

FIA TCR WORLD TOUR – SPORTING REGULATIONS

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FOREWORD

The FIA organises the 2026 Kumho FIA TCR World Tour (hereinafter the “Tour”), reserved for TCR cars in compliance with the 2026 FIA TCR World Tour Sporting Regulations (hereinafter the “present Regulations”) and the 2026 FIA TCR World Tour Technical Regulations (hereinafter the “Tour Technical Regulations”). The Tour should be considered as an International Championship, as defined by Article 20 of the 2026 FIA International Sporting Code but shall be referred to as the “Tour” throughout this document and throughout the Tour Technical Regulations. The Competitions are organised with the help of the Tour Promoter (hereinafter the “Promoter”). Upon the completion of the Tour, the following titles shall be awarded:

- One title of 2026 Kumho FIA TCR World Tour – Winning Driver
- One title of 2026 Kumho FIA TCR World Tour – Winning Team

The Tour is governed by the 2026 FIA International Sporting Code (hereinafter the “Code”) and its appendices (including Appendix J), the Circuit General Prescriptions (when not contrary to the present Regulations), and the present Sporting Regulations and its appendices specific to the Tour.

1. REGULATIONS

1.1 The final text of the present 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 the present Regulations.

For the sake of brevity, the masculine pronoun may be used to represent a person of either gender.

1.2 The present Regulations come into force from the moment of their publication on the FIA website (www.fia.com) and replace all previous Sporting Regulations.

1.3 In case of discrepancy between the present Regulations and the regulations set out in its appendices, the present Sporting Regulations shall prevail.

1.4 In case of discrepancy between the present Regulations and the local Sporting Regulations of a Tour Competition, the present Regulations shall prevail.

2. GENERAL UNDERTAKING

2.1 All drivers, competitors and officials participating in the Tour 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 (when applicable), the Tour Technical Regulations and the present Sporting Regulations and its appendices.

2.2 The Tour and each of its Competitions are governed by the FIA in accordance with the present Regulations. Competition means any competition counting towards the Tour and registered in the 2026 FIA International Calendar, commencing at the scheduled time for scrutineering and sporting checks and including all practice sessions and the race(s) itself/themselves and ending at either the time for the lodging of a protest under the terms of the Code or the time when a

technical or sporting certification has been carried out under the terms of the Code, whichever is later.

3. GENERAL CONDITIONS

- 3.1** It is the competitor's obligation to ensure that all persons concerned by their entry observe all the requirements of the Code, the Circuit General Prescriptions (when applicable), the Tour Technical Regulations and the Sporting Regulations. If a competitor is unable to be present in person at the Competition, they must nominate their representative in writing.

Throughout the entire duration of the Competition, a 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. LICENCES

- 4.1** All drivers, competitors and officials participating in the Tour must hold current and valid international licences.
- 4.2** The minimum requirement for drivers is a Grade ITD-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, either included on the competition licence or in an attached document.

5. TOUR COMPETITION

- 5.1** Each Competition will have the status of a restricted international Competition and will follow one of the competition formats provided in the appendices of the present Regulations.
- 5.2** Competitions are reserved for the following cars:
TCR cars as defined by the applicable Tour Technical Regulations and which have been certified by WSC Ltd, provided that they have the TCR Technical Form issued by WSC Ltd.
- 5.3** Except in extraordinary circumstances, the Tour will feature Competitions of two or three races each. The number and duration of the races will depend on the format selected for the Competition.
- 5.4** The minimum number of Competitions in the Tour in order to award the titles is 6.
- 5.5** The definite list of Competitions is published by the FIA before 1 January of each year.

- 5.6 A Competition which is cancelled with less than three months' written notice to the FIA will not be considered for inclusion in the following year's Tour unless the FIA judges the cancellation to be a case of force majeure.
- 5.7 A Competition may be cancelled if fewer than 16 cars are entered.
- 5.8 In case of need, the race format of the Competition may be adapted to fit the general timetable. In this case, the Promoter will notify the drivers and competitors, and the Stewards of the meeting shall issue a bulletin about any possible amendments to sporting procedures due to the different race format required.
- 5.9 The Promoter shall define each Competition's logistic instructions and access information. The allocation of space by the Promoter is binding. There shall be no claim on special paddock, pit area and/or access time. Access and allocation of areas will be made upon instructions by the Promoter, and competitors shall strictly respect these instructions.
- 5.10 All unloading of the cars shall be under supervision of the Promoter.
- 5.11 Each competitor and driver shall attend any marketing and promo activities planned by the Promoter. Failure to attend such activity without justifiable reason may result in a penalty from the Stewards. The Promoter will be responsible for reporting and providing evidence for each case.

6. WORLD TOUR TITLES

- 6.1 The title of Kumho FIA TCR World Tour – Winning Driver will be awarded to the full-season driver who has scored the highest number of FIA TCR World Tour points (hereinafter, "Tour points"), taking into consideration all the results obtained during the Tour Competitions of the season.
- 6.2 The title of Kumho FIA TCR World Tour – Winning Team will be awarded to the full-season Team, registered in compliance with Article 13, which has scored the highest number of Tour points, taking into consideration the results obtained during the Tour Competitions of the season.
- 6.3 All drivers and teams competing in the FIA TCR World Tour Competitions are eligible to score points for the FIA TCR World Tour and the TCR World Ranking.
- 6.4 Before the end of scrutineering of each Competition, competitors must declare a maximum of three eligible drivers who will be considered for scoring points towards the Team's title (as per Article 6.2). The points scored as per Articles 6.6 and 6.7 by the best two classified drivers of the three declared will be counted towards the Team's title. Any other driver of the same competitor shall not score points towards the Team's title, and the points for the positions in which they are classified shall not be re-allocated.
- 6.5 For all titles, points will be awarded after the publication of the final qualifying and race results.
- 6.6 At each Competition, Tour points will be awarded to drivers for Qualifying according to the following scale:

Position	Points
1st	: 15 points
2nd	: 10 points

3rd	:	8 points
4th	:	6 points
5th	:	4 points
6th	:	2 points

6.7 At each competition, drivers will be awarded Tour points as per below:

For each race according to the following scale:

1st	:	30 points
2nd	:	25 points
3rd	:	22 points
4th	:	20 points
5th	:	18 points
6th	:	16 points
7th	:	14 points
8th	:	12 points
9th	:	10 points
10th	:	8 points
11th	:	6 points
12th	:	4 points
13th	:	3 points
14th	:	2 points
15th	:	1 point

To be eligible to score points, a car must cross the Finish Line on the track (not in the pit lane) 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 Article 48, cars that do not cross the Finish Line on the track (not in the pit lane) 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 season will count for the final classifications.

6.8 If a race is suspended under Article 44 and cannot be resumed under Article 45, no points will be awarded if the leader has completed less than two laps. Half points will be awarded if the leader has completed more than two laps but less than 75% of the original race duration (excluding the final lap), and full points will be awarded if the leader has completed more than 75% of the original race duration (excluding the final lap). In all cases, for points to be awarded, the leader must have completed at least one lap under green-flag conditions, i.e. outside Full Course Yellow or Safety Car.

The 75% point shall be determined based on the format of the Competition and shall be stated in Appendix 5 of the Competition.

6.9 If requested by the FIA, the winning driver and any other title winner must be present at the annual FIA Prize-Giving ceremony. All competitors shall use their best endeavours to ensure that their driver attends as aforesaid. Any such driver who is absent will be liable to a fine, except if the FIA agrees that the absence was due to 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. Where the division produces a fraction, points shall be rounded up to a full number.

7.2 If two or more drivers finish the season with the same number of Tour points, they shall be ranked by the following criteria, applied in order until the tie is broken:

- a) The holder of the greatest number of first places in races across the season,
- b) If still tied, the holder of the greatest number of second places in races across the season,
- c) If still tied, the holder of the greatest number of third places in races across the season, and so on (countback of Race finishing positions),
- d) If still tied, highest number of first places in Qualifying across the season; and so on (countback of Qualifying positions);
- e) If this procedure fails to produce a result, the FIA will nominate the winner according to such criteria as it deems fit.

7.3 The updated Tour season standings shall be published after each Competition and shall be based on the total Tour points scored by each Driver in all Competitions completed to date. During the season, tie-breaks for published standings shall be resolved using the same criteria as set out in Article 7.2.

8. ORGANISER

8.1 An application to organise a Competition must be made to the ASN of the country in which the Competition is to take place, which will in turn apply to the FIA.

9. ORGANISATION OF THE COMPETITION

9.1 Each organiser, via its ASN, shall supply to the FIA no later than 90 days before the Competition, in English language:

- a) Insurance documents as per Article 10,
- b) Information set out in Appendix 5, part A,
- c) Detailed Competition timetable,
- d) Organisation Agreement.

Part B of Appendix 5 will be completed by the FIA and returned to the ASN concerned no later than 30 days before the Competition.

10. INSURANCE

- 10.1** The organiser of a Competition must ensure that all competitors, their personnel and drivers are covered by third party insurance.
- 10.2** Ninety (90) days before the Competition, the organiser, via its ASN, must send the FIA the mandatory insurance documents in the English language. The Organiser's insurance coverage for the Competition has to be deemed sufficient by the FIA, and the information shall be made available to the competitors upon request. The insurance must amongst other things fulfill the following points, whilst the complete requirements shall be communicated by FIA.
- a) The insurance certificate must, among other points, name the FIA.
 - b) The insurance premium must guarantee adequate Public Liability Insurance cover in respect of accidental personal injury or property damage to third parties.
 - c) A total minimum of €10 million Public Liability Insurance cover for each and every occurrence and not aggregated is required subject to any applicable national law exemptions. If an applicable national law exemption is to be relied upon then a statement from a qualified lawyer with justification for the exemption in the territory should be included in the document submissions.
 - d) Public Liability cover shall be in addition to and without prejudice to any personal insurance policy held by a competitor or any other person or legal entity taking part in the Competition.
 - e) The insurance cover must be in effect from the set-up to dismantling of the Competition.
- 10.3** Drivers taking part in the Competition are not third parties with respect to one another.

11. FIA DELEGATES

- 11.1** For the Tour, the FIA will nominate the following Delegates who may have assistants:

- Technical Delegate.

It may also nominate:

- Sporting Delegate,
- Medical Delegate,
- Media Delegate,
- Safety Car driver,
- Observer,
- Advisor to the Stewards, whose status and role are defined in Article 11.3 of the present Regulations,
- "Incident Camera" Delegate,
- Pitlane Delegate.

- 11.2** The role of the FIA delegates is to help the officials of the Tour in their duties, to see within their fields of competence that all the Regulations governing the Tour are respected, to make any

comments they deem necessary and to draw up any necessary reports concerning the Competition.

- 11.3** The Advisor 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 Tour. The Advisor's 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 Advisor must attend the meetings of the Stewards but without the right to vote.
- 11.4** The Technical Delegate nominated by the FIA will be responsible for scrutineering and will have full authority over the national scrutineers.

12. OFFICIALS

12.1 The following officials, who may have assistants, will be nominated by the FIA and, during the Competition will be responsible for FIA TCR World Tour races and, in exceptional circumstances, for Competitions of other international series which are held at the same circuit during the same weekend:

- One international steward, who in conformity with Article 11.3.2 of the Code, will officiate as the steward panel's chair,
- Race Director.

12.2 The following officials will be nominated by the ASN and their names sent to the FIA at the same time as Appendix 5, part A:

- Two Stewards (one with the agreement of the Promoter),
- The Clerk of the Course,
- The National Chief Scrutineer,
- Five local scrutineers in addition to the National Chief Scrutineer,
- The National Chief Medical Officer.

12.3 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) Neutralisation of practices and races (Safety Car and Full Course Yellow),
- f) Suspending and resuming the race.

- 12.4** 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.
- 12.5** 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.

13. COMPETITORS' APPLICATIONS

- 13.1** Competitors' applications shall be managed by the Promoter.
- 13.2** The maximum number of full-season entries is limited to 16 cars.
- 13.3** The 2026 full-season entries will be accepted between 27 March to 10 April 2026. The entry shall be submitted via the entry form available here:
<https://entryform.fiatcrworldtour.com/entryform>.
- 13.4** The FIA TCR World Tour full-season entry fee is 65,000 euros per each car entered by the competitor.
- 13.5** Each application, full-season and race-by-race, shall include:
- a) Confirmation that the applicant has read and understood the Code, the Tour Technical Regulations and the FIA TCR World Tour Sporting Regulations and agrees, on their own behalf and on behalf of everyone associated with their participation in the Tour, to observe them,
 - b) The name of the competitor (as it appears on the licence) and the competitor's licence issued by the respective ASN,
 - c) For each registered driver – a colour copy of the driver's licence (including starting authorisation and medical certificate) issued by the respective ASN,
 - d) The make of the competing car(s),
 - e) TCR Technical Form QR code.
- 13.6** The FIA entry list for each Competition, except for Competition using Format 2 (Macau), will be published on the Friday the week prior to the beginning of each Competition. The Promoter shall provide FIA with all the documentation required as per Article 13.5 of the present Regulations by Monday the week prior to the beginning of each Competition.
- 13.7** If, in the opinion of the FIA, a competitor fails to operate their team in a manner compatible with the standards of the Tour or in any way brings the Tour into disrepute, the FIA may exclude such competitor from the Tour, and such decision shall be unappealable.

14. PASSES

- 14.1** All Competitor staff and members must always wear an appropriate pass or credentials when at the circuit in a clearly visible manner during the Competition.
- 14.2** A pass must be used only by the person and for the purpose for which it was issued.

15. INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

- 15.1** The official notice board of the Tour is the digital notice board accessible via <https://fia-tcr-world-tour.vii-results.com/notice-board>. Additional event information will be available for Competitors via the TCR App. The TCR App will also be used for all communication with Race Control during track sessions. Certain information on the App may be accessible by registered competitors only.
- 15.2** The Stewards may give instructions to competitors by means of Bulletins or Communications in accordance with the Code. The Race Director may give instructions to competitors by means of communication in accordance with the Code. These bulletins and communications will be distributed to all the competitors via the digital notice board, unless specified otherwise. No individual signature of these is required by competitors. Any information published on the digital notice board is immediately valid, and each competitor is responsible for monitoring and adhering to the instructions of the communication during the entire Competition.
- 15.3** Apart from communication via the digital notice board, official instructions and communications to competitors may also be given via a dedicated radio channel, Race Director chat system (TCR App or another platform), through the timekeeping screens and other means identified in the FIA event visa or stipulated in a Stewards' bulletin.
- 15.4** All classifications and results of practice and the race, as well as all decisions, communications and bulletins issued by the officials, will be posted on the digital notice board only, unless otherwise specified in the FIA event visa or Stewards' bulletin.
- 15.5** Any decision or communication concerning a particular competitor must be given to him within twenty-five minutes of such decision. This deadline of the decision or communication can be extended in case the competitor is informed of the delay in advance. From the moment a decision is published on the digital notice board, it is considered to have been acknowledged by the competitor. For appealable decisions, the appeal time starts from the moment the decision is published on the digital notice board.
- 15.6** Any changes to Race starting procedures outlined in Race Director's competition notes and drivers' briefing notes shall be communicated to Competitors at the latest ninety (90) minutes before the opening of the pitlane of the race that is affected by these changes.

16. TESTING

- 16.1** With the submission of their registration, all drivers participating in the Tour agree to take part in all official collective testing sessions organised by the Promoter of the Tour, subject to FIA approval of such testing sessions. Official collective testing sessions may be organised by the Promoter at any time during the season. All costs related to such tests shall be borne by the competitors, unless otherwise specified by the Promoter. Promotional or demonstration activities (including VIP laps) organised by the Promoter are permitted only with prior FIA approval.

- 16.2** The following restrictions apply to full-season drivers:

From the closing of the full-season registrations, and until the last Competition of the season, testing, competing or any other type of driving is not permitted with a TCR car or any other type

of touring car at any circuit hosting a Tour Competition before the Tour Competition takes place, except for the following cases:

- a) If the driver is competing as a full-season entry in another TCR series in which they are taking part in every event of the series (with the exception to those clashing with a Tour Competition), and one of the said Competitions is taking place at the same circuit as the Tour Competition, and their participation in the series has been announced or shared with the media prior to closing of the Tour's full-season registrations and with FIA informed accordingly before the same deadline;
- b) If a driver wants to compete in one of the support series running the same weekend as the Tour Competition, providing that FIA was informed at least three weeks prior to the start of the said Tour Competition and has granted the driver explicit permission.

16.3 Any breach of Article 16 of the present regulations may result in one or more of the following penalties being applied at the discretion of the Stewards:

- a) Disqualification from the Competition concerned;
- b) Drop of grid positions in the next race;
- c) Loss of Tour points;
- d) Fine.

17. INCIDENTS

17.1 "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 44;
- b) Constituted a breach of the present 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.

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.

17.2 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.

- a) If an Incident is under investigation by the Stewards, a message informing all competitors which driver or drivers are involved will be communicated.

- b) If a driver or competitor is involved in a collision or Incident (see Article 17.1) and has been informed of this by the Stewards no later than thirty (30) minutes after the end of the session, he must not leave the circuit without the consent of the Stewards.

17.3 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 according to Art. 12.3.1 of ISC, on any driver involved in an Incident.

- a) A warning
- b) A reprimand
- c) A fine
- d) Deletion of a driver's lap time
- e) A time penalty. The imposed penalty time is added to the race time of the driver concerned.
- f) A drive-through penalty. The driver must enter the pit lane and re-join the race without stopping.
- g) A Stop & Go time penalty. The driver must enter the pit lane, stop for at least ten (10) seconds in front of the garage that has been assigned to them and re-join the race immediately, unless the engine stops (Article 17.4 b). No other work on the car will be allowed during the application of the penalty.
- h) A drop of any number of grid positions at the driver's next applicable race, including "back of the grid" penalty.
- i) A drop of places in the classification of the Race.
- j) However, should either of the penalties under f) and g) above be imposed and notified during the last three laps, or during the last 5 minutes of a race that is run on schedule, or after the end of the race, Article 17.4 a) and b) below shall not apply and a time penalty of thirty (30) seconds in case f) and thirty (30) seconds and the time given in case g) shall be added to the elapsed time of the car concerned.
- k) A disqualification
- l) Loss of Tour points

17.4 Should the Stewards decide to impose one of the penalties provided for in Article 17.3 f) or g), the following procedure shall be applied:

- a) From the time the Stewards' decision is notified via the applicable official communication channel, the relevant driver and their 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 17.3 g), proceeding to the inner lane allocation of the relevant car 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 their 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 or under Full Course Yellow will be added to the one-lap maximum.

The period behind the Safety Car will only end once the Safety Car has entered the pit lane and the cars have crossed the Line.

- 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 their car by themselves, they may be helped by their mechanics, solely for the purpose of starting the engine.

- c) When the time penalty period has elapsed, the driver may re-join the race.

18. PROTESTS AND APPEALS

18.1 Protests and petitions for Right of Review shall be made in accordance with the Code and be accompanied by a fee of €1,000 (one thousand euros) as well as, where applicable, a deposit required under Article 13.4.3 of the Code.

18.2 Appeals shall be made in accordance with the Code and accompanied by a fee of €6,000.

18.3 Appeals may not be made against:

- a) Penalties imposed under Articles 17.3 b), d), e), f), g), h), i), j), or l);
- b) Any decision taken in accordance with Article 13.7;
- c) Any driver's penalty points imposed by the stewards in relation to Article 19.3;
- d) Any penalty imposed under Articles 28.1 and 28.2;
- e) Any decision taken by the stewards in relation to Article 29.3;
- f) Any decision taken by the Stewards in relation to Article 30;
- g) Any penalty imposed under Article 37.10;
- h) Any decision taken by the stewards in relation to Article 38.4;
- i) Any decision taken by the Stewards in relation to Article 39.

19. SANCTIONS

19.1 The Stewards may inflict the penalties specifically set out in the present Regulations in addition to or instead of any other penalties available to them under the Code.

19.2 Any driver who receives three reprimands in the same season, upon the imposition of the third one, will be given a ten-place grid penalty at the driver's next race.

The same rule will be applied for the next 3 reprimands he may receive, and so on until the end of the season.

The ten-place grid penalty will only be imposed if at least two of the reprimands were imposed for a driving infringement.

When a ten-place grid penalty cannot physically be applied, any other penalty may be applied at the Stewards' discretion.

- 19.3** In addition to any penalty applied under Article 17.3, the Stewards may impose penalty points on the driver concerned. If a driver accrues 12 penalty points, he will be suspended for the following competition, following which 12 points will be removed from their record.

Penalty points will remain on a driver's record for a period of 12 months, after which they will be respectively removed on the 12-month anniversary of their imposition.

20. CHANGES OF DRIVER

- 20.1** In the event that the driver who was nominated at the time of the sporting checks is no longer able to take part in the competition as a result of force majeure, a request may be made to the Stewards to replace the driver.
- 20.2** Any duly authorised new driver may score points for the TCR World Tour under a race number different from the one of the driver replaced.

21. TIMEKEEPING

- 21.1** Each driver must use the timing transponder supplied by the Official Timekeeper throughout the Competition. All competitors are themselves responsible for obtaining this transponder, at their own expense, and for the correct installation and functioning thereof. This transponder must be installed in strict compliance with the relevant instructions.

22. DRIVING

- 22.1** Unless otherwise specified in the format of the competition, for the duration of the competition, a car can be driven by one driver. The driver must drive their car alone and unaided.

23. NUMBER OF CARS ALLOWED TO PARTICIPATE

- 23.1** The number of cars allowed to take part in practice and to start the races is as provided for in Supplement n°2 of Appendix O to the Code.

24. RACE NUMBERS AND NAME OF CAR

- 24.1** Each car will carry the driver's race number of its driver. Race numbers will be allocated by the Promoter. For full-season entries, Promoter shall reserve the 3-digit race number starting from n.100 to n.300.
- 24.2** Race number branding must be in conformity with the provisions specified in Appendix 5 of the Competition and shall be published before each Competition by the Promoter.
- 24.3** 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. All elements should be in conformity with the provisions specified in Appendix 5 of the Competition.
- 24.4** Before scrutineering, competitors must affix the organiser's and Promoter's advertising on their car according to the provisions specified in Appendix 5 of the Competition.

25. SPORTING CHECKS AND SCRUTINEERING

- 25.1** Each competitor must have all documents required by Article 13 available together with the various documents relating to their car.
- 25.2** At each Competition, the FIA or FIA appointee will check all the sporting documents required by the Regulations during a dedicated time of the sporting checks.
- 25.3** At each Competition, the Technical Delegate with assistants will conduct scrutineering checks.
- 25.4** The list of competitors, drivers and cars allowed to take part in the Competition will be published by the Stewards after the end of the sporting checks and scrutineering.
- 25.5** No competitor, driver or other person concerned with a car can be required to sign any discharge of liability.
- 25.6** Each car is identified by the number of its TCR Technical Form QR code. The TCR Technical Form can be accessed via: <https://technicalform.wsc.group/>.
- 25.7** 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 5 specific to a Competition for organisational reasons.

Scrutineering will take place in the location specified in the FIA event visa and/or the Race Director's Competition notes. Unless a waiver is granted by the Stewards, competitors who do not keep to the time limits set in Appendix 5 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.

25.8 The scrutineers may:

- a) Check the eligibility of a car or of a driver's equipment (cf. Articles 31.1 and 34.13 of the present Regulations) at any time during the Competition.

All competitors must submit for each vehicle the following original documents to the Technical Delegate at the latest at scrutineering for the first competition in which they take part, and whenever requested:

- WSC Ltd TCR technical form QR code,
 - Homologation form for the safety cage,
 - Certification for the catalytic converter,
 - Fuel tank certification.
- 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 Code, the 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.

25.9 On-board Incident camera

- a) Throughout the Competition, the competitor must have installed in their car a camera as specified by the Promoter. It is the responsibility of each competitor to obtain the camera system and to install it in strict compliance with the relevant instructions.
 - i. The camera and associated equipment must be installed in the car with view pointed in a forward direction with a field of vision sufficiently wide enough to always record clearly and without obstruction the Driver's view of the track ahead.
 - ii. The camera position must be approved by FIA/Promoter Representative to ensure correct field of vision.
 - iii. The competitor shall be required to ensure that an SD card is installed in the camera and that it is switched on and functioning in the correct manner prior to the car entering the track for each session of the Competition.
 - iv. The camera must remain functioning and record to the SD card for the entire time that the car is in the pit lane and on the track.
 - v. The lens shall be clean at all times – including clean of film.
 - vi. Competitors are responsible that the camera is always properly charged to record all sessions in full.
 - vii. Each SD card will be collected by WSC/FIA operator in the Parc Fermé and/or after each session. In such cases, a new empty SD card will be replaced by the WSC/FIA operator.
 - viii. Remind to remove the film from the lens (if there).
 - ix. Randoms checks shall be made by the Technical Delegate and his assistants.
- b) Nothing may obstruct the camera picture, and it is the responsibility of the competitor to ensure the functionality of the camera system at all times.
- c) The weight of the camera system is included in the minimum weight of the car.
- d) The FIA officials may recover the footage after any practice sessions and races. The footage can only be used by the FIA officials. It is the responsibility of the competitor to ensure that the card and the video data of each session are available at any time during the Competition. Non-compliance is subject to a penalty from the Stewards.
- e) Once the installation of the camera system has been validated by the Promoter, it is strictly forbidden for the competitor to manipulate cameras directly, on pain of a penalty that may go as far as disqualification.

25.10 On-board TV camera footage recording system

- a) For cars appointed to carry an on-board TV camera footage recording system, the weight of the system shall be included in the minimum racing weight of the car as defined by the Tour Technical Regulations.

25.11 Competitors' camera

- a) Cars may carry an on-board camera provided by each competitor for training or learning purposes. This camera shall be positioned always second in priority relative to the on-board incident camera (Article 25.9 of the present Regulations) in terms of clarity of view.
- b) The installation of this camera must be approved beforehand by the Promoter. If approved, it must be installed before scrutineering of the car and in compliance with the following safety requirements:
 - i. The fixing device must withstand a deceleration of 25 g without detaching.
 - ii. 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 Tour Technical Regulations.
- d) The Promoter and/or the FIA may approve the Competitor's on-board camera to be used as an on-board incident camera as per Article 25.09 in which case Article 25.09 will apply for this camera and a second camera will not be permitted to be installed.

25.12 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.

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

25.14 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.

25.15 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 Tour Technical Regulations.

25.16 FIA reserves the right to mandate the use of an Accident / Incident Data Recorder. If mandated, this unit must be used throughout the Competition by each competitor. This unit must be installed in strict compliance with the relevant instructions. All competitors are themselves responsible for obtaining this system and for the correct installation and functioning thereof. The weight of the unit and its equipment is included in the minimum weight of the car.

26. BRIEFING

26.1 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 Competition. 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.

27. SUPPLY OF TYRES IN THE TOUR DURING THE COMPETITION

- 27.1** The FIA will register reference tyres for the Tour (dry- and wet-weather tyres). The Stewards will publish the list of control tyres selected by the Technical Delegate at the first Competition of the Tour.
- 27.2** All tyres must be used as per the instructions supplied by the Official Tyre Supplier of the Tour. They must comply with the specification determined by the reference tyres for the Tour.
- 27.3** 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.
- 27.4** All new tyres must be collected during the Competition concerned from the Official Tyre Supplier of the Tour.
- 27.5** A new tyre is a tyre that has not been previously registered and/or allocated to the competitor in the given Tour season by the Official Tyre Supplier. A used tyre is a tyre that has been previously registered and/or allocated to the competitor in the given Tour season by the Official Tyre Supplier.
- 27.6** Control of tyres:
- a) The control of the tyres will be carried out according to a process defined by the FIA.
 - b) Each tyre must be equipped with a specific barcode number moulded on the outer sidewall, approved by the FIA.
 - 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 Technical Delegate for allocation prior to the end of initial scrutineering via the following link: <https://tyredeclaration.wsc.group/>.
 - d) Competitors must allow free access to duly appointed scrutineers or marshals to check the tyres at any time during the Competition.
 - e) Tyres may only be inflated with air or nitrogen.
- 27.7** Use of tyres:
- a) All tyres must be used in accordance with the prescriptions issued by the Official Tyre Supplier of the Tour.
 - b) The use of tyres without appropriate identification is strictly forbidden during the entire Competition (including the starting procedure and the grid).
 - c) 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.

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

27.8 Tyre-limitation during the Tour:

a) Dry-weather tyres:

- i. In the first Competition in which the driver participates, no more than 16 dry-weather tyres may be used. For the first Competition of a driver replacing a previous driver on an already registered full-season car, a maximum of 16 tyres, new or used, will be permitted. The used tyres must be those used during a previous Competition of the Tour in the given season by the previous driver on this specific car.
- ii. For all following Competitions in which the driver participates in, the following applies:
 - i. For a Competition using Format 1 (2 races), no more than 18 dry-weather tyres may be used, with a maximum of 12 new tyres.
 - ii. For a Competition using Format 2 (Macau), no more than 18 dry-weather tyres may be used, with a maximum of 12 new tyres.
 - iii. For a Competition using Format 3 (3 races), no more than 20 dry-weather tyres may be used, with a maximum of 12 new tyres.

b) Wet-weather tyres:

- i. During each Competition, a driver may use no more than 12 wet-weather tyres.
- c) In the case of a change of driver as specified in Article 20 of the present Sporting Regulations, the driver will be recognised as a new driver.
- d) Tyres registered with the same race number during a previous Competition of the Tour may be re-allocated to the same driver (or the replacement driver) and thus counted among the number of tyres authorised, insofar as these previously used tyres are identifiable via the traceability system defined by the FIA. These tyres must have been previously authenticated by their manufacturer before being presented for allocation. If a driver has no suitable tyres to present, the driver will forfeit their right to use these tyres.

28. LIMITATION OF THE NUMBER OF ENGINES, TURBOS AND CAR MAKES AND/OR MODELS DURING THE SEASON

28.1 Limitation of the number of engines during the season for full-season entries:

a) No car

may use more than one engine during the season. The engine is associated with the driver's race number. It will follow the driver if the driver changes cars unless the new car is of a different make and/or model. A driver can only change car make and/or model once per season; the change is irreversible.

If a driver is absent from one or more Competitions, their engine will be linked to 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 Technical Delegate before being used by the competitor for the first time. It will be sealed 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 Tour 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 Technical Delegate. Any change of engine automatically results in the driver incurring a penalty of a drop of 12 grid positions in the next race in which the driver takes part, except in a case of force majeure recognised as such by the Stewards, the onus of proof being on the competitor.

28.2 Number of turbos authorised during the season for full-season entries:

a) No car may use more than five (5) turbos during the season if there are eight or more events in the season. If the number of events is less than eight, then no car may use more than four (4) turbos during the season. The turbos are associated with the driver's race number. They will follow the driver if the driver changes cars, unless the new car is of a different make and/or model. A driver can only change car make and/or model once per season; the change is irreversible. In this case, the turbo will count towards the number of turbos authorised during the season.

If a driver is absent from one or more Competitions, their turbos will be linked to 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) Each turbo must be sealed by the Technical Delegate before being used by the competitor for the first time. It will be sealed to prevent the dismantling of the restrictor, the compressor housing and the turbine housing as per the relevant Tour Technical Regulations. Any breaking of one or more seals must be approved beforehand by the Technical Delegate for the Tour 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.

Each 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 Technical Delegate. The use of any additional turbo to the number authorised in Article 28.2. a) automatically results in the driver incurring a penalty of a drop of 12 grid positions in the next race in which the driver takes part, except in a case of force majeure recognised as such by the Stewards, the onus of proof being on the competitor.

28.3 The penalties imposed by the Stewards for an engine and/or turbo change are not subject to appeal as per the Code.

28.4 A driver may change a car for a different make and/or model without incurring a penalty only once during the season of the Tour. In case of any additional car changes by the driver to a different car make and/or model, the Competitor must submit a new Technical form and the driver will lose all Tour points scored in previous Competitions of the Tour. In cases of dispute, the Stewards have the authority to determine the appropriate penalty.

29. WEIGHING AND RIDE HEIGHT

29.1 The weight and ride height of any car may be checked at any time during the Competition as follows:

All drivers entered in the Tour will be weighed, wearing their complete racing apparel, at their first Competition. The weights of the drivers will then be entered into a list that is under the control of the Technical Delegate. These weights are official for any weighing of the car when the driver is not present. A driver may be re-weighed during the season at the discretion of the FIA Technical Delegate and the driver's new weight will replace the previous one.

29.2 The minimum weight and ride height of the car must be as per Appendix 4.

a) During and after qualifying practice:

- i. The Technical Delegate will install weighing equipment on a flat area 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 and ride height checking procedures.
- ii. The Technical Delegate will select cars to undergo the weighing and/or ride height checking procedures. The FIA Technical Delegate will inform the driver by means of traffic lights or signalling flags that their car has been selected for checks.
- iii. Having been informed that their car has been selected for weighing and/or ride height checks, the driver must proceed directly to the weighing area, without outside help, and may be asked to stop their engine.
- iv. The car will then be weighed and have its ride height checked with the driver onboard. 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 the weighing area or to its garage.
 - vi. The driver and their car may not leave the weighing area without the consent of the Technical Delegate or their nominee.
- b) After the race: the Technical Delegate will weigh the classified cars of their choice, except in a case of force majeure.
 - c) Should the weight or the ride height of the car be less than that specified in the Appendix 4 when weighed or ride height checked under a) or b) above, penalty under Article 29.3 will be imposed, unless the deficiency in weight or ride height results from the accidental loss, or deformation, 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 their official capacity and, after the race, in accordance with the prescriptions of the Tour 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.
- 29.3** Any breach of these provisions for the weighing or ride height checking of cars may result in the application of one of the following penalties:
- a) In practice / qualifying:
 - The cancellation of all times set in the free practice,
 - The cancellation of all times set in qualifying,
 - b) In the race:
 - The disqualification of the car concerned.

30. COMPENSATION WEIGHT

30.1 Full-season entries will be subject to Compensation Weight (CW).

- a) For the driver's first Competition of the Tour, the CW is set to 0kg.
- b) The driver's CW for each following Competition of the Tour will be based on the combined results of the previous Competition, based on the total amount of Tour points that have been scored in all Qualification sessions and Races as per Articles 6.6 and 6.7 of the present Regulations.
- c) In the event of two drivers having scored equal points in the previous Competition, those drivers will be ordered according to the final results of the first race of the previous Competition. In case of equal results in the first race, the drivers will be ordered according to the final results of the second race of the previous Competition. In case of equal results in the second race, the drivers will be ordered according to the final results of the qualifying of the previous Competition.

d) The CW ranges are applied from 40 kg down to 0 kg based on the following table:

Combined Results of Previous Competition	CW assigned
1 st full-season entry	40kg
2 nd full-season entry	30kg
3 rd full-season entry	30kg
4 th full-season entry	20kg
5 th full-season entry	10kg
From 6 th full-season entry onwards	0kg

e) If a driver is taking part in a Competition and has missed the previous Competition(s) of the Tour, the driver’s results at the last Competition of the Tour that the driver took part in will be considered. In this case, if the driver’s total amount of Tour points scored in that said Competition would have merited the driver to carry CW in the driver’s following Competition, that CW will be applied in the current Competition. This CW will be applied in addition to those already set as per Article 30.1.iv for the current Competition.

30.2 Race-by-race entries shall carry a CW of 0kg, except in the following cases:

a) In the event a race-by-race entry has already taken part in a Competition of the Tour and the combined points scored by the driver as per Articles 6.6 and 6.7 of the present Regulations placed that driver in the top five of the classification of that Competition, in the following Tour Competition that the driver takes part in, the driver shall carry CW as per the table below. This CW shall in addition to the ones applied as per Article 30.1 for the given Competition.

Combined Results of Previous Competition	CW assigned
1st place	40kg
2nd place	30kg
3rd place	30kg
4th place	20kg
5th place	10kg
From 6th place onwards	0kg

b) In the event that the Grid of a Tour Competition is combined with a Competition of another TCR Series (as recognised by the Promoter) race-by-race entries that are registered in the applicable regional/national TCR series, shall carry the CW of their series. If a driver qualifies to carry CW as per the current Article and also qualifies to carry CW as per Article(s) 30.1 and/or 30.2.i, the highest CW of all applicable Articles shall be applied for the driver for the given Competition.

- 30.3** When CW is applicable, it is applied for the entire Competition. The CW ballast must be clearly identifiable and sealed.
- 30.4** If the race car weight calculation using BoP Weight, CW and possible Sporting Regulation impact, is overweight with respect to the upper limit of the Minimum Racing Weight (Article 2.5 of the Tour Technical Regulations), the following adjustment will be used:
- a) +10mm ride height for > 10kg calculated overweight.
 - b) +5mm ride height for ≤ 10kg calculated overweight. Any overweight shall be removed from the CW ballast block.
- 30.5** Any case of conflicting regulations of the CW that is to be applied to a car shall be reviewed by the Stewards and is not subject to protest.

31. BALANCE OF PERFORMANCE AND TECHNICAL SPECIFICATIONS

- 31.1** Any competitor who takes part in a Tour Competition must present its car(s) in the technical configuration as defined in Appendix 4 to the present Regulations.

32. VEHICLES

- 32.1** The Tour Technical Regulations apply for the Tour concerned unless stated otherwise in the present Regulations.
- 32.2** Only one single car per driver, which is not allocated to any other driver, may be entered at each Competition, unless explicitly allowed by the format of the Tour Competition. T-cars/spare cars are prohibited.

33. GENERAL CAR AND PERSONNEL REQUIREMENTS

- 33.1** 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, Wi-Fi, 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 their team by radio;
 - e) Electromagnetic radiation between 5.4 and 5.8 GHz is forbidden save with the written consent of the FIA.

34. GENERAL SAFETY

34.1 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 team personnel must follow the instructions of the marshals at all times.

34.2 Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary or if instructed by the Race Director 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.

34.3 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 their car on the track without justifiable reason.

No mechanical assistance can be used to help the driver re-join the qualifying session or race, except for cases outlined in the starting procedure as per the selected format of the Tour Competition, details of which are outlined in the relevant Appendix of the present Regulations.

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

34.5 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.

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

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

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

34.9 Save as specifically authorised by the Code or the present 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.

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

34.11 Unless otherwise specified by the Race Director, 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 44.

34.12 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 40.2 and 17.4.b).

34.13 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:

- a) 8859-2015 (Technical List N°49)
- b) 8860-2010 (Technical List N°33)
- c) 8860-2018 or 8860-2018-ABP (Technical List N°69)

34.14 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 Tour:

The driver is to be seated in their 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 Chief Medical Officer of the Competition, 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.

34.15 A speed limit will be imposed in the pit lane during the Competition. This speed limit will be stated in the FIA Visa for the Competition, and consequently in the Race Director's competition notes.

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 17.3 e) or f) on any driver who exceeds the limit.

For information purposes, the low beam lights must be flashing when the speed limiter is activated.

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

34.17 The car's headlights, rear light and rear rain lights must be illuminated at all times when wet-weather tyres are used or requested by the Race Director.

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

34.18 Only four 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.

34.19 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.

- 34.20** People under 18 years of age are not allowed in the pit lane, on the pit wall or on the starting grid, unless accompanied by an adult and authorised by the Race Director.
- 34.21** 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.
- 34.22** The Race Director or the Clerk of the Course, in agreement with the Chief Medical Officer of the Competition, can require a driver to undergo a medical examination at any time during the Competition.
- 34.23** Other than by driving on track, competitors are not permitted to intentionally alter the grip of any part of the track surface.
- 34.24** Failure to comply with the general safety requirements of the Code or the present Regulations may result in the disqualification of the car and driver concerned from the Competition.
The Race Director or the Clerk of the Course may allow the driver to drive the car directly back to their allocated working area or garage.
- 34.25** During the race, when the track is declared “green”, drivers who are not on the lead lap must allow cars that are on the lead lap to overtake at the first possible opportunity. Flag marshals will display the waved blue flag to indicate that the driver who is not on the lead lap must allow drivers on the lead lap to overtake. Any Driver who appears to ignore the blue flags will be reported to the Stewards.

35. PIT ENTRY, PIT LANE AND PIT EXIT

- 35.1** The section of track between the first safety car line and the beginning of the pit lane will be designated the “pit entry”.
- 35.2** The section of track between the end of the pit lane and the second safety car line will be designated the “pit exit”.
- 35.3** 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.
- 35.4** 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.
- 35.5** Competitors must not paint lines on any part of the pit lane.
- 35.6** 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 their normal position, and under its own power.
- 35.7** 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.

- 35.8** 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.
- 35.9** During all practice sessions and races, the garage openings (facing the pit lane or the paddock) must be free from any kind of covering that obstructs a clear view of what is happening inside the garage. During the Competition, the car must be parked with the front facing towards the pit lane at all the time when in the garages and facing the paddock when in paddock tents.
- 35.10** For all practice sessions and races (including before the starting procedure), the cars are allowed to drive in the fast lane only after the pit exit is open and/or when a race is suspended. Furthermore, in advance to the pit exit opening, no car may be moved to a position in the inner lane that is closer to the pit exit than the garage or the area that has been assigned to the relevant team.
- 35.11** 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.
- 35.12** The pit allocation for each Competition shall be agreed with FIA and released by the Promoter.
- 35.13** Each competitor shall nominate one (1) Car Controller per car who will be responsible for all pit lane procedures, outlined in the present regulations in the official documentation of the Competition. Each Competitor shall nominate the car controller(s) in written form to the Technical Delegate prior the Drivers' Briefing. The Competitor remains fully responsible for all sporting-related actions, omissions, and conduct of the nominated Car Controller. Any breach of these regulations or any unsafe act committed by the Car Controller shall be deemed to be an act of the Competitor and may result in a penalty. The Car Controller shall wear an armband provided by the Promoter at all times when their car is in the pit lane. The Car Controller shall be responsible for the following tasks for their car:
- a) The control of the pit stop, pit entry and pit exit;
 - b) The movement of the car within the assigned pit allocation;
 - c) The release of the car into the pit lane;
 - d) Pit lane safety in relation to their car;
 - e) When the car is on its wheels and located within its designated pit allocation, the Car Controller shall be positioned primarily near the front of the car, and with a clear and unobstructed view of the pit lane fast lane;
 - f) During the pit stop, the Car Controller shall maintain continuous situational awareness of pit lane traffic, supervise all movements of the car, coordinate pit stop activities as necessary;
 - g) The car shall not be released until the Car Controller has confirmed that:
 - i. All work on the car has been completed;
 - ii. All personnel have been cleared;
 - iii. The car is in a safe condition to be released;
 - iv. The pit lane fast lane is clear and no approaching car would be endangered;

- v. If an unsafe condition exists, the Car Controller shall retain the car in a stationary position, irrespective of any instruction given by team personnel.

- h) In the event of an incident or potential incident involving pit lane safety, the Car Controller shall:
 - i. Inform the relevant Team Manager without delay;
 - ii. Cooperate fully and with integrity with FIA officials and staff.

35.14 Competitors may use private cameras in the pit lane for surveilling their own pit lane procedures following:

- a) The installation of the private cameras must be done in agreement with the Race Director.
- b) Images collected by the competitor's cameras must remain for private use. Any kind of broadcast is strictly forbidden in any way or any other means, during or after the event.
- c) Only with the Stewards' approval, the footage may be used by a competitor as evidence in their defense, provided that the images used belongs to the competitor requested camera.
- d) A competitor's camera cannot film any other competitor activity and cannot be used as evidence for a protest.
- e) Any camera that is found to be filming the activities of third parties may be seized and may result in the competitor having all its permits for cameras revoked and application of fines and/or penalties at Stewards' discretion.
- f) Stewards may request any footage that may be in the possession of a competitor at any time during the competition.

36. FUEL, REFUELLING AND PIT ASSISTANCE

36.1 A single fuel supplier is designated by the Promoter. 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 random control after the Competition.

36.2 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 (FIA Technical list N°5) and fitted on the feed line, and immediately before the high-pressure pump on the engine.

36.3 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.

36.4 At any time, the car must contain at least 2 kg of fuel. The 2 kg of fuel must be removed from the tank via the fuel sampling self-sealing connector (Article 7.2 of the Tour Technical Regulations).

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

36.6 Except when work is carried out on a car, all personnel must remain inside the pit.

36.7 Air jack safety locks are compulsory and minimum one (1) safety lock per air lifting device (two at front and one at the rear) must be used if mechanics are working beneath a vehicle that is exclusively supported on the jacks of this vehicle. The visible outside of each safety lock must be painted a bright red color.

If mechanics are carrying out work exclusively on the vehicle's suspension geometry and there are wheels or comparable structures on the vehicle, including the platforms below, the use of the safety locks can be dispensed with for the duration of this work of adjustments. A sign "Caution, no safety locks" must be visibly placed on the roof of the vehicle.

The responsibility when applying the aforementioned article is by the relevant competitor alone.

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

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

36.10 During all refuelling or fuel handling operations:

- a) The relevant personnel must be wearing fire-retardant clothing in accordance with FIA standards 8856-2000 or 8856-2018 (overalls, gloves, balaclava);
- b) An assistant, wearing fire-retardant clothing in accordance with FIA standards 8856-2000 or 8856-2018 (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.

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

37. FREE PRACTICE, QUALIFYING, AND PRACTICE STARTS

37.1 Save where the present Regulations require otherwise, pit and track discipline and safety measures will be the same for all practice sessions as for the race.

37.2 No driver may start in a race without having taken part in at least one practice session, except in a case of "force majeure" duly recognised as such by the Stewards.

37.3 The number and the procedure for free practice and qualifying sessions shall be as per the selected format of the Tour Competition details of which are outlined in the relevant Appendix of the present Regulations.

37.4 The time schedule and the programme of the practice sessions will be published separately. The Stewards have the unappealable power to amend the Competition format and timetable in any way at any time.

- 37.5** 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 them.

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, with the exception of sessions covered under Article 34.3.

- 37.6** 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.
- 37.7** 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.
- 37.8** 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.
- 37.9** All laps covered during qualifying practice will be timed. With the exception of a lap in which a red flag is shown, each time a car crosses the Line it will be deemed to have completed one lap.
- 37.10** In the event of a driving infringement during a free practice session, the Stewards may delete the driver's lap time(s), in substitution or in addition to other available penalties, and the driver may be not permitted to take part in any other practice session.
- 37.11** In the event of a driving infringement during a Qualifying session, the Stewards may delete the driver's best lap time or all lap times until the moment of the infringement or of the whole session, as the Stewards deem most appropriate. The Stewards may impose an additional penalty if deemed appropriate.
- 37.12** When pit lane exit opens to commence the session, each car must leave its pit garage in the order of its pit lane allocation. If a car is unable to leave its pit garage or is waiting until all other cars have exited, the Car Controller must notify the next car's Car Controller that they are not moving and that the next car may proceed.
- 37.13** Unless otherwise specified by the Race Director, practice starts will only be performed after each Free Practice session on the straight of the starting grid. Drivers must see the chequered flag on track to be able to do the practice start. No lights will be displayed. Cars must stop as far in the front as possible taking the first row as a reference. Drivers are not allowed to do a practice start when another car is stationary in front of them in the same line. During the reconnaissance laps practice start are allowed on track, in the specified area, as per the Race Director's Competition Notes.

38. STOPPING THE PRACTICE

- 38.1** 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.

- 38.2** 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.
- 38.3** All cars abandoned on the track will be removed to a safe place.
- 38.4** During a 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 part of the 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 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 appealable.

39. GRID

- 39.1** The grid of each race shall be determined as per the selected format of the Tour Competition details of which are outlined in the relevant Appendix of the present Regulations.
- 39.2** Should any competitor whose car(s) is (are) unable to start for any reason whatsoever (or who has good reason to believe that their car(s) will not be ready to start) must inform the Race Director or Technical Delegate accordingly at the earliest opportunity.
- 39.3** One competitor staff member is allowed to signal the driver when the driver is parking the car on the grid, providing the staff member respects safety instructions of the present Regulations, of the Race Director and of the marshals.

40. STARTING PROCEDURE

- 40.1** The starting procedure shall be as per the selected format of the Tour Competition details of which are outlined in the relevant Appendix of the present Regulations.
- 40.2** 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.
- 40.3** The approach of the start will be announced by signals shown before the start of the formation lap, each of which will be accompanied by an audible warning.
- 40.4** A drive-through penalty will be imposed on any driver whose car did not have all its wheels fully fitted at the relevant time signal.
- 40.5** A drive-through penalty will be imposed on any driver whose car was not resting on its wheels at the relevant time signal.
- 40.6** Fuelling on the grid is prohibited.
- 40.7** 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.

40.8 Cars are allowed to make reconnaissance and formation laps as per the selected format of the Tour Competition details of which are outlined in the relevant Appendix of the present Regulations.

40.9 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 the present Regulations relating to the starting procedure may result in the disqualification of the car and drivers concerned from the Competition.

41. THE RACE

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

41.2 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 them. No mechanical assistance can be used to help the driver re-join the race, except for cases outlined in the starting procedure as per the selected format of the Tour Competition, details of which are outlined in the relevant Appendix of the present Regulations.

41.3 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.

42. SAFETY CAR

42.1 For all Competitions, Article 2.10 of ISC Appendix H to be applied, but may be modified as per the selected format of the Tour Competition details of which are outlined in the relevant Appendix of the present Regulations.

43. FULL COURSE YELLOW

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

43.2 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.

43.3 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.

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

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

- 43.6** 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.
- 43.7** During a race, an FCY period may be followed by a Safety Car intervention if needed.
- 43.8** Unless the driver was already in the pit entry for the purpose of serving their 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.

44. SUSPENDING THE RACE

- 44.1** 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 Race Director will order red flags to be shown at all marshal posts and the abort lights to be shown at the Line.
- 44.2** The procedure for suspending the race shall be as per the selected format of the Tour Competition details of which are outlined in the relevant Appendix of the present Regulations.

45. RESUMING THE RACE

- 45.1** The procedure for resuming the race shall be as per the selected format of the Tour Competition details of which are outlined in the relevant Appendix of the present Regulations.
- 45.2** 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.
- 45.3** Signals will be shown, and each will be accompanied by an audible warning.
- 45.4** 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.
- 45.5** To appear in the final classification, a driver must have crossed the finish line (not in the pit lane and under their own power) at the end of the lap from which the final results will be taken.
- 45.6** Should a driver cause the session to be stopped (red flag), that driver will not appear in the final classification. If a driver is not directly responsible for the incident, the Stewards may decide not to remove the driver from the final classification.

46. FINISH

- 46.1** The procedure for the finish of the race shall be as per the selected format of the Tour Competition details of which are outlined in the relevant Appendix of the present Regulations.
- 46.2** The leader will be shown the chequered flag when he crosses the control line (the Line) at the end of the final lap. The penultimate lap will be the one in which the leading car crosses the line with no race time remaining. The Line is a single line that crosses both the track and the pit lane.

- 46.3** 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.

- 46.4** 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.

47. PARC FERMÉ

- 47.1** The procedure for Parc Fermé shall be as per the selected format of the Tour Competition details of which are outlined in the relevant Appendix of the present Regulations.

- 47.2** Only those officials responsible for supervision may enter the Parc Fermé located inside the competitor's garages. No intervention of any kind is allowed there unless authorised by such officials.

- 47.3** Each car must be placed onto its lifting jacks (air jacks) during any Parc Fermé save for those undertaking a podium presentation or otherwise under the control of the Technical Delegate.

- 47.4** For cars not classified as per Article 48.2 parc fermé does not apply. However, the Technical Delegate may request that the car respects parc fermé conditions.

48. CLASSIFICATION

- 48.1** 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.

- 48.2** Only cars which have covered at least 75% of the race distance covered by the winner will be classified. Should 75% not result in a full number of laps, the decimals will be disregarded.

- 48.3** 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 the present Regulations.

49. PODIUM CEREMONIES

- 49.1** The podium ceremony will take place in accordance with the FIA regulations and following the instructions of the Promoter.

- 49.2** The procedure for podium ceremony shall be as per the selected format of the Tour Competition details of which are outlined in the relevant Appendix of the present Regulations.

FIA TCR WORLD TOUR – APPENDIX 1 – FORMAT 1

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FOREWORD

The present Appendix outlines the Competition Format 1.

Save in exceptional circumstances, Competition Format 1 shall comprise two races per Competition with a minimum distance of 60 km per race. The exact race distance and the 75% point shall be stated in the Appendix 5, present Sporting Regulations, of the relevant Competition.

1. RACE-BY-RACE ENTRY

- 1.1** Competitors' applications for race-by-race entries shall be managed by the Promoter.
- 1.2** The deadline for race-by-race entries is the Monday the week before the Competition.
- 1.3** In any case, the number of cars allowed to take part in practice and to start the races is as provided for in Supplement n°2 of Appendix O to the Code.

2. SUPPLY OF TYRES IN THE TOUR DURING THE COMPETITION

- 3.** Tyre limitation during the Competition is outlined in Article 27 of the present Sporting Regulations.

4. PIT ENTRY, PIT LANE AND PIT EXIT

- 3.1** Drivers must follow the instructions of the marshals at all times.
- 3.2** The section of track between the first safety car line and the beginning of the pit lane will be designated the "pit entry".
- 3.3** The section of track between the end of the pit lane and the second safety car line will be designated the "pit exit".
- 3.4** 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.
- 3.5** 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.
- 3.6** Any driver intending to start the race from the pit lane may not drive their car from its 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.
- 3.7** Competitors must not paint lines on any part of the pit lane.
- 3.8** 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 their normal position, and under its own power.

- 3.9** 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.
- 3.10** 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.
- 3.11** Cars must be angle-parked at the assigned position in the pit lane (rear of the car into the pit entry at an angle of approximately 45 degrees facing towards the pit lane exit) in formation at all practice and qualifying session, and before pit exit open for the reconnaissance laps, 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 any free practice session and if the car is parked outside of the garage, this position must also be applied.

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 Technical Delegate.

- 3.12** During all practice sessions and races, the garage openings (facing the pit lane or paddock) must be free from any kind of covering that obstructs a clear view of what is happening inside the garage. During the Competition, the car must be parked with the front facing towards the pit lane at all the time when in the garages and facing the paddock when in paddock tents.
- 3.13** For all practice sessions and races, the cars are allowed to drive in the fast lane only after the pit exit is open and/or when a race is suspended and shall stay in their allocated area in the pit lane unless otherwise authorised by the Race Director.
- 3.14** 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.

5. FREE PRACTICE, QUALIFYING

- 4.1** Save where the present Sporting Regulations require otherwise, pit and track discipline and safety measures will be the same for all practice sessions as for the race.
- 4.2** No driver may start in a race without having taken part in at least one practice session, except in a case of “force majeure” duly recognised as such by the Stewards.
- 4.3**
- 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.

- 4.4** The time schedule and the programme of the practice sessions will be published separately.
- 4.5** There will be two free practice sessions of thirty (30) minutes each.
- 4.6** There will be one 30-minute qualifying practice session. The qualifying session will be split into two parts – Q1 and Q2 with at least a seven-minute break in-between. The seven minutes will start from the moment the first car takes a chequered flag at the end of Q1. All cars will take part in the first 20 minutes – Q1. At the end of this time, all cars will return to their pits. The fastest 12 cars in Q1, according to the provisional results, will recommence qualifying practice for the last ten (10) minutes - Q2. If the Competition takes place on a street circuit, there will be one 45-minute qualifying practice session divided into Q1 (30 minutes) and Q2 (15 minutes) with at least a seven-minute break in-between. The seven minutes will start from the moment the first car takes a chequered flag at the end of Q1.
- 4.7** TCR cars allowed to start the Competition with a TCR Temporary Technical form cannot take part in Q2. From the start of Q1 until the end of Q2, the following principles will apply:
- a) No fuel can be added or removed from the cars;
 - b) All cars must be angle-parked on the working lane, when not on the track;
 - c) Cars will only be allowed on the fast lane when the pit exit is open at the start or restart of the session.
- 4.8** After the completion of Q1, the cars that will not take part in Q2 will be under Parc Fermé regulations. Any work that is being carried out on these cars must stop at the chequered flag, and the relevant cars must be resting on jacks, if it is possible to do so, for the remainder of the session. Only the cars allowed to take part in Q2 may be worked on after the chequered flag of Q1. Q2 can start only once all cars from Q1 are back in the pit lane in their designated pit allocation.
- For the avoidance of doubt, cars that are recovered in Q1 of the Qualifying session with any external assistance, including the help of the marshals, are not subject to Parc Fermé until the end of said session. If such car qualified for Q2, it will not be allowed to start in Q2.
- Should it become necessary to postpone Q2 more than 30 minutes after the chequered flag of Q1, all the cars, including those which did not qualify for Q2, must be directed to their respective garage and placed under Parc Fermé rules.
- The cars admitted to Q2 will be released at the latest 30 minutes before the start of Q2.
- In order to determine which drivers will proceed to Q2, if two or more drivers set identical times during Q1, priority will be given to the one who set it first.
- 4.9** After completion of Q2, all cars must be directed immediately to the Parc Fermé.
- a) Cars that are on the track will be driven directly to the Parc Fermé without stopping in the pit lane, unless instructed otherwise by the race officials.
 - b) Cars that are in the pit lane must immediately be pushed by the teams to the Parc Fermé.

c) In both cases, drivers and teams must comply with the instructions of the race officials.

- 4.10** 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 them.

- 4.11** 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, Article 37.11 of the present Sporting Regulations will apply.

- 4.12** In the event of a driving infringement during any practice session the Stewards may delete a driver's lap time (or lap times) or apply a penalty they consider appropriate. For Qualifying sessions, Article 37.11 of the present Sporting Regulations will apply.

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 19 of the present Sporting Regulations.

In case of an infringement concerning the non-respect of the track limits (Appendix L to the ISC, Chapter IV, Article 2), the Stewards may delete lap times set as a result of that infringement (in addition to any other available penalties).

- 4.13** 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.

- 4.14** 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.

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

- 4.16** Should two or more drivers have set identical times, or no time at all, in Q2, their positions in the ranking of Q2 will be determined in order of who set the better time in Q1.

- 4.17** During a 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 part of the session until that moment by the driver involved will be deleted unless the Stewards deem that a different penalty as per Article 37.11 of the present Sporting Regulations is more appropriate.

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.

- 4.18** The results for the Qualifying session shall be drawn up as follows:

- a) The top twelve (12) positions will be occupied by the cars which took part in Q2, with the driver setting the fastest lap ranked first, and the remaining drivers placed in the descending order according to their results.
- b) Any car eligible for Q2 that does not complete a timed lap in Q2 will be placed in 12th position. If 2 or more cars fail to complete a timed lap in Q2, they will be placed according to their positions in Q1.
- c) Position 13 and onwards will mirror the order of the results of Q1 for cars classifying 13th and onwards.
- d) In case of cancellation of Q2 only, the results for Qualifying will be drawn up accordingly to the list of fastest time achieved by each driver during Q1 only.
- e) Should two or more drivers have set identical times, priority will be given to the one who set it first.

5. STOPPING THE PRACTICE

- 5.1** 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.
- 5.2** 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.
- 5.3** All cars abandoned on the track will be removed to a safe place.

6. THE GRID

- 6.1** At the end of qualifying practice, the fastest time achieved by each driver will be published officially. In case of change of sporting format due to reason of force majeure or as allowed in Article 5.8 of the present Sporting Regulations the provisions of Articles 6.5 and 6.9 of the present Appendix will apply. In cases of doubt, the Stewards shall have the authority to set the grid for a race and their decision is not appealable.
- 6.2** Any driver whose best qualifying (Q1 or Q2) exceeds 107% of the fastest time will not be allowed to take part in Race 1 and Race 2. 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 in a 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.
- 6.3** The car that qualifies for the pole position of the race will start the race from the position on the grid which is the pole position according to each circuit license. However, the location of the pole position can be changed at the discretion of the Race Director and with the agreement of the competitors.
- 6.4** Cars granted neutralisation of Parc Fermé as per Article 14.4 of the present Appendix will start the following race from the back of the grid and will be lined up according to Article 6.10 of the present Appendix.

- 6.5** The starting grid for Race 1 will be drawn up according to the final Qualifying results, with the driver setting the fastest lap starting on pole and the remaining drivers placed in the descending order according to their results.
- a) In case of cancelation of Q1 and Q2, the grid for Race 1 will be drawn up according to the list of fastest time achieved by each driver during the Free Practice sessions and published by the Stewards.
 - b) If no Free Practice sessions take place, the current Drivers' Standings will set the grid with ties decided by ballot.
 - c) If no Free Practice sessions take place and it is the first Competition of the season, the grid will be decided by ballot.
- 6.6** Should two or more drivers have set identical times, priority will be given to the one who set it first.
- 6.7** The final starting grid of each race will be published at the latest sixty (60) minutes before the opening of the pit lane of the given race.
- 6.8** Any competitor whose car(s) is (are) unable to start for any reason whatsoever (or who has good reason to believe that their car(s) will not be ready to start) must inform the Race Director or Technical Delegate accordingly at the earliest opportunity and, in any case, no later than 45 minutes before the start of the race. After the publication of the final grid, the gaps on the grid will not be closed.
- 6.9** The starting grid for Race 2 will be drawn up in the following way:
- a) Positions 1-10 will be occupied by the top ten (10) cars from Qualifying final results in reverse order, with 10th placed driver starting on pole.
 - b) The other cars will be placed behind them from grid position 11 onwards and mirror the final results of Qualifying for 11th place onwards.
 - c) In case of cancelation of Q1 and Q2, the grid for Race 2 will be drawn up accordingly to the list of fastest times achieved by each driver during the Free Practice sessions and published by the Stewards, with the best ten (10) cars in reverse order.
 - d) If no Free Practice sessions take place, the stewards will determine the criteria for setting the grid.
 - e) The driver who achieves the fastest lap time in Race 1 will be moved one grid place closer to pole position.
- 6.10** Once the grid for a race has been established, grid position penalties (if any) will be applied to the drivers in question in the order in which the offences were committed and as per the following provisions:
- i. "Drop of grid positions": These penalties should be processed one after the other, in the order of the offence that caused the penalty.
 - ii. "Back of the grid ": This penalty will be implemented after penalties in accordance with Article 6.10 i) of the present Appendix. If this decision has been made for more than one driver, then the order of these cars corresponds to the lap time set in Q1.

- iii. Cars that have lost the right to line up according to their original starting grid position for the race due to the neutralisation of Parc Fermé will line up at the back of the starting grid in the order of their original starting grid position for the race.
- iv. “Failure to set Qualifying Time”: Should a driver fail to set a time in Qualifying, all the times set in the Qualifying were cancelled, or their time is slower than 107% of the fastest time, the competitor may make a request in accordance with Article 6.2 of the present Appendix. Should the Stewards decide to allow the driver to start, the driver will “start from the back of the grid” behind all others, including those for whom other penalties have been applied. If similar decisions are applied to multiple drivers, their position on the grid will correspond to the times set in Free Practice 2.

7. STARTING PROCEDURE FOR RACES

- 7.1** A minimum twenty-five (25) minutes before the time of the start of the formation lap, the pit exit will be opened, and the cars will be permitted to leave the pits to cover a reconnaissance lap. At the end of this lap, they will stop on the grid in starting order with their engines stopped. Should they wish to cover more than one reconnaissance lap, this must be done by driving through the pit lane at authorised pit lane speed.

Any car, which does not finish the reconnaissance lap and does not reach the grid or the pit lane under its own power will not be permitted to start the race. After the race, the car will be brought back to Parc Fermé.

Cars that will start the race from the pit lane are allowed to do reconnaissance laps and must enter the pit lane at the end of the laps.

- 7.2** Seventeen (17) minutes before the time for the start of the formation lap of each race, a warning signal announcing the closing of the pit exit in two (2) minutes will be given.
- 7.3** Fifteen (15) minutes before the time for the start of the formation lap of each race, the pit exit will be closed, and a message on the time monitor 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.

- 7.4** 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.
- 7.5** The approach of the start will be announced by signals shown ten (10) minutes, five (5) minutes, three (3) minutes, one (1) minute and fifteen (15) seconds before the start of the formation lap, each of which will be accompanied by an audible warning.

When the ten-minute signal is shown, everybody except drivers, officials and team technical staff must leave the grid. Wheel changes on the starting grid may only be allowed prior to the five-minute signal.

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

A 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.

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

Fuelling on the grid is prohibited.

- 7.6** 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 until Safety Car Line 1.

Any car starting the race from the pit lane are allowed to join the formation lap and must pit in at the end of that lap (or laps if more than one).

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 Safety Car Line 2.

- 7.7** 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 will warn with yellow flags the drivers behind.

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

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

- 7.8** 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, unless otherwise specified in the Race Director's Briefing Notes.

7.9 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 and shall start from the pit lane if it was able to take part in the extra formation lap.

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.

Every time this happens, the Race Director will shorten the race distance by one lap, which will include the possible Safety Car laps which may be added under Article 9 of the present Appendix.

- b) If any other type of problem arises, and if the Race Director decides the start should be delayed, the following procedures shall apply:
 - i. 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 five (5) minutes later with the race distance reduced by one lap. The next signal will be the three-minute signal.
 - ii. 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.
 - iii. 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.
 - iv. If the driver is unable to start the car whilst it is being pushed, their mechanics may attempt to start it in the pit lane. If the car then starts, it may re-join the race.

7.10 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.

Unless specifically authorised by the FIA, during the start of a race the pit wall must be kept free of all persons except for properly authorised officials and fire marshals, all of whom shall be wearing an appropriate pass.

7.11 A penalty will be imposed for a false start if so, reported by start line judges, judges of fact, the FIA Race Director, or the Starter.

7.12 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 has 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 10-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 a ten-minute warning will be given.
- c) If the race is started behind the Safety Car, Article 2.10 of Appendix H of the FIA International Sporting Code will apply. The race will start with the green lights and have no formation lap. The first two laps behind the Safety Car shall not count towards the race distance.
- d) Any car(s) starting the race from the pit lane may join the formation lap once the whole field has passed the end of the pit lane and the pit lane exit light has been changed to green. The light will be green for a maximum of ten seconds.

Any such car(s) must enter the pit lane at the end of the formation lap and start from the end of the pit lane in the order they get there.

Overtaking during the formation lap is strictly forbidden (unless a car is delayed and cars behind cannot avoid passing it).

A penalty will be imposed to any driver not entering the pit lane at the end of the formation lap.

7.13 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 the present Sporting Regulations relating to the starting procedure may result in the disqualification of the car and drivers concerned from the Competition.

7.14 Under certain circumstances the race may be started behind the safety car or resumed in accordance with Article 12 of the present Appendix. 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 they reach the Intermediate 2 timing loop, 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 17.3 e), f) or g) of the present Sporting Regulations will be imposed on any driver who fails to enter the pit lane if he has not re-established the original starting order before they reach the first safety car line.

8. THE RACE

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

8.2 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 them. 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.

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 race.

8.3 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.

9. SAFETY CAR

9.1 For all Competitions using Competition Format 1, Article 2.10 of ISC Appendix H to be applied, with the exception of paragraph 2.10.16, which is replaced with the following text: “in each race, up to the first two complete Safety Car laps are added to the race distance”.

10. FULL COURSE YELLOW

Article 43 of the present Sporting Regulations applies.

11. SUSPENDING THE RACE

11.1 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 Race Director or 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.

- 11.2** When the signal is given, overtaking is forbidden, the pit exit will be closed, and all cars must proceed slowly into the pit lane. The first car to arrive in the pit lane should proceed directly to the pit exit staying in the fast lane. All the other cars should form up in a line behind the first car.
- 11.3** Any cars unable to return to the pit lane 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.
- 11.4** Additionally, any cars in the pit lane or pit entry at the time the race was suspended will be arranged in the order they occupied before the race was suspended. In all cases, the order will be taken at the last point at which it was possible to determine the position of all cars. All such cars will then be permitted to resume the race.

The safety car will then be driven to the front of the line of cars in the fast lane.

- 11.5** Whilst the race is suspended:

- It will be at the FIA Race Director's discretion, whenever the competition timetable allows so, to stop the clock in case of applying Red Flag during races;
- 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.

- 11.6** Unless asked to do so by the officials, cars may not be moved from the fast lane while the race is suspended. A penalty under Article 17.3 f) of the present Sporting Regulations will be imposed on drivers whose car is moved from the fast lane to any other part of the pit lane without permission. Any car which was in the pit entry or pit lane when the race was suspended will not incur a penalty. However, a penalty will be imposed on drivers whose car is moved from the fast lane to any other part of the pit lane.

- 11.7** All cars in the pit lane will be permitted to leave the pits once the race has been resumed and 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. At all times drivers must follow the directions of the marshals.

12. RESUMING THE RACE

- 12.1** The delay will be kept as short as possible and, at least ten (10) minutes before the resumption of the session, competitors will be informed via the timing monitors; in all cases, warning of restart will be given at “appropriate intervals” as updated information is received in Race Control regarding the track condition.
- 12.2** Signals will be shown ten (10) minutes, five (5) minutes, three (3) minutes, one (1) minute, and fifteen (15) seconds before the resumption, and each of these will be accompanied by an audible warning.
- 12.3** 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.

- 12.4** 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.
- 12.5** At the three-minute signal, the cars must be resting on their wheels.
- 12.6** When the one-minute signal is shown, engines should be started, and all competitor personnel must leave the fast lane 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 inner lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind. Drivers may leave the fast lane in order to pass any car unable to leave the pit lane.
- 12.7** 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:
- The race is being resumed in wet conditions and the Race Director or the Clerk of the Course deems more than one lap necessary, in which case Article 7.14 of the present Appendix applies.
 - All cars are not yet in a line behind the safety car.
 - A further incident occurs necessitating another intervention.
 - The Race Director or Clerk of the Course decides it is unsafe to resume the race.

When the green lights are illuminated the Safety Car will leave the pit lane and all drivers must follow no more than five car lengths apart.

- 12.8** Overtaking behind the Safety Car is only permitted in the following cases:

- If a car is delayed when leaving its position in the fast lane and cars behind cannot avoid passing it without unduly delaying the remainder of the field the driver may overtake to re-establish his original starting position, provided he does so before he crosses the Intermediate 2 timing loop on the lap the safety car returns to the pits. Should he fail to do so he must re-enter the pit lane and may only rejoin the race once the whole field has passed the end of the pit lane after the race has been resumed.

Any driver who is delayed as above must not overtake another moving car if he was stationary after all other cars had passed him and must start 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.

A drive-through will be imposed on any driver who fails to re-enter the pit lane if he has not re-established the original starting order before he reaches the first safety car line on the lap the safety car returns to the pits.

- A driver may leave the fast lane in order to overtake any car when leaving its position in the fast lane.
- A driver may overtake to re-establish the order before the race was suspended, based on instructions from the Race Director, provided he does so before he crosses the first safety line on the lap the safety car returns to the pits.

- 12.9** Penalties may be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the lap.
- 12.10** 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.

To appear in the final classification, a driver must have crossed the finish line (not in the pit lane and under their own power) at the end of the lap from which the final results will be taken.

Should a driver cause the session to be stopped (red flag), that driver will not appear in the final classification.

If a driver is not directly responsible for the incident, the Stewards may decide not to remove the driver from the final classification.

13. FINISH

- 13.1** The leader will be shown the chequered flag when he crosses the control line (the Line) at the end of the final lap. The penultimate lap will be the one in which the leading car crosses the line with no race distance remaining. The Line is a single line that crosses both the track and the pit lane.
- 13.2** 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.

- 13.3** 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.

14. PARC FERME

- 14.1** Only those officials responsible for supervision may enter the Parc Fermé located inside the competitor's garages. No intervention of any kind is allowed there unless authorised by such officials.
- 14.2** 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.
- 14.3** The Parc Fermé shall be sufficiently large and secured that no unauthorised persons can gain access to it. In case Parc Fermé is organised to be in each competitor's garage or tent, it must be free from any kind of covering that obstructs a clear view of what is happening inside.
- 14.4** Any competitor who wishes for the Parc Fermé rules to be neutralised must submit a written request to this effect to the Stewards via the Technical Delegate. Such request must be submitted

at the latest fifteen (15) minutes after the chequered flag of the session concerned. Granting authorisation is at the discretion of the Stewards and the competitor concerned will start the next race from the back of the grid.

- 14.5** Parc Fermé after Q1 will be in the inner lane in front of the competitor's designated pitlane allocation. After Q2, Parc Fermé will be inside the competitor's garage.
- 14.6** From the moment the end-of-race signal for Race 1 and Race 2 is shown, the Parc Fermé rules will apply. Competitor personnel must push cars in Parc Fermé, which will be inside the competitor's garage unless otherwise instructed by the Race Director. If the Race Director allows so, the cars may also permit to be driven to Parc Fermé, when the distance requires it.
- 14.7** The Parc Fermé will end when the Stewards decided so, but at the earliest, 30 minutes after the posting time of the Provisional Classification of the session concerned.
- 14.8** The Parc Fermé must be positioned as close as possible to the podium, preferably immediately below, with direct access.
- 14.9** As soon as all the cars have crossed the Line, a course car must go around the track to collect any driver who has finished in the first three but is stranded on the circuit.
- 14.10** 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.

15. JOKER LAP

- 15.1** The Joker Lap may only be used during free practice sessions and races. A joker lap may only be implemented on street circuits and will be stated in the Appendix 5 (of the present Regulations) of the respective competition.
- 15.2** In each race, two of the laps must be Joker Laps. It will not be permitted to take the Joker Lap during the first two laps following the race start. The first Joker lap must be taken during race laps 3 to 7 inclusive. If, in the opinion of the Race Director, compliance with the above window becomes impossible due to a Safety Car, Full Course Yellow, red flag, or other force majeure, the Race Director may amend the window and will communicate the amended window by official messaging.
- 15.3** It is forbidden to use the Joker Lap during the Safety Car period or Full Course Yellow period. If a driver is already carrying out the Joker Lap when the Safety Car is deployed or the Full Course Yellow declared, it will be counted as a Joker Lap.
- 15.4** Any driver who fails to complete the required number of Joker Laps, or completes more than the required number, shall be penalised by a drive-through or a time penalty, at the Stewards' discretion.

16. CLASSIFICATION

- 16.1** The car placed first will be the one having covered the scheduled distance in the shortest time. All cars will be classified considering 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.
- 16.2** Only cars which have covered at least 75% of the race distance covered by the winner will be classified. Should 75% not result in a full number of laps, the decimals will be disregarded.
- 16.3** The final 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 the present Sporting Regulations.

17. PODIUM CEREMONIES

- 17.1** The podium ceremony will take place in accordance with the present Sporting Regulations and following the instructions of the Promoter.
- 17.2** The drivers finishing the races in 1st, 2nd and 3rd positions, the top classified race-by-race driver, and the representatives of the winning Team, must attend the prize-giving ceremonies on the podium which will be held after each race and, immediately after the ceremony for Race 2, make themselves available for a period of ninety (90) minutes for the purpose of unilateral television interviews and the press conference in the media centre.
- 17.3** During the podium ceremony, trophies will be presented to:
- i. The winning driver;
 - ii. The driver classified 2nd;
 - iii. The driver classified 3rd;
 - iv. The top classified race-by-race driver;
 - v. A representative of the winning Team.
- 17.4** The first three drivers in qualifying must take part in the post-qualifying Press Conference or Social Media Interviews at the time indicated by the Promoter. The first three drivers of each race must take part in the post-race Press Conference and any interviews and photo session required by the Series Promoter. A fine of 1,000 euros will be imposed on any competitor who is absent.

18. CAR LAYOUT

- 18.1** The car layout requirements shall be communicated in the Appendix of the event visa.

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FOREWORD

The present Appendix outlines the Competition Format 2.

Save in exceptional circumstances, Competition Format 2 shall comprise two races each with a length of 60 km minimum. The exact race distance and the 75% point shall be stated in the Appendix 5, present Sporting Regulations, of the relevant Competition. Competition will start with scrutineering on Tuesday of the week of the races.

1. RACE-BY-RACE ENTRY

- 1.1 Competitors' applications for race-by-race entries shall be managed by the Promoter.
- 1.2 The final entry list will be confirmed by the FIA by October 26, 2026.
- 1.3 In any case, the number of cars allowed to take part in practice and to start the races is as provided for in Supplement n°2 of Appendix O to the Code.

2. SUPPLY OF TYRES IN THE TOUR DURING THE COMPETITION

- 2.1 Tyre limitation during the Competition is outlined in Article 27 of the present Sporting Regulations:

3. PIT ENTRY, PIT LANE AND PIT EXIT

- 3.1 Drivers must follow the instructions of the marshals at all times.
- 3.2 The section of track between the first safety car line and the beginning of the pit lane will be designated the "pit entry".
- 3.3 The section of track between the end of the pit lane and the second safety car line will be designated the "pit exit".
- 3.4 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.
- 3.5 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.
- 3.6 Any driver intending to start the race from the pit lane may not drive their car from its 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.

- 3.7** Competitors must not paint lines on any part of the pit lane.
- 3.8** 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 their normal position, and under its own power.
- 3.9** 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.
- 3.10** 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.
- 3.11** Cars must be angle-parked at the assigned position in the pit lane (rear of the car into the pit entry at an angle of approximately 45 degrees facing towards the pit lane exit) in formation at all practice and qualifying session, and before pit exit open for the reconnaissance laps, 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 any free practice session and if the car is parked outside of the garage, this position must also be applied.

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 Technical Delegate.

- 3.12** During all practice sessions and races, the garage openings (facing the pit lane or paddock) must be free from any kind of covering that obstructs a clear view of what is happening inside the garage. During the Competition, the car must be parked with the front facing towards the pit lane at all the time when in the garages and facing the paddock when in paddock tents.
- 3.13** For all practice sessions and races, the cars are allowed to drive in the fast lane only after the pit exit is open and/or when a race is suspended and shall stay in their allocated area in the pit lane unless otherwise authorised by the Race Director.
- 3.14** 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.
- 3.15** Pit Lane will be opened at the same time as paddock gate opening.
- 3.16** Pit lane must be cleared in 5 min after each session, blocking and delay may be reported to the

Stewards.

4. FREE PRACTICE, QUALIFYING

- 4.1** Save where the present Sporting Regulations require otherwise, pit and track discipline and safety measures will be the same for all practice sessions as for the race.
- 4.2** No driver may start in a race without having taken part in at least one practice session, except in a case of “force majeure” duly recognised as such by the Stewards.
- 4.3**
- 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.
- 4.4** The time schedule and the programme of the practice sessions will be published separately.
- 4.5** There will be two free practice sessions of thirty (30) minutes each.
- 4.6** There will be one 45-minute qualifying practice session. The qualifying session will be split into two parts – Q1 and Q2 with a ten-minute break in-between. The ten minutes will start from the moment the first car takes a chequered flag at the end of Q1. All cars will take part in the first thirty (30) minutes – Q1. At the end of this time, all cars will return to their pits. The fastest 12 cars in Q1, according to the provisional results, will recommence qualifying practice for the last fifteen (15) minutes - Q2.
- 4.7** TCR cars allowed to start the Competition with a TCR Temporary Technical form cannot take part in Q2. From the start of Q1 until the end of Q2, the following principles will apply:
- a)** no fuel can be added or removed from the cars;
 - b)** all cars must be angle-parked on the working lane, when not on the track;
 - c)** cars will only be allowed on the fast lane when the pit exit is open at the start or restart of the session.
- 4.8** After the completion of Q1, the cars that will not take part in Q2 will be under Parc Fermé regulations. Any work that is being carried out on these cars must stop at the chequered flag, and the relevant cars must be resting on jacks, if it is possible to do so, for the remainder of the session. Only the cars allowed to take part in Q2 may be worked on after the chequered flag of Q1. Q2 can start only once all cars from Q1 are back in the pit lane in their designated pit allocation.

For the avoidance of doubt, cars that are recovered in Q1 of the Qualifying session with any external assistance, including the help of the marshals, are not subject to Parc Fermé until the

end of said session. If such car qualified for Q2, it will not be allowed to start in Q2.

Should it become necessary to postpone Q2 more than 30 minutes after the chequered flag of Q1, all the cars, including those which did not qualify for Q2, must be directed to their respective garage and placed under Parc Fermé rules.

The cars admitted to Q2 will be released at the latest 30 minutes before the start of Q2.

In order to determine which drivers will proceed to Q2, if two or more drivers set identical times during Q1, priority will be given to the one who set it first.

4.9 After completion of Q2, all cars must be directed immediately to the Parc Fermé.

- a) Cars that are on the track will be driven directly to the Parc Fermé without stopping in the pit lane, unless instructed otherwise by the race officials.
- b) Cars that are in the pit lane must immediately be pushed by the teams to the Parc Fermé.
- c) In both cases, drivers and teams must comply with the instructions of the race officials.

4.10 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 them.

4.11 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, Article 37.11 of the present Sporting Regulations will apply.

4.12 In the event of a driving infringement during any practice session the Stewards may delete a driver's lap time (or lap times) or apply a penalty they consider appropriate. For Qualifying sessions, Article 37.11 of the present Sporting Regulations will apply.

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 19 of the present Sporting Regulations.

In case of an infringement concerning the non-respect of the track limits (Appendix L to the ISC,

Chapter IV, Article 2), the Stewards may delete lap times set as a result of that infringement (in addition to any other available penalties).

- 4.13 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.
- 4.14 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.
- 4.15 All laps covered during qualifying practice will be timed. With the exception of a lap in which a red flag is shown, each time a car crosses the Line it will be deemed to have completed one lap.
- 4.16 Should two or more drivers have set identical times, or no time at all, in Q2, their positions in the ranking of Q2 will be determined in order of who set the better time in Q1.
- 4.17 During a 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 part of the session until that moment by the driver involved will be deleted unless the Stewards deem that a different penalty as per Article 37.11 of the present Sporting Regulations is more appropriate.

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.

- 4.18 Results for the Qualifying session shall be drawn up as follows:
 - a) The top twelve (12) positions will be occupied by the cars which took part in Q2, with the driver setting the fastest lap ranked first, and the remaining drivers placed in the descending order according to their results.
 - b) Any car eligible for Q2 that does not complete a timed lap in Q2 will be placed in 12th position. If 2 or more cars fail to complete a timed lap in Q2, they will be placed according to their positions in Q1.
 - c) Position 13 and onwards will mirror the order of the results of Q1 for cars classifying 13th and onwards.
 - d) In case of cancelation of Q2 only, the results for Qualifying will be drawn up according to the list of fastest times achieved by each driver during Q1 only.
 - e) Should two or more drivers have set identical times, priority will be given to the one who set it first.

5. STOPPING THE PRACTICE

- 5.1 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.

5.2 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.

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

6. THE GRID

6.1 At the end of qualifying practice, the fastest time achieved by each driver will be published officially. In case of change of sporting format due to reason of force majeure or as allowed in Article 5.8 of the present Sporting Regulations the provisions of Articles 6.5 and 6.9 of the present Appendix will apply. In cases of doubt, the Stewards shall have the authority to set the grid for a race and their decision is not appealable.

6.2 Any driver whose best qualifying (Q1 or Q2) exceeds 107% of the fastest time will not be allowed to take part in Race 1 and Race 2. 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 in a 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.

6.3 The car that qualifies for the pole position of the race will start the race from the position on the grid which is the pole position according to each circuit license. However, the location of the pole position can be changed at the discretion of the Race Director and with the agreement of the competitors.

6.4 Cars granted neutralisation of Parc Fermé as per Article 15.4 of the present Appendix will start the following race from the back of the grid and will be lined up according to Article 6.11 of the present Appendix.

6.5 The starting grid for Race 1 will be drawn up according to the final Qualifying results, with the driver setting the fastest lap starting on pole and the remaining drivers placed in the descending order according to their results.

a) In case of cancelation of Q1 and Q2, the grid for Race 1 will be drawn up accordingly to the list of fastest time achieved by each driver during the Free Practice sessions and published by the Stewards.

b) If no Free Practice sessions take place, the current Drivers' Standings will set the grid with ties decided by ballot.

c) If no Free Practice sessions take place and it is the first Competition of the season, the grid will be decided by ballot.

6.6 Should two or more drivers have set identical times, priority will be given to the one who set it

first.

- 6.7** The final starting grid of each race will be published at the latest sixty (60) minutes before the opening of the pit lane of the given race.
- 6.8** Any competitor whose car(s) is (are) unable to start for any reason whatsoever (or who has good reason to believe that their car (s) will not be ready to start) must inform the Race Director or Technical Delegate accordingly at the earliest opportunity and, in any case, no later than 45 minutes before the start of the race. After the publication of the final grid, the gaps on the grid will not be closed.
- 6.9** The starting grid for Race 2 will be drawn up in the following way:
- a) Positions 1-10 will be occupied by the top ten (10) cars from Qualifying final results in reverse order, with 10th placed driver starting on pole.
 - b) The other cars will be placed behind them from grid position 11 onwards and mirror the final results of Qualifying for 11th place onwards.
 - c) In case of cancelation of Q1 and Q2, the grid for Race 2 will be drawn up accordingly to the list of fastest times achieved by each driver during the Free Practice sessions and published by the Stewards, with the best ten (10) cars in reverse order.
 - d) If no Free Practice sessions take place, the stewards will determine the criteria for setting the grid.
 - e) The driver who achieves the fastest lap time in Race 1 will be moved one grid place closer to pole position.
- 6.10** Once the grid for a race has been established, grid position penalties (if any) will be applied to the drivers in question in the order in which the offences were committed and as per the following provisions:
- i. “Drop of grid positions”: These penalties should be processed one after the other, in the order of the offence that caused the penalty.
 - ii. “Back of the grid “: This penalty will be implemented after penalties in accordance with Article 6.11 i) of the present Appendix. If this decision has been made for more than one driver, then the order of these cars corresponds to the lap time set in Q1.
 - iii. Cars that have lost the right to line up according to their original starting grid position for the race due to the neutralisation of Parc Fermé will line up at the back of the starting grid in the order of their original starting grid position for the race.

- iv. “Failure to set Qualifying Time”: Should a driver fail to set a time in Qualifying, all the times set in the Qualifying were cancelled, or their time is slower than 107% of the fastest time, the competitor may make a request in accordance with Article 6.2 of the present Appendix. Should the Stewards decide to allow the driver to start, the driver will “start from the back of the grid” behind all others, including those for whom other penalties have been applied. If similar decisions are applied to multiple drivers, their position on the grid will correspond to the times set in Free Practice 2.

6.11 Before all sessions, cars shall be ready in the pre-grid area according to the pre-grid order twenty (20) minutes before the start of the session at the latest and shall be released through the paddock gate in that same order. The pre-grid order must be respected from the moment cars leave their garages and drivers and Competitors shall always respect marshals’ instructions.

6.12 Paddock pre-grid procedures shall be as follows:

- a) The pre-grid order will be drawn up according to the most recent 2026 FIA TCR World Tour driver standings, followed by race-by-race entries in the order defined by the Promoter.
- b) Cars will go up to the Paddock from the far end of the garage exit following the pre-grid order issued by the Stewards or Race Director.
- c) Each car will be notified by the marshal in the basement when to drive up for the pre-grid, starting approx. 30 minutes before the start of the session.
- d) Starting the engines or leaving the engines running for the purpose of warming-up is not allowed on the paddock pre-grid for safety reasons.
- e) Cars must enter the track with marked tyres.
- f) Any car delayed leaving its position will be released only after all the other cars have left the paddock.
- g) The access back to the basement garage will be through the entrance near the Race Control Tower.
- h) 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.
- i) For safety reasons, any driver released from their pit stop position must move to the fast lane as quickly as possible, drivers must not drive side by side with another car.
- j) For safety reasons and sporting equity, drivers must not drive through other team’s pit bay after being released from their pit stop position.

7. STARTING PROCEDURE FOR RACES

- 7.1** A minimum twenty-five (25) minutes before the time of the start of the formation lap, the pit exit will be opened, and the cars will be permitted to leave the pits to cover a reconnaissance lap. At the end of this lap, they will stop on the grid in starting order with their engines stopped. Should they wish to cover more than one reconnaissance lap, this must be done by driving through the pit lane at authorised pit lane speed.

Any car, which does not finish the reconnaissance lap and does not reach the grid or the pit lane under its own power will not be permitted to start the race. After the race, the car will be brought back to Parc Fermé.

Cars that will start the race from the pit lane are allowed to do reconnaissance laps and must enter the pit lane at the end of the laps.

- 7.2** Seventeen (17) minutes before the time for the start of the formation lap of each race, a warning signal announcing the closing of the pit exit in two (2) minutes will be given.
- 7.3** Fifteen (15) minutes before the time for the start of the formation lap of each race, the pit exit will be closed, and a message on the time monitor 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.

- 7.4** 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.
- 7.5** The approach of the start will be announced by signals shown ten (10) minutes, five (5) minutes, three (3) minutes, one (1) minute and fifteen (15) seconds before the start of the formation lap, each of which will be accompanied by an audible warning.

When the ten-minute signal is shown, everybody except drivers, officials and team technical staff must leave the grid. Wheel changes on the starting grid may only be allowed prior to the five-minute signal.

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

A 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.

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

Fuelling on the grid is prohibited.

- 7.6** 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 until Safety Car Line 1.

Any car starting the race from the pit lane are allowed to join the formation lap and must pit in at the end of that lap (or laps if more than one).

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 Safety Car Line 2.

- 7.7** 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 will warn with yellow flags the drivers behind.

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

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

- 7.8** 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, unless otherwise specified in the Race Director's Briefing Notes.

7.9 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 and shall start from the pit lane if was able to take part in the extra formation lap.

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.

Every time this happens, the Race Director will shorten the race distance by one lap, which will include the possible Safety Car laps which may be added under Article 9 of the present Appendix.

- b. If any other type of problem arises, and if the Race Director decides the start should be delayed, the following procedures shall apply:
 - i. 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 five (5) minutes later with the race distance reduced by one lap. The next signal will be the three-minute signal.
 - ii. 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.
 - iii. 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.
 - iv. If the driver is unable to start the car whilst it is being pushed, their mechanics may attempt to start it in the pit lane. If the car then starts, it may re-join the race.

7.10 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.

Unless specifically authorised by the FIA, during the start of a race the pit wall must be kept free of all persons except for properly authorised officials and fire marshals, all of whom shall be wearing an appropriate pass.

7.11 A penalty will be imposed for a false start if so, reported by start line judges, judges of fact, the FIA Race Director, or the Starter.

7.12 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 has 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 10-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 a ten-minute warning will be given.
- c. If the race is started behind the Safety Car, Article 2.10 of Appendix H of the FIA International Sporting Code will apply. The race will start with the green lights and have no formation lap. The first two laps behind the Safety Car shall not count towards the race distance.
- d. Any car(s) starting the race from the pit lane may join the formation lap once the whole field has passed the end of the pit lane and the pit lane exit light has been changed to green. The light will be green for a maximum of ten seconds.

Any such car(s) must enter the pit lane at the end of the formation lap and start from the end of the pit lane in the order they get there.

Overtaking during the formation lap is strictly forbidden (unless a car is delayed and cars behind cannot avoid passing it).

A penalty will be imposed to any driver not entering the pit lane at the end of the formation lap.

7.13 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 the present Sporting Regulations relating to the starting procedure may result in the disqualification of the car and drivers concerned from the Competition.

- 7.14** Under certain circumstances the race may be started behind the safety car or resumed in accordance with Article 12 of the present Appendix. 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 they reach the Intermediate 2 timing loop, 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 17.3 e), f) or g) of the present Sporting Regulations will be imposed on any driver who fails to enter the pit lane if he has not re-established the original starting order before they reach the first safety car line.

8. THE RACE

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

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 race.

- 8.3** 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.

9. SAFETY CAR

9.1 For Competition Format 2, in case of Safety Car, additional laps will not be added. Article 2.10 of ISC Appendix H will apply.

10. FULL COURSE YELLOW

10.1 Article 43 of the present Sporting Regulations applies.

11. SUSPENDING THE RACE

11.1 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 Race Director or 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.

11.2 When the signal is given, overtaking is forbidden, the pit exit will be closed and all cars must proceed slowly into the pit lane. The first car to arrive in the pit lane should proceed directly to the pit exit staying in the fast lane. All the other cars should form up in a line behind the first car.

11.3 Any cars unable to return to the pit lane 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.

11.4 Additionally, any cars in the pit lane or pit entry at the time the race was suspended will be arranged in the order they occupied before the race was suspended. In all cases, the order will be taken at the last point at which it was possible to determine the position of all cars. All such cars will then be permitted to resume the race.

The safety car will then be driven to the front of the line of cars in the fast lane.

11.5 Whilst the race is suspended:

- It will be at the FIA Race Director's discretion, whenever the competition timetable allows so, to stop the clock in case of applying Red Flag during races;
- 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.

11.6 Unless asked to do so by the officials, cars may not be moved from the fast lane while the race is suspended. A penalty under Article 17.3 f) of the present Sporting Regulations will be imposed on

drivers whose car is moved from the fast lane to any other part of the pit lane without permission. Any car which was in the pit entry or pit lane when the race was suspended will not incur a penalty. However, a penalty will be imposed on drivers whose car is moved from the fast lane to any other part of the pit lane.

11.7 All cars in the pit lane will be permitted to leave the pits once the race has been resumed and 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. At all times drivers must follow the directions of the marshals.

12. RESUMING THE RACE

12.1 The delay will be kept as short as possible and, at least ten (10) minutes before the resumption of the session, competitors will be informed via the timing monitors; in all cases, warning of restart will be given at “appropriate intervals” as updated information is received in Race Control regarding the track condition.

12.2 Signals will be shown ten (10) minutes, five (5) minutes, three (3) minutes, one (1) minute, and fifteen (15) seconds before the resumption, and each of these will be accompanied by an audible warning.

12.3 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.

12.4 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.

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

12.6 When the one-minute signal is shown, engines should be started, and all competitor personnel must leave the fast lane 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 inner lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind. Drivers may leave the fast lane in order to pass any car unable to leave the pit lane.

12.7 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:

- a) The race is being resumed in wet conditions and the Race Director or the Clerk of the Course deems more than one lap necessary, in which case Article 7.14 of the present Appendix applies.
- b) All cars are not yet in a line behind the safety car.

- c) A further incident occurs necessitating another intervention.
- d) The Race Director or Clerk of the Course decides it is unsafe to resume the race.

When the green lights are illuminated the Safety Car will leave the pit lane and all drivers must follow no more than five car lengths apart

12.8 Overtaking behind the Safety Car is only permitted in the following cases:

- a) If a car is delayed when leaving its position in the fast lane and cars behind cannot avoid passing it without unduly delaying the remainder of the field the driver may overtake to re-establish his original starting position, provided he does so before he crosses the Intermediate 2 timing loop on the lap the safety car returns to the pits. Should he fail to do so he must re-enter the pit lane and may only rejoin the race once the whole field has passed the end of the pit lane after the race has been resumed.

Any driver who is delayed as above must not overtake another moving car if he was stationary after all other cars had passed him and must start 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.

A drive-through will be imposed on any driver who fails to re-enter the pit lane if he has not re-established the original starting order before he reaches the first safety car line on the lap the safety car returns to the pits.

- b) A driver may leave the fast lane in order to overtake any car when leaving its position in the fast lane.
- c) A driver may overtake to re-establish the order before the race was suspended, based on instructions from the Race Director, provided he does so before he crosses the first safety line on the lap the safety car returns to the pits.

12.9 Penalties may be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the lap.

12.10 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.

To appear in the final classification, a driver must have crossed the finish line (not in the pit lane and under their own power) at the end of the lap from which the final results will be taken.

Should a driver cause the session to be stopped (red flag), that driver will not appear in the final classification.

If a driver is not directly responsible for the incident, the Stewards may decide not to remove the driver from the final classification.

13. DRIVER BEHAVIOUR AT TURN 19 “MELCO”

13.1 Drivers shall respect specific behaviour when approaching turn 19 “Melco”.

13.2 During all sessions a permanent fixed yellow flag will be displayed between T18 and T19 on the drivers’ right-hand side. This fixed yellow flag prohibits overtaking manoeuvres when approaching the turn. Overtaking is strictly forbidden from the fixed yellow flag until the next green signal. Drivers are not obliged to slow down.

In addition, a permanent yellow line will be marked on track on the drivers’ right-hand side in turn 19. This line must be respected during all sessions and must not be crossed under any circumstances.

During qualifying session, any car passing the permanent fixed yellow flag approaching turn 19 must be at speed that does not impede any cars finishing or starting a fast lap.

Marshal post 18.9 outside turn 19 on the driver’s left-hand side shall repeat the Race Director’s signals. All signals shown at this post hold the same regulatory value as signals shown at the finish line. In case where a penalty flag is presented with the car number, the driver must adhere to the signal in that lap.

Any infringement of Article 13 of the present Appendix may result in a penalty from the Stewards.

14. FINISH

14.1 The leader will be shown the chequered flag when he crosses the control line (the Line) at the end of the final lap. The penultimate lap will be the one in which the leading car crosses the line with no race distance remaining. The Line is a single line that crosses both the track and the pit lane.

14.2 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.

14.3 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.

15. PARC FERME

- 15.1** Only those officials responsible for supervision may enter the Parc Fermé located inside the competitor's garages. No intervention of any kind is allowed there unless authorised by such officials.
- 15.2** 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.
- 15.3** The Parc Fermé shall be sufficiently large and secured that no unauthorised persons can gain access to it. In case Parc Fermé is organised to be in each competitor's garage or tent, it must be free from any kind of covering that obstructs a clear view of what is happening inside.
- 15.4** Any competitor who wishes for the Parc Fermé rules to be neutralised must submit a written request to this effect to the Stewards via the Technical Delegate. Such request must be submitted at the latest fifteen (15) minutes after the chequered flag of the session concerned. Granting authorisation is at the discretion of the Stewards and the competitor concerned will start the next race from the back of the grid.
- 15.5** Parc Fermé after Q1 will be in the inner lane in front of the competitor's designated pitlane allocation. After Q2, Parc Fermé will be inside the competitor's garage.
- 15.6** From the moment the end-of-race signal is shown, the Parc Fermé rules will apply. Competitor personnel must push cars in Parc Fermé, which will be inside the competitor's garage unless otherwise instructed by the Race Director. If the Race Director allows so, the cars may also permit to be driven to Parc Fermé, when the distance requires it.
- 15.7** The Parc Fermé will end when the Stewards decided so, but at the earliest, 30 minutes after the posting time of the Provisional Classification of the session concerned.
- 15.8** The Parc Fermé must be positioned as close as possible to the podium, preferably immediately below, with direct access.
- 15.9** As soon as all the cars have crossed the Line, a course car must go around the track to collect any driver who has finished in the first three but is stranded on the circuit.
- 15.10** 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.

16. CLASSIFICATION

16.1 The car placed first will be the one having covered the scheduled distance in the shortest time. All cars will be classified considering 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.

16.2 Only cars which have covered at least 75% of the race distance covered by the winner will be classified. Should 75% not result in a full number of laps, the decimals will be disregarded.

16.3 The final 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 the present Sporting Regulations.

17. PODIUM CEREMONIES

17.1 The podium ceremony will take place in accordance with the present Sporting Regulations and following the instructions of the Promoter.

17.2 After each race, the drivers finishing the races in 1st, 2nd and 3rd positions, the top classified race-by-race driver, and the representatives of the winning Team, must attend the prize-giving ceremonies on the podium. All cars, except those required for podium procedures as identified by the Tour Promoter and/or Technical Delegate, shall return to parc fermé and be in parc fermé conditions.

17.3 After qualifying and each race, selected drivers as identified by the Tour Promoter shall make themselves available for the post-session press conference.

17.4 During the podium ceremony, trophies will be presented to:

- i. The winning driver;
- ii. The driver classified 2nd;
- iii. The driver classified 3rd;
- iv. The top classified race-by-race driver;
- v. A representative of the winning Team.

17.5 In addition, the Tour Promoter may invite the Tour winning driver and winning team to attend podium and press conference activities.

17.6 A fine of 1,000 euros will be imposed on any driver or competitor who does not take part in the specified podium and press conference activities.

18. CAR LAYOUT

18.1 The car layout requirements shall be communicated in the Appendix of the event visa.

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FOREWORD

The present Appendix outlines the Competition Format 3.

Save in exceptional circumstances, Competition Format 3 shall comprise three races with a length of 30 minutes plus 1 lap each. The exact race distance and the 75% point shall be stated in the Appendix 5, present Sporting Regulations, of the relevant Competition.

Article 18 of the present Appendix outlines the specific provisions for a Competition run alongside TCR Mexico.

1. RACE-BY-RACE ENTRY

- 1.1** Competitors' applications for race-by-race entries shall be managed by the Promoter.
- 1.2** The deadline for race-by-race entries is the Monday the week before the Competition.
- 1.3** In any case, the number of cars allowed to take part in practice and to start the races is as provided for in Supplement n°2 of Appendix O to the Code.

2. SUPPLY OF TYRES IN THE TOUR DURING THE COMPETITION

- 2.1** Tyre limitation during the Competition is outlined in Article 27 of the present Sporting Regulations:

3. PIT ENTRY, PIT LANE AND PIT EXIT

- 3.1** Drivers must follow the instructions of the marshals at all times.
- 3.2** The section of track between the first safety car line and the beginning of the pit lane will be designated the "pit entry".
- 3.3** The section of track between the end of the pit lane and the second safety car line will be designated the "pit exit".
- 3.4** 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.
- 3.5** 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.
- 3.6** Any driver intending to start the race from the pit lane may not drive their car from its 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.

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

- 3.8** 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 their normal position, and under its own power.
- 3.9** 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.
- 3.10** 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.
- 3.11** During the Competition, cars must be angle-parked at the assigned position in the pit lane (rear of the car into the pit entry at an angle of approximately 45 degrees facing towards the pit lane exit) in formation at all practice and qualifying session, and before pit exit open for the reconnaissance laps, 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 any free practice session and if the car is parked outside of the garage, this position must also be applied.

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 Technical Delegate.

- 3.12** During all practice sessions and races, the garage openings (facing the pit lane or paddock) must be free from any kind of covering that obstructs a clear view of what is happening inside the garage.
- 3.13** For all practice sessions and races, the cars are allowed to drive in the fast lane only after the pit exit is open and/or when a race is suspended and shall stay in their allocated area in the pit lane unless otherwise authorised by the Race Director.
- 3.14** 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.

4. FREE PRACTICE, QUALIFYING

- 4.1** Save where the present Sporting Regulations require otherwise, pit and track discipline and safety measures will be the same for all practice sessions as for the race.
- 4.2** No driver may start in a race without having taken part in the qualifying practice session, except in a case of “force majeure” duly recognised as such by the Stewards.
- 4.3**
 - 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.

- 4.4** The time schedule and the programme of the practice sessions will be published separately.
- 4.5** There will be two free practice sessions of thirty (30) minutes each.
- 4.6** There will be one 30-minute qualifying practice session. The qualifying session will be split into 2 parts – Q1 and Q2, with a seven-minute break in-between. The seven minutes will start from the moment the first car takes a chequered flag at the end of Q1. All cars will take part in the first twenty (20) minutes – Q1. At the end of this time, all cars will return to their pits. The fastest 12 cars in Q1, according to the provisional results, will recommence qualifying practice for the last ten (10) minutes – Q2.
- 4.7** TCR cars allowed to start the Competition with a TCR Temporary Technical form cannot take part in Q2. From the start of Q1 until the end of Q2, the following principles will apply:
- i. No fuel can be added or removed from the cars;
 - ii. All cars must be angle-parked on the working lane, when not on the track;
 - iii. Cars will only be allowed on the fast lane when the pit exit is open at the start or restart of the session.
- 4.8** After the completion of Q1, the cars that will not take part in Q2 will be under Parc Fermé regulations. Any work that is being carried out on these cars must stop at the chequered flag, and the relevant cars must be resting on jacks, if it is possible to do so, for the remainder of the session. Only the cars allowed to take part in Q2 may be worked on after the chequered flag of Q1. For clarity, Q2 session will not start until all cars taking part in Q1 are back in the pit lane in their designated pit allocation.

For the avoidance of doubt, cars that are recovered in Q1 of the Qualifying session with any external assistance, including the help of the marshals, are not subject to Parc Fermé until the end of said session. If such car qualified for Q2, it will not be allowed to start in Q2.

Should it become necessary to postpone Q2 more than 30 minutes after the chequered flag of Q1, all the cars, including those which did not qualify for Q2, must be directed to their respective garage and placed under Parc Fermé rules.

The cars admitted to Q2 will be released at the latest 30 minutes before the start of Q2.

In order to determine which drivers proceed to Q2, if two or more drivers set identical times during Q1, priority will be given to the one who set it first.

- 4.9** After completion of Q2, all cars must be directed immediately to the Parc Fermé.
- i. Cars that are on the track will be driven directly to the Parc Fermé without stopping in the pit lane, unless instructed otherwise by the race officials.
 - ii. Cars that are in the pit lane must immediately be pushed by the teams to the Parc Fermé.
 - iii. In both cases, drivers and teams must comply with the instructions of the race officials.

- 4.10** 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 them.

- 4.11** Practice and Qualifying 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, Article 37.11 of the present Sporting Regulations will apply.

- 4.12** In the event of a driving infringement during any practice session the Stewards may delete a driver's lap time (or lap times) or apply a penalty they consider appropriate. For Qualifying sessions, Article 37.11 of the present Sporting Regulations will apply.

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 19 of the present Sporting Regulations.

In case of an infringement concerning the non-respect of the track limits (Appendix L to the ISC, Chapter IV, Article 2), the Stewards may delete lap times set as a result of that infringement (in addition to any other available penalties).

- 4.13** 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.

- 4.14** 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.

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

- 4.16** Should two or more drivers have set identical times, or no time at all, in Q2, their positions in the ranking of Q2 will be determined in order of who set the better time in Q1.

- 4.17** During a 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 part of the session until that moment by the driver involved will be deleted unless the Stewards deem that a different penalty as per Article 37.11 of the present Sporting Regulations is more appropriate.

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.

- 4.18** Results for the Qualifying session shall be drawn up as follows:

- a) The top twelve (12) positions will be occupied by the cars which took part in Q2, with the driver setting the fastest lap ranked first, and the remaining drivers placed in the descending order according to their results.

- b) Any car eligible for Q2 that does not complete a timed lap in Q2 will be placed in 12th position. If 2 or more cars fail to complete a timed lap in Q2, they will be placed according to their positions in Q1.
- c) Position 13 and onwards will mirror the order of the results of Q1 for cars classifying 13th and onwards.
- d) In case of cancellation of Q2 only, the results for Qualifying will be drawn up according to the list of fastest times achieved by each driver during Q1 only.
- e) Should two or more drivers have set identical times, priority will be given to the one who set it first.

5. STOPPING THE PRACTICE

- 5.1** 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.
- 5.2** 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.
- 5.3** All cars abandoned on the track will be removed to a safe place.

6. THE GRID

- 6.1** At the end of qualifying practice, the fastest time achieved by each driver will be published officially. In case of change of sporting format due to reason of force majeure or as allowed in Article 5.8 of the present Sporting Regulations the provisions of Articles 6.5, 6.8 and 6.9 of the present Appendix will apply. In cases of doubt, the Stewards shall have the authority to set the grid for a race and their decision is not appealable.
- 6.2** Any driver whose best qualifying (Q1 and Q2) exceeds 107% of the fastest time will not be allowed to take part in the Races. 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 in a 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.
- 6.3** The car that qualifies for the pole position of the race will start the race from the position on the grid which is the pole position according to each circuit license. However, the location of the pole position can be changed at the discretion of the Race Director and with the agreement of the competitors.
- 6.4** Cars granted neutralisation of Parc Fermé as per Article 14.4 of the present Appendix will start the following race from the back of the grid and will be lined up according to Article 6.10 of the present Appendix.

- 6.5** The starting grid for Race 1 will be drawn up according to the final Qualifying results, with the driver setting the fastest lap starting on pole and the remaining drivers placed in the descending order according to their results.
- a) In case of cancelation of Q1 and Q2, the grid for Race 1 will be drawn up accordingly to the list of fastest time achieved by each driver during the Free Practice sessions and published by the Stewards.
 - b) If no Free Practice sessions take place, the current Drivers' Standings will set the grid with ties decided by ballot.
 - c) If no Free Practice sessions take place and it is the first Competition of the season, the grid will be decided by ballot.
- 6.6** Should two or more drivers have set identical times, priority will be given to the one who set it first.
- 6.7** The final starting grid of each race will be published at the latest sixty (60) minutes before the opening of the pit lane of the given race.
- 6.8** The starting grid for Race 2 will be drawn up in the following way:
- a) Positions 1-10 will be occupied by the top ten (10) cars from Qualifying final results in reverse order, with 10th placed driver starting on pole.
 - b) The other cars will be placed behind them from grid position 11 onwards and mirror the final results of Qualifying for 11th place onwards.
 - c) In case of cancelation of Q1 and Q2, the grid for Race 2 will be drawn up according to the list of fastest times achieved by each driver during the Free Practice sessions and published by the Stewards, with the best ten (10) cars in reverse order.
 - d) If no Free Practice sessions take place, the stewards will determine the criteria for setting the grid.
 - e) The driver who achieves the fastest lap time in Race 1 will be moved one grid place closer to pole position.
- 6.9** The starting grid for Race 3 will be drawn up based on the total number of Tour points awarded to each competitor for Qualifying, Race 1 and Race 2.
- a) The Driver with the greatest number of points will be on pole position and the remaining drivers will be placed in the descending order of their total number of points.
 - b) If more than one Driver has the same number of points, they will be placed in order of the results of Qualifying.
 - c) If no Qualifying takes place, the drivers will be placed according to the best time achieved in Free Practice 2 (or Free Practice 3, in case there are three Free Practices).

- 6.10** Once the grid has been established, any grid position penalties (if any) will be applied to the drivers in question in the order in which the offences were committed and as per the following provisions:
- i. “Drop of grid positions”: These penalties should be processed one after the other, in the order of the offence that caused the penalty.
 - ii. “Back of the grid “: This penalty will be implemented after penalties in accordance with Article 6.11 i) of the present Appendix. If this decision has been made for more than one driver, then the order of these cars corresponds to the lap time set in Q1.
 - iii. Cars that have lost the right to line up according to their original starting grid position for the race due to the neutralisation of Parc Fermé will line up at the back of the starting grid in the order of their original starting grid position for the race.
 - iv. “Failure to set Qualifying Time”: Should a driver fail to set a time in Qualifying, all the times set in the Qualifying were cancelled, or their time is slower than 107% of the fastest time, the competitor may make a request in accordance with Article 6.2. Should the Stewards decide to allow the driver to “start from the back of the grid”, they will start behind all others, including those for whom other penalties have been applied. If similar decisions are applied to multiple drivers, their position on the grid will correspond to the times set in Free Practice 2.
- 6.11** Any competitor whose car(s) is (are) unable to start for any reason whatsoever (or who has good reason to believe that their car (s) will not be ready to start) must inform the Race Director or Technical Delegate accordingly at the earliest opportunity and, in any case, no later than sixty (60) minutes before the start of the concerned race. After the publication of the final grid, the gaps on the grid for the race will not be closed.

7. STARTING PROCEDURE FOR RACES

- 7.1** A minimum twenty-five (25) minutes before the time of the start of the formation lap, the pit exit will be opened, and the cars will be permitted to leave the pits to cover a reconnaissance lap. At the end of this lap, they will stop on the grid in starting order with their engines stopped. Should they wish to cover more than one reconnaissance lap, this must be done by driving through the pit lane at authorised pit lane speed.

Any car, which does not finish the reconnaissance lap and does not reach the grid or the pit lane under its own power, will not be permitted to start the race. After the race, the car will be brought back to Parc Fermé.

Cars that will start the race from the pit lane are allowed to do reconnaissance laps and must enter the pit lane at the end of the laps.

- 7.2** A minimum of Fifteen (15) minutes before the time for the start of the formation lap of each race, the pit exit will be closed, and a message on the time monitor 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.

7.3 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.

7.4 The approach of the start will be announced by signals shown ten (10) minutes, five (5) minutes, three (3) minutes, one (1) minute and fifteen (15) seconds before the start of the formation lap, each of which will be accompanied by an audible warning.

When the ten-minute signal is shown, everybody except drivers, officials and team technical staff must leave the grid. Wheel changes on the starting grid may only be allowed prior to the five-minute signal.

At the five-minute signal, the cars must be resting on their wheels and 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 was not resting on its wheels or did not have the wheels fitted at the five-minute signal.

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

Fuelling on the grid is prohibited.

7.5 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 until Safety Car Line 1.

Any car starting the race from the pit lane are allowed to join the formation lap and must pit in at the end of that lap (or laps if more than one).

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 Safety Car Line 2.

7.6 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 will warn with yellow flags the drivers behind.

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

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

7.7 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, unless otherwise specified in the Race Director's Briefing Notes.

7.8 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 and shall start from the pit lane if was able to take part in the extra formation lap.

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.

Every time this happens, the Race Director will shorten the race distance by three (3) minutes.

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

- i. 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 five (5) minutes later with the race distance reduced by one lap. The next signal will be the three-minute signal.
- ii. 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.
- iii. 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.
- iv. If the driver is unable to start the car whilst it is being pushed, their mechanics may attempt to start it in the pit lane. If the car then starts, it may re-join the race.

7.10 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.

Unless specifically authorised by the FIA, during the start of a race the pit wall must be kept free of all persons except for properly authorised officials and fire marshals, all of whom shall be wearing an appropriate pass.

7.11 A penalty will be imposed for a false start if so, reported by start line judges, judges of fact, the FIA Race Director, or the Starter.

7.12 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 has 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 10-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 a ten-minute warning will be given.

c) If the race is started behind the safety car, Article 2.10 of Appendix H of the FIA International Sporting Code will apply. The race will start with the green lights and have no formation lap.

d) Any car(s) starting the race from the pit lane may join the formation lap once the whole field has passed the end of the pit lane and the pit lane exit light has been changed to green. The light will be green for a maximum of ten seconds.

Any such car(s) must enter the pit lane at the end of the formation lap and start from the end of the pit lane in the order they get there.

Overtaking during the formation lap is strictly forbidden (unless a car is delayed and cars behind cannot avoid passing it).

A penalty will be imposed to any driver not entering the pit lane at the end of the formation lap.

7.13 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 the present Sporting Regulations relating to the starting procedure may result in the disqualification of the car and drivers concerned from the Competition.

7.14 Under certain circumstances the race may be started behind the safety car or resumed in accordance with Article 12 of the present Appendix. 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:

- i. A car is delayed when leaving the grid and cars behind cannot avoid passing it without unduly delaying the remainder of the field, or
- ii. 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 they reach the Intermediate 2 timing loop, 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 17.3 e), f) or g) of the FIA TCR World Tour Sporting Regulations will be imposed on any driver who fails to enter the pit lane if he has not re-established the original starting order before they reach the first safety car line.

8. THE RACE

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

8.2 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 them. 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.

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 race.

8.3 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.

9. SAFETY CAR

9.1 For all Competitions using Competition Format 3, Article 2.10 of ISC Appendix H to be applied.

10. FULL COURSE YELLOW

10.1 Article 43 of the present Sporting Regulations applies.

11. SUSPENDING THE RACE

- 11.1** 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 Race Director or 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.
- 11.2** When the signal is given, overtaking is forbidden, the pit exit will be closed, and all cars must proceed slowly into the pit lane. The first car to arrive in the pit lane should proceed directly to the pit exit staying in the fast lane. All the other cars should form up in a line behind the first car.
- 11.3** Any car unable to return to the pit lane 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.
- 11.4** Additionally, any car in the pit lane or pit entry at the time the race was suspended will be arranged in the order they occupied before the race was suspended. In all cases, the order will be taken at the last point at which it was possible to determine the position of all cars. All such cars will then be permitted to resume the race.

The safety car will then be driven to the front of the line of cars in the fast lane.

11.5 Whilst the race is suspended:

- It will be at the FIA Race Director's discretion, whenever the competition timetable allows so, to stop the clock in case of applying Red Flag during races;
- 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.

11.6 Unless asked to do so by the officials, cars may not be moved from the fast lane while the race is suspended. A penalty under Article 17.3 f) of the present Sporting Regulations will be imposed on drivers whose car is moved from the fast lane to any other part of the pit lane without permission. Any car which was in the pit entry or pit lane when the race was suspended will not incur a penalty. However, a penalty will be imposed on drivers whose car is moved from the fast lane to any other part of the pit lane.

11.7 All cars in the pit lane will be permitted to leave the pits once the race has been resumed and 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. At all times drivers must follow the directions of the marshals.

12. RESUMING THE RACE

12.1 The delay will be kept as short as possible and, at least ten (10) minutes before the resumption of the session, competitors will be informed via TCR App; in all cases, warning of restart will be

given at “appropriate intervals” as updated information is received in Race Control regarding the track condition.

12.2 Signals will be shown ten (10) minutes, five (5) minutes, three (3) minutes, one (1) minute, and fifteen (15) seconds before the resumption, and each of these will be accompanied by an audible warning.

12.3 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.

12.4 At the five-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 five-minute signal or has any of its wheels changed before it leaves the pit lane after the race has been resumed.

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.

12.5 When the one-minute signal is shown, engines should be started, and all competitor personnel must leave the fast lane by the time the 15-second signal is given, taking all equipment with them. If any driver needs assistance after the 15-second signal, they 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 inner lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind. Drivers may leave the fast lane in order to pass any car unable to leave the pit lane.

12.6 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:

- a) The race is being resumed in wet conditions and the Race Director or the Clerk of the Course deems more than one lap necessary, in which case see Article 7.14 of the present Appendix applies.
- b) All cars are not yet in a line behind the safety car.
- c) A further incident occurs necessitating another intervention.
- d) The Race Director or Clerk of the Course decides it is unsafe to resume the race.

When the green lights are illuminated the safety car will leave the pit lane and all drivers must follow no more than five car lengths apart.

12.7 Overtaking behind the safety car is only permitted in the following cases:

- a) If a car is delayed when leaving its position in the fast lane and cars behind cannot avoid passing it without unduly delaying the remainder of the field the driver may overtake to re-establish his original starting position, provided he does so before he crosses the Intermediate 2 timing loop on the lap the safety car returns to the pits. Should he fail to do so he must re-enter the pit lane and may only rejoin the race once the whole field has passed the end of the pit lane after the race has been resumed.

Any driver who is delayed as above must not overtake another moving car if he was stationary after all other cars had passed him and must start 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.

A drive-through will be imposed on any driver who fails to re-enter the pit lane if he has not re-established the original starting order before he reaches the first safety car line on the lap the safety car returns to the pits.

- b) A driver may leave the fast lane in order to overtake any car when leaving its position in the fast lane.
- c) A driver may overtake to re-establish the order before the race was suspended, based on instructions from the Race Director, provided he does so before he crosses the first safety line on the lap the safety car returns to the pits.

12.8 Penalties may be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the lap.

12.9 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.

To appear in the final classification, a driver must have crossed the finish line (not in the pit lane and under their own power) at the end of the lap from which the final results will be taken.

Should a driver cause the session to be stopped (red flag), that driver will not appear in the final classification.

If a driver is not directly responsible for the incident, the Stewards may decide not to remove the driver from the final classification.

13. FINISH

13.1 The leader will be shown the chequered flag when he crosses the control line (the Line) at the end of the final lap. The penultimate lap will be the one in which the leading car crosses the line with no race time remaining. The Line is a single line that crosses both the track and the pit lane.

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

13.3 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.

14. PARC FERME

- 14.1** Only those officials responsible for supervision may enter the Parc Fermé located inside the competitor's garages. No intervention of any kind is allowed there unless authorised by such officials.
- 14.2** 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.
- 14.3** The Parc Fermé shall be sufficiently large and secured that no unauthorised persons can gain access to it. In case Parc Fermé is organised to be in each Competitor's garage or tent, it must be free from any kind of covering that obstructs a clear view of what is happening inside.
- 14.4** Any competitor who wishes for the Parc Fermé rules to be neutralised must submit a written request to this effect to the Stewards via the Technical Delegate. Such request must be submitted at the latest fifteen (15) minutes after the chequered flag of the session concerned. Granting authorisation is at the discretion of the Stewards and the competitor concerned will start the next race from the back of the grid.
- 14.5** Parc Fermé after Q1 will be in the inner lane in front of the competitor's designated pitlane allocation. After Q2, Parc Fermé will be inside the competitor's garage.
- 14.6** From the moment the end of qualifying session or end-of-race signal is shown, the Parc Fermé rules will apply. Competitor personnel must push cars in Parc Fermé, which will be inside the competitor's garage unless otherwise instructed by the Race Director. If the Race Director allows so, the cars may also permit to be driven to Parc Fermé, when the distance requires it.
- 14.7** The Parc Fermé will end when the Stewards decided so, but at the earliest, 30 minutes after the posting time of the Provisional Classification of the session concerned.
- 14.8** The Parc Fermé must be positioned as close as possible to the podium, preferably immediately below, with direct access.
- 14.9** As soon as all the cars have crossed the Line, a course car must go around the track to collect any driver who has finished in the first three but is stranded on the circuit.
- 14.10** 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.

15. CLASSIFICATION

- 15.1** The car placed first will be the one having covered the scheduled distance in the shortest time. All cars will be classified considering 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.
- 15.2** Only cars which have covered at least 75% of the race distance covered by the winner will be classified.

15.3 The final 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 the present Sporting Regulations.

16. PODIUM CEREMONIES

16.1 The podium ceremony will take place in accordance with the present Sporting Regulations and following the instructions of the Promoter.

16.2 The drivers finishing the races in 1st, 2nd and 3rd positions, the top classified race-by-race driver, and the representatives of the winning Team, must attend the prize-giving ceremonies on the podium which will be held immediately after each race and, make themselves available for a period of ninety (90) minutes for the purpose of unilateral television interviews and the press conference in the media centre.

16.3 During the podium ceremony, trophies will be presented to:

- i. The winning driver;
- ii. The driver classified 2nd;
- iii. The driver classified 3rd;
- iv. The top classified race-by-race driver;
- v. A representative of the winning Team.

16.4 The first three drivers in qualifying must take part in the post-qualifying Press Conference or Social Media Interviews at the time indicated by the Promoter. The first three drivers of each race must take part in the post-race Press Conference and any interviews and photo session required by the Series Promoter. A fine of 1,000 euros will be imposed on any competitor who is absent.

17. CAR LAYOUT

17.1 The car layout requirements shall be communicated in the Appendix of the event visa.

18. SPECIAL PROVISIONS FOR A COMPETITION RUNNING ALONGSIDE TCR MEXICO

18.1 Only for this Competition, a race-by-race Competitor can declare up to 3 different drivers per car. Once declared, the drivers cannot switch to a different car or Competitor.

18.2 In each session, only one driver shall be allowed to drive the car.

18.3 Each driver must take part in at least one Free Practice session to be able to take part in any of the following sessions (Qualifying and Races).

18.4 In the final classifications and in the Tour standings, all of the drivers of the car shall be considered as one entity and score points only for that said one entity. The entity shall appear as “Last name driver 1/ Last name driver 2/ Last name driver 3”.

- 18.5** The number of Free Practice sessions will be increased from 2 to 3 sessions of 30 minutes each. There will be no Shakedown for this Competition. All other provisions with regards to Free Practice sessions shall remain the same as outlined in the aforementioned Articles of the present Appendix.
- 18.6** Race-by-race Competitors shall declare which driver will take part in each session within the following deadlines:
- a) Driver nominations for each Free Practice session shall be declared to the Stewards before the end of Administrative checks.
 - b) Driver nominations for Qualifying and each race shall be declared to the Stewards within 2 hours after the end of Free Practice 3.
 - c) In case of force majeure where a nominated driver is physically unable to take part in a session, the Competitor will be able to request a substitution to the stewards, at the latest 2 hours before the start of the session in question. The Stewards will decide whether to accept the request.
 - d) The exact process for nominating a driver will be outlined in the FIA Visa for the Competition and/or in a Stewards' bulletin/communication.
- 18.7** The ballast for each car shall be based on the lightest (kg) driver of the car.
- 18.8** All sporting and technical penalties given to one of the drivers shall apply to the car, therefore, the next applicable driver shall serve the penalty.
- 18.9** The Stewards, the Race Director and the Technical Delegate can outline additional provisions and sporting and technical procedures for race-by-race entries of the Competition.

APPENDIX 4

LIST OF TECHNICAL SPECIFICATIONS OF CARS FOR THE 2026 SEASON

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 to be added as per Article 5 of the applicable Tour Technical Regulations.

The BoP applied to the Competition will be published by the Stewards at the beginning of each Competition.

APPENDIX 5

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, scrutineering and drivers' briefing.
5. Start time of each race.
6. Address and telephone number and E-mail of the organiser
7. Details of the circuit, which must include:
 - a) Location and access,
 - b) Length of one lap,
 - c) Length of each race,
 - d) Direction (clockwise or anti-clockwise),
 - e) Location of pit exit in relation to the Line.
8. Precise location at the circuit of:
 - a) Stewards' office,
 - b) Race Director's office,
 - c) FIA office,
 - d) Sporting checks,
 - e) Scrutineering, flat area and weighing,
 - f) Drivers' and competitors' briefing,
 - g) Winner's press conference,
 - h) Press centre,
 - i) Media Accreditation Centre,
 - j) Tyres,
 - k) Fuel.
9. The names of the following officials of the Tour appointed by the ASN:
 - a) Two Stewards,
 - b) Clerk of the Course,
 - c) Secretary of the Event,
 - d) National Chief Scrutineer,
 - e) Five (5) local scrutineers in addition to the National Chief Scrutineer,
 - f) National Chief Medical Officer.

10. Digital Notice Board:
11. Specific points:
 - a) Sporting format
 - b) 75% point of the race
 - c) any National/regional series scoring points/valid for
 - d) Tour Promoter contact details
 - e) Local Promoter contact details
 - f) Timekeeping and transponder information
 - g) Link for live timing,
 - h) Any other detailed information for the Competition such as local law or rules

PART B (Reserved for the FIA)

1. FIA Stewards' Chair,
2. Race Director,
3. Technical Delegate,
4. etc.

PART C

Detailed timetable

PART D

Car branding layout