

2025 TCR EASTERN EUROPE
SPORTING REGULATIONS

VERSION 01.01.2025

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ARTICLE 1 PREAMBLE

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 “2025 TCR Eastern Europe Driver’s Title”, and “2025 TCR Eastern Europe Trophy Driver’s Title”, and “2025 TCR Eastern Europe Teams Title” and “2025 TCR Eastern Europe Junior Driver’s Title” for drivers under 24 years old and “2025 TCR Eastern Europe Gentleman Driver’s Title” for drivers over 55 years. The Series includes 12 races at six events in 2025.

- 1.1 Name of the parent ASN
ACCR – Autoklub České republiky, Opletalova 1337/29, 110 00 Praha 1
- 1.2 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,
<https://easterneurope.tcr-series.com>
- 1.3 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 +420 602 267 249, E-Mail: info@krenek.cz, <https://easterneurope.tcrseries.com>

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

WSC appointed KRENEK MOTORSPORT, s.r.o.as the official „sub-promoter“ for the Series.

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

These sporting regulations for the 2025 TCR Eastern Europe are issued by KRENEK MOTORSPORT, s.r.o. and approved by the ACCR with visa number **006ZAO250226**. It shall come into force on 26th February 2025 and shall remain in force until the approved sporting regulations for the 2025 TCR Eastern Europe are published. It replaces all other sporting regulations.

Status of the Series/Events: International.

Drivers and competitors (teams) are hereinafter referred to as participants.

Only the English text is binding for these regulations. The headings and typeface of these regulations are for clarification purposes only and do not form part of these sporting regulations.

Anything not expressly permitted in these regulations is prohibited.

Permitted changes may not result in any impermissible changes or infringements of the regulations.

ARTICLE 2 GENERAL PRINCIPLES OF TCR EASTERN EUROPE

- 2.1 The 2025 TCR Eastern Europe and its Races will be conducted in compliance with the following Sporting Codes, Provisions and Rules:

The FIA International Sporting Code (ISC) and appendices;

ACCR National Sporting Code;

ACCR Event Regulations;

ACCR Circuit Regulations;

ACCR Legal System and Code of Procedure;

FIA judicial and procedural rules;

ACCR Decisions and Provisions;

ACCR Environmental guidelines;

Anti-doping rules and regulations of the national and international anti-doping agencies;

(NADAWADA code) as well as the FIA anti-doping regulations;

2025 TCR technical regulations;

Safety prescriptions of FIA Appendix J (Article 253 and 277);

FIA code of ethics;

The other regulations of the FIA and the ACCR;

Supplementary Event Regulations including modifications and supplements (Bulletins);

Promoter's regulations of the TCR Eastern Europe;

These Sporting Regulations with all annexes; bulletins for clarification, amendment or supplementation of the regulations; event announcements and bulletins of the individual classification races;

Written Information of the race director;

All the drivers, competitors and officials undertake to observe these regulations and shall insofar be responsible for all of their staff, team members and assistants.

Any supplement or modification to these Regulations is subject to approval by the ACCR.

2.2 Any special national regulations at 2025 TCR Eastern Europe events organised under the authority of an ASN other than the ACCR may only come into force with the approval of the ACCR. If applicable, Series Promoter shall inform all Participants about these specific national provisions.

2.3 Official Language

Only the English text is binding for these regulations. The headings and typeface of these regulations are for clarification purposes only and do not form part of these sporting regulations.

The official language of the „2025 TCR Technical Regulations" is English.

ARTICLE 3 GENERAL TERMS

3.1 It shall be the Participants' responsibility to ensure that all persons connected with their entry observe and comply with any requirements specified under Article 2. Any competitor unable to attend the 2025 TCR Eastern Europe event in person must nominate their representative in writing and communicate this nomination to the Stewards in writing prior to the event.

3.2 The participants are responsible for ensuring that their cars comply with the 2025TCR technical regulations at all times during an event that is part of the TCR Eastern Europe 2025. It shall be the participants' obligation to produce evidence of compliance.

3.3 A valid technical passport issued by the respective ASN for each participating car shall be required. It must be produced to the Scrutineers at each event. Failure to produce a valid technical passport shall result in admission to the respective 2025 TCR Eastern Europe event being refused.

3.4 The participants (=entrants, competitors, drivers, passengers, vehicle owners and holders) take part in the event at their own risk. They bear sole responsibility under civil and criminal law for all damage caused by them or the car they use, unless an exclusion of liability is agreed in accordance with these regulations.

3.5 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.

3.6 The event 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.

ARTICLE 4 DRIVERS' AND COMPETITORS' LICENCES

4.1 All competitors must hold current and valid International Competitors' Licences. Drivers shall be eligible to participate in the 2025 TCR Eastern Europe events only with a registered competitor holding a valid International Competitors' Licence.

4.2 In general, drivers must hold current and valid grade D-Circuit International Drivers' Licences or higher. Drivers shall additionally be in possession of a valid medical certificate of aptitude according to ISC Appendix L.

ARTICLE 5 TCR EASTERN EUROPE EVENTS

5.1 The total number of entries in the Championship 2025 is limited to 40 cars. Six additional entries may be accepted at the TCR Eastern Europe at Sub promoter discretion.

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

5.3 The 2025 TCR Eastern Europe is open only to cars complying fully with the requirements the 2025 TCR technical regulations and with the requirements of the following regulations:

- Art. 253 and 257 of Appendix J (ISC of the FIA)
- General regulations, definitions and clarifications concerning technical
- 2025 TCR technical regulations

- 5.4 The 2025 TCR Eastern Europe event shall include the following elements:
- one Free Practice session of 30 minutes,
 - one Qualifying session of 20 minutes,
 - two Races of 25 minutes each.
- 5.5 A drivers' briefing shall take place on the day of the first Free Practice. The exact location and time for the drivers' briefing will be published in the Special Regulations for each event. The drivers of the cars eligible to start in an event as well as the competitors (or their appointed representatives) must be present throughout the entire briefing. Any absence, late arrival or early departure will be subject to a €250 fine. The Stewards may inflict additional penalties.
- 5.6 The Finish Line (time-measuring line) is a single line running through both the track and the pit lane. The Finish Line shall be the reference point for determining lap times.
- 5.7 2025 TCR Eastern Europe events
The table below represents the 2025 TCR Eastern Europe schedule.
A timetable will be issued for each 2025 TCR Eastern Europe event. Modifications of this event timetable shall require the approval of the Stewards and will be published in an event bulletin, if applicable.

	Date	Venue
1	13. 04. 2025	Red Bull Ring
2	01. 06. 2025	Salzburgring
3	27. 07. 2025	Autodrom Most
4	24. 08. 2025	Slovakiaring
5	07. 09. 2025	Brno Circuit
6	28. 09. 2025	Balaton Park Circuit

- 5.8 Irrespective of the nationality of their licencing agency, the drivers' nationality shall be shown in podium ceremonies and all publications. In their publications (entry/starting and result lists), the hosts shall publish the names of all entrants or sponsors as specified on the appropriate licence together with the drivers' names. Beyond this obligation placed upon the event hosts, ACCR shall not be liable to the licensed competitors and sponsors for any publications of the hosts. As a rule, the drivers' national flags and anthems shall be used in podium ceremonies.

ARTICLE 6 CLASSIFICATIONS

- 6.1 The title "TCR Eastern Europe Champion" shall be awarded to the drivers who have scored the highest number of points by the end of the last Race of the 2025 season. All the final results obtained during the TCR Eastern Europe Races of the 2025 season will be taken into the consideration.
- 6.2 The title "TCR Eastern Europe Team-Champion" shall be awarded to the team (competitor) which has scored the highest total of points by the end of the last Race of the 2025 season. All the final results obtained during the TCR Eastern Europe Races of the 2025 season will be taken into the consideration.
- 6.3 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 sub-promoter.
- 6.4 If a driver changes his team during the season, his points for the team championship achieved up to that point will continue to be counted exclusively for the team classification of the team in which they were achieved by the driver concerned. All final results of scoring races of the year 2025 will be taken into account.
- 6.5 The title "TCR Eastern Europe Junior Champion" will be awarded to the driver of the "Junior Challenge" who has achieved the most points after the last competition of the year 2025. For the final classification of the year, all final results of the 2025 races will be taken into account. All drivers younger than 24 years of age (year of birth 2002 or later) will participate in the "Junior Challenge". The best-placed driver of each race of the Junior category shall receive podium honours.
- 6.6 The title "TCR Eastern Europe Trophy" shall be awarded to the drivers who have scored the highest total of points by the end of the last Race of the 2025 season with the Gen1 car specification and/or DSG transmission car. All the final results obtained during the TCR Eastern Europe Races of the 2025 season will be taken into the consideration. The best-placed driver of each race of the trophy category shall receive podium honours.
- 6.7 The title "TCR Eastern Europe Woman Trophy" shall be awarded to the female drivers who have scored the highest total of points by the end of the last Race of the 2025 season. All the final results obtained during the TCR Eastern

Europe Races of the 2025 season will be taken into the consideration. The best-placed driver of each race of the trophy category may receive podium honours.

- 6.8 The title "TCR Eastern Europe Rookie Rocket" shall be awarded each race to the drivers who compete in their first TCR Eastern Europe race ever or set the slower time in the qualifying of +1% and more of the fastest time of qualifying winner. The best-placed driver of each race of the trophy category shall receive podium honours.
- 6.9 The title "TCR Eastern Europe Gentleman Champion" will be awarded to the driver who has achieved the most points after the last competition of the year 2025. For the final classification of the year, all final results of the 2025 races will be taken into account. All drivers older than 55 years of age (year of birth 1969 or earlier) will participate in the competition. The best-placed driver of each race of the Gentleman category shall receive podium honours.
- 6.10 Scale of Points

The winner of a race is the participant who has covered the distance with his car in the shortest time, taking into account all penalties.

All participants who have started will be scored if they have covered at least 70% of the distance of the winner.

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.

Points will be awarded for the races and qualification results according to the following table:

Rank	Driver classification		Team classification		Junior classification		Trophy classification	
	QP	Race	QP	Race	QP	Race	QP	Race
1	3	25	3	25	3	25	3	25
2	2	18	2	18	2	18	2	18
3	1	15	1	15	1	15	1	15
4		12		12		12		12
5		10		10		10		10
6		8		8		8		8
7		6		6		6		6
8		4		4		4		4
9		2		2		2		2
10		1		1		1		1

Additional +1 championship point will be awarded to the driver with the fastest lap time of each Race.

- 6.11 Should a Race be suspended under Article 40 and not be resumed, no points shall be awarded if less than two laps have been completed since the start, half points shall be awarded if more than 2 laps but less than 75% of the scheduled duration of the Race have been completed since the start and full points shall be awarded if over 75% of the scheduled duration of the Race have been completed since the Start.
- 6.12 The podium ceremony will take place immediately after each race on the podium provided by the organiser. Participation in the ceremony is compulsory for the three first-placed drivers of the race, the three best-placed drivers of the Junior classification, the winning driver of the Trophy classification, as well as a representative of the winning team. The participants to be honoured are obliged to attend the ceremony. Non-participation in the podium ceremony will be penalised with a fine. In addition, the Stewards may impose penalties. During the podium ceremony, all drivers to be honoured must wear their closed driver overall and the cap of the tyre sponsor. The representative of the winning teams from the race must be available to honour the team classification.

ARTICLE 7 DEAD HEAT

- 7.1 In a dead heat in a Race, the points to be awarded to the drivers/competitors as specified in Article 6.9 shall be added together and shared equally by the drivers/competitors.
- 7.2 In the case of a dead heat (ex aequo), the higher standing in the TCR Eastern Europe classification shall be awarded to the driver/team holding the greatest number of first, then second and, if necessary, further places in the season Races. Should this procedure fail to produce a result both drivers/teams shall share the same podium place. The next podium place shall remain vacant.

ARTICLE 8 ADMINISTRATIVE CHECKS

- 8.1 Administrative checks shall take place at the beginning of each 2025 TCR Eastern Europe event. The exact time and location shall be published in the Supplementary Regulations.

- 8.2 In 2025 the participants shall personally submit their Driver's/Entrants' and/or Sponsor Licences as well as an ASN authorisation (for licence holders from non-EU or EU-associated countries in English) as well as a valid medical certificate of aptitude.

ARTICLE 9 ORGANISATION OF EVENTS

- 9.1 Each event host shall publish Supplementary Event Regulations which shall be in compliance with the FIA/competent ASN. standard.

ARTICLE 10 INSURANCE

- 10.1 Event hosts must contract third party liability insurance whose cover complies with at least the legal requirements and prescriptions of the competent ASN. This insurance must cover the participants, the competitors' staff, all persons authorised to access the pits/pit lane, all officials, the drivers, and visitors on any "taxi rides" (rides on the Race Track with more than one person on board) and the entertainment susceptible to risk (e.g. stunts/stunt drivers).
- 10.2 The liability cover arranged by the event host shall be in addition and without prejudice to any other insurance cover.
- 10.3 Declaration by the entrant, driver and passenger of the exclusion of liability and disclaimer of the vehicle owner is governed by the ACCR Event Regulations.

ARTICLE 11 DELEGATES

- 11.1 For each Event, the ACCR will nominate the following delegates:

- Technical Delegate
Mr Richard Král
Mr Daniel Chmelíček
Mr Roman Rejnart
Mr František Vojtíšek

The ACCR may in addition nominate the following delegates:

- Medical Delegate
- Safety Delegate
- ASN observer

- 11.2 The role of the 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 2025 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.

ARTICLE 12 OFFICIALS

- 12.1 The ACCR will nominate the following permanent officials:

- Race Director
Mr Michal Marek
Mr Adam Svoboda
Mr Jindřich Hrneček

- 12.2 The event host shall appoint the following officials:

- 3 Stewards
- Clerk of the Course and Deputy
- Chief Safety Officer and Deputy
- Race Secretary and Deputy
- Chief Scrutineer
- Chief Timekeeper
- Chief Medical Officer
- Chief Incident Officer
- Safety Car Driver and co-driver

- 12.3 The Clerk of the Course shall work in permanent consultation with the Race Director.

The Race Director shall have the overriding authority over the Clerk of the Course in the following matters:

- The control of Practice and Race in relation to the adherence of the timetable and, if he deems it necessary, the formulation of any proposal to the Stewards to modify the timetable or the Supplementary Regulations,
- The issue of event bulletins,
- The infliction of classification penalties,
- The stopping or interruption of Practice sessions or Races for safety reasons,
- The use of the Safety Car,

- The stopping of a race car,
 - The starting procedure,
 - A possible restart,
 - Drivers' briefings.
- 12.4 The ACCR-nominated Technical Delegate shall be responsible for the complete Scrutineering and the technical checks carried out during the 2025 TCR Eastern Europe. He shall have full authority over the Scrutineers and assistant Scrutineers assigned to him and shall report 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.
- 12.5 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.

ARTICLE 13 REGISTRATIONS – FEES – ENTRIES

- 13.1 Applications to compete in the 2025 TCR Eastern Europe must be made by each entrant by submitting the registration form to the Promoter till 31.03.2025.
- 13.2 With the submission of the registration application, all drivers and entrants agree that Sub-promoter may use all of their rights in moving pictures and publicity in connection with their participation in the 2025 TCR Eastern Europe for the promotion of 2025 TCR Eastern Europe free of charge, even beyond 2025.
- 13.3 The registration fee per car for the entire season (six events) time period until 28.02.2025 shall be € 8,500 with bonus of 4 slick tyres free of charge. Payment in rates is possible with 1st payment € 4,000 until 28.02.2025 and 2nd payment € 4,500 until 31.03.2025. Payment in the time period after 01.03.2025 is € 9,200 per car.
- 13.4 The registration fee per car for the entire season (six events) in Junior and Trophy category time period until 28.02.2025 shall be € 5,500, Payment in rates is possible with 1st payment € 3,000 until 28.02.2025 and 2nd payment € 2,500 until 31.03.2025.
- 13.5 By entering, participants undertake to participate in each and every 2025 TCR Eastern Europe event.
- 13.6 With the submission of the registration form, all competitors entrust and authorise the Sub-Promoter with the entry to all 2025 TCR Eastern Europe events.
- 13.7 Single entries/guest starters
The 2025 TCR Eastern Europe may admit guest drivers with a valid International Entrant and Driver Licence in accordance with Art. 4.1 to the races.
Entries for just one event/guest entries shall be possible, provided that the track licence of that event allows additional racers.
The registration fee for such single entries shall be €1,900 per event.
The registration fee for such single entries in category Junior and Trophy shall be €1,300 per event.
One-time entrants shall not be officially listed as guest starters until Sub-promoter shall have received their registration forms and registration fees.
- 13.8 Where there are changes in the driver crews, competitors shall nominate in writing two participating drivers per vehicle no later than Monday before an event. In case of failure to meet this deadline, Sub-Promoter reserves the right to allocate a competitor's starting place to another competitor.
- 13.9 A €1,000 fine may be imposed on any competitors failing to participate in an event and to cancel their registrations before the end of the administrative checks.
- 13.10 Sub-Promoter may refuse registration applications and single entries under specification of the reasons.
- 13.11 The participants will get permanent competition-numbers from the series Sub-Promoter for the whole season.

ARTICLE 14 PASSES

All persons in the paddocks, in the pits, in the pit lane or on the track must always wear, in a clearly visible manner, the appropriate Series passes authorising them to stay in the corresponding area.

ARTICLE 15 INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

- 15.1 Only the Race Director or the Clerk of the Course (or their deputies in their absence), each one within his field of competence, shall give binding information on questions in relation to the organisation of the event.
- 15.2 The location of the official notice board shall be indicated in the Supplementary Regulations. All classifications and results of Practices and Races, as well as all announcements, bulletins and decisions issued by the officials, shall be posted on the official notice board.

- 15.3 All bulletins issued for an event and any bulletins issued by the competent ASN, shall be circulated to the participants. The entrants or their representatives may confirm the receipt of bulletins by signature.
- 15.4 Classification penalties imposed during Practices or Races shall be displayed on the timing screens/electronic communication system provided by Promoter, whereupon the notification shall be deemed delivered. It shall be the entrants' responsibility to inform the drivers concerned in time. Drivers should be informed in writing of any decision or communication concerning them within 30 minutes after such decision has been taken. Such communication shall be purely for the purpose of information. The competitor must confirm receipt in writing. This written communication shall not affect the moment of notification specified in this Article and/or the delay for taking the penalty specified in Article 16.5.
- 15.5 Such classification penalties shall be additionally displayed by Race Control to the driver at the signalling point, normally at the Line at pit wall height (if possible, at eye height). All instructions given to the drivers by Race Control shall be given by the corresponding flag or the corresponding board accompanied by the start number. The height of the figures and numbers on the boards is approximately 30 cm. It shall be the participant's responsibility to observe the signals and/ or flag signals at the Clerk of the Course's/ Race Director's signalling area each time he passes the area. No more than two penalties should be displayed at the same time. The following flag signals will also be displayed there, if applicable:
- black flag together with race number,
 - black flag with orange disc together with race number as well as
 - black and white flag together with race number.
- Some circuits are equipped with an additional display board. In this case, the display board shall replace the board with the race number. No one else may use signals identical or similar to these.
- 15.6 Binding announcements, decisions and instructions for the entrants to 2025 TCR Eastern Europe events shall be published on the timing screens/electronic communication system provided by Promoter.
- 15.7 Communications in relation to investigations concerning sports law shall be issued in writing. Entrants/competitors must confirm receipt in writing.

ARTICLE 16 INCIDENTS

- 16.1 "Incident" shall mean any occurrence or series of occurrences involving one or more drivers and which
- may be investigated by the Race Director who may inflict a classification penalty,
 - is reported to the Stewards by the Race Director,
 - may be investigated and/ or penalised by the Stewards.
- This includes amongst others:
- Incidents necessitating the suspension of a Race
 - Breach of these Sporting Regulations
 - False start
 - Starting from an incorrect starting position
 - Collisions
 - Forcing other drivers off the track
 - Blocking another driver
 - Impeding during overtaking manoeuvres.
 - Leaving the track and gaining an advantage.
- 16.2 Provided that a breach committed by a driver during the event against the Code of Driving Conduct is completely clear, the case shall normally be immediately investigated and decided under the authority of the Race Director. Should a more detailed investigation be considered necessary and/or in the case of a serious breach, the Race Director shall investigate the case after the corresponding part of the event and report to the Stewards along with his findings. Any participant involved in an incident may not leave the event area without the previous consent of the Stewards or of the Race Director.
- 16.3 Classification penalties which may be imposed:
- Time penalty
 - Change of grid position
 - Non-classification (deletion of Practice laps, Practice times, exclusion from results)
 - Drive Through penalty
- Should a classification penalty be imposed by the Race Director, no additional procedures must be respected. They fall under the Race Director's authority and are during the event notified by display of the penalty or by time addition

before the publication of results or through modification of the results. In exceptional circumstances and after due consideration, the Race Director may inflict a lower penalty than provided for a particular breach or refrain from inflicting a classification penalty. This right is irrespective of the Stewards' right to inflict classification and/or other penalties.

- 16.4 A classification penalty imposed by the Race Director may be examined by the Stewards should an admissible protest be received. In such case, the Stewards shall not be bound by the Race Director's decision and may also change this penalty to the disadvantage of the party concerned and/or inflict one or several additional penalties. Should the findings leading to a classification penalty justify the infliction of one or several penalties, these may also be imposed by the Stewards and/ or the Sporting Tribunal/Disciplinary Commission, irrespective of any protest or of a decision taken by the Race Director. The Race Director must always immediately inform the Stewards of any classification penalty he might have imposed.
- 16.5 The drivers shall be notified of the classification penalties below as defined in Articles 15.4 and 15.5. From the moment of a driver's notification, the driver concerned may cross the Finish Line outside the pit lane no more than twice before entering the pit lane to take his penalty. Should the driver concerned fail to take the penalty, he shall be shown the black flag, if so decided by the Stewards.
- 16.6 Drive-Through penalty
After the display of the "Drive-Through" panel, the driver concerned must enter the pit lane, drive through the pit lane without stopping and observe the speed limit.
- 16.7 Parc fermé rules shall apply for the car concerned by one of the penalties specified in Articles 16.6 above from the moment it enters the pit lane until it exits the pit lane. The only permitted exception is the use of an external source of energy to start the car.
- 16.8 Should a Drive Through penalty be imposed during the last 7 minutes of the Race duration, it shall be up to the participant to take the Penalty Drive Through penalty or to accept a Time Penalty of 30 seconds added to his total time.
Should the penalty be taken, the driver concerned must subsequently cross the Finish Line outside the pit pane at least one more time before he takes the chequered flag. Failure to do so might be referred to the Stewards.
- 16.9 In less severe cases, the Race Director may refrain from inflicting one of the aforementioned classification penalties (see Articles 16.6) provided that the competition advantage wrongly gained is equalised.
The Race Director may request from the driver who has committed the infringement the immediate equalisation of the advantage gained. If the driver follows this request and lets the other car which was wrongly overtaken past, the advantage shall be considered equalised. The relevant information shall be provided to the participants on the timing screens/electronic communication system provided by Promoter.
If the corresponding driver does not make use of the possibility to equalise the irregular advantage, one of the classification penalties specified in Articles 16.6 shall be imposed.
The relevant information shall be provided to the participants on the timing screens/electronic communication system provided by Promoter.

ARTICLE 17 PROTESTS AND APPEALS

- 17.1 The FIA International Sporting Code is applicable for protests and appeals, ASN Event Regulations and the ASN Legal System and Code of Procedure as well the FIA Legal System and Code of Procedure for FIA appeals.
Protest deposit - payable to the relevant ASN will be published in the Supplementary Regulations of the relevant event
Appeal deposit – payable to the ACCR:
International status: €2,000.00
Protest and appeal deposits are exempt from VAT.
- 17.2 No protest or Appeal may be lodged against the following decisions of the Race Director/Stewards:
- Drive Through penalty (Art. 16.6)

ARTICLE 18 PENALTIES

- 18.1 The Stewards may inflict any penalty specified in these Regulations as substitute for or in addition to the penalties laid down in the ISC. Any breach of the Regulations notified to the Stewards may result in a penalty pronounced by the Stewards. The Stewards may suspend penalties.
- 18.2 The Stewards may also pronounce a demotion in grid positions which may be applied for the current Event as well as for one or several subsequent Events.
- 18.3 Fines imposed by the race director must be paid immediately upon notification. Fines imposed by the Stewards, must be paid to the competent ASN within 48 hours of their notification.

18.4 No appeal shall be allowed against the following decision by the Stewards:

- Drive-Through Penalties or Time Penalties.

ARTICLE 19 DRIVER CATEGORIES/PAIRINGS, DRIVER/CAR CHANGE

- 19.1 After Scrutineering, any substitution of a car and/or the entry of an additional car must be approved by the Stewards. In no case may a driver entered for a specific car change this car after the beginning of the first Free Practice session of the 2025 TCR Eastern Europe event.
- 19.2 The decision whether a car shall be deemed repaired or changed shall be taken by the Stewards, based upon a report by the Technical Delegate.

ARTICLE 20 DRIVING/DRIVERS' EQUIPMENT

- 20.1 Each driver must drive his car alone and unaided on the race track.
- 20.2 Whilst driving, each driver must always wear his complete driver's equipment in compliance with the Appendix L to the ISC, Chapter III, and the prescribed head restraint system and fasten his seat belts. Driving is defined as any movement of the car under its own engine power.

ARTICLE 21 CAR IDENTIFICATION

21.1 Race Numbers

The race numbers must appear in following positions:
on each side of the car.

Windscreen

The exact position and type of mounting are described in the Organiser's Regulations.

Race numbers and the corresponding panels shall be supplied by Sub-Promoter and must be affixed to the race cars without modification.

21.2 Advertising surfaces

The compulsory official advertising surfaces shall be respected as specified in the 2025 TCR Eastern Europe Organiser's Regulations.

The advertising regulations according to the organisational regulations of the 2025 TCR Eastern Europe apply to the driver's equipment.

The current FIA/ACCR regulations for advertising on driver's equipment/competition vehicles and start numbers must be complied with.

ATTENTION: Deviations from the FIA/ACCR regulations require special approval by the ACCR.

ARTICLE 22 PITS/PIT LANE

- 22.1 A line shall divide the pit lane in two over its total length in front of the pits. The part closest to the pits shall be designated the working lane, the part closest to the pit wall shall be designated the fast lane. The race cars may use the fast lane only when the driver is behind the steering wheel in his normal seating position. No work may be carried out on the car on the fast lane and no parts or tools may be left there, except the suspending a race situation.
- 22.2 On the side near the pits, the pit lane shall be delimited by a line. The exact limits of the pit lane shall be communicated in the bulletin.
- 22.3 The use of gallows is generally prohibited. Compressed air bottles must be secured against falling over and damage by appropriate holders.
- 22.4 Nobody shall carry compressed-air cylinders on their backs (no pit runners).
- 22.5 Only persons holding an appropriate pass shall be admitted in the pit area. Children and young people (under 16 years of age) shall not be admitted in the pit lane, even if accompanied by an adult. This shall apply also if they are in possession of valid passes.
- 22.6 During Practice and Race no more than 3 persons for each race car shall be permitted at the pit wall and they must carry special identification (Pit wall).
- 22.7 For safety reasons the Race Director's authorisation shall be required to move 2025 TCR Eastern Europe cars along the pit lane during a Practice or Race of another event.
- 22.8 All electrical devices must comply with the current and valid safety standards. For safety reasons, smoking shall be absolutely prohibited throughout the pits and on the starting grid.
- 22.9 During the 2025 TCR Eastern Europe event, the drivers may only leave the pit lane when the green pit exit light is on. A Marshal with a blue flag and/or a blue flashing light shall warn the drivers if a car approaches the pit lane exit on the track. The vehicles may not use the fast lane until the green pit exit light is on.

- 22.10 The Race Director/Clerk of the Course/Stewards shall impose the following penalties for offences against this racing provision:
1. During Practice: the Practice time of the vehicle concerned shall be shortened by 10 minutes.
 2. During Qualifying: the fastest lap time in the Qualifying shall be struck from the part of the Qualifying concerned.
- 22.11 The cars must always approach and exit a pit stop station on the fast lane. It shall be prohibited to pass a car which blocks the fast lane momentarily (e.g. to be pushed into the pits by team members) by using the working lane.
- 22.12 Compliance with the maximum allowed speed is monitored. The result of the speed measurement is a judge's decision. During the entire event, the maximum permissible speed in the pit lane between the two markings (pit entrance / pit exit) is 60 kph. The race director alone is responsible for changing the maximum permitted speed in the pit lane for safety reasons.
- 22.13 It shall be the responsibility of the participants to release their cars from their pit or from the pit stop position only when it is safe to do so and without endangering other participants. Cars in the working lane shall yield to those in the fast lane.
- 22.14 Compliance with the above safety regulations for entering and leaving the pit lane and for the pit stop shall be controlled by Marshals.
- 22.15 During the 2025 TCR Eastern Europe event, it shall be prohibited to climb onto the fencing of the pit wall, in particular at the Race end. A penalty may be imposed on any team failing to comply.
- 22.16 Animals, except those which may have been expressly authorised by the event host for use by security services, shall be forbidden on the track, in the paddocks and in the pit lane.
- 22.17 All team members working on the car during a session, as well as instructing the car and carrying out activities in the working lane, must wear long-legged clothing and closed shoes. The upper part of the body must be covered.

ARTICLE 23 SCRUTINEERING

- 23.1 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.
- 23.2 The following car documents must be submitted:
- Technical passport or registration document/motor vehicle registration certificate Part I
 - Homologation form
 - Certificate for rollover structure
- 23.3 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.
- 23.4 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.
- 23.5 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.
- 23.6 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.
- 23.7 The cost of disassembly or assembly due to post-inspection both during and after an event shall be borne by the competitor concerned.
- 23.8 Any car which, in the course of the event is damaged or dismantled or modified in a way which might affect its safety and/or call into question its compliance with the Technical Regulations, must be represented for the Scrutineers' review without being expressly requested.
- 23.9 At any time during an event, all cars must be made available for checks to be carried out. Upon request, the tyres marked for the corresponding car and the corresponding event must also be made available to the Technical Delegate at any time during an event.
- 23.10 The applicant is committed to enable unlimited access for the Technical Delegate to all built in data recording and control devices. The Technical Delegate is allowed to download the saved data from the devices which were recorded during the 2025 TCR Eastern Europe event to perform following analysis.
- 23.11 In co-ordination with the Stewards and the Technical Delegate, the Scrutineers or competent ASN authorised persons may also check cars or car components after an event at a location other than the circuit area. The Stewards shall be informed about the results of such checks. The race results shall remain provisional until the Stewards have decided.

- 23.12 Should a car lose a component during the Qualifying or Races, the weight of this component may be taken into consideration when determining the car's weight. It shall be at the discretion of the Stewards, in agreement with the Technical Delegate, to decide whether and which of such components shall be taken into consideration for weighing.
- 23.13 The Race Director may require that any car involved in an incident (Article 16) be checked.
- 23.14 The Stewards shall publish the Scrutineers' findings in the technical checks carried out on the cars. The results shall not include specific figures except for cars found to be in breach of the Technical Regulations.
- 23.15 Engines and turbo units are governed by the Technical Delegate.

ARTICLE 24 TYRES

- 24.1 No tyres shall be used other than those provided by the permanent series supplier selected by the Sub-promoter which is Kumho.
- 24.2 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.
- 24.3 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.
- 24.4 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.
- 24.5 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
- 24.6 Each driver shall be allocated a maximum of 12 dry-weather tyres for qualifying and the races for his/her first event in the 2025 season. For the rest of the events, it shall be allocated a maximum of 14 dry-weather tyres for qualifying and the races with maximum of 8 new dry-weather tyres. The barcode numbers of these tyres must be communicated to the Technical Delegate or his representative in writing before the start of the event.
- 24.7 At the first event, each driver may be allocated no more than four 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.
- 24.8 There are no restrictions on the number of wet-weather tyres used.
- 24.9 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.
- 24.10 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.
- 24.11 Any breach of these regulations and the use of tyres without appropriate identification may result in a drop in starting grid positions or in non-classification in the Race. The Stewards may inflict additional penalties.

ARTICLE 25 WEIGHTS AND WEIGHING

- 25.1 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.
- 25.2 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 2025 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.
- 25.3 Separate conditions apply to guest entrants:
- A 20kg 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.
- 25.4 Non-compliance with the minimum weight during Qualifying shall result in the non-classification of the car concerned. That driver, however, may start the Race from the last grid position.
- 25.5 It shall be the participants' responsibility to ensure that the race cars entered by them can immediately be pushed onto the assigned weighing scale at any time during the event upon instruction of the Stewards or the Scrutineers. At any rate, the car shall be subject to Parc Fermé rules from the moment the instruction for weighing procedure is issued until the procedure is completed. In addition, the itinerary to the weighing area and the weighing area itself shall be subject to Parc Fermé rules. Only officials on duty and their assistants may enter the weighing area. No intervention of any kind shall be allowed in this area unless authorised by the officials. Any failure to comply with an instruction to present a car for weighing shall be reported to the Stewards.

ARTICLE 26 BALAST OF PERFORMANCE

- 26.1 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).
- 26.2 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.
- 26.3 Any breaches of these rules will be reported to the Stewards. Penalties may go as far as disqualification from the Competition.

ARTICLE 27 REFUELLING/FUEL

- 27.1 The single fuel supplier is designated by the Sub promoter.
- 27.2 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.
- 27.3 The cooling of the fuel, by any means whatsoever, is prohibited (cf. Appendix J).
- 27.4 Except when work is carried out on a car, all personnel must remain inside the pit. There is no limitation on the numbers of mechanics. Specific rules will be communicated by TCR Euro Series Ltd in case of no pit's availability for competitors.
- 27.5 During the free practice sessions, qualifying session and races refuelling and/or removing of fuel is not permitted.
- 27.6 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.

ARTICLE 28 LIMITATION OF THE TURBO UNITS

- 28.1 No appeal is allowed against a decision of the Stewards due to a violation of the regulation on the limitation of turbo units (see Article 12.3.4 of the International Sporting Code).
- 28.2 Number of turbo units per season Number of approved turbo units per season: 3.
- 28.3 A change of turbo unit by the competitor must be requested in writing to the Technical Delegate. The turbo unit may be changed a maximum of two (2) times per car without penalty. Any further change of the turbo unit will automatically result in a demotion to the end of the grid at the next race contested by the participant. A change of the turbo unit due to an engine change will not be counted.

ARTICLE 29 GENERAL SAFETY PROVISIONS, CODE OF DRIVER CONDUCT

- 29.1 The Code of Driver Conduct as well as the safety requirements for the Races are equally applicable to Practice and Qualifying sessions.
- All drivers shall comply with the provisions of the Appendix L to the FIA International Sporting Code relating to the driver conduct on circuits. The regulations below shall complement said provisions.
- 29.2 Manoeuvres likely to hinder or endanger other drivers may lead to the exclusion of the offender from the event. The same shall apply to drivers who apparently fail to meet the standards of the event. The Race Director may require any driver to undergo a medical examination carried out by the Medical Officer in charge. Should the Medical Officer consider a driver to be unfit for racing, the driver shall be barred from the event.
- 29.3 No more than one (1) swerve (off the ideal line) shall be allowed in order to defend one's position. Any driver returning to the ideal line after defending his/her position off the ideal line, should keep a distance of at least one vehicle width between his car and the lines defining the track when approaching a bend/turn.

29.4 Any stopping in front of, in or behind a curve shall be forbidden. Should a driver be compelled to stop his car on the track, the car must be removed from the track as soon as possible and extreme caution must be exercised. The driver must leave the car in neutral and the steering wheel in place. This shall also apply to cars parked in the Parc Fermé.

The driver must then immediately move into a safe position, in any case at least behind the first line of protection if he is not able to assist in recovering the car. The officials' instructions are to be obeyed at all times.

29.5 The Race Track shall be defined by white demarcation lines on both sides of the track. The kerbs shall not be part of the track as defined in this article. The drivers may use the whole width of the track between these white lines. The car is considered to be off the track as soon as all of the four wheels of the car are outside these white lines.

29.6 Drivers shall be strictly forbidden to drive their cars in the opposite race direction or crosswise to the track, unless this is absolutely necessary in order to move the car from a dangerous position or unless directed to do so by a Marshal.

Should a car stop on the track it shall be the duty of the Marshals to remove it as quickly as possible so that its presence may not constitute a danger or hinder other competitors. Except on a Marshal's specific instructions, any pushing of a car during a race shall be strictly forbidden. During Practice sessions, Qualifying and Races, only the Marshals may give assistance to drivers outside the pit lane.

Should a driver receive any mechanical assistance from a mobile safety unit car during a Qualifying or a Race, this part of the event shall be over for the respective driver. Should the driver however continue in that Qualifying or that Race, the following penalty shall apply:

Laps completed and lap times set from the moment the illegal assistance is received shall be cancelled. The driver shall in addition be shown the black flag.

29.7 Except where these Sporting Regulations specifically provide so, only the driver may touch a stopped car unless it is in the pit lane, in the paddocks or on the starting grid. This provision shall not affect the acceptance or toleration of outside assistance provided by Marshals or by any other person for safety reasons.

Repairs or any kind of work on a race car may be carried out only at/in their respective pits, in the paddocks and on the starting grid. During Races or Practice sessions no team member shall be allowed on the track.

29.8 A penalty may be imposed on any driver obviously hindering or blocking other participants.

29.9 Any driver leaving the track may only rejoin it if this manoeuvre does not represent a danger or obstruction to other drivers. According to circumstances, classification or other penalties may be imposed on any driver gaining a permanent advantage from leaving the track. The Race Director may, at his/her discretion, give such drivers the opportunity to relinquish the advantage gained by leaving the track. Special parts of the circuit (chicanes) may be observed by judges of fact.

29.10 Drivers intending to leave the track must signal their intention to do so in good time making sure that they can do so without risk to others. Drivers entering the pits must respect the following provisions:

Access to the pits shall only be allowed through the deceleration zone which may not be left once it has been joined. Drivers must reduce speed as soon as they join the deceleration zone so that they can stop their cars at their pits without endangering other participants or the Marshals. Any pit stop must take place in front of the allocated garage of the team concerned. In the pit lane, vehicles on the "fast lane" have the right of way over vehicles in the working lane.

After a pit stop drivers may rejoin the track at the end of the pits and it shall be their responsibility to rejoin the track without endangering or obstructing other participants. It shall be strictly prohibited to cross the Line at the end of the pit lane. Crossing the line at the end of the pit lane shall be strictly prohibited. The Race Director shall issue a reprimand against offenders during Free Practices, demote any offenders by at least 3 positions on the starting grid in Qualifying, and impose at least a drive through penalty during Races.

Compliance with the maximum speed shall be controlled. Results of speed monitoring shall be tantamount to a decision of a judge of fact.

Throughout the entire duration of the event, a 60kph speed limit shall be enforced in the pit lane between the two markings (pit lane entry/pit lane exit). At his decision, the Race Director may amend this limit for safety reasons.

Cars may not be reversed in the pit lane under their own power at any time.

For violations of the pit lane speed limit, the Race Director shall impose the following penalties:

During Practices, Qualifying: €100 + €15 for each km above the limit up to max. 10 kph violation

A violation of more than 10 kph: €250 fine and an additional demote by 3 positions on the starting grid

In a Races: minimum: penalty according Article 16

Also, deliberate slow driving and blocking other participants during the obligatory pit stop shall be punished.

The Stewards may inflict additional penalties, in particular in the case of a dangerous breach or a repeated offence during the season.

- 29.11 Cars losing oil must immediately pull off the track. Drivers may not drive the car back to the pits regardless of the risk of soiling the track.
- 29.12 The cars' head, rear and rain lights must be illuminated when the timing screens/electronic communication system provided by Promoter display the "lights on" message or the "lights" board is shown at the Finish Line.
- 29.13 The Race Director may stop any car involved in an accident or with the rear lights out of order to be checked. Any such car may rejoin the Race after being checked and/or after repair.
- 29.14 Extreme caution must be exercised when rescue or safety vehicles are on the track. The drivers must immediately give way to such vehicles.
- 29.15 No spare oil, water and fuel cans or empty cans may be carried on board the race car.
- 29.16 It shall be prohibited during Practice sessions, Qualifying and Races to position partition walls, to use covers or to take any other action which might impede view onto the cars, whilst they are in the paddocks, in the teams' tents, in the pit lane or on the starting grid.

The only permitted exceptions shall be covers with the unambiguous purpose of protecting mechanically sensible parts (e.g. open intake ports) or covers for fire protection.

It shall be prohibited to:

- cover the rear wing
- use pit stop stations, tool boxes, tyre trolleys, engine bonnets or anything similar with the purpose of obstructing the view

It shall be permitted to:

- cover damaged cars or car parts
- cover cars in Parc Fermé or in the pit lane when it rains
- use heat protection on the starting grid.

With the approval of the Technical Delegate, it is permissible in individual cases to close the pit gate or tent during serious accident repairs.

- 29.17 Drivers with medical conditions (e.g. allergies, bleeder, diabetic etc.) shall submit written information to the Chief Medical Officer before the beginning of an event. This information must include the driver's name and the number of the race car. Participants with injuries or temporary handicaps must also contact the Chief Medical Officer immediately.

ARTICLE 30 FLAG SIGNALS/SIGNALLING

The emergency services and track control shall be organised in accordance with the provisions of Appendix H to the FIA International Sporting Code. All drivers undertake to study these requirements to observe the signals and to obey any instructions. The flag signals do not release the drivers from their obligation to prevent any risks to other drivers when recognising a potential danger.

ARTICLE 31 PRACTICE

- 31.1 If possible, on the day before the first Race, one 30-minute Free Practice sessions shall be held.

- changing tyres shall be permitted
- refuelling and de-fuelling shall be prohibited

Only timed laps that are started and completed on the track and outside the pit lane will be counted in free practice.

- 31.2 The following applies to the interruption of a training session:

The Race Director may interrupt a practice session if the track is blocked by an accident or if it appears too dangerous to continue due to weather or other conditions. In this case, on the instruction of the race director, the red flag will be shown at all track marshals and the stop light sign will be shown at the start line. From this point on, overtaking is prohibited, the pit exit is closed and all cars must drive slowly to their respective pits. Stalled cars will be recovered from the track. If possible, they will be brought to the pit lane. The organiser is not obliged to do this.

The Race Director has the right to interrupt a practice run as often and for as long as he deems necessary for recovery or clean-up work.

Except for the qualifying sessions, an interruption will not lead to an extension of the corresponding part of the event or to a change of the timetable.

A protest against possible consequences regarding the admission of a driver to the start due to the interruption of one or more practice runs as well as against the shortening of a practice session is not admissible.

An interrupted practice run will only be restarted on the instruction of the Race Director.

- 31.3 Drivers may generally not start in a Race unless they have participated in at least one Practice/Testing session.

- 31.4 There shall be green and red lights at the pit lane exit during each Practice. The drivers may only leave the pit lane when the green light is on. In addition, a blue flag and/or a blue flashing light shall be shown at the pit lane exit to alert the drivers at the pit lane exit to a vehicle approaching on the Race Track.

ARTICLE 32 QUALIFYING

- 32.1 Basically, one Qualifying of 20 minutes will be held.
Only timed laps that are started and completed on the track and outside the pit lane will be counted in qualifying.
- 32.2 Should a driver set a faster lap time than his previous ones when yellow flags are shown at any point on the circuit, this lap time shall be deleted. Additional classification and/or other penalties may be imposed by the Race Director and/or the Stewards.
- 32.3 Should a driver, in the opinion of the Stewards, intentionally stop his car or obstruct another driver in whatever way during Qualifying, a penalty shall be imposed.
- 32.4 After the respective Qualifying, all race cars that took part in the Qualifying shall be subject to Parc Fermé provisions throughout the circuit premises and no technical changes to the cars shall be allowed.
Further, no material or substances shall be removed or added to the cars on their way from the race track to the Parc Fermé. All cars must move directly to the Parc Fermé indicated in the respective Special Regulations.
Any cars parked in the Parc Fermé before the end of the Qualifying shall be subject to Parc Fermé provisions from that moment on. The driver must leave the car in neutral and the steering wheel in place.
- 32.5 Any driver failing to take part in the respective Qualifying or to drive a timed lap may only start the Race with the special approval of the Race Director/Stewards. A written application must be submitted no later than two hours before the start of the formation lap.
- 32.6 Immediately after the Qualifying, the fastest lap times of each driver shall be published. Should several drivers set identical times during a Qualifying, priority shall be given to the driver who set it first.
- 32.7 Any driver whose best qualifying lap exceeds 110% of the fastest time in the qualifying session may not be allowed to take part in the races.
- 32.8 In exceptional circumstances, however, which may include setting a lap time in a previous free practice session, the Stewards may permit the car to start the race. Should more than one driver be accepted in this manner, their order will be determined by the Stewards.
- 32.9 A written request to allow the start must be submitted at latest 75 minutes before the start of the formation lap.
- 32.10 In neither case may a competitor appeal against the Stewards' decision.

ARTICLE 33 DEFINITIVE STOPPAGE OF QUALIFYING

- 33.1 Where a Qualifying session is stopped with less than five minutes remaining until completion, there shall be no need to re-start the Qualifying session. In this case, the starting grid shall be determined on the basis of the fastest lap times of each driver.
- 33.2 Where a Qualifying session is stopped, with more than five minutes remaining until completion, and cannot be re-started or where no Qualifying took place due to extraordinary circumstances, starting grid positions shall be based upon the current Championship standings. The decisive standings shall be those of the driver entered for the Qualifying session concerned. During the first event, the starting grid for the Race shall be based on the Free Practice results.

ARTICLE 34 WET PRACTICE/WET RACE

- 34.1 Once the Race Director has allowed the use of wet-weather tyres under Article 24.10, the decision to use dry-weather tyres or wet-weather tyres during Qualifying and Races shall be at the participants' discretion. A "Wet Practice" or "Wet Race" board shall be displayed.
- 34.2 The Race Director may order the use of wet-weather tyres.

ARTICLE 35 STARTING GRID

- 35.1 The starting grid for the Race 1 shall be drawn up in the order of the fastest times achieved in the respective Qualifying. A change of positions shall not be possible. Should two or more drivers set identical times, priority shall be given to the one who set it first.
- 35.2 The starting grid for the Race 2 shall be based on the result of Race 1 with the reverse order for first 6 to 10 positions defined by a lot after Race 1.
In case of participation of 2 drivers on 1 car, the driver participating in Race 2 will take the position on the starting grid of that race based on the result of the driver participating in Race 1. If that position was a subject of the reverse order making by a lot, driver participating in Race 2 will take the last position of the lot (example: if there was drawn

- number 7, driver participating in Race 2 must start from 7th starting position on the grid).
- 35.3 Should more than one driver fail to set a time during the Qualifying, they shall apply in writing to be placed at the end of the grid in the following order:
- The drivers who started their timed lap,
 - The drivers who did not start a timed lap,
 - The drivers who failed to leave the pit lane.
- 35.4 In any case, a driver whose lap time was deleted by decision of the Race Director or the Stewards must start the Race behind the cars mentioned above.
- 35.5 The starting grid for the Race will be published no less than one hour before the start of the formation lap. Qualified participants who are unable to participate must withdraw in writing to the Race Director at least 75 minutes before the start of the formation lap.
- 35.6 All race cars must be moved to the starting area in direction of the course. Neither in the pit lane nor on the track shall it be permitted to push or drive a car opposite to race direction (exception: slight corrections of positions at the corresponding start position itself).
- 35.7 Cars still in the pit lane when the pit lane is closed (red light) may not join the starting grid. Such cars may take the start from the pit lane after the whole field has started formation lap or into the Race, provided that the pit exit light shows green. Their places in the starting grid must remain vacant.

ARTICLE 36 STARTING MODE

- 36.1 The race will be started with the standing start. The starting grid is arranged in rows that are staggered 1 x 1 (Grand Prix start). The pole position for each circuit is defined in the FIA/ASN circuit licence and will be announced in the event announcement.
- 36.2 If TCL cars competing in the same race with their separate classification together with TCR cars, separate starting grid with a gap between 2 grids should be established.

ARTICLE 37 START/DELAYED START

- 37.1 Not later than 10 minutes before the beginning of the formation lap, the pitlane / the pre-start shall be opened, and the cars leave for a reconnaissance lap.
At the end of this lap, the cars shall enter the starting grid at walking pace and move to their designated grid positions. Engines shall be stopped.
Not later than 5 minutes before the start of the formation lap, the exit from the pit lane shall be closed.
Cars still in the pit lane may start from the pit lane. They may be moved to the pit lane exit only with the driver in position.
- 37.2 The approach of the start into the formation lap shall be announced by signs indicating the following times, each accompanied by an audible warning, in the sequence described below:
- 10-minute sign:
Countdown. Green light or green flag (beginning of the formation lap) in 10 minutes.
 - 5-minute sign:
Only team personnel and officials allowed on the starting grid. Green light or green flag (beginning of the formation lap) in 5 minutes.
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 drive-through penalty will be imposed on any driver whose car did not have all its wheels fully fitted at the five-minute signal.
 - 3-minute sign:
All cars must have their wheels fitted. Cars must not be jacked up again. Any infringement shall result in a Penalty according Article 16. Green light or green flag (beginning of the formation lap) in 3 minutes.
At the three-minute signal, the cars must be resting on their wheels and NO work, including tyre pressure checks is allowed.
A drive-through 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.
 - 1-minute sign:
Start engines. Drivers sitting in their cars. All other persons leave the starting grid without delay. Green light or green flag (beginning of the formation lap) in 1 minute.

e) 30-second sign:

Green light or green flag (start into the formation lap) in 30 seconds.

30 seconds after this signal, the last red light of the start light is switched off and the green lights are switched on. The cars start without a lead car and maintain their starting position for an introductory lap. During this lap, the formation must be kept as close as possible (distance not exceeding 5 vehicle lengths). Trial starts are prohibited. Trial starts and dropping back may be subject to a scoring penalty by the Race Director.

37.3 Overtaking during the formation lap is only permitted if a car was late in leaving the grid and the cars behind - in order not to hinder other cars - could not avoid passing. In this case, the drivers may only overtake in order to restore the starting order.

37.4 Any driver who leaves the grid late may not overtake another moving car and must start from the end of the grid if he has come to a standstill after all the cars behind him have crossed the start line. If more than one driver is so affected, they must join the rear of the field in the order in which they left the grid.

37.5 If a driver cannot start the formation lap, he must indicate this in an appropriate way (honking, hand signal, opening the driver's door, etc.). The remaining cars must maintain the starting order when overtaking the broken-down car, allowing the cars directly behind the broken-down car the time and opportunity to overtake. As soon as the tail car has passed, a team member of the car concerned may provide assistance for a maximum period of 30 seconds. The only aid that may be used is an external jump-start battery with connecting cable. It is not permitted to push the car. The car may then start the formation lap, but may not overtake any other moving car (except the final car) and must start the race from the end of the grid. If more than one driver is involved, their starting positions at the end of the grid will be determined by the order in which they left the grid. If the car cannot start even after the 30 seconds have elapsed, it must be pushed into the pit lane where the mechanics may attempt to start it. Pushing the car in the pit lane is permitted. These cars may start from the pit lane.

37.6 Any driver who, in the opinion of the Race Director, overtakes another car on the formation lap in contravention of the rules shall be penalised by at least one penalty in accordance with Article 16.

37.7 After the end of the formation lap, the starting places must be taken again (under the above conditions).

Vacant starting positions may not be filled by moving up other drivers at the start. Vacant starting rows may be closed by moving up other cars.

After the cars are in their designated starting positions with their engines running, the green flag will be shown by a steward at the end of the field. After that, the first red light on the start light will appear as a five-second signal (red lights flashing in pairs), followed by the four-, three-, two- and one-second signals as further red lights. After the one-second signal has appeared, the start signal can be given at any time by switching off the red lights at the start light. The start is released at the moment the red lights go out.

During the start of the race, no person is allowed to be on the pit wall.

37.8 If, after entering his starting position, a driver realises that he cannot start, for whatever reason, he must immediately make himself known by hand signal, opening the driver's door, flashing his lights or in any other way clearly visible to the starter.

In this case, the steward responsible for this starting row must immediately wave a yellow flag. It is the responsibility of the starter to abort the start when such warning lights are illuminated. If the starter decides to abort the start, the yellow flashing lights at the start light will be switched on. An EXTRA FORMATION LAP sign will be displayed immediately and, approximately 2 seconds later, the green lights on the start lights will also be switched on and all cars capable of doing so will be required to complete a further formation lap while the car concerned is brought into the pit lane. On the instruction of the Race Director, this car may also be moved to another safe position.

In the pit lane, team helpers may attempt to start the cars. These cars may restart from the pit lane once the entire field has started. If more than one car is involved, their starting order will be determined by the order in which they reach the end of the pit lane.

37.9 Cars starting from the pit lane have completed their first lap when they cross the finish line for the first time.

37.10 Each time the sign "EXTRA FORMATION LAP" is shown, the duration of the race scheduled at that time will be reduced by three (3) minutes.

37.11 If the starter decides that the start should be aborted, the following applies:

The yellow flashing lights on the start light shall be switched on and a sign "START DELAYED" shall be displayed. The engines shall be switched off. A new -start lap will begin 5 minutes later, the next signal will be the 3 minutes signal (three red lights will be on.) All cars must stand on their wheels. They must not be lifted again. Violation of this rule will be penalised according to Article 16.

Each time the sign "START DELAYED" is shown, the duration of the race scheduled at that time will be reduced by five (5) minutes.

The perpetrator of a start delay must start the race from the end of the grid. The corresponding starting position(s)

will remain free for the restart.

- 37.12 The start signal is given by the starter by switching off the red lights at the start light. The observance of the regulations during the starting procedure will be supervised by judges. Once the start has been made, cars that have come to a standstill will be pushed into the pit lane by stewards, if possible. There, helpers of the competitors may try to start the cars. These cars may restart from the pit lane when the entire field has started. Cars starting from the pit lane have completed their first lap when they cross the finish line for the first time.
- 37.13 In the event of conditions causing a delay in the start, the following action will be taken by the Race Director: If heavy rain starts after the 5-minute signal but before the start of the formation lap, a START DELAYED sign will be displayed at the start and finish and the start procedure will restart at the 10-minute countdown (Five red lights flashing twice). From then on, the procedure described in Article 37.2a) will be followed.
- 37.14 If the start of the race is imminent and, in the opinion of the Race Director, it cannot be considered safe to drive on the track due to the amount of water, even with treaded tyres, the start may be delayed by switching on the yellow flashing lights on the start lights and displaying the START DELAYED sign. Information about the probable duration of the delay or the new start time will be displayed on the timing monitors. The start sequence begins again with the 10-minute signal. The START DELAYED sign should be shown again from half of the cars lined up on the grid. Each time the "START DELAYED" sign is shown, the distance of the race scheduled at that time will be shortened by five (5) minutes.
- 37.15 Jump start:
A Jump start is defined as a significant forward movement of the car between the four-second signal (two pairs of red lights illuminated) and the start signal. A false start shall be penalised by the Race Director/Stewards with a penalty in accordance with Article 16. The Stewards may also impose other penalties in special cases.
- 37.16 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.

ARTICLE 38 SAFETY CAR

- 38.1 The safety car shall be designed and adapted for high performance circuit driving and shall have a performance capable of maintaining the speeds at which the cars participating in the race can be driven without compromising their race fitness. It shall have at least two seats and two or four doors, and rear visibility shall be good. The installation of a roll cage in accordance with the provisions of Appendix J is recommended, as are FIA approved seat belts. The car must be marked at the rear and on the sides with the words "SAFETY CAR" in letters of appropriate size similar to the race numbers. There must also be at least one clearly visible yellow or orange light and one rear-facing green light on the roof, each operated by its own circuit. The externally mounted lights must be fixed in such a way that they can withstand the maximum speed to be reached with the car. The driver must have racing experience. There will be an observer on board who will recognise all competition vehicles and who will be in constant radio contact with race control. The crew must wear FIA approved helmets and flame-retardant clothing.
- 38.2 The Race Director may deploy the Safety Car to
- neutralise a Race when participants or officials are in imminent danger but the situation does not require the Race to be stopped.
 - start a Race under extraordinary circumstances (e.g. bad weather)
 - restart a stopped Race.
- 38.3 a Two continuous Safety Car Lines each 20cm thick must be painted with non-slip paint across the Race Track in the pit entry and exit areas as follows:
- Safety Car Line 1: At a point where it is reasonable for a car entering the pit lane to overtake the Safety Car or other cars remaining on the track. This shall also be the point where competition cars may overtake the Safety Car turning into the pit lane after its deployment.
 - Safety Car Line 2: At a point where cars exiting the pit lane are likely to drive as fast as the competition cars on the track. Before this line, cars on the track may overtake a car exiting the pit lane. After the line, overtaking cars exiting the pit lane shall be prohibited.
- 38.4 10 minutes before the beginning of the formation lap, the Safety Car shall take up position at the front of the grid and remain there until the five- minute signal is given. At this point (except under Article 38.14 below) it shall cover an entire lap of the circuit and exit the track to get to the station assigned by the Race Director.

- 38.5 When the Safety Car is ordered to deploy, the “SAFETY CAR DEPLOYED” message shall be posted on the timing screens/electronic communication system provided by Promoter, the yellow lights over the Line shall flash and all observers’ posts shall display waving yellow flags and the “SC” board until the Safety Car intervention is over. All cars must immediately slow down.
- 38.6 The Safety Car with its yellow/orange lights on shall join the track immediately regardless of the Race leader’s position.
- 38.7 Any car being driven unnecessarily slow or erratically shall be reported to the Stewards. This applies whether any such car is driven on the track, in the access lane to the pits or in the pit lane.
- 38.8 All competing cars must then form up in a line behind the Safety Car no more than 5 car lengths apart. With the exceptions below, overtaking shall be forbidden until the cars reach the Finish Line after the Safety Car has turned into the pit lane.
Overtaking shall be permitted under the following circumstances:
- If the Safety Car crew signals a car to do so;
 - Under Article 38.14 below;
 - Any car heading for the pit line may pass another car remaining on the track or the Safety Car after it has crossed the Safety Car Line 1;
 - Any car leaving the pits may be overtaken by another car on the track before it crosses the second Safety Car Line;
 - When the Safety Car turns in to the pits it may be overtaken by cars on the track once it has crossed the Safety Car Line 1;
 - Any car stopping at its designated pit stop station whilst the Safety Car is using the pit lane may be overtaken;
 - If another car slows down with an obvious problem.
- 38.9 When ordered to do so by the Race Director, the observer in the Safety Car shall use a green light to signal to any cars between it and the Race leader that they should pass. Such instruction shall refer only to the car immediately following the Safety Car. Such cars shall continue at appropriate speed and without overtaking other competitors until they reach the line of cars behind the Safety Car.
- 38.10 The Safety Car shall stay out at least until the leader is behind it and all remaining cars are lined up behind him. Once behind the Safety Car, the Race leader must keep within 5 car lengths of it (except under Article 38.11 below) and all remaining cars must keep the formation as tight as possible.
- 38.11 The cars may enter the pit lane whilst the Safety Car is deployed. Overtaking the Safety Car is forbidden when accessing the pit lane. The same shall apply as long as the Safety Car drives on the fast lane in the pits.
The cars may rejoin the track when the green light at the end of the pit lane is on. It shall be on at all times except when the Safety Car and the line of cars following it are about to pass or are passing the pit exit. A car rejoining the track shall proceed at appropriate speed until it reaches the end of the line of cars behind the Safety Car.
Under certain circumstances, the Race Director may direct the Safety Car to use the pit lane or other parts of the circuit. In such cases, and provided its yellow/orange lights remain illuminated, all cars must follow the Safety Car without overtaking. Cars entering the pit lane under such circumstances may stop in their designated pit areas. As a general rule, all cars must follow the Safety Car as long as its yellow/orange lights are on.
- 38.12 When the Race Director calls the Safety Car in, it must extinguish its yellow/orange lights; this shall be the signal to the drivers that it will be entering the pit lane at the end of that lap.
At this point the first car in line behind the Safety Car may dictate the pace and, if necessary, fall more than 5 car lengths behind it. In order to avoid the likelihood of accidents before the restart, from that moment on, all drivers must proceed at a constant speed which involves no acceleration, braking or other risky manoeuvres until the Safety Car turns into the pit lane.
As the Safety Car approaches the pit lane entrance, the yellow flags and SC boards at the observer’s posts shall be withdrawn and replaced by waving green flags and by green lights at the Start Line, which shall be displayed until the last car has crossed the Finish Line.
- 38.13 Each lap completed while the Safety Car is deployed shall be counted as a Race lap.
- 38.14 Should the Race end whilst the Safety Car is deployed it shall enter the pit lane with extinguished lights at the end of the last lap and the cars shall take the chequered flag as usual without overtaking. The Marshals shall continue to wave yellow flags.
- 38.15 In exceptional circumstances and after a suspension under Article 41.5, the Race may be re-started behind the Safety Car. In such case, it shall turn on its yellow/orange lights at any time before the one-minute signal. This shall be the signal to the drivers that the Race will be re-started behind the Safety Car. All Marshals’ posts shall display waving yellow flags and the “SC” boards as long as the Safety Car is deployed.
When the green lights are on, the Safety Car shall leave the grid with all cars following in grid order no more than 5

car lengths apart. There shall be no formation lap and racing shall start when the green lights are on.

When the Race Director calls the Safety Car in, it must extinguish its yellow/orange lights; this shall be the signal to the drivers that it will be entering the pit lane at the end of that lap. At this point the first car in line behind the Safety Car may dictate the pace and, if necessary, fall more than 5 car lengths behind it. As the Safety Car approaches the pit lane entrance, the yellow flags and SC boards at the observer's posts shall be withdrawn and replaced by waving green flags and by green lights at the Line, which shall be displayed until the last car has crossed the Finish Line.

During the first lap only, overtaking shall be 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. Should that be the case, drivers may only overtake to re-establish the original starting order.

If stationary after the remainder of the cars have crossed the Starting Line, drivers who shall be delayed leaving the grid may not overtake any other moving car and must form up at the back of the line of cars behind the Safety Car. Should more than one driver be affected, they must form up at the back of the field in the order they left the grid.

Any of the penalties under Article 16 shall be imposed on any driver whom the Race Director or the Stewards deem to have unnecessarily overtaken another car during the first lap.

ARTICLE 39 FULL COURSE YELLOW

39.1 In order to temporarily neutralise a free practice session or qualifying, the race director may order a "full course yellow intervention" (FCY intervention) as an alternative to the use of the safety car.

FCY may be used as an alternative if double waved yellow flags are necessary in a part of the track and participants or officials are in danger.

39.2 The initiation of an FCY intervention will be communicated to competitors via the timing screens/electronic communication system provided by Promoter with the message »FCY DEPLOYED« and waved yellow flags and the sign »FCY« will be displayed at the finish line and at all track marshals.

39.3 No car shall be driven unnecessarily slowly, erratically or in a manner that may be considered potentially dangerous to other drivers or other persons at any time during the FCY period. This applies whether such a car is being driven on the track, in the pit entry, in the pit exit or in the pit lane.

39.4 All vehicles must immediately reduce their speed to 80 kph on the entire track while observing extreme caution (no full braking; but also no slow coasting). A deviating determination of the maximum speed can be made in the drivers' meeting. All vehicles must maintain the prescribed maximum speed until the end of the FCY intervention.

39.5 With the exception of the cases listed under a) to d), no driver may overtake another car on the track during the FCY intervention. Exceptions to this are:

- a) any car heading for the pits may pass another car as soon as it has crossed the 1st safety car line.
- b) any vehicle leaving the pit lane may overtake or be overtaken by vehicles travelling on the circuit before it has crossed the 2nd safety car line.
- c) any vehicle which is in the pit entry, pit lane or pit exit may overtake another vehicle which is also in one of these three areas.
- d) if another vehicle slows down due to an obvious problem.

39.6 When the Race Director decides that the FCY intervention can be ended, the message »FCY ENDING« will be sent to all competitors via the timing screens/electronic communication system provided by Promoter. Between 10 to 15 seconds later, the yellow flags and FCY signs will be retracted simultaneously and replaced by green flags at all marshals and at the finish line. The relevant part of the event is immediately reopened for all participants.

39.7 Each lap completed during the "FCY intervention" will be counted.

39.8 Any infringement of the above rules will be penalised with a scoring penalty in accordance with Article 16.

ARTICLE 40 SUSPENDING A RACE

40.1 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.

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

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

40.4 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.

- 40.5 The safety car will then be driven to the front of the line of cars in the fast lane.
- 40.6 Whilst the race is suspended:
- It will be at the 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 in the fast lane, but any such work is restricted to that listed below and must not impede the resumption of the race;
 - Starting the engine and any directly associated preparation
 - The fitting or removal of permitted cooling and heating devices
 - Changing damaged wheel(s) and tyre(s). Under discretion of Chief Scrutineer
 - Repair of genuine accident damage. Under discretion of Chief Scrutineer.
 - Checking and adjusting tyre pressures.
 - Change of tyres from dry to wet or wet to dry
 - refuelling and/or removing of fuel is forbidden;
- 40.7 Unless asked to do so by the officials, cars may not be removed from the fast lane while the race is suspended. A penalty will be imposed on drivers whose cars 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.
- 40.8 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 they got there under their own power, unless another car was unduly delayed. At all the time drivers must follow the directions of the marshals.

ARTICLE 41 RESUMING A RACE

- 41.1 The delay will be kept as short as possible and, at least 10 minutes before the resumption of the session, teams will be informed via timing screens/electronic communication system provided by Promoter; in all cases, warning of re-start will be given at "appropriate intervals" as updated information is received in Race Control regarding the track condition.
- 41.2 Signals will be shown five minutes, three minutes, one minute, and thirty seconds before the resumption, and each of these will be accompanied by an audible warning.
- 41.3 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.
- 41.4 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.
- 41.5 At the three-minute signal, the cars must be resting on their wheels.
- 41.6 A drive-through penalty will be imposed on any driver whose car was not resting on its wheels at the three-minute signal or has any of the 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.
- 41.7 When the one-minute signal is shown, engines should be started, and all team personnel must leave the fast lane by the time the 30-second signal is given, taking all equipment with them. If any driver needs assistance after the 30-second signal, he must indicate this to the marshals and, when the remainder of the cars able to do so has left the grid, marshals will be instructed to push the car into the slow 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.
- 41.8 The race will be resumed behind the Safety Car when the green lights are illuminated. The Safety Car will enter the pits after one lap unless:
- The race is being resumed in wet conditions and the Race Director or the Clerk of the Course deems more than one lap necessary.
 - 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.
- 41.9 When the green lights are illuminated, the Safety Car will leave the pit lane with all drivers must follow no more than five car length apart.
- 41.10 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. In this case, drivers may only overtake to re-establish his original starting position, provided he does so before he crosses the Safety Car Line 1 or any other point determined by the Race Director or Clerk of the Course on the lap the safety car returns to the pits. Should it 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 has 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 to any driver who fails to re-enter the pit lane if he has not re-established the original starting order before he reaches the Safety Car Line 1 or any other defined point by the Race Director or Clerk of the Course on the lap the safety car returns to the pits,

- b) 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/any other point defined by the Race Director on the lap the safety car returns to the pits.

- 41.11 Penalties may be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the lap.
- 41.12 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.
- 41.13 Where 75% or more of the scheduled Race duration is elapsed at the time the Race is stopped, the Race shall be deemed to have finished. The result will be taken at the end of the penultimate lap before the lap during which the signal to suspend the Race is given.
- 41.14 To appear in the final classification, a driver must have crossed the finish line (not in the pit lane or under their own power) at the end of the lap from which the final results will be taken.
- 41.15 Should a driver cause the session to be stopped (red flag), the driver may not appear in the final classification at Stewards' discretion.

ARTICLE 42 CUTTING THE RACE DISTANCE/END-OF-RACE

- 42.1 The races will be 25 minutes. The finish line applies both on the track and in the pit lane.
- 42.2 The end of the respective race will be indicated to each driver by showing the chequered flag when crossing the finish line.
- The last lap to be completed will be indicated to the competitors the timing screens/electronic communication system provided by Promoter by the information "LEADER AT THE FINAL LAP". In addition, the sign "Last Lap" will be shown to the participants at the line.
- At the end of this lap, the chequered flag will be shown to the leader and all those following, irrespective of the number of laps they have completed up to that point, as they cross the finish line.
- 42.3 Should the End-of-Race signal be given early. The Race shall be deemed to have finished at the time the leading car crossed the Finish Line before the signal was given. Should the End-of-Race signal be given late (after the maximum duration of the Race), the Race shall be deemed to have finished when it should have finished.
- 42.4 All cars must cross the Finish Line under their own engine power. They shall complete a slow-down lap and must not overtake any cars still in the Race. Any classified car which cannot reach the post-race Parc Fermé under its own power shall be taken to the Parc Fermé under the control of an Official.
- 42.5 Should it become necessary in exceptional circumstances to cut the duration of the Race before the starting signal is given, the Race Director must inform the competitors of the new race duration. This must be announced by a message displayed on the timing screens/electronic communication system provided by Promoter and also through loudspeakers.

ARTICLE 43 PARC FERME

- 43.1 From the moment the Race leader receives the End-of-Race signal, all classified cars shall be subject to Parc Fermé rules which shall apply anywhere on the whole circuit. Any technical intervention on the cars shall be prohibited. Further, no material or substances shall be removed or added to the cars on their way from the race track to the Parc Fermé.
- 43.2 All cars having received the End-of-Race signal must proceed directly to the Parc Fermé area specified in the Supplementary Regulations at the end of their slow-down laps.
- Any classified car unable to cross the Finish Line under its own engine power and/or to reach the Parc Fermé under its own power shall be taken to the Parc Fermé under the control of an Official.

- 43.3 The driver must leave the car in neutral and the steering wheel in place.
- 43.4 After the respective Race, the Parc Fermé shall be opened as instructed by the Race Director/Clerk of the Course in consultation with the Stewards.
- 43.5 Any car having passed through Scrutineering at an event may not be removed from the paddocks until the end of the last post-race Parc Fermé and until any post-race Scrutineering is finished, unless so authorised by the Technical Delegate.
- 43.6 After parking his car in Parc Fermé, the driver is allowed to remove storage devices from the teams' data loggers. The removal by another person and/or at a later time before the end of Parc Fermé is prohibited.

ARTICLE 44 STANDINGS/CLASSIFICATION

- 44.1 1st place shall go to the participant having completed the most laps. Should several participants have completed the same number of laps, the one who completed them first shall be the winner. Any laps that a car shall not have completed on its own engine power shall not count.
- 44.2 In order to be classified, a driver must have completed at least 70% of the winner's race distance. Should a driver cross the Finish Line in the pit lane after the display of the chequered flag, a 30-second Time Penalty shall apply.
- 44.3 A provisional classification shall be published when the Race is over. The classification shall not become final before all post-race technical checks are completed and the protest and appeal time limits have elapsed.

ARTICLE 45 PODIUM CEREMONY AND PRESS CONFERENCES

- 45.1 The podium ceremony will take place immediately after each race on the podium provided by the organiser. Participation in the podium ceremony and the official press conference is compulsory for the three first-placed drivers of the race, the three best-placed drivers of the Junior classification, the winning driver of the Trophy classification, as well as a representative of the winning team.
- Failure to attend the podium ceremony and / or the press conference will be punished by a fine. In addition, the stewards may impose penalties. During the podium ceremony, all drivers to be honoured must wear their closed drivers' overalls and the cap of the tyre sponsor. The representative of the winning teams from the race must be available to honour the team classification.
- 45.2 If requested, all registered drivers shall attend all press conferences organised during an event.
- A press conference with the three best-placed competitors of a Race might be scheduled to take place immediately after the prize-giving ceremony. Attendance shall be obligatory for these drivers. During the press conference as well as during all TV interviews, the drivers shall wear their overalls completely closed.

ARTICLE 46 TV RIGHTS/ADVERTISING AND TELEVISION RIGHTS

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ARTICLE 47 EXCLUSION OF LEGAL ACTION AND LIMITATION OF LIABILITY

No claims for compensation of any kind can be derived from measures and decisions of the ACCR or its sports jurisdiction as well as the representatives of the ACCR and the series organiser, except in the case of intentional or grossly negligent causation of damage.

ARTICLE 48 GENERAL CAR REQUIREMENT

- 48.1 No signal of any kind may pass between a moving car and anyone connected with the car's entrant or driver save for the following:
- legible messages on a pit board;
 - body movement by the driver;
 - lap trigger signals from the pits to the car. Lap marker transmitters shall be battery-powered and once operating must be free-standing (i.e. not connected to any other pit equipment by means of wires, optical fibres, radio, wifi, etc.), firmly fixed on the pit lane side, and incapable of receiving external information.
Such lap triggers shall not be used for the transmission of any data from pit to the car other than the lap mark. Lap mark data must be transmitted repeatedly and must be demonstrably consistent;
 - verbal communication between a driver and his team by radio.

APPENDIX 1: PENALTY GUIDELINES

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 up 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**2025 TCR EASTERN EUROPE – Competitor Entry form**

KRENEK MOTORSPORT is the organiser of the 2025 TCR EASTERN EUROPE.
The TCR Eastern Europe Series consists in six racing competitions taking place in Europe, from April to September 2025.
The TCR Eastern Europe Series is regulated by “2025 TCR Eastern Europe Series Sporting Regulation” and “2025 TCR Technical Regulation” which are considered integral part of this entry form.

EARLY REGISTRATION (before 28.02.2025)

This entry fees are including 4 slick tyres for free, payment in rates possible (not applicable for JUNIOR and TROPHY)

ENTRY FEE: 8,500 € per car (1st payment: 4,000 € till 28.2., 2nd payment: 4,500 € till 31.3.2025)

ENTRY FEE (JUNIOR+TROPHY): 5,500 € per car (1st payment: 3,000 € till 29.2., 2nd: 2,500 € till 31.3.2025)

REGISTRATION (after 01.03.2025)

ENTRY FEE: 9,200 € per car

ENTRY FEE (JUNIOR+TROPHY): 5,500 € per car

RACE BY RACE ENTRY FEE: 1,900 € / JUNIOR+TROPHY: 1,300 €

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 2025 TCR Eastern Europe Series.

We confirm that we have read and understood the provisions of the International Sporting Code, the "2025 TCR Eastern Europe Series Sporting Regulations" and the "2025 TCR Technical regulation", and we agree on our own and on behalf of everyone associated with our participation to the 2025 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 2025 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

ENTRANT SIGNATURE

DRIVER SIGNATURE

Name & Surname

Name & Surname
