

Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.

**43.3** After the end-of-race signal, all classified cars must proceed on the circuit directly to the Parc Fermé without any unnecessary delay, without receiving any object whatsoever and without any assistance (except

that of the marshals if necessary).

Any classified car that cannot reach the Parc Fermé under its own power will be placed under the exclusive control of the marshals, who will direct the car to the Parc Fermé.

#### **44. PARC FERMÉ**

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

**44.2** As soon as the end-of-qualifying or end-of-race signal has been shown at the Line, Parc Fermé rules will apply in the area between the Line and the Parc Fermé entrance.

**44.3** The Parc Fermé shall be sufficiently large and secure that no unauthorised persons can gain access to it.

##### **44.4 Parc Fermé after Race 1 and Race 2:**

The Parc Fermé must be positioned as close as possible to the podium, preferably immediately below, with direct access.

As soon as all the cars have crossed the Line, a course car must go round the track to collect any driver who has finished in the first three but is stranded on the circuit.

The drivers must not be delayed in the Parc Fermé. One person, nominated by the master of ceremonies and in radio contact with him, will be responsible for moving the drivers from the Parc Fermé to the podium without delay. Only persons authorised by the master of ceremonies may make contact with the drivers before the end of the TV unilateral interviews.

#### **45. CLASSIFICATION**

**45.1** The car placed first will be the one having covered the scheduled distance in the shortest time. All cars will be classified taking into account the number of complete laps they have covered and, for those which have completed the same number of laps, the order in which they crossed the Line.

**45.2** Only cars which have covered at least 75% of the distance covered by the winner, and have crossed the finish line either as the winner or after the winner, will be classified.

**45.3** The official overall classification will be published after the race. These will be the only valid results subject to any amendments which may be made under the Code and these Sporting Regulations.

#### **46. PODIUM CEREMONIES**

**46.1** The podium ceremony will take place in accordance with the FIA regulations and following the instructions of the Cup promoter.

**46.2** After Race 2, the drivers classified in 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> positions according to Art. 6.3, must attend the prize-giving ceremony on the podium, immediately after the ceremony, make themselves available for a period of 90 minutes for the purpose of unilateral television interviews and the press conference in the media centre.

**46.3** During the podium ceremony, trophies will be presented to:

- 1) the winning driver
- 2) the driver classified 2<sup>nd</sup>
- 3) the driver classified 3<sup>rd</sup>

**46.4** The first three drivers in each qualifying must take part in the post-qualifying Press Conference at the time indicated in the detailed timetable of the Competition. The first three drivers of each race and the first three overall drivers, must take part in the post-race or post-event Press Conferences at the time indicated in the detailed timetable of the Competition. A fine of €1000 euros will be imposed on any competitor who is absent.

## APPENDIX 1

### LIST OF TECHNICAL SPECIFICATIONS OF CARS FOR THE 2019 FIA MOTOR SPORT GAMES: TOURING CAR CUP

#### A – List of the models of cars, and their technical specification:

##### **BoP Chart**

\*These Technical specifications are subject to revision after further analysis based on race performance and decided by the FIA and WSC Ltd.

Compensation Weight (Articles 26.1 and 26.2 of the Motorsport Games: Touring Car Cup Sporting Regulations) to be entirely added on top of the above minimum weights.

This list will be published by the Stewards at the beginning of the Competition.

## APPENDIX 2

### INFORMATION REQUIRED UNDER ARTICLE 9

#### PART A

1. Name and address of the National Sporting Authority (ASN).
2. Name and address of the organiser.
3. Date and place of the Event.
4. Start of the sporting checks and scrutineering on ..... (date) at ..... (time).
5. Start time of each race.
6. Address and telephone, fax number and E-mail of the organiser
7. Details of the circuit, which must include:
  - location and how to get there,
  - length of one lap,
  - number of laps in each race,
  - direction (clockwise or anti-clockwise),
  - location of pit exit in relation to Line.
8. Precise location at the circuit of:
  - Stewards' office,
  - Race Director's office,
  - FIA office,
  - sporting checks,
  - scrutineering, flat area and weighing,
  - Parc Fermé,
  - drivers' and competitors' briefing,
  - official notice board,
  - winner's press conference,
  - press centre,
  - media accreditation centre.
9. The names of the following officials of the Cup appointed by the ASN:
  - Steward,
  - Clerk of the Course,
  - Secretary of the Event,
  - National Chief Scrutineer,
  - National Chief Medical Officer.
10. Any other specific point.

#### PART B (Reserved for the FIA)

1. FIA Stewards,
2. Race Director,
3. Technical Delegate,
4. Press Delegate,
5. Chief Timekeeper  
and, if appropriate,  
Medical Delegate, Observer(s),  
Assistant(s).

#### PART C

Detailed timetable

### **APPENDIX 3**

#### **FEDERATION INTERNATIONALE DE L'AUTOMOBILE**

#### **ENTRY FORM FOR THE 2019 FIA MOTOR SPORT GAMES: TOURING CAR CUP**

Available from the FIA from 1<sup>st</sup> July 2019

as follows:

FIA Sport (TC Commission)  
Chemin de Blandonnet 2 – CH 1215 Genève 15  
Fax : + 41 22 544 44 70  
[www.entryforms.fia.com](http://www.entryforms.fia.com)

### **APPENDIX 4**

*(Car identification - TBD)*