

## General Regulations for Series run on Circuits / Automobile Sport

### TCR EASTERN EUROPE

ACCR Visa Number:

**006ZAO211115**

Name of the Series:

TCR Eastern Europe

Status of the Series/Events:

International

Preface:

WSC is Promoter of the series „TCR Eastern Europe “, reserved for TCR Cars, which is the property of WSC Ltd. The Series comprises one title of “2022 TCR Eastern Europe Driver’s Title”, and “2022 TCR Eastern Europe Trophy Driver’s Title”, and “2022 TCR Eastern Europe Teams Title” and of “2022 TCR Eastern Europe Junior Driver’s Title” for drivers under 23 years old. The series includes 12 races at six events in 2022.

The Series is held under the FIA International Sporting Code, the Czech ASN ACCR and the present Sporting Regulations specific to the Series.

WSC is exclusive owner of the TCR Technical Regulations and all related IP rights.

WSC appointed Krenek Motorsport has the official „sub-promoter“ for the Series.

WSC Ltd is the legal owner of the commercial trademark “TCR” and confirms that KRENEK MOTORSPORT is authorized to use such commercial or brand name/trademark in connection with the following motor sport International Series: “TCR EASTERN EUROPE”.

Sub-promoter contacts:

KRENEK MOTORSPORT s.r.o., Revolucni 246, 250 64 Mesice, Czech Republic  
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## 1. Introduction

The series TCR Eastern Europe will be organised in conformity with the provisions of the International Sporting Code and its appendices (the Code), the FIA General Prescriptions on circuits and the National Sporting Regulations of the ACCR. It will be run in conformity with the Series' sporting regulations and the 2022 TCR Technical Regulations, the latter being in conformity with the safety prescriptions of FIA Appendix J (Article 253 and 277).

The events will be organised in compliance with the ACCR General Event and Circuit Regulations unless stated otherwise in following or in the Supplementary Event Regulations of the corresponding event.

## 2. Organisation

### 2.1 Details on titles and awards of the Series

Krenek Motorsport s.r.o., hereinafter referred to as series sub-promoter, organises the TCR Eastern Europe for the year 2022. There shall be a drivers', a team and junior classification.

### 2.2 Name of the parent ASN

ACCR – Autoklub České republiky

### 2.3 ASN Visa/Registration Number

The series based on these Sporting Regulations has been approved by the ACCR on ..... with visa number .....

### 2.4 Name of the Promoter, address and contacts (Permanent office)

WSC Ltd, 10 Philpot Lane, 1st Floor, London EC3M 8AA, United Kingdom, Mrs Nunzia Corvino, Tel: +44 1223 322230, Mobile: +41 799 282261, E-mail: [nunzia.corvino@tcr-series.com](mailto:nunzia.corvino@tcr-series.com), <https://easterneurope.tcr-series.com>

### 2.5 Name of the Sub-promoter, address and contacts (Permanent office)

KRENEK MOTORSPORT s.r.o., Revolucni 246, 250 64 Mesice, Czech Republic, Mr. Josef Krenek, Tel: +420 283 981 766, Mobile +420 602 267249, E-Mail: [info@krenek.cz](mailto:info@krenek.cz), <https://easterneurope.tcr-series.com>

### 2.6 List of Officials (Permanent Stewards)

N/A

The Stewards officiate as an independent body under the authority of a chairman. The interpretation of the Supplementary Event Regulations, of these Regulations and of regulation-related bulletins issued for the events shall be reserved to the Stewards and the ACCR jurisdiction.

### 2.7 ASN's Delegates

The ASN's Delegates are listed in the relevant Supplementary Event Regulations.

The role of the ACCR delegates is to help the officials of the event in their duties, to see within their fields of competence that all the regulations governing the TCR Eastern Europe are respected, to make any comments they judge necessary and to draw up any reports concerning the event required by the ACCR.

The Technical Delegate nominated by the ACCR will be responsible for the complete scrutineering and the technical checks carried out during the TCR Eastern Europe. He has full authority over the scrutineers and assistant scrutineers assigned to him and reports to the Race Director / Clerk of the Course and the Stewards. The Technical Delegate may at any time during an event carry out any checks or order checks to be carried out in accordance with the relevant Technical Regulations.

## 3. Regulations and Legal Basis of the Series

This series is governed by the following regulations:

FIA International Sporting Code (ISC) and its appendices

ACCR Event Regulations

ACCR Circuit Regulations

ACCR Licence Regulations

ACCR Legal System and Code of Procedure (RuVO),

FIA Judicial and Disciplinary Rules

ACCR Decisions and Provisions

ACCR Environmental Guidelines

Anti-Doping Regulations of the national and international Anti-Doping Agency (WADA/NADA Code) as well as the Anti-Doping Regulations of the FIA

Sporting and Technical Regulations of this Series and the ACCR approved modifications and supplements (Bulletins)

Supplementary Event Regulations including modifications and supplements (Bulletins)

2022 TCR Technical Regulations

Promoter's Regulations of the TCR Eastern Europe

FIA Code of Ethics and Code of Behaviour and ACCR Code of Ethics

Other FIA and ACCR regulations

The internal ACCR regulations for licenced stewards shall not apply.

### 3.1 Official language

English

Only the English and ACCR approved text of the Regulations will be binding. Headings and typeface in this document are for ease of reference only and do not form part of these Sporting Regulations.

The official language of the "2022 TCR Technical Regulations" is English.

### 3.2 Responsibility, modification of the regulations, cancellation of the event

The participants (entrants, drivers, passengers, vehicle proprietors and registered keepers) take part in the event at their own risks. They carry the exclusive responsibility under civil and criminal law for all the damages caused by them or the car used by them as far as no exclusion of liability has been concluded.

Modifications to these regulations may in principle be carried out only by the relevant authorities. After the beginning of the event, modifications should be carried out only by the Stewards of the event by means of bulletins, but only in case of necessity for safety reasons and/or reasons of force majeure, or by order of the authorities, or concerning the details given in the regulations about the length of the track, the duration of the races, the number of laps and the officials and marshals, or in case of an obvious mistake in the regulations.

The organiser reserves the right to cancel or postpone the entire event or a particular race for the aforementioned reasons, subject to the agreement of the respective ASN and of the FIA, and as far as the calendar is concerned, claim for damages or compensation or claim to performance are in this case excluded.

### 3.3 General Definitions

Participants must ensure that their cars comply with the Sporting and Technical Regulations of the TCR Eastern Europe at any time during a TCR Eastern Europe Event 2022. It is the participants' obligation to produce evidence of conformity.

The Line is a single line which crosses both the track and the pit lane at an angle of 90° across the driving direction (hereinafter referred to as the Line). The lap times will be taken at the Line.

## 4. Entries

The total number of entries in the Championship 2022 is limited to 28 cars. Six additional entries may be accepted at the TCR Eastern Europe at Sub promoter discretion.

Entries for just one event/guest entries shall be possible, provided that the track licence of that event allows additional entries.

### 4.1 Registrations/entries, entry closing date and obligation to participate

The entrant and/or driver must submit his application to be admitted to the 25.03.2022 by using the form provided by the series Sub promoter "Application for registration".

The series Sub promoter reserves the right to accept later applications.

The completely filled in and signed application must be sent to the following address:

KRENEK MOTORSPORT s.r.o., Revolucni 246, 250 64 Mesice, Czech Republic

With the submission of the "Application for registration", entrant and driver charge and authorise the series Sub-promoter to submit entry forms on his behalf for those events which form part of the series TCR Eastern Europe (block entry).

With the registration, entrant and/or driver undertake to participate in all the events.

### 4.2 Entry fees for the season and per event

The registration/entry fees as well as a possible deposit are payable as specified on the "Application for registration". The following registration/entry fees are payable by the participants:

7.000 € + VAT for any registration received on or before 28.02.2022 (incl. 4 slick tyres)

Payment in rates possible (1<sup>st</sup> payment 3.500€ till 28.2, 2<sup>nd</sup> payment 3.500€ till 25.3.2022)

7.700 € + VAT for any registration received on or after 01.03.2022

1.600 € + VAT for one event

All the accepted participants will receive a written confirmation of their registration.

The series Sub promoter reserves the right to refuse "Applications for registration" with having to give reasons.

#### 4.2.1 Junior and Trophy entry fee

Reduced entry fee for junior (up to 23) and trophy (DSG and/or up to 2019 cars) drivers

5.000 € + VAT for any registration received on or before 28.02.2022 (incl. 4 slick tyres)

Payment in rates possible (1<sup>st</sup> payment 2.500€ till 28.2, 2<sup>nd</sup> payment 2.500€ till 25.3.2022)

5.000 € + VAT for any registration received on or after 01.03.2022

1.000 € + VAT for one event

### 4.3 Competition-numbers

The participants will get permanent competition-numbers from the series Sub promoter for the whole season.

## 5. Licences

All drivers, competitors and officials participating in the Series must hold current and valid licences (minimum requirement is a FIA international Driver's licence grade D-Circuits / ITD-C /) and, where applicable, valid licences and/or authorisations issued by their ASN.

## 6. Insurance; Liability exclusion and disclaimer

### 6.1 Organisers' insurance

In accordance with ACCR Event Regulations

## 6.2 Declaration by the entrant, driver and passenger on the exclusion of liability, Disclaimer of the vehicle owner

In accordance with ACCR Event Regulations

## 7. Events

### 7.1 Calendar of events

08.-10.04. Hungaroring

03.-05.06. RedBullRing

24.-26.06. Poznan

22.-24.07. Grobnik

19.-21.08. SlovakiaRing

02.-04.09. Most

### 7.2 Running of the events

#### 7.2.1 Practice

One free practice sessions of 20 to 30 Minutes are scheduled for each event.

#### 7.2.2 Qualification

Any driver whose best qualifying lap exceeds 110% of the fastest lap will generally not be allowed to take part in the race. The driver may only start the corresponding race with the special approval of the Race Director. A written application must be submitted until at latest 75 minutes before the start of the formation lap.

One qualifying session of 25 minutes.

The starting grid for Race 1 as per Qualifying result (best lap time)

The starting grid for Race 2 as per race 1 result with reverse order for first 6 to 10 positions - specified by lot after the race 1.

#### 7.2.3 Starting modes

The races will be started as follows:

Standing start with staggered formation (GP start)

#### 7.2.4 Races

The races will run over the distance of 25 minutes.

## 8. Classification

The TCR Eastern Europe Drivers' title will be awarded to the driver who has scored the highest number of points at the end of the last race of the year 2022. All the results obtained during the Competition will be taken into consideration.

The TCR Eastern Europe Trophy Drivers' title will be awarded to the trophy driver who has scored the highest number of points at the end of the last race of the year 2022. All the results obtained during the Competition will be taken into consideration. Trophy drivers are all drivers who participate with 2019 (and older) cars and/or with DSG cars. The best-placed driver of each race of the trophy category shall receive podium honours.

The TCR Eastern Europe Junior Drivers' title will be awarded to the driver who has scored the highest number of points at the end of the last race of the year 2022. All the results obtained during the Competition will be taken into consideration. Junior drivers are all drivers who are born in the year 1998 or later. The best-placed driver of each race of the Junior category shall receive podium honours.

The TCR Eastern Europe Teams' title will be awarded to the team (competitor) which has scored the highest total of points at the end of the last race of the year 2022. All the results obtained during the Competition will be taken into consideration.



Each competitor with more than two entries must nominate teams of two cars, which will be taken into account for the team championship before the end of initial scrutineering of the very first event. Both cars of a team earn points for the team championship. Teams can only be formed with drivers of the same competitor. The team's name must contain the competitor's name and must be approved by the organizer.

### 8.1 Scale of points

The car placed first will be the one having covered the scheduled distance with his car in the shortest time, including all eventual penalties.

In order to be classified a driver who has taken the start must have completed least 70 % of the winner's race distance.

If the race lasts 50% to 70% of the indicated minimum length, ½ of the points shall be awarded.

To qualify for 50% of points a minimum of 3 starters must appear.

To qualify for 100% of points a minimum of 6 starters must appear.

The following points will be awarded:

25 – 18 – 15 – 12 – 10 – 8 – 6 – 4 – 2 – 1

Additional points will be rewarded for:

Fastest qualifying time: +3 (1<sup>st</sup>) +2(2<sup>nd</sup>) +1(3<sup>rd</sup>) points

Fastest race lap: +1 point

### 8.2 Equality of points

By equality of points in the final evaluation between several participants the number of 1<sup>st</sup>, then 2<sup>nd</sup> and further results is crucial.

## 9. Administrative checks

The participants shall personally submit their Driver's/Entrants' and/or Sponsor Licences as well as an ASN authorisation (approval of their own ASN for foreign competitors/drivers) as well as a valid medical certificate of aptitude.

### 9.1 Timetable administrative checks

See relevant Supplementary Event Regulations or official notice board.

## 10. Scrutineering/Technical checks

The drivers or their representatives must present their race car and the compulsory driver's safety equipment at scrutineering. The car must be presented in the configuration as it will be used in the competition (incl. competition-numbers), and it must comply with the applicable technical regulations.

The following car documents must be submitted:

Technical passport or registration document/motor vehicle registration certificate Part I

Homologation form

Certificate for rollover structure

Cars which have successfully passed Scrutineering shall be provided with a special identification by the Scrutineers. Any car failing to comply with the Technical Regulations shall be rejected by the Scrutineers.

The Scrutineers may carry out any kind of checks on the race cars at any time, also immediately before a car leaves the pit lane. The competitors must take this into consideration in their schedule.

The correct presentation of the series sponsors and of the competition numbers as indicated in TCR Eastern Europe Regulations shall be checked at Scrutineering. The participants shall have time until the first Qualifying to execute any adjustments requested.

In co-ordination with the Stewards and the Technical Delegate, the scrutineers or ACCR authorised persons may also check cars or car components after an event at a location other than the circuit area. The Stewards will be informed about the results of such checks. The race results remain provisional until the Stewards have decided.

The cost of disassembly or assembly due to post-inspection both during and after an event shall be borne by the competitor concerned.

#### 10.1 Repair, sealing and marking of vehicle parts

Engines and turbo units by the Technical Delegate

#### 10.2 Timetable Scrutineering/ Technical checks

See Supplementary Event Regulations

## 11. Tyres

No tyres shall be used other than those provided by the permanent series supplier selected by the Sub promoter which is Kumho.

Any modification or cutting of the tyre tread or the tread pattern shall be prohibited. Any chemical, mechanical or thermal treatment of the tyres shall be prohibited. This prohibition includes the use of microwaves and/or infrared systems.

Exceptions:

It shall be permitted to cool the tyres with water.

Any dirt (stones / pick-up) on the tyre tread of the dry-weather tyres may only be removed by means of thermal-mechanical scrapers.

Increasing tyre temperature above the ambient temperature by any device or fixture shall be prohibited. Tyres shall not be covered while vehicles line up in the starting grid.

The tyres may only be filled with chemically unmodified ambient air or with nitrogen.

#### 11.1 Tyre Marking

All dry-weather tyres shall carry a bar code label incorporated during their manufacture and allowing unambiguous identification of each tyre. Prior to the Qualifying of an TCR Eastern Europe event, the bar code labels of the dry-weather tyres eligible for that event shall be registered by the Scrutineers.

The following must be respected:

All tyres to be newly registered must come from the stock of the tyre supplier present at the circuit.

The tyre supplier may not take back tyres which have already been registered by the Scrutineers.

Reports indicating the registered bar code numbers shall be submitted to the participants for verification and signing

#### 11.2 Tyre limitation

##### 11.2.1 Dry weather tyres

Each driver shall be allocated a maximum of eight new tyres for qualifying and the races of an event.

In addition, the maximum of 12 tyres that were allocated to a driver at a previous event of the TCR Eastern Europe may be nominated for each driver for the qualifying and races of an event. The total number of tyres for each driver and event must not exceed 12. The barcode numbers of these tyres must be communicated to the Technical Delegate or his representative in writing before the start of the event.

At the first event, each driver may be allocated no more than six new tyres instead of the used tyres. The same shall apply to guest starters who are participating in an event for the first time in a season.

#### 11.2.2 Wet-weather tyres

There are no restrictions on the number of wet-weather tyres used.

#### 11.3 Tyre check

At any time during an event, the Scrutineers and the official assistant Scrutineers may check the tyres in relation to their correct identification and for compliance with the regulations. All participants must allow such checks and provide the necessary assistance for them to be carried out.

#### 11.4 Tyre use

Wet-weather tyres shall only be used during Qualifying, or a Race, if the Race Director has declared the session a Wet Practice or Wet Race.

### 12. Limitation of turbo units

No appeal may be lodged against a decision by the stewards, concerning a breach of the regulations on the limitation of turbo units.

#### 12.1 Number of turbo units per season

Number of permitted turbo units per season: 3.

Any change of the turbo unit by the competitor must be requested in writing to the Technical Delegate. No more than two changes (2) of the turbo unit per car are permitted without being penalized. Every further change of a turbo unit is penalized automatically with a drop to the back of the grid in the next race, the competitor takes part in. However, a penalty will not be incurred if the turbocharger is changed together with the engine unit.

### 13. Weights and weighing

A weighing tolerance of 2 kg shall be taken into consideration for determining the actual weight. The weighing result shall be a decision of a judge of fact.

#### 13.1 Minimum weight of the car

The required minimum weight of each car with driver and his equipment but without fuel shall be determined as follows: Minimum weight of the car according to the 2021 TCR Technical Regulations. The cars must comply to the regulations on minimum weight at any time during a TCR Eastern Europe event. The minimum weight can change during the season according to the BoP.

### 14. Fuel, Refuelling and pit assistance

The single fuel supplier is designated by the Sub promoter.

At any time, the car must contain at least 2 kg of fuel for sampling. The 2 kg of fuel must be removed from the tank via the self-sealing connector placed near the engine and using the car's fuel pump system (in conformity to FIA Technical list n.5) Each competitor will provide a fuel hose 1,5m long equipped with the counterpart of the self-sealing connector allowing the fuel collection. The cooling of the fuel, by any means whatsoever, is prohibited (cf. Appendix J).

Except when work is carried out on a car, all personnel must remain inside the pit. There is no limitation on the number of mechanics. Specific rules will be communicated by TCR Euro Series Ltd in case of no pit's availability for competitors.

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

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

## 15. Balance of performance and compensation weight automatic formula

The balance of Performance (BoP) will be defined by WSC before the start of the season and may be adjusted at any time by the TCR Technical Bulletins. In addition to the BoP, cars are also subject to the TCR Compensation Weight (CW), this will be defined by an Automatic Formula defined by TCR Technical Department (WSC). All changes to the CW will be communicated by the TCR Technical Department within 7 days prior the start of the Competition and ratified by the Stewards of the meeting at the latest on the day before the qualifying session.

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

## 16. Ballast weight

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

## Appendix 1: Steward penalties

Penalties are classified from Level 1 to Level 4 according to their importance, Level 4 is the most important level of penalty.

### 1. Penalties during Qualifying

#### 1.1 Non-respect of flags

Level 3 – Major or Dangerous: Best lap time of the session cancelled + driver under probation

#### 1.2 Non-respect of the track limits

Level 2: Corresponding lap time cancelled + Potential following lap time cancelled if the track limit infringement provided more speed to start the following lap

#### 1.3 Un-sportsman conducts or aggressive driving

Level 1 – Minor: Warning

Level 2: Best lap time of the session cancelled

Level 3 – Major or Recurrent: All times of the session cancelled + driver under probation

#### 1.4 Blocking or impeding or slowing down another driver

Level 1 – Minor: Warning

Level 2: Best lap time of the session cancelled

Level 3 – Major or Recurrent: All times of the session cancelled + driver under probation

### 2. Penalties during races

#### 2.1 Non-respect of position during the formation lap

Level 1: Minor or Non-intentional: Warning

Level 2: Drive Through or time penalty

#### 2.2 Non-respect of the starting procedure

Level 1 - Minor or Non-intentional: Warning

Level 2: Drive Through or time penalty

Level 3 - Major or Dangerous: Drive through and/or Stop & Go of “X” seconds (TBD) and/or disqualification of the race and/or championship points + driver under probation.

#### 2.3 Jump / False start

Level 1 - Minor or Non-intentional: Warning

Level 2: Drive Through or time penalty

#### 2.4 Contact in formation lap, under Safety Car procedure or after the finish of the race

Level 1 - Minor or Non-intentional: Warning

Level 2: Drive Through or championship points or time penalty

Level 3 - Major: Stop & go of “X” seconds (tbd) + driver under probation.

Level 4 - Major and Dangerous: Stop & Go of “X” seconds (tbd) and/or disqualification of the race and/or championship points + driver under probation + possibility of supplementary penalty in championship points or grid positions for the next race.

#### 2.5 Overtaking under yellow

Level 2 - Major: Drive Through or time penalty

Level 3 - Major, Dangerous or Recurrent: Stop & Go of “X” seconds (tbd) + driver under probation

#### 2.6 Overtaking under Safety Car procedure

Level 2 - Major : Drive Through or time penalty

Level 3 - Major, Dangerous or Recurrent: Stop & Go of “X” seconds (tbd) + driver under probation

#### 2.7 Non-respect track limits

Level 1: Warning

Level 2 - Major, Dangerous or Recurrent: Drive Thru or time penalty

#### 2.8 Position gain outside of track limits:

Level 1: If position immediately given back: Warning

Level 2 - Major, Dangerous or no position given back: Drive Through or time penalty

#### 2.9 Contact with gain of position:

Level 1 - Minor and/or position given back: Warning

Level 2: Drive Through or championship points or time penalty

Level 3 - Major: Drive Through and/or Stop & Go of "X" seconds (tbd) and/or championship points + Driver under probation.

Level 4 - Major causing an accident: Stop & Go of "X" seconds (tbd) and/or championship points + Driver under probation

#### 2.10 Aggressive driving:

Level 1 - Minor: Warning

Level 2: Drive Through or championship points or time penalty

Level 3 - Major: Drive Thru and/or Stop & Go of "X" seconds (tbd) and/or championship points + Driver under probation.

Level 4 - Major and causing an accident: Stop & Go of "X" seconds (tbd) and/or disqualification of the race + driver under probation + possibility of supplementary penalty in championship points or grid positions for the next race.

#### 2.11 Un-sportsman like conduct:

Level 1 - Minor: Warning

Level 2: Drive Through or championship points or time penalty

Level 3 - Major: Drive Thru or Stop & Go of "X" seconds (tbd) or championship points + Driver under probation.

Level 4 - Major and causing an accident: Stop and go of "X" seconds (tbd) and/or disqualification of the race + driver under probation + possibility of supplementary penalty in championship points or grid positions for the next race.

#### 2.12 Non-respect of Race Control commands

Level 1: Warning

Level 2: Perturbing a race : Championship points

Level 3 - Major, Perturbing a race, Dangerous or Recurrent: Drive Through and/or Championship points + driver under probation.

Time penalties as mentioned above may be 5 to 30 seconds long and added to the total race time of the sanctioned competitor.

If a competitor does not finish the race or is multiple laps down and that the decision can't be applied as described previously, the penalty can be transformed by officials and stewards into a championship point penalty or grid position penalty for the following race.

However, should either of the penalties be imposed but can't be accomplished because of the end of the race, or imposed after the end of the race, an additional time penalty of 30 seconds in case of Drive Through and 40 seconds in case of Stop & Go shall be added to the elapsed time of the car concerned.

All other offences committed to the technical and sporting regulations, technical or sporting Annexes or report, particular event regulations, FIA International Sporting Code will be submitted to the verdict of the officials and/or Stewards panel of each Event.

If a driver or a competitor is disqualified from an Event for any technical and/or sporting reason, he/she cannot earn prizes for the concerned race or Event. Moreover, according to the importance of the offence, promoter can decide not to accept the competitor or driver's entry for the following Events without reimbursement of the entry fees.

### 3. Drivers under probation

The officials and stewards can place a driver under probation after one or more incidents involving the driver. The affected driver will be notified of the probation by Steward's penalty report. A driver under probation who will be responsible and/or involved in a new incident will systematically receive a penalty of superior value.

### 4. Aggravating factors

To protect competitors, following situations are considered as aggravating factors in the decision process of the Race Director and the Stewards:

Incidents happening during first laps after start or restart place the whole field in hazardous situations and can result in a multiple cars crash.

Incidents having heavy consequences are also considered as an aggravating factor.

Incidents generated by a driver under probation.

### 5. Behaviour Warning Points

Drivers involved in Incidents of any kind, or who have been penalized as per points 1. and/or 2. above may, in addition to their penalty, be awarded Behaviour Warning Points (BWP) by the Stewards of the Meeting.

The following scale may apply, subject to the decision of the Stewards of the Meeting :

Level 2 Penalty: 1 BWP

Level 3 Penalty: 2 or 3 BWP depending of the offence.

Level 4 Penalty: 3 or 5 BWP depending of the offence. The number of BWP awarded will be listed on the Report of the Stewards of the event.

The number of BWP will be calculated per driver: - A driver with 4 BWP will receive a 5-place grid drop for the next race.

A driver with 5 BWP will receive a 10-place grid drop for the next race

A driver with 6 BWP or more will start from Pitlane in the next race.

After these penalties have been awarded, the driver will have 3 BWP deducted from their score and the remainder will be carried forward to the next event in which the driver takes part.

Behaviour Warning Points will be carried forward event after event during the whole season.

For each event in which the driver participates but gains no additional BWP, two points will be deducted. Negative scores will not be taken into account.



## Appendix 2: Entry Form

KRENEK MOTORSPORT is the organiser of the 2022 TCR EASTERN EUROPE.

The TCR Eastern Europe Series consists in six car racing competitions taking place in Europe, from April to September 2022. The TCR Eastern Europe Series is regulated by “2022 TCR Eastern Europe Series Sporting Regulation” and “2022 TCR Technical Regulation” which are considered integral part of this entry form.

**ENTRY APPLICATION CLOSING DATE: 2 weeks before the first race**

**ENTRY FEE / JUNIOR+TROPHY: 7.000 € / 5.000 € PER CAR full season for any registration received before 28.02.2022. This entry fees are including 4 slick tyres for free.**

Payment in rates possible 1<sup>st</sup> payment: 3.500€ / 2.500€ till 28.2., 2<sup>nd</sup> payment: 3.500€ / 2.500€ till 25.3.2022

**ENTRY FEE / JUNIOR+TROPHY: 7.700 € / 5.000 € PER CAR full season**

**ENTRY FEE / JUNIOR+TROPHY: 1.600 € / 1.000 € PER CAR per race TO BE PAID BY CLOSING DATE**

### ENTRANT INFORMATION

FULL SEASON: YES \_\_\_\_\_ NO \_\_\_\_\_

RACE BY RACE, COMPETITION: \_\_\_\_\_

Date of Submission: \_\_\_\_\_

Entrant Name\*:

Team name:

Title:

Name:

Surname:

Address:

Postcode:

Country:

Phone :

Fax:

E-mail:

Team manager Name:

License grade & Number:

\* kindly use same name as shown on the license

### DRIVER INFORMATION:

Name:

Surname:

Address

Postcode:

Country

Phone :

Fax:

E-mail:

Nationality:

Birth date:

Birthplace:

License grade & Number:

Preferred starting number:

Facebook name:



**VEHICLE INFORMATION:**

Manufacturer/Make

Model:

Chassis Number:

PLEASE ATTACHED THE FIRST PAGE OF THE TCR TECHNICAL FORM

**PAYMENT INFORMATION**

Entry fees shall be paid to KRENEK MOTORSPORT s.r.o. account as follows:

**ENTRY APPLICATION CLOSING DATE: 2 weeks before the first race****Bank Details & Beneficiary:**

KRENEK MOTORSPORT s.r.o., Revolucni 246, 250 64 Mesice, Czech Republic

IBAN – CZ130100000354059320277

SWIFT - KOMBCZPPXXX

**INVOICING DETAILS:**

Company Name:

Administrative Responsible:

E-mail:

Address:

Postcode:

Country:

Phone :

Fax:

VAT Number:

We the undersigned hereby make application to participate in the 2022 TCR Eastern Europe Series. We confirm that we have read and understood the provisions of the International Sporting Code, the “2022 TCR Eastern Europe Series Sporting Regulations” and the “2022 TCR Technical regulation”, and we agree on our own and on behalf of everyone associated with our participation to the 2022 TCR Eastern Europe Series to observe and be bound by them.

We declare that we are physically and mentally fit to take part in the event and we are competent to do so. We acknowledge that we understand the nature and type of the competition and the potential risk inherent with motor sport and agree to accept that risk.

We undertake that at the time of the event to which this entry relates we shall have passed or am exempt from an ASN specified medical examination within the specified period.

We declare that to the best of my belief the driver possesses the standard of competence necessary for an event of the type to which this entry relates and that the vehicle entered is suitable and roadworthy for the event having regard to the course and the speeds which will be reached.

We declare that we have examined this Entry Form and that the information given is true, correct and complete.

We understand that any change to the details given on this Entry form must be notified to KRENEK MOTORSPORT s.r.o., at latest at the official closing date of the entries.

We understand that the failure to notify the KRENEK MOTORSPORT s.r.o. any changes made to the details supplied on this form may result in our exclusion from the 2022 TCR Europe Series.

We understand that this form will be valid only if:

- the corresponding payment of the entry fee is made before the closing date for entries.
- A commercial agreement is reached with KRENEK MOTORSPORT s.r.o., this agreement is integral part of this entry form.

We understand that only entries (including entry payment) made no later than the closing dates set by KRENEK MOTORSPORT s.r.o. may be studied and then taken into consideration for the selection of the participants.

We understand that any entries sent after this date will be considered null and void.

We understand that our entry cannot be consider definitive until KRENEK MOTORSPORT s.r.o. has informed us of its validation.

Entry form must be filled in each part, signed on each page and returned to KRENEK MOTORSPORT s.r.o. as follows:

- by post to KRENEK MOTORSPORT, Revolucni 246, 250 64 Mesice, Czech Republic
- by e-mail to: [info@krenek.cz](mailto:info@krenek.cz)

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ENTRANTE SIGNATURE

DRIVER SIGNATURE

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Name & Surname

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Name & Surname