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TCR Eastern Europe

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SPORTING REGULATIONS 2023

BULLETIN NO. 1

To avoid any doubt or misunderstandings during the start procedure, the Promoter issues this bulletin related to this topic:

Article 7.2.3 of TCR regulations is amended as following:

STARTING PROCEDURE

1. There will be standing start for Race 1 and 2.

2. 10 minutes before the time for 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 a greatly reduced speed between laps.

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 from the grid.

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

3. 7 minutes before the starting time, a warning signal announcing the closing of the pit exit in 2 minutes will be given. 5 minutes before the starting time, the pit exit will be closed and a second warning signal will be given. Any car which is still in the pits can start from the pits, but only under the direction of the marshals. It may be moved to the pit exit only with the driver in position.

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

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

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

5. The approach of the start will be announced by signals shown ten minutes, five minutes, three minutes, one minute and finally 30 seconds / 15 seconds before the start of the formation lap, each of which will be accompanied by an audible warning.

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. NO work on the car is allowed after five minutes signal is shown, except the tyre pressure checks.

A 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 and NO work, including tyre pressure checks is allowed.

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

When the one-minute signal is shown, engines will be started and all competitor technical staff must leave the grid by the time the 30 seconds / 15 seconds signal is given, taking all equipment with them.

Fuelling on the grid is prohibited.

6. 30-second / 15-second signal: 30 seconds / 15 seconds after this signal a green flag/light will be shown at the front of the grid where upon the cars will begin a formation lap, maintaining their starting order. The cars will be followed by a race-closing car. During this lap, practice starts are forbidden and the formation must be kept as tight as possible.

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

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

7. If any driver needs assistance after the 30 seconds / 15 seconds signal he must indicate this to the marshals. If the car is still unable to start the formation lap, it will be pushed into the pit lane by the shortest route and the mechanics may work on the car again.

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

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

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.

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.

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.

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 will be shortened by five minutes.

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

(1) If the race has not been started, the abort lights will be switched on, a board saying "DELAYED START" will be displayed, all engines will be stopped and the new formation lap will start 5 minutes later with the race distance reduced by 5 minutes. The next signal will be the three-minute signal.

Every time this happens the race will be shortened by one lap/3 minutes.

(2) If the race has been started, the marshals alongside the grid will wave their yellow flags to inform the drivers that a car is stationary on the grid.

(3) If, after the start, a car is immobilised on the starting grid, it shall be the duty of the marshals to push it into the pit lane by the fastest route.

(4) If the driver is unable to start the car whilst it is being pushed, his mechanics may attempt to start it in the pit lane. If the car then starts, it may re-join the race.

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 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 finish line for the second time.

11. During the start of a race, the pit wall must be kept free of all persons with the exception properly authorised officials and fire marshals, all of whom shall have been issued with and shall be wearing the appropriate pass.

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

13. Only in the following cases will any variation in the start procedure be allowed:

- a) If it starts to rain after the five-minute signal but before the race is started and, in the opinion of the Race Director, competitors should be given the opportunity to change tyres, the abort lights will be shown on the Line and the starting procedure will begin again at the 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 ten minutes' warning will be given.
- c) If the race is started behind the Safety Car, Article 2.10.18 of the FIA International Sporting Code Appendix H. will be applied.

Bulletin no. 1 was approved by A.C.C.R.
A.C.C.R. Visa no. **006ZAO230516**

