



SPORTING REGULATIONS 2017

S03 – 21/04/2017



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FOREWORD

Kronos Events is designated by the RACB Sport as promoter of TCR Benelux and organises the TCR Benelux Championship (hereinafter “the Championship”), reserved for TCR Cars. The championship comprises one title of TCR Benelux Champion for Drivers, one title of TCR Benelux Champion for Teams, one title of TCR Benelux Champion for Junior Driver and one title for TCR Benelux Car of the year.

The championship is held under the FIA International Sporting Code (hereinafter “the Code”), its appendices, the Circuit General Prescriptions, the RACB Sport national sporting code, the present Sporting Regulations specific to the championship and the supplementary regulations.

REGULATIONS

1. The final text of these Sporting Regulations shall be the English version, which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.
2. These Sporting Regulations come into force on 1 January of each year, and replace all previous TCR Benelux Championship Sporting Regulations.

GENERAL UNDERTAKING

3. All drivers, competitors and officials participating in the championship undertake, on behalf of themselves, their employees and agents, to observe all the provisions, as supplemented or amended, of the Code, the Circuit General Prescriptions, the RACB Sport National sporting code, the Sporting Regulations, the supplementary regulation, the Technical Regulations and Bulletins.

GENERAL CONDITIONS

4. It is the competitor’s obligation to ensure that all persons concerned by his entry observe all the requirements of the Code, the Circuit General Prescriptions, the RACB Sport National sporting code, the Sporting Regulations and the Technical Regulations. If a competitor is unable to be present in person at the Competition, he must nominate his representative in writing. Throughout the entire duration of the Competition, a person having charge of an entered car during any part of a Competition is responsible jointly and severally with the competitor for ensuring that the requirements are observed.
5. Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout the Competition.
6. The presentation of a car for scrutineering will be deemed an implicit statement of conformity.
7. All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pitlane, or on the track must wear an appropriate pass at all times.
8. The race format and timing of the starts procedure may be adapted to each Competition general timetable. The Stewards shall issue a bulletin at the beginning of this Competition and inform drivers and competitors about any possible sporting changes to the TCR Benelux Sporting Regulations due to the different race format or timing of the starts procedure required. Drivers and Competitors must acknowledge the receipt.

LICENCES

9. All drivers, competitors and officials participating in the championship must hold current and valid licences. For drivers, minimum requirement is a grade C national Driver's licence and, when applicable, an authorisation issued by their ASN.

SERIES COMPETITIONS

10. Each Competition will have the status of a Benelux Zone Competition.
11. Competitions are reserved for TCR cars in conformity with the TCR Technical Regulations, TCR Technical Bulletin and TCR Technical Bulletin for BOP. TCR Benelux technical passports are issued by the RACB Sport. The models accepted for the TCR are listed in Appendix 1 of the TCR International Series Sporting regulations.
12. Save in exceptional circumstances, the championship will be made up of five races per Competition with a scheduled duration of maximum 60 minutes for the Qualifying Long Race (QLR) and 20 minutes for each of the four Sprint Races (SR). The leader will be shown the chequered flag when he crosses the control line (the Line) at the end of the lap during which the prescribed duration is completed. The Line is a single line, which crosses both the track and the pit lane.

	Type of Start	Driver	Duration
QLR	Standing Start	Driver 1 and 2	60 min.
SR1	Standing Start	Driver 1	20 min.
SR2	Standing Start	Driver 1	20 min.
SR3	Standing Start	Driver 2	20 min.
SR4	Standing Start	Driver 2	20 min.

13. The maximum number of Competitions in the championship is set at 7.
14. The list of Competitions is published by the RACB Sport.

TCR BENELUX CHAMPIONSHIP TITLES

15. Titles
- a) The TCR Benelux Drivers' title will be awarded to the driver who has scored the highest number of points, taking into consideration all results obtained during the Championship. A result is defined by the sum of points obtained in competition which have actually taken place.
- b) The TCR Benelux Teams' title will be awarded to the Team, having a team entrant licence, which has scored the highest number of points, taking into consideration all results obtained during the Championship. A result is defined by the sum of points obtained in competition, which have actually taken place, by the best car of the team classified in each race. All the other cars of that same Team will be invisible as far as scoring team points are concerned.
- c) The TCR Benelux Car model of the year Title will be awarded to the car model who has scored the highest number of points, taking into consideration all results obtained during the Championship. A

result is defined by the sum of points obtained by the best car model classified during the SR of the competitions which have actually taken place. All the other cars of that same models will be invisible as far as scoring points is concerned.

d) The TCR Benelux Junior Drivers' title will be awarded to the driver aged from 16 to 21, at the start of the season, who has scored the highest number of points, taking into consideration all the results obtained during the Championship. A result is defined by the sum of points obtained by the driver in the SR, in which he drove, and QLR in of the competitions which have actually taken place.

16. Points for all titles will be awarded at each Competition according to the following scale:

- Qualifying Long Race (QLR):

1st: 25 points

2nd: 18 points

3rd: 15 points

4th: 12 points

5th: 10 points

6th: 8 points

7th: 6 points

8th: 4 points

9th: 2 points

10th: 1 point

- Each Sprint Race (SR):

1st: 25 points

2nd: 18 points

3rd: 15 points

4th: 12 points

5th: 10 points

6th: 8 points

7th: 6 points

8th: 4 points

9th: 2 points

10th: 1 point

Save provision of art 15 d, Drivers sharing the same car will share the points obtained during the competition.

17. If a race is suspended under Article 170 and cannot be resumed under Article 171, no points will be awarded if the leader has completed less than two laps, half points will be awarded if the leader has completed more than two laps but less than 75% of the original race duration and full points will be awarded if the leader has completed more than 75% of the original race duration.

18. Prize giving

- a) A representative of the winning Team in the TCR Benelux Teams' Title must be present at the RACB Awards Prize-Giving ceremony.
- b) The drivers classified first, second and third in the TCR Benelux Drivers' Title must be present at the RACB Awards Prize-Giving ceremony.
- c) A representative of the winning Car model in the TCR Benelux Car model of the year Title must be present at the RACB Awards Prize-Giving ceremony.
- d) The drivers classified first, second and third in the TCR Benelux Junior Drivers' Title must be present at the RACB Awards Prize-Giving ceremony.
- e) All competitors shall use their best endeavours to ensure that their drivers attend as aforesaid. Any such driver and/or competitor who is absent will be liable to a fine, except in case of "force majeure".

DEAD HEAT

- 19. Prizes and points awarded to competitors who tie will be added together and shared equally.
 - 20. If two or more drivers and/or teams finish the season with the same number of points, the higher place in the championship shall be awarded to:
 - a) the holder of the greatest number of first places,
 - b) if the number of first places is the same, the holder of the greatest number of second places,
 - c) if the number of second places is the same, the holder of the greatest number of third places, and so on until a winner emerges.
 - d) Drivers of the same car, who have formed the same crew during all the Events in the Championship in which they have scored points, and who finish with the same number of points, will share the same place in the Championship. Examples: drivers 1 and 2 of car A will be classified equal first in the general classification of the Series; drivers 1 and 2 of car B will be classified equal second, and so on until the last classified crew finding itself in this situation.
- If this procedure fails to produce a result, RACB Sport will nominate the winner according to such criteria as it thinks fit.

ORGANISER

- 21. Subject to an organiser having an agreement with Kronos Event, an application to organise a Competition must be made to the ASN of the country in which the Competition is to take place.

ORGANISATION OF COMPETITIONS

- 22. Each organiser, shall supply the information set out in Appendix 2, part A hereto, to the RACB Sport, at least in English, no later than 15 days before the Competition.

INSURANCE

- 23. The organiser of a Competition must ensure that all competitors, their personnel and drivers are covered by third party insurance.
- 24. If applicable, the organiser must send to Kronos Event an insurance certificate of the risks covered by the insurance, which must comply with the national laws in force. This insurance certificate shall be made available to the competitors.

25. Third party insurance arranged by the organiser shall be in addition and without prejudice to any personal insurance policy held by a competitor or any other natural person or legal entity taking part in the Competition.
26. Drivers taking part in the Competition are not third parties with respect to one another.

OFFICIALS

27. The following officials, who may have assistants, will be nominated by the RACB Sport and during the Competition, will be responsible for the TCR Benelux Championship and in exceptional circumstances, for Competitions of other series which are held at the same circuit during the same weekend:
- Two Stewards
 - A Race Director
 - A Technical Delegate
 - A Driver advisor for the stewards
 - A Media delegate
 - A Timekeeping delegate
28. The following officials will be nominated by the local ASN as per Appendix 2, part A:
- One Steward from among the ASN's nationals
 - The Clerk of the Course
 - National Scrutineers.
29. The Clerk of the Course shall work in permanent consultation with the Race Director. The Race Director shall have overriding authority in the following matters and the Clerk of the Course may give orders in respect of them only with his express agreement:
- a) the control of practice and the race, adherence to the timetable and, if he deems it necessary, the formulation of any proposals to the Stewards to modify the timetable in accordance with the Code or Sporting Regulations,
 - b) the stopping of any car in accordance with the Code or Sporting Regulations,
 - c) the stopping of practice,
 - d) the starting procedure,
 - e) the use of the Safety Car,
 - f) suspending and resuming the race.
30. The Race Director, the Clerk of the Course, the Stewards and the Technical Delegate must be available from the beginning of the Competition as defined by the Code.
31. The Race Director should be in radio contact with the Clerk of the Course, the Technical Delegate and the chairman of the Panel of Stewards. Additionally, the Clerk of the Course must be at race control and in radio contact with all the marshals' posts when cars are permitted to run on the track.

COMPETITORS' APPLICATIONS

32. Applications

- a) Applications to compete in the championship must be submitted before the start of the competition on an entry form available from Kronos Events (Appendix 3), accompanied by the set entry fees specified on the entry form.
- b) Applications to compete on a race-by-race basis must be submitted to Kronos Events via an entry form available from Kronos Events (Appendix 3), accompanied by the set entry fees specified on the entry form.

Each application shall include:

- 1) confirmation that the applicant has read and understood the Code, the Sporting Regulations and the Technical Regulations and agrees, on its own behalf and on behalf of everyone associated with its participation in the championship, to observe them,
 - 2) the name of the competitor (as it appears on the licence),
 - 3) the name of the team (as it appears on the licence), if different from Competitor
 - 4) a copy of the competitor's or team licence and driver's licence issued by the respective ASNs, and any additional documents when requested such as medical certificate and or valid authorization from their country.
 - 5) the make and model of the competing car(s)
 - 6) the name of the driver(s)
- f) The TCR Benelux provisional entry list will be published before the beginning of the Competition.
33. If, in the opinion of Kronos Events a competitor fails to operate his team in a manner compatible with the standards of the Championship or in any way brings the championship into disrepute, Kronos Events, KNAF, ACL or RACB Sport may disqualify such competitor from the championship forthwith.

PASSES

34. No pass may be issued except as agreed with the organiser. A pass may be used only by the person and for the purpose for which it was issued.

INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

35. The Stewards may give instructions to competitors by means of Bulletins in accordance with the Code. The Race Director may give instructions to competitors by means of communication in accordance with the Code. These bulletins and communications will be distributed to all the competitors, who must acknowledge receipt.
36. All classifications and results of practice and the race, as well as all decisions, communications and bulletins issued by the officials, will be posted on the official notice board.
37. Any decision or communication concerning a particular competitor must be acknowledged.
38. In addition to any other mean, the Race Director may use radio system to communicate with the team. Team should be able to communicate instructions to his drivers. The promotor will supply the technical detail to establish this connection before the beginning of the competition.

INCIDENTS

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

- necessitated the stopping of a practice session or the suspension of a race under Article 170;
- constituted a breach of these Sporting Regulations or the Code;
- caused a false start by one or more cars;
- caused a collision;
- forced a driver off the track;
- Illegitimately prevented a legitimate overtaking manoeuvre by a driver;
- Illegitimately impeded another driver during overtaking.

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

40.

a) It shall be at the discretion of the Stewards to decide, upon a report or a request by the Race Director, if a driver or drivers involved in an Incident shall be penalised.

b) If an Incident is under investigation by the Stewards, a message informing all Teams which driver or drivers are involved will be displayed on the timing monitors (if the facilities on the circuit so permit).

c) If a driver is involved in a collision or Incident (see Article 39), and has been informed of this by the Stewards no later than 30 minutes after the last race has finished, he must not leave the circuit without the consent of the Stewards.

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

a) A drive-through penalty. The driver must enter the pit lane and rejoin the race without stopping.

b) A Stop & Go time penalty. The driver must enter the pit lane, stop for the time of the penalty in front of the garage that has been assigned to him and rejoin the race immediately, unless the engine stops (cf. Article 42b).

c) A drop of grid positions for the driver in a future race.

However, should either of the penalties under a) and b) above be imposed and notified during the last three laps, or after the end of the race, Article 41 a) and b) above shall not apply and a time penalty of 30 seconds in case a) and 30 seconds plus the penalty in case b) shall be added to the elapsed time of the car concerned.

42. Should the Stewards decide to impose one of the penalties provided for in Article 41 a) or b), the following procedure shall be applied:

a) From the time the Stewards' decision is notified, on the timing monitors if available, the relevant driver and his car may cross the Line on the track no more than once before entering the pit lane and, in the case of a penalty under Article 41 b), proceeding to the time penalty area where they shall remain for the period of the time penalty. However, unless the driver was already in the pit entry for the purpose of serving his penalty, he may not carry out the penalty during the Safety Car period.

Any laps carried out behind the Safety Car will be added to the one-lap maximum.

b) Whilst a car is stationary as a result of incurring a time penalty, it may not be worked on.

If the driver is unable to start his car by himself, he may be helped by his mechanics, solely for the purpose of starting the engine.

c) When the time penalty period has elapsed, the driver may rejoin the race.

PROTESTS AND APPEALS

43. Protest:

1) Protests shall be made in accordance with the National Sporting Code. Protest concerning the QLR may be heard before the start of SR. Protests concerning SR may be heard after the last SR.

2) Any protests after SR 1 will not affect the starting grid of SR 2.

3) Any protests after SR 3 will not affect the starting grid of SR 4.

44. Appeals shall be made in accordance with the National Sporting Code of the ASN of the country where the competition take place.

SANCTIONS

45. Sanctions:

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

2) Any driver who has received 3 reprimands of which at least 2 were imposed for a driving infringement will, on receiving the 3rd reprimand, be given a 10-place grid penalty for the first race of the next Competition in which he takes part. The same rule will then apply for the next 3 reprimands he may receive, and so on until the end of the championship. When a grid penalty physically cannot be applied, any other penalty may be decided at the Stewards' discretion.

CHANGES OF DRIVER OR OF COMPETITOR

46. Competitors will be obliged to use the drivers they nominated at the time of the sporting checks for the Competition except in cases of "force majeure" recognised as such by the Stewards.

TIMEKEEPING

47. Each car must use the timing transponder designated by the promoter throughout the Competition. All competitors are themselves responsible for obtaining this transponder, at their own expense, and for the correct installation and functioning thereof. This transponder must be installed in strict compliance with the relevant instructions.

DRIVING

48. Driving

a) The driver must drive his car alone and unaided.

b) The TCR Benelux Championship is primarily intended for driver crews of two drivers (Driver 1 and Driver 2) competing together throughout the season to claim the title.

c) Special case: Crew may be composed of a single driver only if that driver is categorized as "Gentlemen Driver". Categorization is determined by the Promoter. Categorization of a driver may not be protested or appealed. Requests to be categorized as "Gentlemen Driver" must be made, using the form available in Appendix 5, 10 days before the first competition in which the driver intends to participate.

NUMBER OF CARS ALLOWED TO PARTICIPATE

49. The number of cars allowed to take part in practice and to start the race is as stated on each Race Circuit License. Only one single car may be entered per driver at each Competition.

RACE NUMBERS AND NAME ON THE CAR

50. Each car will carry the race number of its driver(s) on its rear side window. Race numbers must be in conformity with the Appendix 4 to the present regulations. The Promotor will assign race numbers to drivers.

51.

a) The name or the emblem of the make of the car must appear on the bodywork of the car in the original location(s).

The name of the driver(s) must also appear on the bodywork (rear side windows), be easily legible and be in compliance with Appendix 4.

b) Before scrutineering, competitors must affix the organiser's advertising on their car, and leave at the organiser's and promoter disposal locations that are reserved exclusively for them according to the diagram appended to the present regulations (see Appendix 4).

Any lack of official advertising will be reported to the Stewards.

SPORTING CHECKS AND SCRUTINEERING

52. Each competitor must have all documents required by Article 9 available and the various documents relating to his car.

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

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

55. Each car is identified by the number of its TCR technical passport. In order to prepare the technical passport, competitors are requested to fill the online form available via the link below:

<https://docs.google.com/forms/d/1MAWf2q39oRPYUfHL-ezMcbIpGwheHa7JpetiEQgFFoQ/viewform?c=0&w=1>

56. Competitors' / driver's sporting checks will take place at the schedule and location defined in the supplementary regulations. Scrutineering of the cars will take place at the schedule and location defined in the supplementary regulations. The scrutineering order may be communicated by the Technical Delegate.

57. Scrutineering: the location is defined in the Supplementary Regulations. Unless a waiver is granted by the Stewards, competitors/drivers who do not keep to these time limits will not be allowed to take part in the Competition. The Scrutineering Time Table can be modified by the Stewards on request of the Technical Delegate and the Competitors will be informed by a bulletin.

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

59. The scrutineers may:

a) Check the eligibility of a car or of a driver and any other equipment used to run the car at any time during a Competition.

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

- TCR Technical Passport

- Official form for the safety cage and any other safety equipment

- Certification for the catalytic converter

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

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

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

e) Require a competitor to replace a used part(s) (including ECU) with the new part(s) taken from original packing or other reference parts.

f) Require at any time during an event for any checks considered necessary (e.g. engine performance, fuel quantity, etc.).

They will have the right to seal cars or parts and make the check in an appropriate location and at a postponed date.

60. Datalogger and cameras

a) If a Data acquisition system is fitted to the car, data may be requested for any scrutineering purpose. If it is deemed necessary, RACB Sport may impose the use of a data logger. A list of entrant required to install a logger will be published before each competition.

b) On-board camera footage recording system may be fitted by the RACB Sport.

The weight of the system is included in the minimum weight of the car. Installation must be made in accordance with information supplied in appendix 7.

c) Competitors' camera

1 – Cars may carry on-board cameras provided by the competitor.

2 – The installation of this camera must be approved beforehand by the promotor. If approved, it must be installed before scrutineering of the car and in compliance with the following safety requirements:

-The fixing device must withstand a deceleration of 25 g without detaching.

-The camera must not hinder driver's visibility, exit or extrication in case of emergency.

3 – On request of the promotor, the competitors will deliver the footage to the promotor.

4 – On request of the official, the competitors will deliver the footage to the officials. These footages may be used in any sporting matters.

5 – The weight of the system is not included in the minimum weight of the car.

61. Any car which, after being passed by the scrutineers, being dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be presented again by the competitor for scrutineering approval.
62. The Race Director or the Clerk of the Course may require that any car involved in an accident be stopped and checked at any time during the Competition.
63. Checks and scrutineering shall be carried out by duly appointed officials who shall also be responsible for the operation of the Parc Fermé and who alone are authorised to give instructions to the competitors.
64. The Stewards will publish the findings of the scrutineers each time cars are checked during the Competition. These results will not include any specific figure except when a car is found to be in breach of the Technical Regulations.

SUPPLY OF TYRES IN THE CHAMPIONSHIP AND TYRE LIMITATION DURING THE COMPETITION

65. The Promotor will register reference tyres for the championship (dry- and wet-weather tyres). The promotor will publish (appendix 6) the list of control tyres selected at the latest two weeks prior to the first Competition of the championship. All tyres must be used as supplied by the tyre manufacturer designated by the promotor. They must comply with the specification determined by the reference tyres for the championship. Any chemical and/or mechanical treatment of the tyres except cleaning is prohibited. The original tyre tread and profile may not be modified or cut.

All new tyres must be collected during the Competition concerned from the tyre manufacturer designated by Promotor. A used tyre is a tyre that has been registered and used in a session of a previous competition.

66. Tyre limitation during the Competition:

a) Dry-weather tyres:

1- For the 1st Competition of the season no more than 12 new dry-weather tyres may be used.

2- As from the 2nd, no more than 14 dry-weather tyres may be used, with a maximum of 8 new tyres. Tyres registered with the same race number during a previous Competition of the championship may be re-allocated to the same car and thus counted among the number of tyres authorised, insofar as these previously used tyres are identifiable via the traceability system defined by RACB Sport. These tyres must have been previously authenticated by the tyre manufacturer before being presented for allocation. If a driver has no suitable tyres to present, he will forfeit his right to use these tyres.

3- For cars/drivers/race numbers entering a round after the first Competition, no more than 12 new dry-weather tyres may be used for that competition. For the next competition of the cars/drivers/race numbers, Article 66a)2- applies.

b) Wet-weather tyres:

Wet-weather tyres may not be mixed with Dry-weather tyres. Wet tyres may be used at all time.

67. Checking of tyres:

a) The checking of the tyres will be carried out according to a process defined by the RACB Sport in Appendix 6.

b) Sidewall of all tyres which are to be used at a Competition must be marked with a unique identification (yellow “FIA BARCODE”).

c) Other than in cases of force majeure (accepted as such by the stewards of the meeting), all tyres intended for use at a Competition must be registered using the online form available using the link below for allocation prior to the end of initial scrutineering.

<https://docs.google.com/forms/d/1L1lwGFckgpERokZqaV3gWQwJUf1HZMmhHhIUIGhCVc/viewform>

68. Use of tyres:

a) The use of tyres without appropriate identification is strictly forbidden during the entire Competition (including the starting procedure and the grid).

b) Wet-weather tyres may be used at all time.

c) During the QLR, SR1, SR2, SR3 and SR4, changes of tyres can only be made in order to change a damaged tyre or to change the type of tyre (slick to wet or wet to slick). During the QLR, permutation is allowed; location of the tyre on the car may be changed.

69. The use of tyre-warmers is forbidden or any other means of changing characteristics of the tyres. (Art.65)

SUPPLY OF BRAKE PADS IN THE CHAMPIONSHIP

70. The Promotor will register reference brake pads friction materials for the championship. The promotor will publish (appendix 8) the list of control brake pads selected at the latest two weeks prior the first Competition of the championship. All brake pads must be used as supplied by the brake pad manufacturer designated by the promotor. They must comply with the specification determined by the reference brake pad for the championship. Any chemical and/or mechanical treatment of the brake pad except cleaning is prohibited.

71. All new brake pads must be collected during the Competition concerned from the brake pad manufacturer designated by Promotor.

WEIGHING

72. The Minimum weight (homologation weight with empty tank and without driver) and the Minimum racing weight (car with driver, with BOP and Success Ballast weight (Article 76)) has to be respected at any time during the event. The Minimum Racing Weight can be modified by Bop corrections during the season (art 77)

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

All drivers entered in the championship will be weighed, wearing their complete racing apparel, at the first Competition of the season and at mid-season. If a driver is entered later in the season, he will be weighed at his first Competition. The weights of the drivers will then be entered into a list which is under the control of the Technical Delegate. To identify which driver is on board the car, each driver may be requested to bear a numbered sticker symmetrically at the level of the opening for visibility on both sides of his helmet as well as on his FIA-approved head-restraint device. The minimum weight of the car according to TCR Technical Regulations is the weight without fuel and with the success ballast. Oil and water/coolant for the engine and brake fluid must be at their

normal levels. The tanks for consumable liquids must be drained and the driver's non-compulsory equipment must be removed.

74.

a) During and after all the practice sessions:

- 1) the TCR Technical Delegate will install weighing equipment in the pit lane and/or in an area as close to the first pit as possible. This area will be used for the weighing procedure;
- 2) the Technical Delegate will select cars to undergo the weighing procedure. The Technical Delegate will inform the driver by means of traffic lights and/or by flags that his car has been selected for weighing;
- 3) having been informed that his car has been selected for weighing, the driver must proceed directly to the weighing area, without outside help, and may be asked to stop his engine;
- 4) the car will then be weighed, with or without the driver, and checked. In the case of an irregularity, the results will be given to the driver or a team representative in writing;
- 5) the car must reach the weighing area and return to its garage under its own power, with no outside assistance, failing which it will be placed under the exclusive control of the marshals who will take the car to be weighed or pushed to its garage;
- 6) the driver and his car may not leave the weighing area without the consent of the Technical Delegate or his nominee.

b) After the race:

The Technical Delegate will weigh the classified cars of his choice, except in a case of "force majeure".

c) Should the weight of the car be less than that specified in the Technical Regulations when weighed under a) or b) above, the car and the crew may be disqualified from the Competition save when the deficiency in weight results from the accidental loss of a component of the car.

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

e) Only scrutineers, officials and team members on officials' request may enter the weighing area. No intervention of any kind is allowed there unless authorised by such officials.

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

- a drop of places on the starting grid for a later race in which the driver takes part,
- the cancellation of all or part of the times set in practice,
- the disqualification of the car concerned,
- any other penalty provided for in the Code.

SUCCESS BALLAST WEIGHT

76. A success ballast weight will be applied for the best 3 performing race number and/or driver(s) at each Competition.

Weight application: The maximum success ballast weight is 30 kg.

a) It will be divided up as follows:

- a 30 kg will be added to the minimum weight of the car of the first race number/driver(s) classified in the previous Competition (the result is given by the sum of points of the previous TCR BENELUX Competition)
- a 20 kg will be added to the minimum weight of the car of the second race number/driver(s) classified in the previous Competition (the result is given by the sum of points of the previous TCR BENELUX Competition)
- a 10 kg will be added to the minimum weight of the car of the third race number/driver(s) classified in the previous Competition (the result is given by the sum of points of the previous TCR BENELUX Competition)

The success ballast weight must be carried from the scrutineering of the following Competition only.

b) If a race number/driver(s) does not compete in the following Series Competition, he will carry the ballast at the first following Series competition in which he takes part.

c) The provisional list of the applicable success ballast weight per driver will be published by the RACB Sport prior to the beginning of the Competition concerned.

BALANCE OF PERFORMANCE AND TECHNICAL SPECIFICATIONS

77. The balance of Performance (BoP) will be defined by WSC (World Sport Consulting – TCR international series promotor) before the start of the season and will be maintained through corrections through the season.

The BoP and the adjustments to the technical specifications of the cars are carried out by WSC.

In order to optimize the BoP WSC reserves the right to adjust the following items for each competitor:

- Minimum weight of the car
- Any other technical restriction it may deem necessary
- Engine performance level implemented by monitored electronic components
- Any other technical restriction it may deem necessary

GENERAL CAR REQUIREMENTS

78. 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:

- a) legible messages on a pit board;
- b) body movement by the driver or by the pit wall team member
- c) lap trigger signals from the pits to the car. Lap marker transmitters shall be battery-powered and once operating must be free-standing (i.e. not connected to any other pit equipment by means of wires, optical fibres, radio, Wi-Fi, etc.), firmly fixed along the start and finish line and incapable of receiving external information.

Such lap triggers shall use a transmitter operating with a carrier frequency above 10 GHz (radio or optical) and a beam half angle of no more than 36° when measured at the 3dB point, and 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;
- d) verbal communication between a driver and his team by radio;
 - e) electromagnetic radiation between 2.0 and 2.7 GHz is forbidden.

GENERAL SAFETY

- 79. Any cars fitted with tyres complying with this regulation may not be driven above 10km/h in the paddock area.
- 80. Practice start may only be done on the circuit following race director instruction.
- 81. Official instructions will be given to drivers by means of the signals set out in the Code. Competitors must not use flags similar in any way whatsoever to these. The driver and his mechanics must follow the instructions of the track marshals at all times.
- 82. Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position. A car may only be pushed to remove it from a dangerous position as directed by the marshals.
- 83. Any driver intending to leave the track or to go to his pit or the paddock area must signal his intention to do so in good time, making sure that he can do this without danger.
- 84. During practices and the races, drivers may only use the track and must at all times observe the provisions of the Code relating to driving behaviour on circuit.
- 85. A driver who abandons a car must leave it in neutral or with the clutch disengaged and with the steering wheel in place.
- 86. Repairs to a car may only be carried out in the paddock, pits or on the grid.
- 87. The team must provide at least two fire extinguishers for each car entered and ensure that they work properly.
- 88. Save as specifically authorised by the Code or these Sporting Regulations, no one except the driver may touch a stopped car unless it is in the paddock, the team's designated garage area, the pit lane or on the starting grid.
- 89. At no time may a car be reversed in the pit lane under its own power.
- 90. During the periods commencing 15 minutes prior to and ending 5 minutes after every practice session, and the period between the commencement of the formation lap which immediately precedes the race and the time when the last car enters the Parc Fermé, no one is allowed on the track with the exception of:
 - a) marshals or other authorised personnel in the execution of their duty;
 - b) drivers when driving or under the direction of the marshals;
 - c) team personnel, in the case of a start procedure.
 - d) team personnel working on a car on the grid during a race suspension in accordance with Art 170.
- 91. During a race, the engine may only be started with the starter, except in the pit lane where the use of an external starting device is allowed under the conditions provided for in Articles 142.
- 92. Drivers taking part in the Competition must always wear the equipment specified in Appendix L to the Code. The use of a Frontal Head Restraint Systems (FHR), according to the FIA Appendix L chapter III Art 3 and of helmets listed on the FIA Technical List no. 25 for FHR use (FIA Technical Lists no. 33, 41 and 49) is mandatory.

93. In order to be able to access to the airway of an injured driver should the need arise, the following test may be carried out with each participant in the championship:

The driver is to be seated in his car, with full-face helmet and FIA-approved head restraint in place and attached and safety harness buckled. With the help of two rescuers, the chief medical officer of the Competition must be able to remove the helmet with the driver's head maintained in a neutral position at all times. If this is impossible, the driver will be required to wear an open-face helmet homologated for use with the FIA-approved head restraint device.

94. A speed limit of 60 kph during the Competition is enforced in the pit lane.

Except during the race, any driver who exceeds the limit will be fined for each kph above the limit. During the race, the Stewards may impose either of the penalties under Article 41 a) or b) on any driver who exceeds the limit.

95. If a driver has serious mechanical difficulties during practice or the race, he must leave the track or return to his pit as soon as it is safe to do so.
96. The car's white headlights, red rear light and rear fog lights must be illuminated at all times when it is running on a track that has been declared a "wet track". It shall be at the discretion of the Race Director to decide if a driver should be stopped because his lights are not working. Should a car be stopped in this way, it may re-join the Competition when the fault has been remedied.
97. Only five team members per participating car (all of whom shall have been issued with and shall be wearing special identification) are allowed in the signalling area during practice and after the start of the race. People under 16 years of age are not allowed in the pits, pit lane, on the pit wall and on the starting grid.
98. Animals, except those which may have been expressly authorised for use by security services, are forbidden in the pit area and on the track and in any spectator area.
99. The Race Director or Chief Medical Officer of the Competition can require a driver to undergo a medical examination at any time during a Competition.
100. Failure to comply with the general safety requirements of the Code or these Sporting Regulations may result in the disqualification of the car and driver concerned from the Competition.

PIT LANE

101. Drivers must follow the directions of the marshals at all times.

a) For the avoidance of doubt and for description purposes, the pit lane shall be divided into two lanes. The lane closest to the pit wall is designated the "fast lane", and the lane closest to the garages is designated the "working lane" and is the only area where any work may be carried out on a car.

b) Unless a car is pushed from the grid at any time during the start procedure, cars may only be driven from the team's designated garage area to the end of the pit lane.

c) Any driver intending to start the race from the pit lane may not drive his car from his team's designated garage area until the 10-minute signal has been given and must stop in single file in the fast lane.

When cars are permitted to leave the pit lane, they must do so in the order in which they arrived at the end of the pit lane, unless another car is unduly delayed.

d) Competitors must not paint lines on any part of the pit lane.

e) No equipment may be left in the fast lane. A car may enter or remain in the fast lane only with the driver sitting in the car behind the steering wheel in his normal position, and under its own power.

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

g) It is the responsibility of the competitor to release his car after a pit stop only when it is safe to do so. Cars in the fast lane have priority over the ones leaving the working lane.

At no time will competing cars be allowed in their garage or the paddock areas until such time as the session has ended and the car has been cleared from any post-session scrutineering checks and released from the Parc Fermé, except with the express permission of the TCR Technical Delegate.

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

j) For all sessions, the cars are allowed to drive in the fast lane only after the pit exit is open (except in case c) and/or when a race is suspended).

k) During the activities relating to the support Competitions taking place on the same weekend, a car may be moved in the pitlane only with the agreement of the Race Director.

FUEL, REFUELLING AND PIT ASSISTANCE

102. The fuel supplier is designated by the promotor for the whole season (appendix 9). The fuel delivery location and time will be defined in the supplementary regulation. The check of fuel's specification may be made at any time of the competitions.

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

The cooling of the fuel, by any means whatsoever, is prohibited (cf. Appendix J of the ISC).

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

Only the car controller and the replacing driver are allowed in the pit lane a maximum of one lap before the pit stop of the car. No equipment must be in the working area before the car has stopped in front of the garage.

No personnel may hold panels on the working lane, or stand behind stationary panels. Team personnel may use lollipops to indicate to the cars location of their working zone. Team personnel and equipment must withdraw as soon as the work is complete.

No operation may be carried out on the car in the pit lane by more than two mechanics designated for that car.

A car controller (the 3rd member), wearing an armband, may stand at the front of the car and oversee the work of the mechanics. He may walk around the car, but must not touch the car in any way and may only make visual checks.

The engine must be switched off before performing any work on the car.

Only during the driver change the engine may be running on condition that the car controller is ready with his finger on the external master switch in order to be ready to activate it whenever the car starts moving without the driver being fully installed in the car.

Each team must ensure that its mechanics wear appropriate clothing (long sleeves, long legs) while they are working on the car in the pit lane.

The driver exiting the car may assist the driver replacing him.

Carry-on / backpack compressed air bottles for tyre changes are not permitted. They must be solidly fixed to the gantry. Hoses, cables etc must not be attached to the mechanics' overalls by any means. No autonomous equipment may operate without its mechanic.

105. TYRE CHANGES in accordance with art 68c, may be carried out on the car in the pits/working area of the pit lane and parallel to the pit lane. Only ambient pressurised air can be used to fill the tyres or operate the air guns.

While changing tyres, the engine must be switched off.

A maximum of 2 mechanics, clearly designated for the whole procedure are allowed to carry out any operations needed to change the tyres, using only two pneumatic or electric wheel gun or torque wrench.

They must:

- a. bring and connect the air hose to the air jacks. Once the wheels have been changed, the hose must be removed by one of the two mechanics to bring the car down. No other system may be used to bring the car down onto its wheels.
- b. bring wheel guns onto the working area,
- c. take the new wheels and put the replaced ones inside the pit,
- d. carry permanently the detached wheels when they are outside the pit. However, in order to facilitate the wheel changes, it is possible to lay them flat on the ground near the car,
- e. not throw the wheels or drop them,
- f. take the equipment back inside the pit.

1 'Manufacturer' representative, 1 'tyre' technician and 1 'brake' technician external to the team may, without intervening or working on the car, proceed to conduct visual checks as well as with a temperature probe or pressure gauge. They will wear appropriate passes.

The car cannot leave the pit until the mechanics in charge of the wheel changes and the equipment are no longer in the working area.

106. REFUELLING

Cars equipped with a standard tank having a fuel capacity below 70l may refuel during the compulsory pistop of the QLR. The maximum quantity of fuel that may be added is 25l.

Car that will refuel will have to carry a ballast of 10kg during the QLR. This ballast must be installed in the cockpit in accordance with the technical regulation.

Refuelling in the pit lane may only take place using a device with maximum capacity of 25l approved by the scrutineer. Identification seal may be applied.

1) Before and during any refuelling operation, the car must be electrically earthed by means of an independent copper wire, whose only purpose is to earth the car. This must be placed by a mechanic, which may be the mechanic charged with helping the driver. It must be removed by one

of the people authorised to be working on the car at the point once refuelling is finished and the earthing wire can be removed.

2) While refuelling is being carried out, the car must remain on its wheels. The driver may stay in the car but the engine must be switched off.

3) Personnel authorised in the pit lane working area during refuelling:

A maximum of 2 mechanics wearing a fire retardant overall, to include:

- a) 1 fuel attendants maximum identified with an armband, wearing an helmets with a visor, incapable of being confused with drivers' helmets and homologated to one of the standards recognised by the FIA in Technical List n°25.
- b) 1 'fire' attendant, whose presence is compulsory, standing beside the car throughout refuelling and holding an extinguisher of a minimum capacity of 5 kg ready for use.

1 'Manufacturer' representative, 1 'tyre' technician and 1 'brake' technician external to the team may, without intervening or working on the car, proceed to conduct visual checks as well as with a temperature probe or pressure gauge. They will wear appropriate passes.

107. Save the case defined in Art. 106, during any session refuelling and/or removing of fuel is not permitted.

108. 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.

FREE PRACTICE AND QUALIFYING PRACTICE

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

110. No driver may start in a race without having taken part in the free practice or qualifying practice session, except in a case of "force majeure" duly recognised as such by the Stewards.

111.

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

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

112. No private testing is permitted with cars complying completely or partly with the TCR Technical Regulations at any venue 20 days prior to it is hosting a Championship round.

Several testing sessions may be organised by the championship Promoter, or by someone designated to do so, and the costs may be charged to the Competitors.

113. There will be one free practice session of 60 minutes.

114. There will be one 20 or 30-minute qualifying practice session. Duration will be specified in the supplementary regulation. From the start of the qualifying session until the end, the following principles will apply:

- no fuel can be added or removed from the cars;

- Save provision of art 48 c, Drivers sharing the same car will have to do timed lap during the session.
- all cars must be parked on the working lane, when not on the track;
- cars will only be allowed on the fast lane when the pit exit is open at the start or restart of the session.

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

- Cars that are on the track will be driven directly to the Parc Fermé without stopping in the pit lane, unless instructed otherwise by the race officials.
- Cars that are in the pit lane must immediately be pushed by the teams to the Parc Fermé.

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

115. If a car stops during practice it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him.

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

Furthermore if, in the opinion of the Stewards, a stoppage is caused deliberately, the driver concerned may have his times from that session cancelled (in substitution or in addition to other available penalties).

In case of a driving infringement during the practice session, the Stewards may drop the driver as many grid positions as they consider appropriate (in substitution or in addition to other available penalties).

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

Unless it is completely clear that a driver committed a driving infringement, any such Incident will normally be investigated after the session; any penalty imposed shall not be subject to appeal. Where appropriate, regard will also be given to the provisions of Article 45.

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

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

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

STOPPING THE PRACTICE

119. Should it become necessary to stop the practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the red flag and the abort lights will be shown at the Line. Simultaneously, red flags will be shown at all the marshals' posts. When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly back to their respective pits; parking in the fast lane is forbidden.

All cars abandoned on the track will be removed to a safe place. At the end of the practice session, all drivers may only cross the Line once.

GRID OF QUALIFYING LONG RACE (QLR)

120. There will be one 60-minute Qualifying Long Race (QLR). The QLR will be split into 2 parts, Q1 with driver 2 and Q2 with driver 1. There will be a pit window in between Q1 and Q2 opening on the 25th minutes and closing on the 35th minute. Save the case defined in Art. 48 c) it is compulsory to change driver during the pitstop.

The minimum duration of the pitstop will be 60 sec. The duration will be calculated from the time the car is stopped at its pit location to the time the car start moving towards pit lane exit.

121. The starting grid of the QLR will be established by the results of the Qualifying practice. Save provision of art 48 c, the result of the Qualifying Practice will be made using the average of the best timed lap achieved by each driver.

122. The fastest car will start the race from the position on the grid which is the pole position according to each circuit license. The next positions for the grid will be established using best timed lap set in Qualifying practice.

123. Should two or more car have set identical times, priority will be given to the one who set it first.

124. Should one of the driver be unable to set a time in the Qualifying practice the car will start from the back of the grid. Should two or more driver being unable to set a time, priority will be given based on the result of the other driver.

125. Should both drivers be unable to set a time in the Qualifying practice the car will start from the back of the grid after cars governed by art 124.

126. Once the grid has been established in accordance with 121, grid position penalties (if any) will be applied to the drivers in question in the order in which the offences were committed

127. After the completion of QLR, cars will be under Parc Fermé regulations. Any work that is being carried out on these cars must stop at the chequered flag.

Cars that are on the track will be driven directly to the Parc Fermé without stopping in the pit lane, unless instructed otherwise by the race officials.

Cars that are in the pit lane must immediately be pushed by the teams to the Parc Fermé.

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

128. Should the QLR be interrupted, no protest can be accepted as to the possible effects of the interruption on the qualification of drivers admitted to start.

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

130. Any competitor whose car(s) is (are) unable to start for any reason whatsoever (or who has good reason to believe that their car (s) will not be ready to start) must inform the Race Director or Technical Delegate accordingly at the earliest opportunity and, in any case, no later than 45 minutes before the QLR.

GRIDS OF SPRINT RACES

131. There will be Four Sprint Races (SR). Driver 1 will compete in SR1 and SR2 , Driver 2 will compete in SR3 and SR4.

132. The starting grid for SR 1 will be drawn up in the following way:

- a) The fastest car in Q2 will start the race from the position on the grid which is the pole position according to each circuit license. The next positions for the grid will be established using best timed lap set in Q2.
- b) Should two or more drivers have set identical times, priority will be given to the one who set it first.
- c) Any car eligible for Q2 that does not complete a timed lap in Q2 will be placed in the last position. If 2 or more cars fail to complete a timed lap in Q2, they will be placed following the same principle, according to their relative positions in Q1.
- d) Once the grid for SR 1 has been established grid position penalties (if any) will be applied to the drivers in question in the order in which the offences were committed.

133. The starting grid for SR 2 will be drawn up using provisional results of SR1. Drivers that are not at their correct position will have to give back position during the formation lap, behind the leading car. Instruction given by the race direction must be observed as quickly as possible. Drivers unable to give back position may be sanctioned by a drive through.

134. The starting grid for SR 3 will be drawn up in the following way:

- a) The fastest car in Q1 will start the race from the position on the grid which is the pole position according to each circuit license. The next positions for the grid will be established using best timed lap set in Q1.
- b) Should two or more drivers have set identical times, priority will be given to the one who set it first.
- c) Any car eligible for Q1 that does not complete a timed lap in Q1 will be placed in the last position. If 2 or more cars fail to complete a timed lap in Q1, they will be placed following the same principle, according to their relative positions on the grid of the QLR.
- d) Once the grid for SR 3 has been established grid position penalties (if any) will be applied to the drivers in question in the order in which the offences were committed.

135. The starting grid for SR 4 will be drawn up using provisional results of SR3. Drivers that are not at their correct position will have to give back position during the formation lap, behind the leading car. Instruction given by the race direction must be observed as quickly as possible. Drivers unable to give back position may be sanctioned by a drive through.

136. Any driver whose best qualifying lap of Q1 or Q2 exceeds 120% of the fastest time in Q1 or Q2 may not be allowed to take part in the sprint races.

Under exceptional circumstances, which may include setting a lap time in a previous free practice session, the Stewards may permit the car to start the race. Should more than one driver be accepted in this manner, their order will be determined by the Stewards. In neither case may a team appeal against the Stewards' decision.

137. The final starting grid of SR1 and SR3 will be published 60 minutes before the opening of the pit lane on race day.

Any competitor whose car(s) is (are) unable to start for any reason whatsoever (or who has good reason to believe that their car (s) will not be ready to start) must inform the Race Director or Technical Delegate accordingly at the earliest opportunity and, in any case, no later than 45 minutes before SR1 and SR3.

138. There will be a parc fermé after SR2 and SR4.

BRIEFING

139. A briefing by the Race Director will take place preferably on the day of the free practice. All drivers entered in the Competition, and their competitors' appointed representatives must be present throughout the briefing; any absence may result in disqualification from the race.

If the Race Director considers that another briefing is necessary, this will take place at a time and place agreed with the Stewards of the Meeting. The drivers and the competitors' representatives will be informed accordingly.

STARTING PROCEDURE QLR, SR1 and SR3

140. For QLR, SR1 and SR3: 15 minutes before the time for the start of the formation lap, the pit exit will be opened and the cars will be permitted to leave the pits to cover a reconnaissance lap. At the end of this lap, they will stop on the grid in starting order with their engines stopped. Should they wish to cover more than one reconnaissance lap, this must be done by driving through the pit lane at a greatly reduced speed between laps.

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

After the race, the car will be brought back to Parc Fermé.

141. 12 minutes before the time for the start of the formation lap, a warning signal announcing the closing of the pit exit in 2 minutes will be given. 10 minutes before the time for the start of the formation lap, the pit exit will be closed and a second warning signal will be given. Any car, which is still in the pits, can start from the pits, but only under the direction of the marshals. It may be moved to the pit exit only with the driver in position. Where the pit exit is immediately after the Line, all such cars may then join the race once the whole field has passed the end of the pit lane for the first time after the start. Where the pit exit is immediately before the Line, cars will join the race as soon as the whole field has crossed the Line after the start.
142. The use of an external battery is authorised on the starting grid, in the working area, in front of the team's garage and in the waiting area at the end of the pit lane in case of a start from there.
143. Once a car has left the pitlane for the first time, competitors will not be allowed to connect laptop or any other electronic device to the car.
144. The approach of the start will be announced by signals shown ten minutes, five minutes, three minutes, one minute and fifteen seconds before the start of the formation lap, each of which will be accompanied by an audible warning.

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

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

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

A drive-through penalty as indicated in Article 41 a) will be imposed on any driver whose car did not have all its wheels fully fitted at the five-minute signal.

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

A drive-through penalty as indicated in Article 41 a) will be imposed on any driver whose car was not resting on its wheels at the three-minute signal.

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

Refuelling on the grid is prohibited.

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

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

Any driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must start the race from the back of the grid. If more than one driver is affected, they must form up at the back of the grid in the order in which they left to complete the formation lap.

If the Line is not situated in front of the pole position, for the purposes of this Article only, it will be deemed to be a white line one metre in front of pole position.

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

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

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

In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind. When leaving the grid, all drivers must proceed at a greatly reduced speed until clear of any Team personnel standing beside the track.

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

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

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

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

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

The team may then attempt to rectify the problem and, if successful, the car may then start from the end of the pit lane.

Should there be more than one car involved their starting order will be determined by the order in which they reached the end of the pit lane.

Every time this happens, the race will be shortened by 3 minutes.

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

1) If the race has not been started, the abort lights will be switched on, a board saying "DELAYED START" will be displayed, all engines will be stopped and the new formation lap will start 5 minutes later with the race duration reduced by 3 minutes. The next signal will be the three-minute signal.

Every time this happens, the race will be shortened by 3 minutes.

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

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

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

The starting signal will be given by extinguishing all red lights.

c) If a problem arises when the cars reach the Line at the end of the formation lap, the red light will stay on. Yellow flags will be displayed at all observation posts. The cars, with the pole position leading, will complete a new formation lap. They will be joined and led by the official leading car and will continue for another formation lap.

d) If further formation laps are necessary, the race duration may be reduced.

149. All cars starting from the pit lane must be stopped by the marshals at the pit lane exit. These cars are considered to have started as soon as released by the marshals. The lights at the pit lane exit must be strictly observed. Cars starting from the pit lane will have completed their first lap as soon as they cross the start/finish line for the first time.

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

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

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

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

a) If it starts to rain after the five-minute signal but before the race is started and, in the opinion of the Race Director, teams should be given the opportunity to change tyres, the abort lights will be shown on the Line and the starting procedure will begin again at the 10-minute point. If necessary, the procedure set out in Article 148 will be followed.

b) If the start of the race is imminent and, in the opinion of the Race Director, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, the abort lights will be shown on the Line and information concerning the likely delay will be displayed on the timing monitors. Once the start time is known, at least ten minutes' warning will be given.

c) If the race is started behind the Safety Car, Article 169 will apply.

153. The Stewards may use any video or electronic means to assist them in reaching a decision. The Stewards may overrule judges of fact.

STARTING PROCEDURE SR2 and SR4

154. The starting grid for SR2 and SR4 (Standing Start) will be drawn up according to article 133 and 135. A red and white chequered flag will be given at the Line as soon as the leading driver has completed the full race duration in accordance with Article 12. A "SLOW" panel will be showed at the next marshal post. Drivers will slow down and follow the "OFFICIAL LEADING CAR" side by side at a speed of approximatively 80km/h.
155. Start of SR2 and SR4 will be given when the "OFFICIAL LEADING CAR" will pull off at the end of the formation lap. The cars will continue side by side on their own to their grid position. When the cars have come back and stop to their respective grid positions, a green flag will be shown behind the last grid row. The starter will then show a 5-second signal, and will then switch on the red light. Normally, the time lapse between switching on the red lights and extinguishing them will be between 0.2 and 3 seconds. The race will be started by extinguishing the red lights.
156. If, after returning to the starting grid at the end of the formation lap, a problem arises, the following procedures shall apply:
- a) If a car develops a problem that could endanger the start, the driver must immediately indicate this to the marshals and the marshal responsible for that row must immediately wave a yellow flag. If the Race Director decides the start should be delayed, the green lights will be illuminated two seconds after the abort lights, a board saying "EXTRA FORMATION LAP" will be displayed, and all cars able to do so must complete a further formation lap whilst the car, which developed the problem, is moved into the pit lane.

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

The team may then attempt to rectify the problem and, if successful, the car may then start from the end of the pit lane.

Should there be more than one car involved their starting order will be determined by the order in which they reached the end of the pit lane.

Every time this happens, the race will be shortened 3 minutes.

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

1) If the race has not been started, the abort lights will be switched on, a board saying "DELAYED START" will be displayed, all engines will be stopped and the new formation lap will start 5 minutes later with the race duration reduced by 3 minutes. The next signal will be the three-minute signal.

Every time this happens, the race will be shortened by 3 minutes.

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

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

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

The starting signal will be given by extinguishing all red lights.

c) If a problem arises when the cars reach the Line at the end of the formation lap, the red light will stay on. Yellow flags will be displayed at all observation posts. The cars, with the pole position leading, will complete a new formation lap. They will be joined and led by the official leading car and will continue for another formation lap.

d) If further formation laps are necessary, the race duration may be reduced.

157. All cars starting from the pit lane must be stopped by the marshals at the pit lane exit. These cars are considered to have started as soon as released by the marshals. The lights at the pit lane exit must be strictly observed. Cars starting from the pit lane will have completed their first lap as soon as they cross the start/finish line for the first time.

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

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

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

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

a) If the Safety Car is deployed once the leading driver has received the red and white chequered flag, the safety car will act as "OFFICIAL LEADING CAR". In that case race duration will start when the leading driver crosses the line for the first time. The Race will resume after the end of the safety car procedure.

b) If the start of the race is imminent and, in the opinion of the Race Director, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, the abort lights will be shown on the Line and information concerning the likely delay will be displayed on the timing monitors. Once the start time is known, at least ten minutes' warning will be given.

161. The Stewards may use any video or electronic means to assist them in reaching a decision. The Stewards may overrule judges of fact.

162. If a car is in the pitlane once the leader has crossed the line after SR1 or SR3, the driver may join the formation lap. He will be stopped by the marshals at the pit lane exit and released once the last car on track passes the pit exit. The lights at the pit lane exit must be strictly observed.

163. If a car enters the pit lane after the leader has crossed the line or if the leader crosses the line in the pit lane after SR1 or SR3, the driver will restart from the pit lane in the order they queue in the fast lane at pit lane exit. He will be stopped by the marshals at the pit lane exit and released once the last car on track passes the pit exit. The lights at the pit lane exit must be strictly observed.

If all cars enter the pit lane, Race Director will deploy the safety car. The Race will resume after the end of the safety car procedure.

164. If the pit lane exit is after the line, cars starting from the pit lane, once the start signal was given to the leader, will have completed their first lap as soon as they cross the start/finish line for the first time. He will be stopped by the marshals at the pit lane exit and released once the last car on track passes the pit exit. These cars are considered to have started as soon as released by the marshals. The lights at the pit lane exit must be strictly observed.

165. If the pit lane exit is before the line, cars starting from the pit lane, once the start was given to the leader, will have completed their first lap as soon as they cross the start/finish line for the second time. He will be stopped by the marshals at the pit lane exit and released once the last car on track passes the pit exit. These cars are considered to have started as soon as released by the marshals. The lights at the pit lane exit must be strictly observed.

THE RACE

166. A race will not be suspended in the event of rain unless the circuit is blocked or it is dangerous to continue.
167. If a car stops during the race, it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him. If any such assistance results in the engine starting and the driver rejoining the race, the car will be disqualified from the results of the race.
168. During the race, drivers leaving the pit lane will do so only when the light at the pit lane exit is green and under their own responsibility. A marshal with a blue flag, or a blue flashing light, will also warn the driver if cars are approaching on the track.

SAFETY CAR

169. . See Article 2.9 of Appendix H of the Code.

SUSPENDING THE RACE

170. 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.

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

The order of the cars will be determined according to the positions they occupied at the end of the circuit section covered before the decision to suspend the race was taken.

All such cars will then be permitted to resume the race.

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

Whilst the race is suspended:

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

Cars may enter the pit lane when the race is suspended, but a drive-through penalty (see Article 41) will be imposed on any driver who enters the pit lane or whose car is pushed from the grid to the pit lane after the race has been suspended. Any car which was in the pit entry or pit lane when the race was suspended will not incur a penalty.

All cars in the pit lane will be permitted to leave the pits once the race has been resumed, but any which were in the pit entry or pit lane when the race was suspended will be released before any

others. Subject to the above, any car intending to resume the race from the pit exit may do so in the order they got there under their own power, unless another car was unduly delayed.

RESUMING THE RACE

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

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

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.

A drive-through penalty as indicated in Article 41 a) will be imposed on any driver whose car did not have all its wheels fully fitted at the five-minute signal.

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

A drive-through penalty as indicated in Article 41 a) will be imposed on any driver whose car did not rest on its wheels at the three-minute signal.

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

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

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

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

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 all cars are not yet in a line behind the Safety Car and team personnel are still clearing the grid or a further incident occurs necessitating another intervention.

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

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

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

Either of the penalties under Article 41 a) or b) will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the lap.

During this lap, Article 2.9 of Appendix H will apply.

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.

FINISH

172. The end-of-race signal will be given at the Line as soon as the leading driver has completed the full race duration in accordance with Article 12.

173. Should for any reason the end-of-race signal be given before the leading driver completes the scheduled duration, the race will be deemed to have finished when the leading driver last crossed the Line before the signal was given.

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

174. After the end-of-race signal, all classified cars must proceed on the circuit directly to the Parc Fermé without any unnecessary delay, without receiving any object whatsoever and without any assistance (except that of the marshals if necessary).

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

PARC FERME

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

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

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

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

The drivers must not be delayed in the Parc Fermé. One person, nominated by the master of ceremonies and in radio contact with him, will be responsible for moving the drivers from the Parc Fermé to the podium without delay.

CLASSIFICATION

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

179. Only cars which have covered at least 75% of the distance covered by the winner will be classified.

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

PODIUM CEREMONIES

181. Podium ceremonies

- a) The podium ceremony will take place in accordance with the regulations and following the instructions of the promoter.
- b) The drivers finishing the races in 1st, 2nd and 3rd positions, and a representative of the winning Team, must attend the prize-giving ceremonies on the podium which will be held after SR2 (for SR1 and SR2) and SR4 (for SR3 and SR4).
- c) 3 trophies will be presented during the podium 1 ceremonies after QLR:
 - 1) winning drivers
 - 2) drivers classified 2nd
 - 3) drivers classified 3rd
 - 4) a representative of the winning Team
- d) 3 trophies will be presented during the podium 2 ceremonies after SR2:
 - 1) the winning driver in SR1
 - 2) the driver classified 2nd in SR1
 - 3) the driver classified 3rd in SR1
- e) 3 trophies will be presented during the podium 3 ceremonies after SR2:
 - 1) the winning driver in SR2
 - 2) the driver classified 2nd in SR2
 - 3) the driver classified 3rd in SR2
- f) 3 trophies will be presented during the podium 4 ceremonies after SR4:
 - 1) the winning driver in SR3
 - 2) the driver classified 2nd in SR3
 - 3) the driver classified 3rd in SR3
- g) 5 trophies will be presented during the podium 5 ceremonies after SR4:
 - 1) the winning driver in SR4
 - 2) the driver classified 2nd in SR4
 - 3) the driver classified 3rd in SR4
 - 4) Car model of the weekend
 - 5) Junior of the weekend

APPENDIX 1: LIST OF TCR CARS FOR THE 2017 SEASON

- Alfa Romeo Giulietta TCR
- Audi RS3 LMS
- Honda Civic TCR
- Opel Astra TCR
- Peugeot 308 Racing Cup TCR
- Seat Leon TCR DSG
- Seat Leon TCR SEQ
- Subaru STi TCR
- Volkswagen Golf Gti TCR

APPENDIX 2: SUPPLEMENTARY REGULATION

PART A

1. Name and address of the National Sporting Authority (ASN).
2. Name and address of the organiser.
3. Date and place of the Competition.
4. Start of the sporting checks and scrutineering on (date) at (time).
5. Start time of each race.
6. Address and telephone, fax number and E-mail to which enquiries can be addressed.
7. Details of the circuit, which must include:
 - location and how to get there,
 - length of one lap,
 - race duration
 - direction (clockwise or anti-clockwise),
 - location of pit exit in relation to Line,
 - pole position,
 - maximum speed allowed in the pitlane,
8. Precise location at the circuit of:
 - Stewards' office,
 - Race Director's office,
 - TC R office,
 - sporting checks,
 - scrutineering, flat area and weighing,
 - Fuel Pump,
 - Parc Fermé,
 - drivers' and competitors' briefing,
 - official notice board,
 - winner's press conference,
 - press centre,
 - media accreditation centre.
9. List of any supplementary trophies and special awards.

10. The names of the following officials of the Competition appointed by the ASN:

- Steward of the meeting,
- Clerk of the Course,
- Secretary of the meeting,
- Chief National Scrutineer,
- Chief National Medical Officer.

11. Any other item specific to the Competition:

PART B (Reserved for the TC R)

1. TC R Stewards of the meeting,
2. Race Director,
3. Technical Delegate,
4. Driver advisor to the stewards,
5. Press delegate,

PART C

Detailed timetable

APPENDIX 3: ENTRY FORM



**TO BE VALID, THIS ENTRY FORM MUST BE ACCOMPANIED
BY THE PAYMENT OF THE DEPOSIT**

ENTRY FORM 2017 SEASON		
Car number requested :	Manufacturer :	
Name of the team :		
Driver 1 :	Driver 2 :	
Invoicing details :		
(Important : VAT number)	→	
→		
→		
Team Manager (mandatory) : (Name, First Name, e-mail and mobile number)		
Entry "race by race"		
<i>Prices are excluding 8% VAT if applicable*</i>		
☐	TCR Benelux Trophy – 22 & 23 April – Circuit de Spa-Francorchamps	3.250€
☐	Zandvoort Race Festival – 20 & 21 May – Circuit Park Zandvoort	3.250€
☐	New Race Festival – 03 & 04 June – Circuit Zolder	3.250€
☐	Zolder Superprix – 15 & 16 July – Circuit Zolder	3.250€
☐	Kronos 10 Hours of Mettet – 23 & 24 September – Circuit Jules Tacheny de Mettet	3.250€
☐	Formido Final Races – 21 & 22 October – TT Circuit Assen	3.250€
TOTAL		19.500€
Entry full season		
☐	I confirm my entry for full season 2017	
SPECIAL CONDITIONS VALID FOR FULL SEASON ENTRIES		
<i>Prices are excluding 8% VAT if applicable*</i>		
17.500€		
Kronos Events bank account details		
Bank BNP Paribas Fortis - Bruxelles // IBAN BE86 0016 6889 0050 // BIC GEBABEBB		
* For foreign : same exemption from VAT according Article 18 § 1 - al 2, 8° Belgian VAT Code with valid VAT number		
I confirm my entry for the full season and I transfer a deposit of 10.000€		
Date & signature : _____		
This entry is firm and final and cannot be refund Entry form to return to race@kronosvents.be		

	Rue de Poëls d'Alost 37 B-1100 Namur	IBAN BE86001668890050 BIC GEBABEBB	www.kronosvents.be race@kronosvents.be	Tel +32 81 83 23 80 Fax +32 81 40 17 25
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APPENDIX 4: GRAPHICAL CHARTER.



Official Stickers TCR BeNeLux 2017



on the roof

AutoGids.. OF Le Mans 24h AUTOMOBILE = Rear number plate

Doors numbers: **ARIAL Black** (height 13cm)

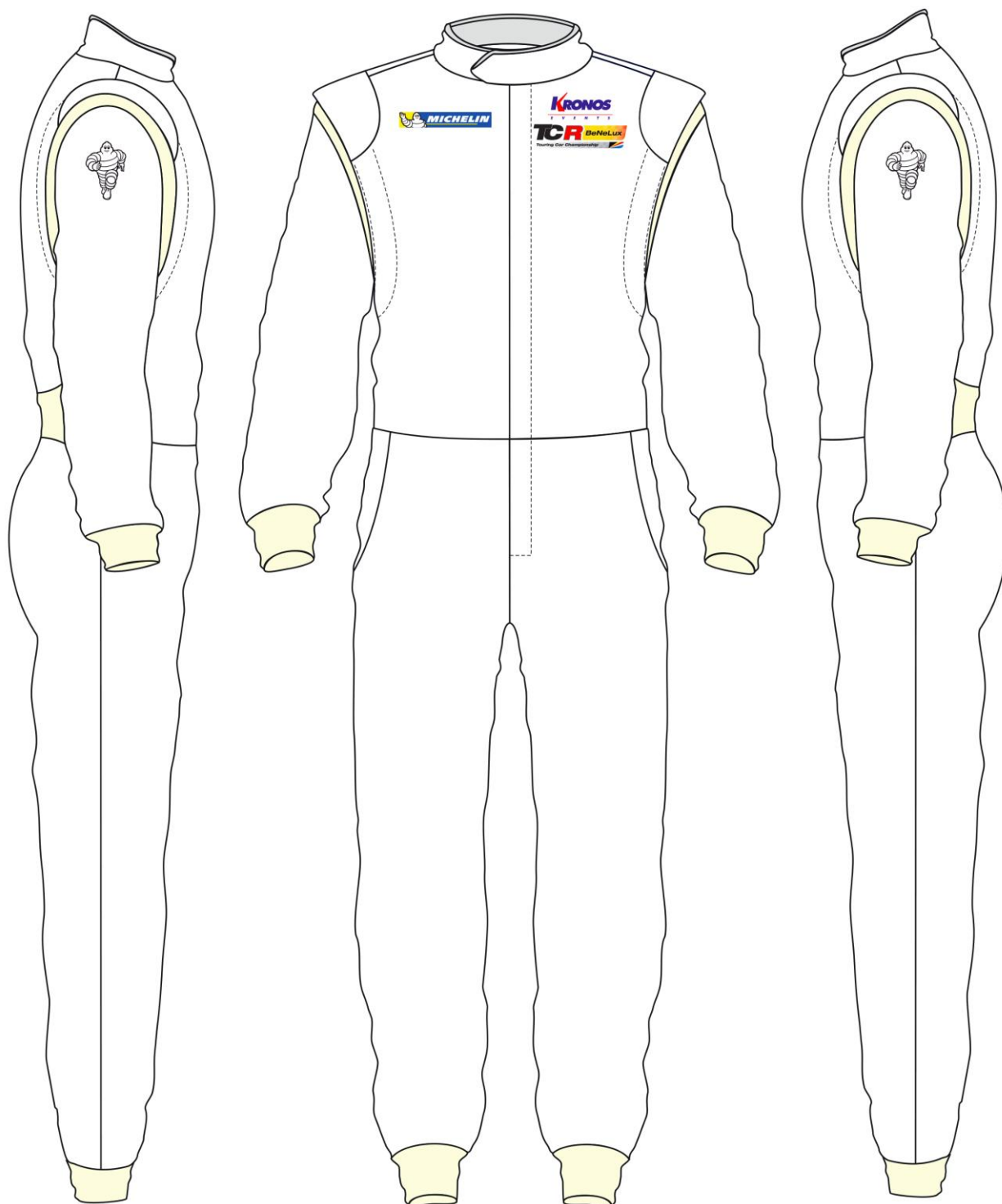
Roof numbers: **ARIAL Black** (height 20cm)

Front and rear windows numbers:

ARIAL Black orange FLUO (height 12cm)

Drivers Name (orange FLUO)+ National flag:

Side windows: **ARIAL Bold** (min. height 6 cm)



APPENDIX 5: GENTLEMEN DRIVER REQUEST FORM

APPENDIX 6: TYRE SPECIFICATION AND SCRUTINEERING PROCEDURE.

- **SUPPLIER :**

KRONOS RACING SA
37 RUE DES PIEDS D'ALOUETTES
5100 NANINNE
BELGIUM
info@kronostyres.com
+32 479 97 15 14

- **MANUFACTURER :**

MICHELIN MOTORSPORT

- **SPECIFICATION :**

	FRONT	REAR
SLICK	27/65-18 PILOT SPORT GT S9L	27/65-18 PILOT SPORT GT S9L
RAIN	27/65-18 PILOT SPORT GT P2L	27/65-18 PILOT SPORT GT P2L

- **Scrutineering procedure**

Tyres must be registered online using the link below before the end of scrutineering. The registration number of the tyre is the number on the yellow FIA barcode.

<https://docs.google.com/forms/d/1L1lwGFckgpERokZqaV3gWQwJUf1HZMmhHhIUIGlhCVc/viewform>

In order to proceed, a user name per team must be requested in order to sign this form.

To Jean-Pierre De Backer – jpdb.sport@racb.com

During the initial scrutineering of the first event of the season, an identifying Barcode sticker may be applied to the car and to its technical passport. The Sticker may not be removed.



Barcode must be on the visible side of the tyres. Tyre with barcode damaged or altered may not be used.

Tyres and tyre usage may be checked at all time by any means scrutineer wishes to use. This includes RFID (if fitted), Barcode reader,...

APPENDIX 7: OFFICIAL ONBOARD CAMERA INSTALLATION

It may be requested to competitors to fit a Garmin Virb X camera in his car. It may be request to the team to supply 5v with USB Type A female terminal permanent power supply. This power supply must be active once main power switch is active.

RACB Sport will supply the camera during scrutineering of the car. The GPS function of the camera must not be turned off.

Camera must be secure to the rollcage using the supplied mounting equipment.



Field of view must be as per picture below:



APPENDIX 8: BRAKE PADS SPECIFICATION.

- **Supplier:**

MOSA FREIN
Chaussée de Waterloo, 490
B5002 NAMUR
BELGIUM
mail@mosa-frein.be
Tel : +32 (0) 81.73.32.73
Fax : +32 (0) 81.73.80.10

- **Manufacturer:**

PAGID-TMD Performance

- **Specification:**

	<u>FRONT</u>	<u>REAR</u>
Type	RST-BNL	RS4-2
μ	μ 0,53 to 0,56 for temp 600°C to 680°C	μ 0,42 to 0,44 for temp 400°C to 600°C

APPENDIX 9: FUEL SUPPLY.

- **Supplier:**
Texaco Benelux
- **Product:**
COMPETITION 102
- **Specification:**

Inspectorate Netherlands
P.O. Box 996
3180 AD Rhosum
The Netherlands
Tel: +31 (0)10 472 04 22
Fax: +31 (0)10 472 30 33
Email: info@inspectorate.nl
www.inspectorate.nl


INSPECTORATE

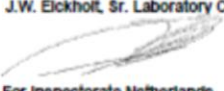
Certificate of Analysis

Date : 18 NOV 2016
Job no. : ADM-16355164-01-001 (version 1)
Product : COMPETITION 102
Subject : Sample as received
Test Location : Laboratory Amsterdam
Item : Sample marked as: tank 4, Heerenveen
Notes : The sample was tested, processed and analyzed on behalf of Salland Olie Maatschappij B.V. and contains as follows:

Date of Sampling : 17 NOV 2016
Date of Receipt : 17 NOV 2016 3:10 PM
Date of Analysis : 17 NOV 2016
Packed :

Test	Method	Unit	Specs	Results
Research Octane Number	EN ISO 5164		min 102.0	102.0
Motor Octane Number	EN ISO 5163		min 85.0	91.0
Lead	EN 237	mg/L	max 5.0	<2.5
Density at 15°C	ISO 12185	kg/m³	720 to 775	759.1
Total Sulphur	EN 20846	mg/kg	max 10	<3.0
Manganese	EN 16136	mg/L	max 2.0	<0.50
Oxidation Stability	EN ISO 7536	Minutes	min 360	>360
Gum Content, washed	EN ISO 6246	mg/100mL	max 5	<1
Corrosion Copper Strip (3h/50°C)	EN ISO 2160	rating	Class 1	1a
Appearance	Visual		Clear and Bright	Clear and Bright
Olefins	EN ISO 22854	% v/v	max 18.0	4.4
Aromatics	EN ISO 22854	% v/v	max 35.0	34.8
Benzene	EN ISO 22854	% v/v	max 1.00	0.23
Methanol	EN ISO 22854	% v/v	max 3.0	<0.8
Ethanol	EN ISO 22854	% v/v	max 10.0	<0.8
Iso-Propyl Alcohol	EN ISO 22854	% v/v	max 12.0	<0.8
Iso-Butyl Alcohol	EN ISO 22854	% v/v	max 15.0	<0.8
TBA	EN ISO 22854	% v/v	max 15.0	<0.8
CS+ Ethers	EN ISO 22854	% v/v	max 22.0	20.7
Other Oxygenates	EN ISO 22854	% v/v	max 15.0	<0.8
Oxygen Content	EN ISO 22854	% m/m	max 3.7	3.68
Vapour Pressure	EN 13016-1	kPa	65.0 to 95.0	66.2
Distillation at 760 mm Hg	EN ISO 3405			
Evaporated at 70°C	EN ISO 3405	% v/v	24.0 to 52.0	28.3
Evaporated at 100°C	EN ISO 3405	% v/v	46.0 to 72.0	52.9
Evaporated at 150°C	EN ISO 3405	% v/v	min 75.0	89.5
Final Boiling Point	EN ISO 3405	°C	max 210	179.8

J.W. Eickhoff, Sr. Laboratory Coordinator


For Inspectorate Netherlands

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Certificate of Analysis

Date : 18 NOV 2016
Job no. : ADM-16355164-01-001 (version 1)
Product : COMPETITION 102
Subject : Sample as received
Test Location : Laboratory Amsterdam
Item : Sample marked as: tank 4, Heerenveen

Date of Sampling : 17 NOV 2016
Date of Receipt : 17 NOV 2016 3:10 PM
Date of Analysis : 17 NOV 2016
Packed :

Test	Method	Unit	Specs	Results
Residue	EN ISO 3405	% v/v	max 2	1.1
Vapor Lock Index	Calculated			860

Inspectorate does not accept responsibility for the sampling relating to the above results. This report cannot be reproduced except in its entirety.

J.W. Eickhoff, Sr. Laboratory Coordinator

For Inspectorate Netherlands

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APPENDIX 10: STANDARD PENALTY TABLE.

TBA