

DMSB

General Regulations for Series run on Circuits / Automobile Sport

(as on 04.04.2018)

Name of the Series:

ADAC TCR Germany

DMSB Visa Number:

802/18

Status of the Series/Events

- International
- National A incl. NSAFP (National Series with FIA-Approved Foreign Participation)
- National A incl. NEAFP
- National A

Preface:

ADAC e.V. is Promoter of the series „ADAC TCR Germany“. The Series comprises one title of “Champion ADAC TCR Germany” for Drivers, one title of “Champion ADAC TCR Germany” for Teams and one title of “Honda Rookie Champion of the ADAC TCR Germany” for Rookies. The series includes 14 races at seven events in 2018. The Series is held under the FIA International Sporting Code, the German ASN DMSB and the present Sporting Regulations specific to the Series.

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Table of Contents

Part 1 Sporting Regulations

- 1. Introduction**
- 2. Organisation**
 - 2.1 Details on titles and awards of the Series
 - 2.2 Name of the parent ASN
 - 2.3 ASN Visa/Registration Number
 - 2.4 Name of the Organiser/Promoter, address and contacts (Permanent office)
 - 2.5 Composition of the organising committee
 - 2.6 List of Officials (Permanent Stewards)
 - 2.7 ASN's Delegates
- 3. Regulations and Legal Basis of the Series**
 - 3.1 Official language
 - 3.2 Responsibility, modification of the regulations, cancellation of the event
 - 3.3 General Definitions
- 4. Entries**
 - 4.1 Registrations/entries, entry closing date and obligation to participate
 - 4.2 Entry fees for the season and per event
 - 4.3 Competition-numbers
- 5. Licences**
 - 5.1 Required grade of licence
 - 5.2 Conditions for entrants outside their national territory
- 6. Insurance; Liability exclusion and disclaimer**
 - 6.1 Organiser's/promoter's insurance
 - 6.2 Declaration by the entrant, driver and passenger on the exclusion of liability,
 - 6.3 Disclaimer of the vehicle owner
- 7. Events**
 - 7.1 Calendar of events
 - 7.2 Maximum number of cars authorised
 - 7.3 Running of the events
 - a) Practice
 - b) Qualification
 - c) Starting modes
 - d) Races
 - e) Line-up for Practice / Qualification
- 8. Classification**
 - 8.1 Scale of points
 - 8.2 Equality of points
- 9. Private practice and testing**
- 10. Administrative checks**
 - 10.1 Timetable administrative checks
 - 10.2 Drivers meeting/briefing
- 11. Scrutineering/Technical checks**
 - 11.1 Repair, sealing and marking of vehicle parts
 - 11.2 Timetable Scrutineering/ Technical checks

- 12. Race**
 - 12.1 Use of wet-weather tyres
 - 12.2 Maximum number of persons working on a car and safety equipment
 - 12.3 Pit stop safety and competitor's responsibility when starting from the pit area
- 13. Title, prize money and trophies**
 - 13.1 Title overall winner
 - 13.2 Prize money and trophies
 - 13.3 Podium ceremony and season ending event
- 14. Protests and appeals**
- 15. Exclusion of jurisdiction of a court and limitation of liability**
- 16. TV rights/ Advertising and television rights**
- 17. Specific regulations**
- 18. Penalties**
- 19. Radio communication / Telemetry**
- 20. TV cameras and antennas**
- 21. Tyres**
 - 21.1 Tyre Marking
 - 21.2 Tyre limitation
 - 21.3 Tyre check
 - 21.4 Tyre use
 - 21.5 Tyre change
- 22. Limitation of engines / turbo units**
 - 22.1 Number of engines per season
 - 22.2 Number of turbo units per season
- 23. Weights and weighing**
 - 23.1 Minimum weight of the car
 - 23.2 Driver weighing
 - 23.3 Weighing during Free practices and Qualifying
 - 23.4 Weighing after Qualifying and Races
- 24. Success ballast**
- 25. Balance of Performance (BoP)**

Part 2 Technical Regulations

1. Technical Series Regulations

- 1.1 Summary of the eligible groups/ classes
- 1.2 Principles of the Technical Regulations in conformity with
- 1.3 General/Preamble
- 1.4 Driver's equipment
- 1.5 General regulations, permitted modifications and installations
- 1.6 Minimum weights and ballast
- 1.7 Equivalence formula for supercharged engines
- 1.8 Exhaust prescriptions
- 1.9 Noise regulations
- 1.10 Advertising on the driver's equipment/on the race car and start numbers
- 1.11 Safety equipment
- 1.12 Fuel and single fuel
 - 1.12.1 Fuel controls
 - 1.12.2 Refuelling, Refuelling installations and control
- 1.13 Technical definitions
- 1.14 Minimum ride height

2. Specific technical regulations

- 2.1 General
- 2.2 Engine
- 2.3 Transmission
- 2.4 Braking system
- 2.5 Steering
- 2.6 Suspension
- 2.7 Wheels (Flange + rim) and tyres
- 2.8 Bodywork and dimensions
 - a) External Bodywork (including windows)
 - b) Cockpit
 - c) Additional accessories
- 2.9 Aerodynamic devices
- 2.10 Electrical equipment
- 2.11 Fuel circuit
- 2.12 Lubrication system
- 2.13 Data transmission
- 2.14 Other
- 2.15 Timing Transponder

Part 3 Attachments/Drawings

Attachment 1: 2018 TCR Technical Regulations

Attachment 2: ADAC TCR Germany Organiser's Regulations

The present Regulations consist of 34 pages and 2 attachments.

Part 1 Sporting Regulations

1. Introduction

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

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

2. Organisation

2.1 Details on titles and awards of the Series

The ADAC e.V. and the TCR Germany GmbH, hereinafter referred to as series organiser, organises the ADAC TCR Germany for the year 2018. There shall be a drivers', a team and rookie classification.

2.2 Name of the parent ASN

DMSB – Deutscher Motor Sport Bund e.V.

2.3 ASN Visa/Registration Number

The series based on these Sporting and Technical Regulations has been approved by the Deutscher Motor Sport Bund on 20/03/2018 with visa number 802/18.

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

ADAC e.V.
Hansastraße 19
80868 München

Contact: Guido Quirnbach

2.5 Composition of the organising committee

Due to the congruence of members and responsibilities, the ADAC GT Committee looks after the interests of the ADAC TCR Germany. The ADAC GT Committee is a body overseeing the general series policies, matters concerning the general good of the series and certain aspects of the Sporting, Technical and Organization Regulations. The Committee works based on its Bylaws. (Appendix 1 of the ADAC GT Masters Sporting Rules and Regulations).

2.6 List of Officials (Permanent Stewards)

N/A

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

2.7 ASN's Delegates

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

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

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

3. Regulations and Legal Basis of the Series

This series is governed by the following regulations:

- FIA International Sporting Code (ISC) and its appendices
- DMSB Event Regulations
- DMSB Circuit Regulations
- DMSB Licence Regulations
- DMSB Legal System and Code of Procedure (RuVO),
- FIA Judicial and Disciplinary Rules
- DMSB Decisions and Provisions
- DMSB Environmental Guidelines
- Anti-Doping Regulations of the national and international Anti-Doping Agency (WADA/NADA Code) as well as the Anti-Doping Regulations of the FIA
- Sporting and Technical Regulations of this Series and the DMSB approved modifications and supplements (Bulletins)
- Supplementary Event Regulations including modifications and supplements
- 2018 TCR Technical Regulations
- Organiser's Regulations of the ADAC TCR Germany
- FIA Code of Ethics and Code of Behaviour and DMSB Code of Ethics
- Other FIA and DMSB regulations

The internal DMSB regulations for licenced stewards shall not apply.

3.1 Official language

German

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

The official language of the “2018 TCR Technical Regulations” is English.

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

- (1) The participants (=entrants, drivers, passengers, vehicle proprietors and registered keepers) take part in the event at their own risks. They carry the exclusive responsibility under civil and criminal law for all the damages caused by them or the car used by them as far as no exclusion of liability has been concluded.
- (2) Modifications to these regulations may in principle be carried out only by the relevant authorities. After the beginning of the event, modifications should be carried out only by the Stewards of the event by means of bulletins, but only in case of necessity for safety reasons and/or reasons of force majeure, or by order of the authorities, or concerning the details given in the regulations about the length of the track, the duration of the races, the number of laps and the officials and marshals, or in case of an obvious mistake in the regulations.
- (3) The organiser reserves the right to cancel or postpone the entire event or a particular race for the aforementioned reasons, subject to the agreement of the respective ASN and of the FIA, and as far as the calendar is concerned, claim for damages or compensation or claim to performance are in this case excluded.

3.3 General Definitions

Participants must ensure that their cars comply with the Sporting and Technical Regulations of the ADAC TCR Germany at any time during a ADAC TCR Germany Event 2018. It is the participants' obligation to produce evidence of conformity.

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

4. Entries

The total number of entries in the Championship 2018 is limited to 44.

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

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

The entrant and/or driver must submit his application to be admitted to the 28/02/2018 by using the form provided by the series organiser “Application for registration”.

The series organiser reserves the right to accept later applications.
The completely filled in and signed application must be sent to the following address:

TCR Germany GmbH
Wendelins 4
87487 Wiggensbach
Germany

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

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

4.2 Entry fees for the season and per event

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

18.000 € + VAT until 28/02/2018 for the season

3.600 € + VAT for one event

(The right of withdrawal from the entry contract (entry-fee-refund) is regulated in the DMSB Event Regulations, article 13)

All the accepted participants will receive a written confirmation of their registration.
The series organiser reserves the right to refuse "Applications for registration" with having to give reasons.

4.3 Competition-numbers

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

5. Licences

5.1 Required grade of licence

a) Drivers

International Series:

- Drivers holding an International entrant's and driver's licence issued by the DMSB or by another ASN affiliated to the FIA Grade
- A, B, C, D, C/D-historic,
and valid for the year 2018 who are registered for the ADAC TCR Germany and have paid the registration fees are eligible.

b) Entrants

Entrants wishing to register with the driver must be in possession of an *international* commercial or club licence issued by the DMSB or by another ASN affiliated to the FIA and valid for the year 2018 and have paid the registration fees.

Drivers shall be eligible to participate in the ADAC TCR Germany events only with registered

competitor holding a valid International Competitors' Licence.

c) DMSB-Sponsor-Card

Sponsors who wish to be named in addition to the driver's name in the official program, as well as the list of nominations, starters and results, without assuming the role of an entrant can do so by purchasing a "DMSB sponsor card for companies, clubs, teams "(Only for DMSB-sanctioned events with the exception of FIA-sanctioned events).

Series organizer of international series needs to check restrictions on the validity of the DMSB sponsor card for abroad events.

d) Guest drivers

The ADAC TCR Germany may admit guest drivers with a valid international entrant's and driver's licence in accordance with Article 5.1 for its events. They may take part without being eligible for the points and prize money classification on condition that they comply with the conditions of this Series Regulations and the relevant Supplementary Event Regulations. Priority in the acceptance of entries will be given to the registered participants. Guest drivers are not permitted for the last event of the season.

Specific conditions / regulations for guest drivers

Guest drivers don't receive neither points nor trophy money.

e) Age regulations

In accordance with the valid DMSB Licence Regulations

5.2 Conditions for entrants outside their national territory

For events with the status International DMSB licence holders and licence holders by another ASN affiliated to the FIA have the right for participation and are entitled to score points for the series.

For every event foreign competitors/drivers have to present the approval of their own ASN according Art. 3.9.4 of the ISC.

6. Insurance; Liability exclusion and disclaimer

6.1 Organiser's/promoter's insurance

In accordance with DMSB Event Regulations

The insurance confirmation must be submitted to the DMSB until 2 weeks before the beginning of the event at the latest.

6.2 Declaration by the competitor, driver and passenger (= participant) on the exclusion of liability

In accordance with DMSB Event Regulations

6.3 Disclaimer of the vehicle owner

In accordance with DMSB Event Regulations

7. Events

7.1 Calendar of events

14.-15.04.2018	Oschersleben	(GER)
28.-29.04.2018	Most	(CZE)
09.-10.06.2018	Red Bull Ring	(AUT)
04.-05.08.2018	Nürburgring	(GER)
18.-19.08.2018	Zandvoort	(NED)
08.-09.09.2018	Sachsenring	(GER)
22.-23.09.2018	Hockenheimring	(GER)

7.2 Maximum number of cars authorised

The maximum number of cars is defined in the track licence and shown in the below table:

Date	Circuit	Maximum number of cars according to track licence	
		Practice	Race
14.-15.04.	Oschersleben	52	44
28.-29.04.	Most	57	47
09.-10.06.	Red Bull Ring	55	46
04.-05.08.	Nürburgring	52	44
18.-19.08.	Zandvoort	57	47
08.-09.09.	Sachsenring	52	44
22.-23.09	Hockenheim	55	46

7.3 Running of the events

a) Practice

Two free practice sessions of 30 to 45 Minutes and one timed practice session of 35 Minutes are scheduled for each event.

Each driver must complete at least 1 timed practice lap. Failure to provide evidence may result in the non-admission to start.

Each car has to be equipped with a timing transponder (comp. Part 2 Technical Regulations; Art. 2.15) at the beginning of the practice session.

b) Qualification

Any driver whose best qualifying lap exceeds 110% of the fastest lap in Q1 will generally not be allowed to take part in the race. The driver may only start the corresponding race with the special approval of the Race Director. A written application must be submitted until at latest 75 minutes before the start of the formation lap.

The qualifying session will be split into 2 parts (Q1 and Q2).

All cars will take part for the 25 minutes of qualifying practice (Q1). The chequered flag will be shown at the Line at the end of Q1 and the red pit lights are switched on. All cars must return to the pit lane to their respective area in the pitlane once they have taken the chequered flag.

The fastest 12 cars in Q1 will recommence qualifying practice for the last 10 minutes (Q2). Their lap times are deleted.

The parc fermé rules are applicable for all cars, which are not qualified for Q2 on the whole circuit area. Any work that is being carried out on these cars must stop at the chequered flag. Only the cars allowed to take part in Q2 may be worked on after the chequered flag of.

The interval between Q1 and Q2 will be of at least 5 minutes. Should it become necessary to postpone Q2 more than 30 minutes after the chequered flag of Q1, the parc fermé rules are applicable for all cars, including those which did qualify for Q2.

All cars must move directly to the parc ferme area specified in the Supplementary Regulations of the Event after the end of Q2. It is forbidden to stop in the pitlane, except on an officials' specific instruction. Cars which are in the pitlane, must be pushed to the parc fermé by the team immediately. The officials' instructions are to be obeyed at all times.

Should several drivers set identical times during a qualifying, priority will be given to the driver who set it first.

If a driver sets a faster sector time than any of his previous ones when yellow flags are shown at any point of the relevant sector, this lap time will be deleted. Additional classification and/or other penalties may be inflicted by the Race Director and/or the Stewards.

The following rules shall apply during the Qualifying (beginning of Q1 to end of Q2):

- Refuelling and removing fuel is forbidden.
- Cars must be angle-parked in front of their pits (rear of the car into the pit entry at an angle of approximately 45 degrees facing towards the pit lane exit)

Where Q1 is stopped, with more than ten minutes remaining until completion, and cannot be re-started all eligible cars may take part in Q2. Where Q2 is stopped with less than three minutes remaining until completion, there shall be no need to re-start the Qualifying session. In this case, the starting grid shall be determined based on the fastest lap times of each driver.

Where no Q2 took place due to extraordinary circumstances or where Q2 is stopped, with more than three minutes remaining until completion, and is not re-started, the starting grid will be determined based on the result of Q1. Where no Qualifying (Q1 and Q2) took place due to extraordinary circumstances, starting grid positions will be based upon the combined results of the practice sessions.

The starting grid for Race 1 will be drawn up in the following way:

- The fastest car of Q2 will start the race from the pole position according to each FIA circuit licence. The following positions will be occupied by the other cars, which took part in Q2, based on their fastest lap times.
- The fastest car in Q1, which did not take part in Q2, will start from position 13. The next positions of the starting grid will be occupied by the remaining cars based on the results of Q1.
- Any car eligible for Q2 that does not complete a timed lap in Q2 will be placed in last position of the results for Q2. If two 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.

The starting grid for Race 2 will be drawn up in the following way:

- Positions 1-10 will be occupied by the first 10 cars, which took part in Q2, in reverse order.

- The 11th and 12th position will be occupied by the remaining cars from Q2 that are not in reverse order.
- The fastest car in Q1, which did not take part in Q2, will start from position 13. The next positions of the starting grid will be occupied by the remaining cars based on the results of Q1.

c) Starting modes

The races will be started as follows:

Standing start with staggered formation (GP start)

d) Races

The races will run over the distance of 30 minutes + 1 lap.

The finish line applies both to the track and to the pit lane.

The top three drivers finishing a race, the best Rookie and, upon the marshals' instruction, any additional driver must drive their cars to the place of the prize-giving ceremony as specified in the Supplementary Regulations. A parc fermé will be established in front of the podium where the cars concerned must be parked upon the marshals' instructions. Nobody is allowed in this area unless specifically authorised by Race Control. The drivers must not leave this area without the previous consent of the Technical Delegate or the scrutineers. Immediately after prizegiving, team members must bring the cars as quickly as possible to the official parc fermé or to the place of post-event scrutineering. Each car will be accompanied by a marshal or by a scrutineer.

All the other cars which have received the end-of-race signal must, at the end of their slow-down lap, proceed directly to the parc fermé area as specified in the Supplementary Regulations.

Any classified car which was not able to cross the finish line under its own engine power and/or cannot reach the parc fermé under its own power will be placed under the exclusive control of the marshals who will take the car to the parc fermé.

e) Line-up for Practice / Qualification

Before and during all Practice Sessions and the Qualifyings the competitors' cars must be angle-parked in formation in front of the teams' garage with the rear of the car into the pit entry at an angle of approximately 45 degrees facing towards the pit lane exit. Parking in noncompliance with an angle of 45 degrees (for example parallel to the pitlane or at right angle to the garage) may cause safety risks. In this case the Stewards may inflict a penalty up to 150 Euros.

A plan with the allocation of the parking slots for each team in the pitlane will be handed to the competitors by the series organiser in time.

A line divides the pit lane over its total length in front of the pits into two parts. The part closest to the pits is designated the working lane, the part closest to the pit wall is designated the fast lane.

The race cars may use the fast lane only when the driver is behind the steering wheel in his normal seating position. No work may be carried out on the car outside of the working lane and no parts, tools and / or persons may be situated there. In no case may work be carried out on a car if it is likely to hinder other cars. Any violation of these regulations will be reported to the Stewards and face penalties.

8. Classification

The title “Champion ADAC TCR Germany” will be awarded to the driver who has scored the highest number of points at the end of the last race of the year 2018. All the final results obtained during the ADAC TCR Germany races of the year 2018 will be taken into consideration.

The title „Team-Champion ADAC TCR Germany“ will be awarded to the team (competitor) which has scored the highest total of points at the end of the last race of the year 2018. All the final results obtained during the ADAC TCR Germany races of the year 2018 will be taken into consideration.

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

The title “Champion Honda Rookie Challenge” will be awarded to the driver of the “Honda Rookie Challenge”, who has scored the highest number of points at the end of the last race of the year 2018. All the final results obtained during the ADAC TCR Germany races of the year 2018 will be taken into consideration.

All drivers who are born in the year 1997 or later participate in the “Honda Rookie Challenge”, if they did not complete more than two seasons in a closed-cockpit-car with less than 240 hp respectively more than two seasons in a single-seater-car with less than 180 hp before the season 2018. This does not apply to participation in a maximum of two events with vehicles of higher performance.

The best-placed driver of each race of the category Rookie shall receive podium honours.

8.1 Scale of points

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

In order to be classified a driver who has taken the start must have completed least 75 % of the winner’s race distance.

The following points will be awarded if a race is shortened or stopped and not resumed:

At least 75% of the scheduled distance	=	100 % points
At least two laps	=	50% points
Less than two laps	=	0 % points

If there are less than 10 starters in a Race, only 50% of the points specified below will be awarded for this Race.

The following points will be awarded for the races and Q2:

Position	Drivers' Classification		Team Classification		Honda Rookie Challenge	
	Qualifying (Q2)	Race	Qualifying (Q2)	Race	Qualifying (Q2)	Race
1	5	40	1 bonus point	40	1 bonus point	10

2	4	36		36		7
3	3	32		32		5
4	2	29		29		3
5	1	26		26		2
6		23		23		1
7		20		20		
8		18		18		
9		16		16		
10		14		14		
11		12		12		
12		10		10		
13		8		8		
14		7		7		
15		6		6		
16		5		5		
17		4		4		
18		3		3		
19		2		2		
20		1		1		

Guest starters, cars entered as single entries or not homologated cars shall not be entitled to points in any classification. Participants eligible for scoring shall move up in the standings accordingly.

8.2 Equality of points

By equality of points in the final evaluation between several participants the number of 1st, then 2nd and further results is crucial (in accordance with DMSB Event Regulations).

9. Private practice and testing

N/A

10. Administrative checks

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

10.1 Timetable administrative checks

See relevant Supplementary Event Regulations or official notice board.

10.2 Drivers meeting/briefing

A mandatory drivers' briefing will be organized before the first Free Practice. The exact time and location for the drivers' briefing will be published in the corresponding Supplementary Event Regulations. All drivers and competitors (or their appointed representatives) of the cars eligible to take part in the event must be present throughout the entire briefing. Any absence, late arrival or early departure attracts a fine of 250 Euro without any particular penalty-procedure. The Stewards may inflict additional penalties.

11. Scrutineering/Technical checks

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

The following car documents must be submitted:

- Technical passport or registration document/*motor vehicle registration certificate Part I*
- Homologation form
- Certificate for rollover structure

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

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

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

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

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

If a car loses a component during a qualifying or a race, the weight of this component can be taken into consideration when determining the car's weight. It is at the discretion of the Stewards, in agreement with the Technical Delegate, to decide whether and which of such components will be taken into consideration for weighing.

11.1 Repair, sealing and marking of vehicle parts

Engines and turbo units by the Technical Delegate

11.2 Timetable Scrutineering/ Technical checks

See Supplementary Event Regulations

12. Race

The starting grid for the Race will be published no less than one hour before the start of the formation lap. Any qualified participant unable to start the race has to inform the Race Director in writing no less than 75 minutes before the start of the formation lap.

In any case, a driver whose lap time was deleted by decision of the Race Director or the Stewards must start the Race behind the drivers, who failed to set a time during qualifying.

A drop of positions by the Race Director or the Stewards shall only be applied after the formation of the starting grid under the preceding Articles.

Not later than 10 minutes before the beginning of the formation lap, the pit lane shall be opened and the cars may leave the pit lane for a reconnaissance lap. At the end of this lap, the cars shall enter the starting grid at walking pace and move to their designated grid positions. Engines shall be stopped.

It is forbidden to start into another reconnaissance lap. Any cars re-entering the pit lane shall be allowed to start after the entire grid has started into the formation lap observing the following rules. Cars still in the pit lane may start from the pit lane. They may be moved to the pitlane exit only with the driver in position.

After the whole field is past the pit exit in the formation lap, such cars shall have 10 seconds to leave the pit lane and join the formation lap in progress at the end of the field. They may not take up their original grid positions. Cars still in the pit lane after the 10 seconds, may join the Race when the whole field is past the pit lane exit on its first racing lap. Any infringement of the above rules shall result in no less than a Drive-Through Penalty. In both of the above cases, the pit exit light must be observed.

The end-of-race signal of the Race will be given to all drivers at the Line. The last racing lap will be indicated to the competitors on page 7 of the official timing monitors by displaying the message "LAST LAP".

12.1 Use of wet-weather tyres

The use of wet-weather tyres is facultative, insofar 'Wet Race' is declared by the Clerk of the Course / Race Director.

12.2 Maximum number of persons working on a car and safety equipment

N/A

12.3 Pit stop safety and competitor's responsibility when starting from the pit area

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

At the beginning of a session, the vehicles may not use the fast lane until the green pit exit light is on. The Race Director/Clerk of the Course shall impose the following penalties for offences against this racing provision:

1. During Practice: the Practice time of the vehicle concerned shall be shortened by 10 minutes.
2. During Qualifying: the fastest lap time in the Qualifying shall be struck from the part of the Qualifying concerned.

The cars must always approach and exit a pit stop station on the fast lane. It shall be prohibited to pass a car which blocks the fast lane momentary (e.g. to be pushed into the pits by team members).

Compliance with the maximum speed shall be controlled. Results of speed monitoring shall be tantamount to a decision of a judge of fact. Throughout the entire duration of the event, a 60kph speed limit shall be enforced in the pit lane between the two markings (pit lane entry/pit lane exit). At his decision, the Race Director may amend this limit for safety reasons.

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

A violation up to max. 10kph: €100 fine and additional €15 for each kph above the limit up.

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

In Races:

Minimum: Drive-Through Penalty

During an ADAC TCR Germany event, it shall be prohibited to climb onto the fencing of the pit wall, in particular at the Race end. A penalty may be imposed by the Stewards on any team failing to comply.

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

13. Title, prize money and trophies

13.1 Title overall winner

The title

Champion ADAC TCR Germany 2018

will be awarded to the driver who has scored the highest number of points after all the events of the ADAC TCR Germany.

The title

Team Champion ADAC TCR Germany 2018

will be awarded to the competitor who has scored the highest number of points after all the events of the ADAC TCR Germany.

The title

Champion Honda Rookie Challenge 2018

will be awarded to the Rookie who has scored the highest number of points after all the events of the ADAC TCR Germany.

- Stop-and-go Penalty
- Time Penalty

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

- Drive-Through Penalties, including those penalties added to the total time.

15. Exclusion of jurisdiction of a court and limitation of liability

- (1) The jurisdiction of a court is excluded for decisions of the FIA, the DMSB, their jurisdictions, the stewards, the series organiser or the organiser as judge in terms of § 661 German Civil Code.
- (2) No claim for compensation of whatever kind may be derived from actions and decisions of the DMSB or its jurisdiction as well as of DMSB representatives or the series organiser, except in the case of a damage caused on purpose or by gross negligence.

16. TV rights/ Advertising and television rights

All the copyright and picture rights lie with ADAC e.V., including the pictures which are adopted by television broadcasts on the ADAC TCR Germany.

All television rights of the ADAC TCR Germany, including terrestrial broadcast as well as cable and satellite television broadcast, all video rights and all rights on the use of the complete electronic media, including internet, lie with ADAC e.V.

Any kind of recording, broadcast, repetition or reproduction for commercial purpose without written agreement of the ADAC e.V. is prohibited.

17. Specific regulations

Drivers with medical peculiarities (as for example allergies, bleeder, diabetic etc.) are obliged to submit a written information to the chief medical officer before the first practice starts. This information must include name and number of the race car. Participants with injuries or temporary handicaps are obliged to contact the chief medical officer immediately. The chief medical officer will decide if such a driver will be admitted to the event.

The location of the official notice board will be indicated in the Supplementary Regulations. All classifications and results of practice and the Races, as well as all decisions issued by the officials, will be posted on the official notice board.

All persons in the paddocks, in the pits, in the pit lane or on the track must always clearly visible wear the appropriate passes issued by the ADAC and authorising them to stay in the corresponding area.

Only persons holding an appropriate pass are admitted in the pit area. Children and young people (under 16 years of age) are not admitted in the pit lane, even if accompanied by an adult. This applies also if they are in possession of a valid pass.

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

If a car stops on the track it shall be the duty of the marshals to remove it as quickly as possible so that its presence does not constitute a danger or hinder other competitors. Safe as specially instructed by a marshal, any pushing of a car during a Race is strictly forbidden. During the

practice sessions, the qualifying and the Races, only the marshals may give assistance to the driver if not in the pit lane.

If any mechanical assistance by the cars of the mobile safety units is received by a driver in a qualifying or in a Race, this corresponding part of the event is considered to be finished for this driver. Should the driver however continue the qualifying or the Race, the following penalty will apply:

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

18. Penalties

Classification penalties inflicted during practice, qualifying or Race will be displayed on page 7 of the official timing monitors and are thus considered to be notified. It is the competitor's responsibility to inform the driver concerned in time. Any decision or communication concerning a particular competitor should also be notified to him in writing within 30 minutes after such decision has been taken. This communication is of informative nature only. The competitor must confirm receipt in writing. This written communication does not affect the moment of notification specified in this Article and/or the delay for taking the penalty specified.

In less severe cases, the Race Director may refrain from inflicting a classification penalty, if the competition advantage wrongly gained is equalised.

The Race Director may request from the driver who has committed the infringement the immediate equalisation of the advantage gained. An equalisation is considered to be applied by a driver if he lets the other car which was wrongly overtaken completely past. The transmission of this order takes place exclusively over the present Race Control radio system to the teams (see Sporting Regulations Art. 19). The team is responsible for direct transmission to the driver concerned. If the driver concerned does not make use of the possibility to equalise the irregular advantage, one of the specified classification penalties will be inflicted.

A classification penalty inflicted by the Race Director may be examined by the Stewards if an admissible protest is received. In this case, the Stewards are not bound by the Race Director's decision and may also change this penalty to the disadvantage of the party concerned and/ or inflict one or several additional penalties.

If the findings leading to a classification penalty justify the infliction of one or several penalties, these may also be inflicted by the Stewards and/ or the Disciplinary Commission, independent of a protest or of a decision taken by the Race Director. The Race Director must always immediately inform the Stewards of any classification penalty he might have inflicted.

Any driver who receives three (3) reprimands in the same season will, upon the application of the third reprimand, be given a ten (10) grid place penalty for the start of driver's next race, he takes part in. If the third reprimand is imposed following an incident during a race the grid place penalty will be applied at the driver's next race.

If a driver receives the sixth (6.) reprimand in the same season, this driver must start the next race, he takes part in, from pit lane. If the sixth reprimand is imposed following an incident during a race the penalty will be applied at the driver's next race. After starting the next race from the pit lane all the reprimands in terms of this Article will be cancelled.

19. Radio communication / Telemetry

Any transmission of data and/or signals of whatever kind to a station/device outside the car or vice-versa while the race car is in motion is prohibited, with the exception of:

- Eligible information displayed to the cars on boards from the pit wall

- Signals coming from the official lap trigger transmitter with the only purpose of establishing pit or sector times (lap trigger signals)
- Body movements, signals from the driver
- Voice radio communication (team radio)
- Radio signals of the official TV cameras

With the exception of the aforementioned points, any data/signal transmission via infrared, laser, digital/analogue wireless interfaces and similar systems from and to the car during an event are prohibited. During an event, no such device must be inside the race car.

The measurement of tyre and brake temperatures by means of infrared measuring devices on the stationary car is permitted.

One senior team representative per entrant shall be equipped with an operational Race Control radio system in line with DMSB requirements. The team representative must be on permanent radio standby at least 15 minutes before the beginning of each ADAC TCR Germany session (Free Practice / Qualifying / Race). The entrants shall bear the related cost.

The Stewards of the Meeting may impose a penalty if the team representative is unavailable via Race Control radio.

20. TV cameras and antennas

All participants must fit the inboard and onboard cameras assigned by ADAC at the positions inside the cars as instructed by ADAC or the contractor (mounting points inside the car must be created, if necessary) and actuate them as instructed. In particular, holes must be provided in the cars' roofs to allow installation of the antennas. Any areas of each car's interior (passenger compartment as well as inside and outside surfaces of the windows) that are within view of the cameras must be kept free from any kind of advertisement or branding whatsoever.

The teams' own inboard and onboard cameras are prohibited. Footage taken during an event must not be published before Monday after the event and only after permission by ADAC. The Stewards shall punish any infringement with fines of at least €20,000. Additional sanctions up to exclusion from the series may be inflicted. Each offence shall be reported to the DMSB Sporting Tribunal.

A camera must not weigh more than 2kg and be secured by two separate fastenings.

Each competitor must install and maintain in working order (image, data recording and logging configuration following DMSB prescriptions) an incident camera in their vehicles in such a manner that the camera image shows both the whole steering wheel and the area just ahead of the car (viewed through the windscreen). The Technical Delegate shall be entitled to require modifications both of the camera's position and the angle of view. The entrants shall bear the related cost.

No parts or equipment obstructing the camera's view shall be installed between the camera and steering wheel and the camera and windscreen.

The required memory card shall be provided by the DMSB and installed by a DMSB representative during Scrutineering at an ADAC TCR Germany event.

A DMSB representative shall seal the memory card slot before the qualifying session and the races. It shall be the participants' responsibility to keep the seal in place and intact until the end of the Parc Fermé of the relevant session. The participant is allowed to break the seal of the memory card slot after the end of Parc Fermé of the relevant session.

Entrants shall connect the camera in line with DMSB requirements. In any case, power supply during "ignition on" must be ensured.

21. Tyres

No tyres shall be used other than those provided by the permanent series supplier Hankook.

Only the tyre categories (size, construction, mixture) approved by the DMSB for each type of vehicle shall be used.

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

Exceptions:

- It shall be permitted to cool the tyres with water.
- Any dirt (stones / pick-up) on the tyre tread of the dry-weather tyres may only be removed by means of thermal-mechanical scrapers

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

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

21.1 Tyre Marking

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

The following must be respected:

- All tyres to be newly registered must come from the stock of the tyre supplier present at the circuit.
- The tyre supplier may not take back tyres which have already been registered by the Scrutineers.
- Reports indicating the registered bar code numbers shall be submitted to the participants for verification and signing

21.2 Tyre limitation

a) Dry-weather tyres

Each driver shall be allocated a maximum of six new tyres for Free Practice sessions, qualifying and the races of an event.

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

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

In case a driver initiates a competitor change, a maximum number of 8 new tyres will be assigned. With a number of more than 6 new tyres, no tyres from a previous event of the ADAC TCR Germany Season 2018 may be nominated.

b) Wet-weather tyres

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

21.3 Tyre check

- a) The tyre sampling procedures will follow those for fuel sampling, see Article 1.12.1 for details.
- b) At any time during an event, the Scrutineers and the official assistant Scrutineers may check the tyres in relation to their correct identification and for compliance with the regulations. All participants must allow such checks and provide the necessary assistance for them to be carried out.
- c) Any tyres allocated to a vehicle for an event in accordance with Article 21 shall be stored within sight in the pits at all times as soon as the respective team has taken charge of them. The tyres must not be stored out of sight in trailers, vehicles or other rooms/spaces.

21.4 Tyre use

- a) At no time may a car use tyres on the track which were not allocated to that particular car and for that particular event. The transfer of the car from the paddock / pre start area in the pit lane or starting grid is allowed with non-assigned tyres of the series partner.
- b) Wet-weather tyres shall only be used during Practices, a Qualifying, or a Race, if the Race Director has declared the session a Wet Practice or Wet Race.

21.5 Tyre change

Tyres assigned by the Scrutineers during an ADAC TCR Germany event, may not be changed without the proper permission of the Technical Delegate. The Technical Delegate may approve the replacement of tyres only on the basis of the manufacturer's confirmation that the tyre defect was caused during production.

22. Limitation of engines / turbo units

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

22.1 Number of engines per season

- a) During the events of the season 2018, a car registered for the ADAC TCR Germany may use no more than one engine. The engine will be allocated to the competition number of the driver, so it is still in effect in the case of a car change, if the new car is not another model. Should a driver skip one or more events of the season, the engine will be linked with the number of the technical passport of the car.
- b) An engine will be deemed to have been used once the car's timing transponder has shown that it has left the pit lane.
- c) Each engine must be sealed by the Technical Delegate prior to its first use by the competitor. The engine is sealed that neither the cylinder head nor the oil sump can be removed. Seals may only be removed after the permission of the Technical Delegate or one of the official Scrutineers. If engine seals in a car are missing or are damaged, the car will be penalized. A change will also be deemed to have taken place, if any of the seals are damaged.
- d) In exceptional cases, repairs to the engine or replacement of one or more components on the engine which require opening of the seals may be carried out after approval by the Technical Delegate and under the supervision of a Scrutineer without penalty. However, the aforementioned work may only be carried out during an ongoing event of the ADAC TCR Germany season 2018.
- e) Any change of an engine by the competitor must be requested in writing to the Technical Delegate. Any change of an engine is penalized automatically with a drop to the back of the grid in the next race, the competitor takes part in.

22.2 Number of turbo units per season

Number of permitted turbo units per season: 3.

Any change of the turbo unit by the competitor must be requested in writing to the Technical Delegate. No more than two changes (2) of the turbo unit per car are permitted without being penalized. Every further change of a turbo unit is penalized automatically with a drop to the back of the grid in the next race, the competitor takes part in.

23. Weights and weighing

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

23.1 Minimum weight of the car

The required minimum weight of each car with driver and his equipment but without fuel shall be determined as follows: Minimum weight of the car according to the [2018 TCR Technical Regulations](#) + success ballast according to Article 24. The cars must comply to the regulations on minimum weight at any time during a ADAC TCR event. The minimum weight can change during the season according to the BoP (Article 25).

A clearly marked additional weight of 4 kg must be fixed in the car on the side of the codriver. If there are inboard or onboard cameras installed in the vehicle instructed by ADAC or the contractor, the additional weight is not applicable. This shall not affect the required minimum weight of the vehicle.

The cars shall be weight as follows:

23.2 Driver weighing

Driver Weighing shall be part of Scrutineering. All drivers shall be weighed with all their personal equipment (helmet, overall etc.) at the beginning or directly after the practice sessions. The result of the weighing shall be communicated to the drivers and confirmed on the spot by the drivers' signatures. The weight found shall be valid for any weighing during the whole event.

The Technical Delegate or any of the Scrutineers may require a driver to be weighed again after the end of any practice session or race. In case the new figure is less, this new figure will be considered as the Driver's weight for the remainder of the event.

23.3 Weighing during Free practices and Qualifyings

During Free Practices and Qualifyings, the weighing will take place in a weighing area designated by the Technical Delegate. When a driver is notified that his/her car is to be weighed, he/she must proceed directly to the weighing area and switch off the engine.

The car shall be weighed with the driver on board. To determine the weight of the vehicle, the driver's weight determined pursuant to Article 23.2 shall be subtracted from the determined overall weight. The result shall be given to the driver or a team member in writing. During weighing, the driver must refrain from any movements which might affect the result.

Should a car be unable to proceed to the weighing area under its own power, it shall be pushed to the weighing area by Marshals only.

Should the weight of a car be less than the prescribed minimum weight, a second and a third weighing of the corresponding car and driver on the same weighing scale and in the same configuration shall be carried out immediately. The highest of the three weighing results shall be considered to be the actual weight of the car.

The driver may not leave the weighing area nor may the car be removed without the consent of the Scrutineers.

All cars selected for weighing are subject to Parc fermé – regulations. No substance may be added to or removed from a car after it has been selected for weighing. The same shall apply

during weighing or after the end of the Race, except by Scrutineers acting in their official capacity.

23.4 Weighing after Qualifying and Races

During Scrutineering cars are weighed without the driver on board.

Should a car weigh less than the prescribed minimum weight during Scrutineering, a second and a third weighing of the corresponding car and driver on the same weighing scale and in the same configuration shall be carried out immediately. The highest of the three weighing results shall be considered to be the actual weight of the car.

All parts replaced during Qualifyings and Races must be made available to the Scrutineers for verification without any explicit request.

Where necessary, the parts removed from the car will be marked by the assistant Scrutineers, and may not be modified subsequently in any way. Such parts must remain in the respective team's garage in a place clearly visible to the assistant Scrutineers, until such time when Scrutineers release them. These parts may be taken into consideration instead of the new parts when determining the weight of a car.

Should a car lose a part during the Qualifications or the Races, the weight of this part can be included in the weighing process. After consulting the Technical Delegate, it is up to the decision of the Stewards, which lost parts shall be included.

To confirm the additional weight or ballast defined in Articles 24 and 25, the metal weight plates shall be removed from the vehicles and weighed separately on the Scrutineers' scale. The plates must account for at least the overall weight pursuant to Article 24. A weighing tolerance of 1kg shall be taken into consideration for determining the actual weight. The weighing result shall be a decision of a judge of fact.

Non-compliance with the minimum weight during qualifying will result in the non-classification of the corresponding driver. The driver concerned may however start the Race from the last grid position.

Non-compliance with the minimum weight during a Race will result in disqualification.

It is the competitor's responsibility to ensure that the race car entered by him can immediately be pushed onto the assigned weighing device at any time during the event upon instruction of the Stewards or the scrutineers. The car is in any case subject to the parc fermé rules from the moment the instruction to undergo the weighing procedure is given until this procedure is completed. In addition, the itinerary to the weighing area and the weighing area itself are subject to the parc fermé rules. No one other than officials on duty and their assistants may enter the weighing area. No intervention of any kind is allowed in this area unless authorised by these officials. Failure to present a car instructed to do so to the weighing area will result in a report by the scrutineers to the Stewards.

24. Success ballast

Based on the results of an event, the following ballast weights shall be installed in the vehicles of the three most successful drivers for the next event:

1 st place	+ 30 kg
2 nd place	+ 20 kg
3 rd place	+ 10 kg

Prior to each Race, the ballast shall be determined on the number of points, the driver scored in the previous event of the ADAC TCR Germany. By equality of points in the final evaluation between several participants the number of 1st, then 2nd and further results is crucial (in accordance with DMSB Event Regulations).

The success ballast needs to be carried during the whole event, starting with the Scrutineering.

If a driver skips the next event, the success ballast shall be installed in the next race, the driver takes part in.

25. Balance of Performance (BoP)

In consultation with the DMSB, the committee of the ADAC TCR Germany (Art. 2.5) shall classify the competition cars. For this purpose, the following performance parameters may be adjusted:

- Minimum weight of the car
- Vehicles ride height
- Width of tyres
- Supercharging pressure

The Balance of Performance (BoP) in the ADAC TCR Germany is based on the Balance of Performance (BoP) of the WSC.

Each vehicle shall be equipped with an operational data logging device in good working order including sensors in line with DMSB requirements. At any time during the event the Scrutineers may download and check the data of the data logger. No data, memory cards or similar storage media shall be extracted or removed before Parc Fermé rules are lifted. The entrants shall bear the cost of the data logger.

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

Part 2 Technical Regulations

1. Technical Series Regulations

1.1 Summary of the eligible groups/ classes

The ADAC TCR Germany is open only to cars complying fully with the technical requirements of this regulations.

The ADAC TCR Germany is open to all cars with a valid TCR homologation.

1.2 Principles of the Technical Regulations in conformity with

- Art. 251, 252, 253 of the Appendix J (FIA ISC)
- Art. 255 of the Appendix J (FIA ISC), in the points, where these Regulations refer to
- General regulations, definitions and clarifications with regard to technical regulations (DMSB Yearbook, blue part), see also article 1.11 concerning safety equipment in events abroad
- These Technical Regulations
- 2018 TCR Technical Regulations, if not defined otherwise in these Regulations
- FIA General Prescriptions applicable to International

1.3 General/Preamble

Anything which is not specifically allowed by the present regulations is prohibited. Permitted modifications must not result in any illegal modifications or infringements of the regulations.

1.4 Driver's equipment

The wearing of overalls homologated to the FIA 8856-2000 standard as well as underwear (with long sleeves and legs), balaclava, socks, shoes and gloves in compliance with the FIA prescriptions is compulsory.

Furthermore, the wearing of a helmet in compliance with the FIA regulations (Appendix L of the ISC) is compulsory.

Furthermore, the use of the head restraint (e.g. HANS) is compulsory.

1.5 General, Permitted modifications and installations

The only work which may be carried out on the cars is that necessary for its normal servicing, or for the replacements of parts worn through use or accident.

The limits of the modifications and installations allowed are specified hereinafter. Any part worn through use or accident may only be replaced by an original part identical to the damaged one.

Throughout the car, the attachment standard parts such as: nuts, bolts, washers, lock washers, spring washer, splint pins may be replaced comparable standard parts complying with the original shape. With regard to screw threads, thread type, size and pitch (e.g. M8 x 1.25) must be retained.

1.6 Minimum weights and ballast

See Art. 5 of the 2018 TCR Technical Regulations

1.7 Equivalence formula for supercharged engines

N/A

1.8 Exhaust prescriptions

The current DMSB exhaust prescriptions (see DMSB Manual, blue part) must be respected.

The cars must be equipped with a catalytic converter in compliance with the DMSB exhaust prescriptions.

1.9 Noise regulations

The maximum permitted noise limits are 138 dB(A) measured in compliance with the LWA procedure and 106 dB(A) in compliance with the LP procedure.

This noise level will be determined in compliance with the DMSB pass-by measuring method.

The current DMSB noise regulations (see DMSB Yearbook, blue part) must be respected.

1.10 Advertising on the driver's equipment/on the race car and start numbers

The current FIA/DMSB prescriptions for advertising on the driver's equipment/on the race car and start numbers must be respected (see DMSB Yearbook, blue part).

ATTENTION: Any variations of the FIA/DMSB Regulations are subject to a special waiver issued by the DMSB.

Under consideration of the FIA/DMSB prescriptions for competition numbers and advertising on the race car, the following advertising is compulsory on the race car. (see also Attachment 2 / ADAC TCR Germany Organiser's Regulations)

The start numbers must appear in the following positions:

- on each side of the car
- on the windscreen
- on the rear screen
- on the left and right window

The compulsory official advertising surfaces shall be respected as specified in the ADAC TCR Germany Organiser's Regulations.

For the driver's equipment the advertising prescriptions of the ADAC TCR Germany Organiser's Regulations are applicable.

1.11 Safety equipment

The vehicles must comply with the following safety equipment, see also Art. 14. [2018 TCR Technical Regulations](#). The article numbers refer to the current Appendix J ISC, unless stated otherwise.

- Lines and pumps in compliance with Art. 253.3.1 and 253.3.2
- Oil catch tank in compliance with Art. 259.7.4
- Fuel cell ventilation in compliance with Art. 253.3.4
- Double circuit braking system in compliance with Art. 253.4
- Additional safety fastener in compliance with Art. 253.5
- Safety belts in compliance with Art. 253.6
- Fire extinguishing system in compliance with Art. 253.7.2
- Safety cage in compliance with Art. 253.8.1 b or c
- Towing-eye/device in compliance with Art. 253.10
- Safety foil on the windows in compliance with the 2018 TCR Technical Regulations Art. 4.2 with the exception of the rear-view mirrors
- Windshield made of laminated glass is allowed
- Door nets in compliance with Art. 253.11 or DMSB regulations
- General circuit breaker in compliance with Art. 253.13

The driver, when seated normally with the safety belts fastened and the steering wheel in place, must be able to cut off all the electrical circuits of the car and switch off the engine by means of a spark-proof breaker switch.

The switch must be positioned on the dashboard or in any other place easily accessible and must be able to be handled from inside the car by the driver seated and secured by his safety belts.

- FIA homologated non-return valve in the filler neck in compliance with Art. 253.14.5
- Protective screen in compliance with Art. 253.15
- Seats and attachments in compliance with Art. 253.16
- Rear light in compliance with Art. 275.14.5
- Reverse gear in compliance with Art. 275.9.3
- Prohibition of pressure control valves in compliance with Art. 253.17
- Safety fuel tank in compliance with FIA standard FT3/FT3-1999 and accordingly FT5 in compliance with Art. 253.14 and accordingly 259.6.3.

Note:

For events abroad, the series organizer is responsible for observing and implementing deviating or additional safety regulations of the respective ASN.

1.12 Fuel and single fuel

All participants must use the fuel nominated by ADAC for the corresponding event. At any time during the event, after scrutineering, no other fuel than the prescribed one may be in any car which has passed scrutineering. The fuel provided against payment shall be unleaded Super Plus and correspond to the DIN EN 228 minimum specification. The prescribed fuel may not be modified. No substances for example may be added, removed or modified in their concentration. Any mixture with other fuel including a fuel, which had been assigned at a

previous event is prohibited. The sole supplier for the fuel nominated by ADAC for all 2018 ADAC TCR Germany events is the company Shell.

During the event cooling of fuel may only be made with unmodified ambient air.

See also Art. 16 of the 2018 TCR Technical Regulations

Official Fuel supplier

There is no other fuel allowed than the fuel of the official fuel supplier of the ADAC TCR Germany.

1.12.1 Fuel controls

At any time during the events the Technical scrutineers may extract fuel samples. The DMSB fuel regulations incl. remaining quantity of fuel (DMSB Yearbook, blue part), as well as DMSB guidelines for fuel extraction apply.

a) At each event, a reference sample from the fuel supplier nominated in the event bulletin for that particular event will be taken at the circuit. Should the fuel at the circuit be stored in different tanks (the chambers of a fuel tank truck are not considered to be different tanks for the interpretation of these Regulations), a corresponding sample will be taken from each tank. Gas and fuel-tight locking containers will be used for the fuel samples. Three samples will be placed in the containers which will be delivered as follows:

- one container to the Scrutineers for testing
- one container to the organiser
- one container to the fuel supplier.

The containers will be labelled and sealed.

b) At any time during the event, and in particular after each Qualifying and after each race, there must be enough fuel in the tank of each car for a quantity of at least 2kg to be taken as a fuel sample from the connector defined in Article 1.12.2.

c) The Technical Delegate or the Scrutineers may order fuel samples to be taken from the race cars at any time during the event. Gas and fuel-tight locking containers will be used for the fuel samples. Three containers will be filled with the samples and delivered as follows:

- one container to the Scrutineers for testing
- one container to the organiser
- one container to the participant.

The containers will be labelled and sealed.

d) If the prescribed fuel is dispensed by the fuel supplier at the circuit from different containers, all the samples taken from each of the different containers will be compared with the samples taken from a race car, if regarded necessary.

1.12.2 Refuelling, Refuelling installations and control

Refuelling or defueling during a session (Practice, Qualifying, Race) or in the starting grid of a Race is forbidden.

Throughout any refuelling, at least one team member equipped with a manual extinguisher (class AB, foam AFFF), operational and of sufficient capacity, must be on stand-by near the car which is to be refuelled.

All cars must be fitted with a self-sealing connector (sample port) which the Scrutineers will use to remove fuel from the tank. This port must be a type approved by FIA (see FIA Technical List No. 5 for position and type). It must be possible to fit a pipe to this connector. This pipe must reach the ground outside the car and be fitted with a cut-off device. The sampling connector must be located between the injection strip and the fuel pipe inside the engine compartment.

1.13 Technical definitions

In addition to the definitions in compliance with the present Article and Article 3.3 (Part 1) of these Regulations, the “General regulations, definitions and clarifications to the Technical Regulations” (DMSB Yearbook, blue part) as well as the definitions according to Art. 251 of the Appendix J (ISC) are applicable.

1.14 Minimum ride height

At any time during the event all cars must have a minimum ride height of 80 mm or the current height according to the valid BoP. The ride height will be measured on the Scrutineering platform without fuel and without the driver. Competitors are allowed to increase tyre pressure to 2.0bar for the Scrutineering measurement.

2. Specific technical regulations

2.1 General

Unless otherwise noted in Part 2 in these Regulations, the Technical Regulations of the int. TCR (“2018 TCR Technical Regulations”) are applicable.

Anything which is not specifically allowed by the present regulations is prohibited. Permitted modifications must not result in any illegal modifications or infringements of the regulations.

2.2 Engine

See Art. 6 of the 2018 TCR Technical Regulations

2.3 Transmission

See Art. 9 of the 2018 TCR Technical Regulations

2.4 Braking system

See Art. 11 of the 2018 TCR Technical Regulations

2.5 Steering

See Art. 10.10 of the 2018 TCR Technical Regulations

2.6 Suspension

See Art. 10 of the 2018 TCR Technical Regulations

2.7 Wheels (Flange + rim) and tyres

The tyre types will be decided by the organiser. There are no other tyres allowed than the tyres of the official tyre-supplier of the ADAC TCR Germany Hankook.

See also Art. 12 of the 2018 TCR Technical Regulations

2.8 Bodywork and dimensions

a) External bodywork (including windows)

See Art. 4.1, 4.2, 4.3 of the 2018 TCR Technical Regulations

b) Cockpit

See Art. 13 of the 2018 TCR Technical Regulations

c) Additional accessories

See Art. 4.5 of the 2018 TCR Technical Regulations

2.9 Aerodynamic devices

See Art. 4.4 of the 2018 TCR Technical Regulations

2.10 Electrical equipment

See Art. 8 of the 2018 TCR Technical Regulations

2.11 Fuel circuit

Fuel lines:

Mass Production Fuel Lines may be used outside the cockpit. The protection will correspond to Appendix J, Art. 253.3.1.

Other fuel lines must correspond to the prescriptions of Article 253-3 of Appendix J.

The installation is free, provided that the prescriptions of Article 253-3 of Appendix J are respected (see also Art. 14.8 of the 2018 TCR Technical Regulations).

Fuel sampling connector

The car must be fitted inside the engine compartment with a FIA approved self-sealing connector for fuel sampling (Technical list n°5 of the FIA) on the fuel feed line directly before the fuel high pressure pump.

The competitors will provide to the Technical Delegate on his request a connection hose to this connector.

2.12 Lubrication system

See Art. 6.3 of the 2018 TCR Technical Regulations

2.13 Data transmission

See Art. 3.6, 3.7 of the 2018 TCR Technical Regulations

2.14 Other

N/A

2.15 Timing Transponder

Each car must be fitted with a ready-to-use, properly functioning timing transponder. The transponder must be solidly fixed to the car and there must be no possibility of a movement in relation to the car's chassis. The transponder must be located in the right front wheel housing. The transponder must be fitted vertically in relation to its longitudinal axis (maximum permitted inclination +/- 10 degrees). The lower edge of the transponder housing must be located no more than 500 mm above the ground when the car is standing on its wheels. The transponder must have clear visibility of the ground within a cone of at least 10 degrees. When instructed by ADAC, all participants shall install additional timing transponders or other devices in good working order for timing, for speed control in the pit lane and for taking the pit stop time.

Part 3 Attachments/Drawings

Attachment 1: 2018 TCR Technical Regulations

http://tcr-series.com/pdf/2018_TCR_Technical%20Regulations_2018_02_27.pdf

Attachment 2: ADAC TCR Germany Organiser's Regulations

<http://www.adac.de/motorsport>