



**ADAC TCR GERMANY**  
**2022**  
**SPORTING RULES AND REGULATIONS**

VERSION - 06.04.2022

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## ARTICLE 1 PREAMBLE

The ADAC is organising the ADAC TCR Germany 2022. The series currently consists of 14 races at 7 events. Two races will be held at each of the events. A drivers' classification, a team classification, a trophy classification and a junior classification will be announced.

These sporting regulations for the ADAC TCR Germany are issued by the ADAC and approved by the DMSB with visa number 421/22. It shall come into force on 1 January 2022 and shall remain in force until the approved sporting regulations for the ADAC TCR Germany 2022 are published. It replaces all other sporting regulations.

Status of the Series/Events: National A Plus

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

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

Anything not expressly permitted in these regulations is prohibited.

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

## ARTICLE 2 GENERAL PRINCIPLES OF ADAC TCR GERMANY

2.1 The ADAC TCR Germany and its Races will be conducted in compliance with the following Sporting Codes, Provisions and Rules:

The FIA International Sporting Code (ISC) and appendices;

Articles 28 to 39 of the DMSB General Event Regulations;

DMSB licence regulations

DMSB decisions and provisions;

DMSB legal and procedural rules ("RuVO");

FIA judicial and procedural rules;

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

(NADA/WADA code) as well as the FIA anti-doping regulations;

DMSB environmental guidelines;

DMSB emissions guidelines;

General provisions for DMSB championships;

The WSC TCR technical regulations 2022;

The ADAC TCR Germany Organiser's Regulations;

DMSB code of ethics;

The other regulations of the FIA and the DMSB. The internal guidelines of the DMSB for licensed sports officials do not apply.

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

Written Information of the race director;

The internal DMSB regulations for licenced stewards shall not apply.

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

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

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

2.3 ADAC GT Commission

The ADAC GT Commission is a body overseeing the general series policies, matters concerning the general good of the series and certain aspects of the Sporting, Technical and Organiser's Regulations. The Commission works on the basis of its Bylaws .

2.4 Where legal recourse is not excluded and claims are brought in court against ADAC and/or its partners and choice of forum agreements in line with §38 ZPO (German code of civil procedure) are admissible, the seat of ADAC or its partner shall be the place of jurisdiction.

2.5 Official Language

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

part of these sporting regulations.

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

#### ARTICLE 3 GENERAL TERMS

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

3.2 The participants are responsible for ensuring that their cars comply with the ADAC TCR Germany Sporting Regulations and the WSC 2022 TCR Technical Regulations at all times during an event that is part of the ADAC TCR Germany 2022. It shall be the participants' obligation to produce evidence of compliance.

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

3.4 Race taxi rides shall be defined as drives with more than one person aboard the vehicle. Registered drivers shall be allowed to perform "race taxi" during events. TCR homologated vehicles shall not be used for such taxi rides. Exceptions shall be subject to the approval of the ADAC GT Commission.

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

#### ARTICLE 4 DRIVERS' AND COMPETITORS' LICENCES

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

4.2 In general, drivers must hold current and valid grade D-Circuit International Drivers' Licences or above. Drivers with a national license grade A license (DMSB or other ASN) are also entitled to participate and must upgrade to the International Drivers' Licences grade D-Circuit at the latest after the results are achieved (in accordance with the license terms of the respective ASN).

Drivers shall additionally be in possession of a valid medical certificate of aptitude according to ISC Appendix L.

#### ARTICLE 5 ADAC TCR GERMANY EVENTS

5.1 The 2022 ADAC TCR Germany is open only to cars complying fully with the requirements the 2022 TCR Technical Regulations and with the requirements of the following regulation.

- Art. 251, 252, 253 of Appendix J (ISG of the FIA)
- General regulations, definitions and clarifications concerning technical Regulations (DMSB Handbook, blue part), as well as the definitions according to Art. 251 of Appendix J (ISG), see also Article 1.11 Safety equipment at events abroad.
- 2022 TCR Technical Regulations, unless otherwise regulated in the following. National regulations of the DMSB that deviate from the FIA Safety Regulations are not valid for series and events with International status.

5.2 An ADAC TCR Germany event shall include the following elements:

- two Free Practice sessions of 30 minutes each,
- two Qualifyings of 20 minutes each,
- two Races of 30 minutes each, plus one lap.

5.3 Each ADAC TCR Germany event starts 1 day before the first Race (usually a Friday), at 08:00hrs.

5.4 A drivers' briefing shall take place on the day of the first Free Practice. The exact location and time for the drivers' briefing will be published in the Special Regulations for each event. The drivers of the cars eligible to start in an event as well as the competitors (or their appointed representatives) must be present throughout the entire briefing. Any absence, late arrival or early departure will be subject to a €250 fine. The Stewards may inflict additional penalties.

5.5 The Finish Line (time-measuring line) is a single line running through both the track and the pit lane. The Finish Line shall be the reference point for determining lap times.

## 5.6 2022 ADAC TCR Germany events

The table below represents the 2022 ADAC TCR Germany schedule.

A standard timetable will be issued for each ADAC TCR Germany event. Modifications of this event timetable shall require the approval of the Stewards and will be published in an event bulletin, if applicable.

	<b>2022 Dates</b>	<b>Circuit</b>
1	22.04.-24.04.	Oschersleben
2	20.05. - 22.05.	Red Bull Ring (AUT)
3	17.06. - 19.06.	Salzburgring (AUT)
4	05.08.- 07.08.	Nürburgring
5	19.08.-21.08.	Lausitzring
6	23.09.- 25.09.	Sachsenring
7	21.10-23.10.	Hockenheim

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

As a rule, the drivers' national flags and anthems shall be used in podium ceremonies.

## ARTICLE 6 CLASSIFICATIONS

6.1 The title "ADAC TCR Germany Champion" shall be awarded to the drivers who have scored the highest number of points by the end of the last Race of the 2022 season. All the final results obtained during the ADAC TCR Germany Races of the 2022 season shall be tabulated.

6.2 The title "ADAC TCR Germany Team-Champion" shall be awarded to the team (competitor) which has scored the highest total of points by the end of the last Race of the 2022 season. All the final results obtained during the ADAC TCR Germany Races of the 2022 season shall be tabulated.

6.3 The two best-placed cars of each team with reference number to competitors license will be scored for the Team Championship. Further placed cars of the team will not receive points for the team ranking, cars of other teams placed behind them will move up in the points ranking accordingly. If a driver changes his team during the season, his points for the team championship achieved up to that point will continue to be counted exclusively for the team classification of the team in which they were achieved by the driver concerned. All final results of scoring races of the year 2022 will be taken into account.

6.4 The title "Champion Junior Challenge 2022" will be awarded to the driver of the "Junior Challenge" who has achieved the most points after the last competition of the year 2022. For the final classification of the year, all final results of the 2022 races will be taken into account.

All drivers younger than 23 years of age (year of birth 1999 or later) will participate in the "Junior Challenge". After winning the Junior Championship title, the respective driver(s) will no longer be eligible to participate in the Junior Championship in subsequent years. The top three drivers in the Junior Challenge category of each race will be honoured on the podium.

6.5 All drivers who are older than 40 years (year of birth 1982 or earlier) and who have not achieved any top results (titles, pole positions or race wins) within the last five years will participate in the Trophy classification. A maximum of four strike-off results (from all results, the two qualifying results with the lowest number of points and the two race results with the lowest number of points will be cancelled, according to the points table of the Trophy classification) can be claimed per season. Each Trophy driver is obliged to submit his complete racing CV for the purpose of classification to the ADAC using the form provided at the latest two weeks before the first event. The classification in the Trophy classification will be carried out by the ADAC GT Masters organising committee. The winning driver in the Trophy classification category of each race will be honoured on the winners' podium.

## 6.6 Scale of Points

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

All participants who have started will be scored if they have covered at least 75% of the distance of the winner.

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

Rank	Driver Classification		Team Classification		Junior Challenge		Trophy Classification	
	Qualifying	Race	Qualifying	Race	Qualifying	Race	Qualifying	Race
1	10	25	3	25	3	10	3	10
2	8	20	2	20	2	7	2	7
3	6	16	1	16	1	5	1	5
4	5	13		13		3		3
5	4	11		11		2		2
6	3	10		10		1		1
7	2	9		9				
8	1	8		8				
9		7		7				
10		6		6				
11		5		5				
12		4		4				
13		3		3				
14		2		2				
15		1		1				

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

6.7 With less than 10 starters in a Race, only 50% of the points specified under Article 6.6 shall be awarded for that race.

6.8 Should a Race be suspended under Article 42 and not be resumed, no points shall be awarded if less than two laps have been completed since the start, half points shall be awarded if more than two laps but less than 75% of the scheduled duration of the Race have been completed since the start and full points shall be awarded if over 75% of the scheduled duration of the Race have been completed since the Start.

6.9 The podium ceremony will take place immediately after each race on the podium provided by the organiser. Participation in the ceremony is compulsory for the three first-placed drivers of the race, the three best-placed drivers of the Junior classification, the winning driver of the Trophy classification, as well as a representative of the winning team. The participants to be honoured are obliged to attend the ceremony. Non-participation in the podium ceremony will be penalised with a fine. In addition, the sports commissioners may impose penalties. During the podium ceremony, all drivers to be honoured must wear their closed driver overall and the cap of the tyre sponsor. The representative of the winning teams from the race must be available to honour the team classification.

In the case of publications, the nationality of the driver, rather than the nationality of the issuing licensing authority, must be displayed. The organisers are obliged to publish the applicants or sponsors in the publications issued by them (entry / starter and result lists) next to the driver with the applicant / sponsor name indicated on the corresponding licence. Beyond these obligations imposed on the organiser, the ADAC assumes no liability towards licensed applicants and sponsors with regard to the publications of the organisers.

The drivers or crews finishing first, second and third in the annual Drivers' classification, Junior Challenge and Trophy classification as well as senior representatives of the teams finishing first, second and third in the annual team classification must attend the annual ADAC podium ceremony, the ADAC

season ending event as well as the ADAC SportGala. Fines of €5,000 will be imposed on any driver or team representative failing to attend, except for cases of force majeure.

The 2022 ADAC TCR Germany Champion undertakes to make the winning car available to ADAC e.V. free of charge for the "2022 Essen Motorshow" as well as for the "2022 ADAC Sport Gala".

6.10 All registered drivers are obliged to attend all press conferences during an event organised by ADAC if requested to do so.

6.11

In cases, in which a subsequent correction needs to be carried out by the series organiser after the publication of the championship and/or series classification due to an obvious error or mistake, this can be done by the series organiser. Complaints regarding the series classification shall be addressed to the series organiser. No appeal against the decision of the series organiser will be accepted.

#### ARTICLE 7 DEAD HEAT

7.1 In a dead heat in a Race, the points to be awarded to the drivers/competitors as specified in Article 6.6 shall be added together and shared equally by the drivers/competitors.

7.2 In the case of a dead heat (*ex aequo*), the higher standing in the ADAC TCR Germany classification shall be awarded to the driver/team holding the greatest number of first, then second and, if necessary, further places in the season Races. Should this procedure fail to produce a result both drivers/teams shall share the same podium place. The next podium place shall remain vacant.

Special crew pairing provisions:

Drivers of a car who have formed a crew in all events attended by them and who are tied for a position shall share the same podium place. The next podium place shall not remain vacant.

#### ARTICLE 8 ADMINISTRATIVE CHECKS

8.1 Administrative checks shall take place at the beginning of each 2022 ADAC TCR Germany event. The exact time and location shall be published in the Special Regulations.

8.2 In 2022 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.

#### ARTICLE 9 ORGANISATION OF EVENTS

9.1 Each event host shall publish Supplementary Event Regulations which shall be in compliance with the DMSB standard. The correct form or a sample call for entries shall be provided by the DMSB. The DMSB – and in case of events outside Germany, the competent ASN – must receive the Supplementary Event Regulations no later than four weeks before the event. Events approved by the DMSB are to be managed by the organizer via the DMSBnet ([www.dmsbnet.de](http://www.dmsbnet.de)).

#### ARTICLE 10 INSURANCE

10.1 Event hosts must contract third party liability insurance whose cover complies with at least the legal requirements and prescriptions of the competent ASN. This insurance must cover the participants, the competitors' staff, all persons authorised to access the pits/pit lane, the ADAC or DMSB officials (at events outside Germany also including the officials of the local ASN), the drivers, and visitors on any "taxi rides" (rides on the Race Track with more than one person on board) and the entertainment susceptible to risk (e.g. stunts/stunt drivers).

10.2 The insurance confirmation must be submitted to ADAC and DMSB no later than 2 weeks before the event.

10.3 The liability cover arranged by the event host shall be in addition and without prejudice to any other insurance cover.

#### ARTICLE 11 DMSB DELEGATES

11.1 For each Event, the DMSB shall nominate the following delegates:

- Technical Delegate

The DMSB may in addition nominate the following delegates:

- DMSB Delegate
- Medical Delegate
- Safety Delegate

11.2 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.

## ARTICLE 12 OFFICIALS

12.1 The DMSB will nominate the following permanent officials:

- Two Stewards, one of whom will be appointed Chairman
- Race Director
- Chief Timekeeper
- Safety Car driver

12.2 The event host shall appoint the following officials:

- Third Steward
- Clerk of the Course and Deputy
- Chief Safety Officer and Deputy
- Race Secretary and Deputy
- Chief Scrutineer
- Chief Medical Officer
- Safety Car co-driver

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

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

- The control of Practice and Race in relation to the adherence of the timetable and, if he deems it necessary, the formulation of any proposal to the Stewards to modify the timetable or the Supplementary Regulations,
- The issue of event bulletins,
- The infliction of classification penalties,
- The stopping or interruption of Practice sessions or Races for safety reasons,
- The use of the Safety Car,
- The stopping of a race car,
- The starting procedure,
- A possible restart,
- Drivers' briefings.

12.4 The DMSB-nominated Technical Delegate shall be responsible for the complete Scrutineering and the technical checks carried out during the ADAC TCR Germany. He shall have full authority over the Scrutineers and assistant Scrutineers assigned to him and shall report to the Race Director / Clerk of the Course and the Stewards. The Technical Delegate may at any time during an event carry out any checks or order checks to be carried out in accordance with the relevant Technical Regulations.

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

## ARTICLE 13 REGISTRATIONS – FEES – ENTRIES

13.1 Applications to compete in the ADAC TCR Germany must be made by each entrant by submitting the registration form to ADAC. Payment of the registration fees must be made by bank transfer to the ADAC account.



ADAC e.V.  
Bayerische Landesbank  
Bank routing code (BLZ): 700 500 00  
Account no.: 0009 0558 30  
IBAN: DE60 7005 0000 0009 0558 30  
BIC: BYLA DE MM XXX  
Reference: ADAC TCR Germany – „Teamname“

On-line registration shall be required at [www.adac.de/motorsport](http://www.adac.de/motorsport) in the ADAC TCR Germany section. In addition, the printed-out and signed entry form must be submitted to ADAC.

Unless otherwise expressly provided herein, the mandatory VAT applicable in Germany shall be due on any fees specified in these Regulations.

13.2 With the submission of the registration application, all drivers and entrants agree that ADAC may use all of their rights in moving pictures and publicity in connection with their participation in the ADAC TCR Germany for the promotion of ADAC TCR Germany free of charge, even beyond 2022 (see ADAC TCR Germany Organiser's Regulations).

13.3 The registration fee per car for the entire season (six events) time period until 15.02.2022 shall be € 12.000  
in the time period 16.02.2022 - 15.03.2022, € 16.000 per car.  
The registration fee shall be due for payment immediately upon registration.

13.4 By entering, participants undertake to participate in each and every 2022 ADAC TCR Germany event.

13.5 With the submission of the registration form, all competitors entrust and authorise ADAC with the entry to all ADAC TCR Germany events.

13.6 ADAC must receive the registration applications and the registration fees on or before 15 March 2022. ADAC reserves the right to accept applications which arrive later.

13.7 Single entries/guest starters

The ADAC TCR Germany may admit guest drivers with a valid International Entrant and Driver Licence in accordance with Art. 5.1 to the races. If the guest entrants fulfil the conditions of this series specification as well as the specification for the respective event, they may participate outside the points and prize money classification.

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

The registration fee for such single entries shall be €2.500 per event.

One-time entrants shall not be officially listed as guest starters until ADAC shall have received their registration forms and registration fees.

13.8 Where there are changes in the driver crews, competitors shall nominate in writing two participating drivers per vehicle no later than Monday before an event. In case of failure to meet this deadline, ADAC reserves the right to allocate a competitor's starting place to another competitor.

13.9 A €1,000 fine shall be imposed on any competitors failing to participate in an event and to cancel their registrations before the end of the administrative checks.

13.10 ADAC may refuse registration applications and single entries under specification of the reasons.

13.11 After the Scrutineering session of the first event of the 2022 season, competitors may not change the make or type of their vehicles, the homologation (EVO) or the vehicles entered (vehicle identification number) without the written approval of the ADAC GT Commission.

#### ARTICLE 14 PASSES

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

#### ARTICLE 15 INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

15.1 Only the Race Director or the Clerk of the Course (or their deputies in their absence), each one within his field of competence, shall give binding information on questions in relation to the organisation of the event.

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

15.3 All bulletins issued for an event and any bulletins issued by the DMSB, shall be circulated to the participants. The entrants or their representatives must confirm the receipt of bulletins by signature.

15.4 Classification penalties imposed during Practices or Races shall be displayed on page 7 of the official time-keeping screens, whereupon the notification shall be deemed delivered. It shall be the entrants' responsibility to inform the drivers concerned in time. Drivers should be informed in writing of any decision or communication concerning them within 30 minutes after such decision has been taken. Such communication shall be purely for the purpose of information. The competitor must confirm receipt in writing. This written communication shall not affect the moment of notification specified in this Article and/or the delay for taking the penalty specified in Article 16.5.

15.5 Such classification penalties shall be additionally displayed by Race Control to the driver at the signalling point, normally at the Line at pit wall height (if possible at eye height). All instructions given to the drivers by Race Control shall be given by the corresponding flag or the corresponding board accompanied by the start number. The height of the figures and numbers on the boards is approximately 30 cm.

It shall be the participant's responsibility to observe the signals and/ or flag signals at the Clerk of the Course's/ Race Director's signalling area each time he passes the area.

No more than two penalties should be displayed at the same time.

The following flag signals will also be displayed there, if applicable:

- black flag together with race number,
- black flag with orange disc together with race number as well as
- black and white flag together with race number.

Some circuits are equipped with an additional display board. In this case, the display board shall replace the board with the race number. No one else may use signals identical or similar to these.

15.6 Binding announcements, decisions and instructions for the entrants to ADAC TCR Germany events shall be published on page 7 of the official time-keeping screens.

15.7 Communications in relation to investigations concerning sports law shall be issued in writing. Entrants/competitors must confirm receipt in writing.

## ARTICLE 16 INCIDENTS

16.1 "Incident" shall mean any occurrence or series of occurrences involving one or more drivers and which

- may be investigated by the Race Director who may inflict a classification penalty,
- is reported to the Stewards by the Race Director,
- may be investigated and/ or penalised by the Stewards.

This includes amongst others:

- Incidents necessitating the suspension of a Race
- Breach of these Sporting Regulations
- False start
- Starting from an incorrect starting position
- Collisions
- Forcing other drivers off the track
- Blocking another driver
- Impeding during overtaking manoeuvres.
- Leaving the track and gaining an advantage.

16.2 Provided that a breach committed by a driver during the event against the Code of Driving Conduct is completely clear, the case shall normally be immediately investigated and decided under the authority of the Race Director. Should a more detailed investigation be considered necessary and/or in the case of a serious breach, the Race Director shall investigate the case after the corresponding part of the event and report to the Stewards along with his findings.

Any participant involved in an incident may not leave the event area without the previous consent of the Stewards or of the Race Director.

16.3 Classification penalties which may be imposed:

- Change of grid position

- Non-classification (deletion of Practice laps, Practice times, exclusion from results)
- Drive Through penalty
- Ten Seconds Stop-and-go Time Penalty

Should a classification penalty be imposed by the Race Director, no additional procedures must be respected. They fall under the Race Director's authority and are during the event notified by display of the penalty or by time addition before the publication of results or through modification of the results. In exceptional circumstances and after due consideration, the Race Director may inflict a lower penalty than provided for a particular breach or refrain from inflicting a classification penalty. This right is irrespective of the Stewards' right to inflict classification and/or other penalties.

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

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

16.5 The drivers shall be notified of the classification penalties below as defined in Articles 15.4 and 15.5. From the moment of a driver's notification, the driver concerned may cross the Finish Line outside the pit lane no more than twice before entering the pit lane to take his penalty. Should the driver concerned fail to take the penalty, he shall be shown the black flag if so decided by the Stewards.

#### 16.6 Drive-Through penalty

After the display of the "Drive-Through" panel, the driver concerned must enter the pit lane, drive through the pit lane without stopping and observe the speed limit.

#### 16.7 Ten Seconds Stop-and-go Time Penalty

After the display of the "Stop-and-Go" board, the driver concerned must enter the pit lane and stop in front of his box. After coming to a full stop, the driver has to wait minimum 10 seconds before re-join the race. The speed limit enforced in the pit lane applies both for accessing and exiting the pits.

The Race Director may decide a longer stopping time. It shall be the participant's responsibility to respect the imposed stopping time.

16.8 Parc fermé rules shall apply for the car concerned by one of the penalties specified in Articles 16.6 and 16.7 above from the moment it enters the pit lane until it exits the pit lane. The only permitted exception is the use of an external source of energy to start the car.

16.09 Should a Drive Through penalty be imposed when the Race leader has 7 minutes or less to complete of the scheduled Race duration, it shall be up to the participant to take the Penalty Drive Through penalty or to accept a Time Penalty of 30 seconds added to his total time.

16.10 Should a Ten Seconds Stop-and-go Time Penalty be imposed when the Race leader has 7 minutes or less to complete of the scheduled Race duration, it shall be up to the participant to take the Stop-and-go Penalty or to accept a Time Penalty of 40 seconds added to his total time. In case of a longer stopping time, the Time Penalty will be increased.

Should the penalty be taken, the driver concerned must subsequently cross the Finish Line outside the pit pane at least one more time before he takes the chequered flag. Failure to do so shall result in a Time Penalty of 30 seconds added to the total time of the driver concerned.

16.11 not assigned

16.12

In less severe cases, the Race Director may refrain from inflicting one of the aforementioned classification penalties (see Articles 16.6 or 16.7) provided that the competition advantage wrongly gained is equalised.

The Race Director may request from the driver who has committed the infringement the immediate equalisation of the advantage gained. If the driver follows this request and lets the other car which was wrongly overtaken past, the advantage shall be considered equalised. The relevant information shall be provided to the participants on page 7 of the time-keeping monitors.

If the corresponding driver does not make use of the possibility to equalise the irregular advantage, one of the classification penalties specified in Articles 16.6 or 16.7 shall be imposed.

The relevant information shall be provided to the participants on page 7 of the time-keeping monitors.

## ARTICLE 17 PROTESTS AND APPEALS

17.1 The FIA International Sporting Code is applicable for protests and appeals, DMSB Event Regulations and the DMSB Legal System and Code of Procedure as well the FIA Legal System and Code of Procedure for FIA appeals.

Protest deposit - payable to the relevant ASN:

International/National status: will be published in the Supplementary Regulations of the relevant event

Appeal deposit – payable to the DMSB:

National status A: €1,000.00

Protest and appeal deposits are exempt from VAT.

17.2 No protest may be lodged against the following decisions of the Race Director:

- Drive Through penalty (Art. 16.6)
- Ten Seconds Stop-and-go Time Penalty (Art. 16.7).

#### ARTICLE 18 PENALTIES

18.1 The Stewards may inflict any penalty specified in these Regulations as substitute for or in addition to the penalties laid down in the ISC. Any breach of the Regulations notified to the Stewards may result in a penalty pronounced by the Stewards. The Stewards may suspend penalties.

18.2 The Stewards may also pronounce a demotion in grid positions which may be applied for the current Event as well as for one or several subsequent Events.

Any driver who has had three (3) reprimands issued against him during a single season shall be demoted five (5) positions on the starting grid upon issuance of the third reprimand at the next race. Should the third reprimand be issued due to an incident during a race, the drop in starting grid positions shall be applied during the next race in which the driver participates.

Any driver who has had six (6) reprimands issued against him during a single season shall be demoted ten (10) positions on the starting grid upon issuance of the third reprimand at the next race. Should the sixth (6) reprimand be issued due to an incident during a race, the drop in the starting grid positions shall be applied during the next race in which the driver participates. Once the drop of ten (10) positions on the starting grid has been carried out, all reprimands as defined in this Article shall be deleted.

18.3 Fines imposed by the race director must be paid immediately upon notification. Fines imposed by the Stewards, must be paid to the DMSB within 48 hours of their notification.

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

- Drive-Through Penalties or Time Penalties.
- Ten Seconds Stop-and-go Time Penalty (Article 16.7)

#### ARTICLE 19 DRIVER CATEGORIES/PAIRINGS, DRIVER/CAR CHANGE

19.1 not assigned

19.2 not assigned

19.3 After Scrutineering, any substitution of a car and/or the entry of an additional car must be approved by the Stewards.

In no case may a driver entered for a specific car change this car after the beginning of the first Free Practice session of an ADAC TCR Germany event.

19.4 The decision whether a car shall be deemed repaired or changed shall be taken by the Stewards, based upon a report by the Technical Delegate.

#### ARTICLE 20 DRIVING/DRIVERS' EQUIPMENT

20.1 Each driver must drive his car alone and unaided on the Race Track.

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

#### ARTICLE 21 CAR IDENTIFICATION

### 21.1 Race Numbers

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

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

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

### 21.2 Advertising surfaces

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

The advertising regulations according to the organisational regulations of the ADAC TCR Germany apply to the driver's equipment.

The current FIA/DMSB regulations for advertising on driver's equipment/competition vehicles and start numbers must be complied with (see DMSB manual, blue part).

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

## ARTICLE 22 TESTING

Registered drivers and/or teams respectively competitors driving a TCR homologated vehicle or TCR similar vehicle may not test their race car on a particular circuit after the Monday prior to an ADAC TCR Germany event. In case of doubt, it is the responsibility of the driver and/or team or rather the competitor to get the vehicle approved by the ADAC before the start of the taxi ride. It shall not apply to tests organised by ADAC.

Any violation of the above test restrictions shall be reported to the DMSB Sporting Tribunal.

## ARTICLE 23 PITS/PIT LANE

23.1 A line shall divide the pit lane in two over its total length in front of the pits. The part closest to the pits shall be designated the working lane, the part closest to the pit wall shall be designated the fast lane. The race cars may use the fast lane only when the driver is behind the steering wheel in his normal seating position. No work may be carried out on the car on the fast lane and no parts or tools may be left there. Cars which are in the fast lane of the pits when a Race is suspended in accordance with Article 42.5 shall be excepted. In no case may work be carried out on a car if it is likely to hinder other cars. On the side near the pits, the pit lane shall be delimited by a line. The exact limits of the pit lane shall be communicated in the bulletin.

23.2 The use of gallows is generally prohibited. Compressed air bottles must be secured against falling over and damage by appropriate holders. Nobody shall carry compressed-air cylinders on their backs (no pit runners).

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

23.4 During Practice and Race no more than 3 persons for each race car shall be permitted at the pit wall and they must carry special identification (Pit wall).

23.5 For safety reasons the Race Director's authorisation shall be required to move ADAC TCR Germany cars along the pit lane during a Practice or Race of another event.

23.6 All electrical devices must comply with the current and valid safety standards. For safety reasons, smoking shall be absolutely prohibited throughout the pits and on the starting grid.

23.7 During an ADAC TCR Germany event, the drivers may only leave the pit lane when the green pit exit light is on. A Marshal with a blue flag and/or a blue flashing light shall warn the drivers if a car approaches the pit lane exit on the track. The vehicles may not use the fast lane until the green pit exit light is on.

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.

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

Compliance with the maximum allowed speed is monitored. The result of the speed measurement is a judge's decision. During the entire event, the maximum permissible speed in the pit lane between the two markings (pit entrance / pit exit) is 50 kph. The race director alone is responsible for changing the maximum

permitted speed in the pit lane for safety reasons.

23.9 It shall be the responsibility of the participants to release their cars from their pit or from the pit stop position only when it is safe to do so and without endangering other participants. Cars in the working lane shall yield to those in the fast lane.

23.10 Compliance with the above safety regulations for entering and leaving the pit lane and for the pit stop shall be controlled by Marshals.

23.11 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 on any team failing to comply.

23.12 Animals, except those which may have been expressly authorised by the event host for use by security services, shall be forbidden on the track, in the paddocks and in the pit lane.

23.13 All team members working on the car during a session, as well as instructing the car and carrying out activities in the working lane, must wear long-legged clothing and closed shoes. The upper part of the body must be covered.

#### ARTICLE 24 SCRUTINEERING

24.1 Before the start of the event, each participant must check his vehicle for safety and compliance with the Technical Regulations and the relevant homologation. The scrutineering document provided to the competitors by the DMSB for this purpose must be completed fully and sent electronically to the DMSB. The compliance of the vehicles with the transmitted scrutineering document can be checked by the DMSB at any time during the event.

The following car documents must be available at all times:

Car Passport (from DMSB or other ASN)

TCR Technical Form issued to the car

Certificate for rollover structure

A car shall not be considered as accepted until it has been marked with the appropriate control mark by the Technical Commissioners. Cars that do not comply with the technical regulations will be rejected by the technical scrutineering.

The engine of every car must be prepared for sealing in the following way:

- Competitors must drill sufficient holes in the ribs and/or two consecutive screws in the sump, cylinder head and cylinder head covers.
- Twisted wire must be installed on each side of the engine, coming from the sump, joining each group of screws, holes or ribs so that these parts cannot be separated.
- Wire ends must be long enough and must not be twisted, in order to allow the seals to be affixed.
- For cars equipped with turbochargers, the turbo must be ready for sealing, pre-wired.

It is the competitor's responsibility to ensure that no vehicle will participate in any qualifying or race with an engine that is not sealed.

Opening the engine seal after the first event is only permitted after prior approval by the Technical Delegate.

24.2 The deadline for submitting the fully completed scrutineering document will be announced before each event. Unless a waiver is granted by the Stewards, competitors who do not keep to the time limits for the presentation of the scrutineering document or transmit it incomplete, will not be allowed to take part in the event.

24.3 Any car which, in the course of the event is damaged or dismantled or modified in a way which might affect its safety and/or call into question its compliance with the Technical Regulations, must be represented for the Scrutineers' review without being expressly requested.

24.4 At any time during an event, all cars must be made available for checks to be carried out. Upon request, the tyres marked for the corresponding car and the corresponding event must also be made available to the Technical Delegate at any time during an event.

The applicant is committed to enable unlimited access for the Technical Delegate to all built-in data recording and control devices. The Technical Delegate is allowed to download the saved data from the devices which were recorded during the ADAC TCR Germany event to perform following analysis.

24.5 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 shall be informed about the results of such checks. The race results shall remain provisional until the Stewards have decided.

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

24.7 Should a car lose a component during the Qualifying or Races, the weight of this component may be taken into consideration when determining the car's weight. It shall be at the discretion of the Stewards, in agreement with the Technical Delegate, to decide whether and which of such components shall be taken into consideration for weighing.

24.8 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.

24.9 The Race Director may require that any car involved in an incident (Article 16) be checked.

24.10 The correct presentation of the series sponsors and of the race 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.

24.11 The Stewards shall publish the Scrutineers' findings in the technical checks carried out on the cars. The results shall not include specific figures except for cars found to be in breach of the Technical Regulations.

#### ARTICLE 25 TYRES

25.1 The tyre model will be determined by the organiser. Only Hankook tyres from the permanent series supplier of the ADAC TCR Germany are permitted.

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.

25.2 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.
- The registered bar code numbers shall be transmitted digitally to the participants for verification.
- Any discrepancies in the transmitted barcodes must be reported to the Scrutineers at least two hours before the start of the first free practice session. If there is no report to the Scrutineers, this will be deemed as implicit acceptance of the transmitted barcodes.

25.3 Dry-weather tyres:

- a) A maximum of six new tyres will be allocated to each driver for the free practices, qualifying and races of an event.
- b) In addition, a maximum of twelve (12) tyres that were allocated to the driver at a previous ADAC TCR Germany event may be nominated for the Free Practice, Qualifying and Races. The total number of tyres of a driver for a race weekend may not exceed twelve (12). The barcode numbers of these tyres must be submitted digitally to the Technical Delegate or his representative no later than 6:00 p.m. on the day before the start of the event (in principle Thursday).

At the first event, each driver may be allocated a maximum of six new tyres instead of the used tyres.

In the case of a change of driver, a maximum of 8 new tyres will be allocated. In case of a number of more than 6 new tyres, no tyres from a previous event of the ADAC TCR Germany season 2022 may be nominated.

Exclusively for the 1st and 2nd free practice of each event, the driver may be allocated a total of two additional tyres upon request. These will not be counted towards the total number of tyres (12) for the race weekend. These additional tyres cannot be nominated for a subsequent event.

- c) At no time may a car use dry-weather tyres on the track which were not allocated to that particular car and for that particular event.
- d) 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.
- e) not assigned
- f) not assigned

g) Only valid for guest starters:

Differently to (Limitation of Tyres - Slick Tyres) of these regulations, guest starters may be reassigned 12 slick tyres per event. Irrespective of this, the limitation of the total number of slick tyres remains in place.

25.4 Wet-weather tyres Hankook Ventus Z207

a) The number of rain tyres is optional. Only Hankook rain tyres of article number Z 207 are permitted. On these, the number Ventus Z207 is embedded on one side of the tyre sidewall.

b) Rain tyres may only be used during a practice, qualifying or race if the session has been declared "wet practice" / "wet race" / "wet track" by the Race Director. Mixed tyres are permitted, both tyres on one axle must be of the same type.

25.5 Tyre change

Should a damaged tyre be changed during a qualifying session or race, this must be reported immediately to the Technical Delegate or his representative. The damaged tyre will be immediately secured by a Technical Commissioner or Technical Scrutineering assistant.

25.6 The Technical Scrutineers and the official scrutineering assistants are authorised at any time during an event to check the tyres used with regard to their identification and conformity with the regulations. All participants are obliged to allow these checks to be carried out and to provide the necessary support for their implementation.

The performance of tyre inspections is dealt with in the same way as fuel inspections.

25.7 The Technical Delegate shall have the right to exchange any tyre of a single car against a tyre from the tyre manufacturer's stock at any time during an event until 2 hours before the Qualifying and/or the Race, at his own discretion.

25.8 Tyres allocated to a car for an event must be stored visibly in the respective pits / team tents at all times once they are the responsibility of the team. It is not permitted to store the tyres in trailers, cars or other rooms.

25.9 Any breach of these regulations and the use of tyres without appropriate identification may result in a drop in starting grid positions or in non-classification in the Race. The Stewards may inflict additional penalties.

## ARTICLE 26 WEIGHTS AND WEIGHING

26.1 not assigned

26.2 not assigned

26.3 Minimum weight of cars

The required minimum weight of a car with driver incl. their equipment (helmet, overall, etc.) and without fuel results from the addition of the minimum weight defined in the 2022 TCR Technical Regulations. The minimum weight must be respected at all times during the event. The minimum weight may be changed during the season due to changes in the BoP (according to Article 24).

Separate conditions apply to guest entrants:

For guest starters an additional weight of 20kg applies in addition to the published Compensation Weight.

For the last event of a season an additional weight of 20kg applies for guest starters.

See Art. 5 of the 2022 TCR Technical Regulations.

### **The cars shall be weighed as follows:**

#### **Driver weighing and Driver Ballast**

26.4 All drivers including their equipment (helmet, overalls, etc.) will be weighed immediately after the second free practice session. The drivers have to go directly to the designated weighing area after the end of the session. The determined weight will be communicated to the driver. As soon as the driver leaves the weighing area, he accepts the weighing result. This result is valid until the driver is weighed again.

The Technical Delegate or his representative will then inform the driver of his weight. As soon as the driver leaves the scrutineering area, this is considered as implicit acceptance of the weight.

#### **Weighing during Free Practice and Qualifyings**

26.5 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.

26.6 The car and the driver are weighed together. The driver or a team member receives written information about the total weight determined. The driver must not make any movements during the weighing process that influence the weighing result.

26.7 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.



26.8 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.

26.9 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.

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

26.11 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. 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.

### **Weighing after Qualifyings and Races**

26.12 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.

26.13 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.

26.14 A measurement tolerance of 2 kg is taken into account for the determined weight. The weighing result is a judge's decision.

26.15 Non-compliance with the minimum weight during Qualifyings shall result in the non-classification of the car concerned. That driver, however, may start the Race from the last grid position.

26.16 It shall be the participants' responsibility to ensure that the race cars entered by them can immediately be pushed onto the assigned weighing scale at any time during the event upon instruction of the Stewards or the Scrutineers. At any rate, the car shall be subject to Parc Fermé rules from the moment the instruction for weighing procedure is issued until the procedure is completed. In addition, the itinerary to the weighing area and the weighing area itself shall be subject to Parc Fermé rules. Only officials on duty and their assistants may enter the weighing area. No intervention of any kind shall be allowed in this area unless authorised by the officials. Any failure to comply with an instruction to present a car for weighing shall be reported to the Stewards.

## **ARTICLE 27 GENERAL CAR REQUIREMENTS**

### **Television cameras and antennas**

27.1 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 shall be allowed. Footage taken during a Race shall not be published, except ADAC approves the publication. 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 entrant shall install an incident camera in good working order (in line with DMSB specifications) 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 will be provided by the DMSB and installed by the DMSB during the technical scrutineering of each ADAC TCR Germany event. A DMSB representative shall seal the memory card slot in the beginning of the event. It shall be the participants' responsibility, that the memory card is installed and to keep the seal in place and intact until the end of the Parc Fermé of the last session. Until the end of the Parc Fermé of the last session, only Scrutineers may remove memory cards. Furthermore, it is the participants' responsibility, that no data is deleted from the memory card until the end of the event.

It is permitted to modify the cover of the memory card slot according to DMSB specifications in order to enable the download of recordings.

The participant is responsible for ensuring that the camera functions properly at all times. Only in justified individual cases may the participant remove the memory card. This must be requested in writing to the Technical Delegate.

The camera must be connected in accordance with DMSB specifications. In any case, the power supply must be ensured with "Ignition on".

27.2 Each car must be fitted with a ready-to-use, properly functioning timing transponder (direct-power transponder) supplied by AMB or Mylaps with driver identification. The entrants shall bear the related cost. 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. The transponder must be directly connected with the main circuit (not ignition circuit) of the car without any separating device (switch, relays etc.). 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.

Compliance shall be controlled by the Scrutineers.

Telemetry/radio communication

27.3 Any kind of transmission of data and/or signals between the moving race car and a station/device outside the car shall be prohibited, except for:

- Admissible messages given to the car on boards from the pit wall.
- Signals exclusively for information about lap or sector times (lap trigger signals).
- Body movement and hand signals made by the drivers.
- Verbal radio communication using systems officially licensed.
- Radio signals of the official TV cameras.

With the exception of the above points, any transmission of data/signals during an event from and to the car through infrared, laser, digital/analog radio interface or similar systems shall be prohibited. The presence of any such system inside the car during an event shall be prohibited.

Tyre and brake temperatures may be measured with infrared measuring devices on the stationary car.

27.4 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 during all ADAC TCR Germany sessions. The entrants shall bear the related cost.

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

27.6 Catalytic converter

The current DMSB exhaust regulations (see DMSB manual, blue part) must be complied with. All cars must be equipped with a catalytic converter in accordance with the DMSB exhaust regulations.

27.7 not assigned

27.8 not assigned

27.9 Safety belt

Any elastic rubber bands attached to the shoulder belts and any other device introducing forces into the shoulder belt other than those required for proper use shall be prohibited.

27.10 not assigned

27.11 not assigned

27.12 not assigned

27.13 not assigned

27.14 not assigned

27.15 Materials

It is forbidden to alter the material of any part of the car as well as replicating parts in a different material compared to the one originally supplied by the car manufacturer.

27.16 Repairs

Work may be carried out that is part of the normal maintenance of the car or serves to replace parts that have become damaged due to wear or accident.

Modifications and installations may only be carried out within the framework specified below. Parts damaged by wear or accident may only be replaced with identical original parts.

Standard fastening parts such as nuts, bolts, washers, etc. must not be used on the complete car: Nuts, bolts, washers, spring washers, split pins may be replaced with equivalent standard parts that correspond to the original shape. The thread type, size and pitch (e.g. M 8 x 1.25) must be retained for threads.

#### 27.17 Boost control of supercharged engines

TCR Cars must not be equipped with any device allowing the boost pressure, or the electronic management system controlling the boost pressure, to be adjusted by the driver while the car is in motion.

#### 27.8 Lithium batteries

Lithium metal and lithium ion batteries may only be used if they have the label of "DMSB-registered Lithium Ion battery" incl. the corresponding registration number and are included in the corresponding list.

#### 27.9 Power transmission

The DREXLER Automotive Differential DSD 100 100 00795 is designed as a replacement part for the SADEV ST 82 17 Differential is permitted under the following conditions

- The aforementioned exchange differential may only be used for the following cars (Technical Form No.): Audi RS3 LMS Seq (10), Cupra TCR Seq (35), Honda FK2 TCR (11), Honda FK7 TCR (33), VW Golf GTI TCR Seq (14), Opel Astra TCR (05)
- The ramp angles  $\alpha / \beta$  used must correspond to the Technical Form of the car.
- The differential shall comply with the WSC Option Form, which must be presented at scrutineering (see Appendix 2 to these regulations).

### ARTICLE 28 BALANCE OF PERFORMANCE

28.1 The basis for the Balance of Performance (BoP) in the ADAC TCR Germany is the classification of the cars by the WSC, including the compensation weights published specifically for the ADAC TCR Germany by the WSC. Publication will generally take place 1 week before the respective event.

The weight of the cars (TCR Technical Regs) and their Balance of Performance (BoP) will be determined by the WSC before the start of the season and adjusted by the automatic formula for the BoP compensation weight according to the WSC Technical Bulletins and must be respected at all times. The official list of Compensation Weights for each event will be published by the WSC on the website at [www.tcr-series.com](http://www.tcr-series.com) in the private area 7 days prior to each event. The BoP and adjustments to the technical specifications of the cars will be carried out by WSC. WSC is the owner of the TCR Technical Regulations and the IP rights, as well as the entity that authorised the promoter to use the TCR Technical Regulations. Violations of these rules will be reported to the stewards. Penalties may include disqualification from the competition.

28.2 Each car must be equipped with an operational and functioning data logger incl. sensors in accordance with the specifications of the DMSB. The data logger can be checked by the Technical Commissioners at any time during the event. Any extraction of data, data cards or similar before the end of the Parc Fermé is prohibited.

Data loggers of the type AIM Evo 5 are mandatory. The costs of the data logger shall be covered by the competitor.

In the ADAC TCR Germany, the use of the 2nd intake air temperature sensor is mandatory in accordance with Article 3.6 of the 2022 TCR Technical Regulations.

28.3 not assigned

28.4 not assigned

28.5 Any violation of the above rules will be reported to the stewards and may be punished by disqualification.

28.6 not assigned

### ARTICLE 29 REFUELLING/FUEL

29.1 not assigned

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

29.3 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.

Every competitor is responsible to ensure the compliance with this rule.

29.4 All cars must be fitted with a self-sealing connector (sample port) which the Scrutineers shall 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.

29.5 All participants must use the fuel nominated by ADAC for the corresponding event. At any time during the event, after Scrutineering, only regulation fuel may be in any car after Scrutineering. The fuel provided is to be purchased against payment. The regulation fuel may not be modified. No substances may be added, removed or modified in their concentration. Any mixing with other fuel including fuel assigned at a previous event shall be prohibited.

29.6 Only unmodified ambient air may be mixed as an oxidant with the fuel used in the race car during the event. Any artificial modification of the composition of the ambient air shall be forbidden.

29.7 During the event, fuel may only be cooled with unmodified ambient air.

29.8 Fuel pipes

Outside the passenger compartment/cockpit, fuel-carrying lines from mass production may be used, the covering of which complies with Art. 253.3.1 of Appendix J.

Other fuel-carrying lines shall comply with the provisions of Art. 253-3 of Annex J. Installation is free on condition that the provisions of Art. 253-3 of Appendix J are complied with. (see also Art. 14.8 TCR Technical Regulations)

29.9 Connection for fuel samples

The car must be equipped with an FIA approved self-sealing sampling connector (according to FIA Technical List No. 5) inside the engine compartment. The sampling connector must be located in the inlet directly in front of the high-pressure fuel pump. At the request of the Technical Delegate, the participant shall provide him with a suitable fitting for the sampling port.

#### ARTICLE 29A CHECKS

29a.1 Fuel checks

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 shall be taken from each tank.

Gas and fuel-tight locking containers shall be used for the fuel samples. Three samples shall be placed in the containers which shall be delivered as follows:

- one container to the Scrutineers for analysis
- one container to the event host
- one container to the fuel supplier.

The containers shall be labelled and sealed.

b) At any time during the event, and in particular after every Qualifying and every 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 29.

The defuelling procedure is carried out in the Scrutineering area. If necessary, the Technical Delegate may determine a different location.

During the fuel removal process, the car must stand with all four wheels on the ground and must not be moved. It must be possible to extract the required amount of fuel from the connection defined in Article 29 within a maximum period of ten minutes after the start of the fuel extraction process.

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 shall be used for the fuel samples. Three containers shall be filled with the samples and delivered as follows:

- one container to the Scrutineers for analysis
- one container to the event host
- one container to the participant.

The containers shall be labelled and sealed.

d) Should the suppliers dispense the regulation fuel at the circuit from different containers, any samples taken from each of the different containers shall be compared with the samples taken from a race car if necessary.

29a.2 Tyre checks

a) Before tyres are released to the participants at an event, a reference sample shall be taken at the circuit from the tyre stock designated for that event.

- b) Gas-proof locking containers will be used for the tyres samples. Three samples shall be placed in the containers which shall be delivered as follows:
- one container to the Scrutineers for analysis
  - one container to the event host
  - one container to the tyre supplier.

The containers shall be labelled and sealed.

c) At all times during the event the tyres used during an ADAC TCR Germany event must comply with the tyre manufacturer's specification. The Technical Delegate or the Scrutineers may order tyre samples to be taken from the race cars at any time during the event. Gas-proof locking containers will be used for the tyre samples. Samples shall be put into three containers and delivered as follows:

- one container to the Scrutineers for analysis
- one container to the event host
- one container to the participant.

The containers shall be labelled and sealed.

#### 29a.3 Ride height, splitter and diffusor ground clearance check and other clearance checks

All cars must have the BoP or homologation-required minimum ride height/ground clearance, which shall be measured on the Scrutineering platform without fuel and without the driver. Competitors shall be allowed to increase tyre pressure to 2 bar for the Scrutineering measurement.

#### 29a.4 Intake check

The following procedures may be used to check the intake tract:

- Stall test according to ISG Appendix J Art. 275A.5.2.2,
- Vacuum test. It must be possible to create a vacuum of at least 0.2 bar with a vacuum pump.

If either test fails, the Technical Commissioners will determine the exact cause. The stewards will be informed of the result of the investigation.

#### 29a.5 Engine check

Engine checks shall be conducted in coordination with the respective car manufacturers. During events, engines shall be sealed (cylinder heads and engine block/oil sump and block). The checks shall be carried out after the event in coordination with the entrants and manufacturers. The entrants shall make arrangements for sealing.

#### 29a.6 Gearbox check

To check gearbox compliance with the respective homologation, the gearbox may be sealed during events. The checks shall be carried out after the event in coordination with the entrant.

To check gear ratios, I-Meter tests may be conducted during events.

### ARTICLE 29B GENERAL SAFETY REGULATIONS, DRIVING REGULATIONS AND RULES OF CONDUCT

#### Limitation of engines / turbo chargers

No appeal is allowed against a decision of the Stewards due to a violation of the regulation on the limitation of engines and turbo units (see Article 12.3.4 of the International Sporting Code).

#### 29 b.1 Number of engines per season

A car may use a maximum of one engine during the events of the 2022 season. The engine will be assigned to the driver's starting number, that means also in case of a change of the car as long as the new car is not a different model.

An engine is considered to be used as soon as the car's timing transponder has signalled an exit from the pit lane.

Each engine must be sealed by the Technical Delegate before being used by the competitor. The seals will be placed in such a way that neither the cylinder head nor the oil sump can be removed. The removal of one or more seals may only take place after approval by the Technical Delegate or the Technical Commissioners appointed by him. Missing or damaged seals will generally be penalised. Damaged seals will be considered as engine replacements.

In exceptional cases, repairs to the engine or the replacement of one or more components on the engine which require the opening of the seals may be carried out without penalty after approval by the Technical Delegate and under the supervision of a Technical Commissioner. However, the aforementioned work may only be carried out during an ongoing event of the ADAC TCR Germany season 2022.

A change of engine by the applicant must be requested in writing to the Technical Delegate. Any engine change will automatically result in a demotion to the end of the grid for the next race contested by the participant.

#### 29 b.2 Number of turbo units per season

Number of approved turbo units per season: 3.

A change of turbo unit by the competitor must be requested in writing to the Technical Delegate. The turbo unit may be changed a maximum of two (2) times per car without penalty. Any further change of the turbo unit will automatically result in a demotion to the end of the grid at the next race contested by the

participant. A change of the turbo unit due to an engine change will not be counted.

29b.3 Only valid for guest starters:

Contrary to (Limitation of Engines / Turbo Units) of these regulations, for guest starters engine and turbo units will not be limited for the whole season, but per event only. The numbers listed in this article apply.

#### ARTICLE 30 GENERAL SAFETY PROVISIONS, CODE OF DRIVER CONDUCT

30.1 The Code of Driver Conduct as well as the safety requirements for the Races are equally applicable to Practice and Qualifying sessions.

All drivers shall comply with the provisions of the Appendix L to the FIA International Sporting Code relating to the driver conduct on circuits. The regulations below shall complement said provisions.

30.2 Manoeuvres likely to hinder or endanger other drivers may lead to the exclusion of the offender from the event. The same shall apply to drivers who apparently fail to meet the standards of the event. The Race Director may require any driver to undergo a medical examination carried out by the Medical Officer in charge. Should the Medical Officer consider a driver to be unfit for racing, the driver shall be barred from the event.

30.3 No more than one (1) swerve (off the ideal line) shall be allowed in order to defend one's position. Any driver returning to the ideal line after defending his/her position off the ideal line, should keep a distance of at least one vehicle width between his car and the lines defining the track when approaching a bend/turn.

Any driver defending his/her position on a straight, approaching a braking zone, may use the full track width during the lane change, provided no "major part" of a car trying to overtake is next to him/her. In this case, the driver must not depart from his line without good reason while defending his/her position. To avoid any doubt, "major part" means that the front of the passing car is next to the rear wheel of the other car.

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

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

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

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

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

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

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

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

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

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

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

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

Access to the pits shall only be allowed through the deceleration zone which may not be left once it has been joined. Drivers must reduce speed as soon as

they join the deceleration zone so that they can stop their cars at their pits without endangering other participants or the Marshals. Any pit stop must take place in front of the allocated garage of the team concerned. In the pit lane, vehicles on the "fast lane" have the right of way over vehicles in the working lane.

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

Compliance with the maximum speed shall be controlled. Results of speed monitoring shall be tantamount to a decision of a judge of fact. Throughout the entire duration of the event, a 50kph speed limit shall be enforced in the pit lane between the two markings (pit lane entry/pit lane exit). At his decision, the Race Director may amend this limit for safety reasons. Cars may not be reversed in the pit lane under their own power at any time.

For violations of the pit lane speed limit, the Race Director shall impose the following penalties:  
During Practices, Qualifyings: €100 + €15 for each km above the limit up to max. 10 kph violation  
A violation of more than 10 kph: €250 fine and an additional demote by 3 positions on the starting grid  
In a Races: minimum: penalty according Article 16

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

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

30.11 Cars losing oil must immediately pull off the track. Drivers may not drive the car back to the pits regardless of the risk of soiling the track.

30.12 The cars' head, rear and rain lights must be illuminated when the official time-keeping monitors display the "lights on" message on page 7 or the "lights" board is shown at the Finish Line.

30.13 The Race Director may stop any car involved in an accident or with the rear lights out of order to be checked. Any such car may rejoin the Race after being checked and/or after repair.

30.14 Extreme caution must be exercised when rescue or safety vehicles are on the track. The drivers must immediately give way to such vehicles.

30.15 No spare oil, water and fuel cans or empty cans may be carried on board the race car.

30.16 It shall be prohibited during Practice sessions, Qualifyings and Races to position partition walls, to use covers or to take any other action which might impede view onto the cars, whilst they are in the paddocks, in the teams' tents, in the pit lane or on the starting grid. The only permitted exceptions shall be covers with the unambiguous purpose of protecting mechanically sensible parts (e.g. open intake ports) or covers for fire protection.

It shall be prohibited to:

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

It shall be permitted to:

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

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

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

#### ARTICLE 31 FLAG SIGNALS/SIGNALLING

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

## ARTICLE 32 PRACTICE

32.1 On the day before the first Race, two 30-minute Free Practice sessions shall be held.

- changing tyres shall be permitted
- refuelling and defuelling shall be prohibited

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

Before and during all free practice sessions and the qualifying sessions, the participants must approach the pits with their cars and park their car backwards on the pit forecourt at an angle of generally approx. 45 degrees to the direction of travel (front of the car must face the road). If the 45-degree angle is not maintained and the car is parked e.g. transversely in front of a pit, a safety risk may arise. In this case, the stewards may impose a fine of up to 150 Euros.

All participants will receive a pit plan from the series organisation in good time, in which the pit spaces to be occupied will be allocated accordingly.

32.2 not assigned

32.3 The following applies to the interruption of a training session:

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

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

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

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

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

32.4 Drivers may generally not start in a Race unless they have participated in at least one Practice.

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

## ARTICLE 33 QUALIFYING

33.1 Basically two Qualifyings of 20 minutes will be held.

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

33.2 not assigned

33.3 Should a driver set a faster lap time than his previous ones when yellow flags are shown at any point on the circuit, this lap time shall be deleted. Additional classification and/or other penalties may be imposed by the Race Director and/or the Stewards.

33.4 Should a driver, in the opinion of the Stewards, intentionally stop his car or obstruct another driver in whatever way during Qualifyings, a penalty shall be imposed.

33.5 After the respective Qualifying, all race cars that took part in the Qualifying shall be subject to Parc Fermé provisions throughout the circuit premises and no technical changes to the cars shall be allowed.

Further, no material or substances shall be removed or added to the cars on their way from the race track to the Parc Fermé.

All cars must move directly to the Parc Fermé indicated in the respective Special Regulations.

Any cars parked in the Parc Fermé before the end of the Qualifyings shall be subject to Parc Fermé provisions from that moment on.

The driver must leave the car in neutral and the steering wheel in place.



33.6 Any driver failing to take part in the respective Qualifying or to drive a timed lap may only start the Race with the special approval of the Race Director. A written application must be submitted no later than two hours before the start of the formation lap.

33.7 Immediately after the Qualifyings, the fastest lap times of each driver shall be published. Should several drivers set identical times during a Qualifyings, priority shall be given to the driver who set it first.

#### ARTICLE 34 DEFINITIVE STOPPAGE OF QUALIFYING

Where a Qualifying session is stopped with less than five minutes remaining until completion, there shall be no need to re-start the Qualifying session. In this case, the starting grid shall be determined on the basis of the fastest lap times of each driver.

Where a Qualifying session is stopped, with more than five minutes remaining until completion, and cannot be re-started or where no Qualifying took place due to extraordinary circumstances, starting grid positions shall be based upon the current Championship standings. The decisive standings shall be those of the driver entered for the Qualifying session concerned. During the first event, the starting grid for the Race shall be based on the Free Practice results.

#### ARTICLE 35 WET PRACTICE/WET RACE

Once the Race Director has allowed the use of wet-weather tyres under Article 25.4b, the decision to use dry-weather tyres or wet-weather tyres during Practice, Qualifyings and Races shall be at the participants' discretion. A "Wet Practice" or "Wet Race" board shall be displayed.

The Race Director may order the use of wet-weather tyres.

#### ARTICLE 36 STARTING GRID

36.1 The starting grid for the Races shall be drawn up in the order of the fastest times achieved in the respective Qualifying. The fastest laps of the first Qualifying shall count towards the first Race and those of the second Qualifying shall count towards the second Race. A change of positions shall not be possible. Should two or more drivers set identical times, priority shall be given to the one who set it first. If there is only one qualifying session, the second fastest time of the first qualifying session will be taken for the grid position for the second race.

36.2 Should more than one driver fail to set a time during the Qualifying, they shall apply in writing to be placed at the end of the grid in the following order:

- a) The drivers who started their timed lap,
- b) The drivers who did not start a timed lap,
- c) The drivers who failed to leave the pit lane.

36.3 In any case, a driver whose lap time was deleted by decision of the Race Director or the Stewards must start the Race behind the cars mentioned above.

36.4 Where necessary, Article 18 shall only be applied after the formation of the starting grid under the preceding Articles.

36.5 The starting grid for the Race will be published no less than one hour before the start of the formation lap. Qualified participants who are unable to participate must withdraw in writing to the Race Director at least 75 minutes before the start of the formation lap.

36.6 All race cars must be moved to the starting area in race direction. Neither in the pit lane nor on the track shall it be permitted to push or drive a car opposite to race direction (exception: slight corrections of positions at the corresponding start position itself).

36.7 Cars still in the pit lane when the pit lane is closed (red light) may not join the starting grid. Such cars may take the start from the pit lane after the whole field has started formation lap or into the Race, provided that the pit exit light shows green. Their places in the starting grid must remain vacant.

#### ARTICLE 37 STARTING MODE

The race will be started standing up. The starting grid is arranged in rows that are staggered 1 x 1 (Grand Prix start). The distance between the starting rows must be 16 metres. The pole position for each circuit is defined in the FIA circuit licence and will be announced in the event announcement.

#### ARTICLE 38 START/DELAYED START

38.1 Not later than 10 minutes before the beginning of the formation lap, the pitlane / the pre-start shall be opened, and the cars leave for a reconnaissance lap.

At the end of this lap, the cars shall enter the starting grid at walking pace and move to their designated grid positions. Engines shall be stopped.

It shall be 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.

Not later than 5 minutes before the start of the formation lap, the exit from the pit lane shall be closed.

Cars still in the pit lane may start from the pit lane. They may be moved to the pit lane exit only with the driver in position. 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 shall result in no less than a Penalty according Article 16.

38.2 The approach of the start into the formation lap shall be announced by signs indicating the following times, each accompanied by an audible warning, in the sequence described below:

a) 10-minute sign:

Countdown. Green light or green flag (beginning of the formation lap) in 10 minutes.

b) 5-minute sign:

Only team personnel and officials allowed on the starting grid. Green light or green flag (beginning of the formation lap) in 5 minutes.

c) 3-minute sign:

All cars must have their wheels fitted. Cars must not be jacked up again. Any infringement shall result in a Penalty according Article 16. Green light or green flag (beginning of the formation lap) in 3 minutes.

d) 1-minute sign:

Start engines. Drivers sitting in their cars. All other persons leave the starting grid without delay. Green light or green flag (beginning of the formation lap) in 1 minute.

e) 30-second sign:

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

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

38.3

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Each time the sign "START DELAYED" is shown, the duration of the race scheduled at that time will be reduced by three (3) minutes. The perpetrator of a start delay must start the race from the end of the grid. The corresponding starting position(s) will remain free for the restart.

38.9 The start signal is given by the starter by switching off the red lights at the start light.

The observance of the regulations during the starting procedure will be supervised by judges. Once the start has been made, cars that have come to a standstill will be pushed into the pit lane by stewards, if possible. There, helpers of the competitors may try to start the cars. These cars may restart from the pit lane when the entire field has started. Cars starting from the pit lane have completed their first lap when they cross the finish line for the first time.

38.10 In the event of conditions causing a delay in the start, the following action will be taken by the Race Director: If heavy rain starts after the 5-minute signal but before the start of the formation lap, a START DELAYED sign will be displayed at the start and finish and the start procedure will restart at the 10-minute countdown (Five red lights flashing twice). From then on, the procedure described in Article 38.2 a) will be followed.

38.11 If the start of the race is imminent and, in the opinion of the Race Director, it cannot be considered safe to drive on the track due to the amount of water, even with treaded tyres, the start may be delayed by switching on the yellow flashing lights on the start lights and displaying the START DELAYED sign.

Information about the probable duration of the delay or the new start time will be displayed on the timing monitors (page 7). The start sequence begins again with the 10-minute signal.

The START DELAYED sign should be shown again from half of the cars lined up on the grid.

Each time the "START DELAYED" sign is shown, the distance of the race scheduled at that time will be shortened by three (3) minutes.

38.12 Jump start:

A Jump start is defined as a significant forward movement of the car between the four-second signal (two pairs of red lights illuminated) and the start signal. A false start shall be penalised by the Race Director with a penalty in accordance with Article 16.

The Stewards may also impose other penalties in special cases.

ARTICLE 39 NOT ASSIGNED

Not assigned

40.1 The safety car shall be designed and adapted for high performance circuit driving and shall have a performance capable of maintaining the speeds at which the cars participating in the race can be driven without compromising their race fitness.

It shall have at least two seats and two or four doors, and rear visibility shall be good. The installation of a roll cage in accordance with the provisions of Appendix J is recommended, as are FIA approved seat belts.

The car must be marked at the rear and on the sides with the words "SAFETY CAR" in letters of appropriate size similar to the race numbers. There must also be at least one clearly visible yellow or orange light and one rear-facing green light on the roof, each operated by its own circuit. The externally mounted lights must be fixed in such a way that they can withstand the maximum speed to be reached with the car.

The driver must have racing experience. There will be an observer on board who will recognise all competition vehicles and who will be in constant radio contact with race control. The crew must wear FIA approved helmets and flame-retardant clothing.

40.2 The Race Director may deploy the Safety Car to

- neutralise a Race when participants or officials are in imminent danger but the situation does not require the Race to be stopped.
- start a Race under extraordinary circumstances (e.g. bad weather)
- restart a stopped Race.

40.2a Two continuous Safety Car Lines each 20cm thick must be painted with non-slip paint across the Race Track in the pit entry and exit areas as follows:

- Safety Car Line 1: At a point where it is reasonable for a car entering the pit lane to overtake the Safety Car or other cars remaining on the track. This shall also be the point where competition cars may overtake the Safety Car turning into the pit lane after its deployment.
- Safety Car Line 2: At a point where cars exiting the pit lane are likely to drive as fast as the competition cars on the track. Before this line, cars on the track may overtake a car exiting the pit lane. After the line, overtaking cars exiting the pit lane shall be prohibited.

40.3 10 minutes before the beginning of the formation lap, the Safety Car shall take up position at the front of the grid and remain there until the five-minute signal is given. At this point (except under Article 40.14 below) it shall cover an entire lap of the circuit and exit the track to get to the station assigned by the Race Director.

40.4 When the Safety Car is ordered to deploy, the "SAFETY CAR DEPLOYED" message shall be posted on page 7 of the time-keeping monitors, the yellow lights over the Line shall flash and all observers' posts shall display waving yellow flags and the "SC" board until the Safety Car intervention is over. All cars must immediately slow down.

40.5 The Safety Car with its yellow/orange lights on shall join the track immediately regardless of the Race leader's position.

40.6 Any car being driven unnecessarily slow or erratically shall be reported to the Stewards. This applies whether any such car is driven on the track, in the access lane to the pits or in the pit lane.

40.7 All competing cars must then form up in a line behind the Safety Car no more than 5 car lengths apart. With the exceptions below, overtaking shall be forbidden until the cars reach the Finish Line after the Safety Car has turned into the pit lane.

Overtaking shall be permitted under the following circumstances:

- If the Safety Car crew signals a car to do so;
- Under Article 40.14 below;
- Any car heading for the pit line may pass another car remaining on the track or the Safety Car after it has crossed the first Safety Car Line;
- Any car leaving the pits may be overtaken by another car on the track before it crosses the second Safety Car Line;
- When the Safety Car turns in to the pits it may be overtaken by cars on the track once it has crossed the first Safety Car line;
- Any car stopping at its designated pit stop station whilst the Safety Car is using the pit lane may be overtaken;
- If another car slows down with an obvious problem.

40.8 When ordered to do so by the Race Director, the observer in the Safety Car shall use a green light to signal to any cars between it and the Race leader that they should pass. Such instruction shall refer only to the car immediately following the Safety Car. Such cars shall continue at appropriate speed and without overtaking other competitors until they reach the line of cars behind the Safety Car.

40.9 The Safety Car shall stay out at least until the leader is behind it and all remaining cars are lined up behind him. Once behind the Safety Car, the Race leader must keep within 5 car lengths of it (except under Article 40.11 below) and all remaining cars must keep the formation as tight as possible.

40.10 The cars may enter the pit lane whilst the Safety Car is deployed. Overtaking the Safety Car is forbidden when accessing the pit lane. The same shall apply as long as the Safety Car drives on the fast lane in the pits.

The cars may rejoin the track when the green light at the end of the pit lane is on. It shall be on at all times except when the Safety Car and the line of cars following it are about to pass or are passing the pit exit. A car rejoining the track shall proceed at appropriate speed until it reaches the end of the line of cars behind the Safety Car.

Under certain circumstances, the Race Director may direct the Safety Car to use the pit lane or other parts of the circuit. In such cases, and provided its yellow/orange lights remain illuminated, all cars must follow the Safety Car without overtaking. Cars entering the pit lane under such circumstances may stop in their designated pit areas. As a general rule, all cars must follow the Safety Car as long as its yellow/orange lights are on.

40.11 When the Race Director calls the Safety Car in, it must extinguish its yellow/orange lights; this shall be the signal to the drivers that it will be entering the pit lane at the end of that lap.

At this point the first car in line behind the Safety Car may dictate the pace and, if necessary, fall more than 5 car lengths behind it. In order to avoid the likelihood of accidents before the restart, from that moment on, all drivers must proceed at a constant speed which involves no acceleration, braking or other risky manoeuvres until the Safety Car turns into the pit lane.

As the Safety Car approaches the pit lane entrance, the yellow flags and SC boards at the observer's posts shall be withdrawn and replaced by waving green flags and by green lights at the Start Line, which shall be displayed until the last car has crossed the Finish Line.

40.12 Each lap completed while the Safety Car is deployed shall be counted as a Race lap.

40.13 Should the Race end whilst the Safety Car is deployed it shall enter the pit lane with extinguished lights at the end of the last lap and the cars shall take the chequered flag as usual without overtaking. The Marshals shall continue to wave yellow flags.

40.14 In exceptional circumstances and after a suspension under Article 42.5, the Race may be re-started behind the Safety Car. In such case, it shall turn on its yellow/orange lights at any time before the one-minute signal. This shall be the signal to the drivers that the Race will be re-started behind the Safety Car. All Marshals' posts shall display waving yellow flags and the "SC" boards as long as the Safety Car is deployed.

When the green lights are on, the Safety Car shall leave the grid with all cars following in grid order no more than 5 car lengths apart. There shall be no formation lap and racing shall start when the green lights are on.

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

During the first lap only, overtaking shall be permitted if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. Should that be the case, drivers may only overtake to re-establish the original starting order.

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

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

#### ARTICLE 41 FULL COURSE YELLOW

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

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

The initiation of an FCY phase will be communicated to competitors via page 7 of the official timing monitors with the message »FCY DEPLOYED« and waved yellow flags and the sign »FCY« will be displayed at the finish line and at all track marshals.

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

All vehicles must immediately reduce their speed to 80 kph on the entire track while observing extreme caution (no full braking; but also no slow coasting). A deviating determination of the maximum speed can be made in the drivers' meeting. All vehicles must maintain the prescribed maximum speed until the end of the FCY phase (see Article 42.6).

With the exception of the cases listed under a) to d), no driver may overtake another car on the track during the FCY phase.

Exceptions to this are:

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

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

Each lap completed during the "FCY phase" will be counted.

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

#### ARTICLE 42 SUSPENDING A RACE

42.1 Should it become necessary to suspend a Race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director shall order red flags to be shown at all Marshal posts and the abort lights to be shown at the Start Line.

42.2 Overtaking shall be forbidden when such signal has given and the pit exit shall be closed. All cars must proceed slowly to the starting grid. The first car takes the Pole-Position, all following cars fill up the positions behind and wait for information if the race can be re-started.

If the Safety Car uses the pit lane (Article 40.10), the cars shall line up in the fast lane.

42.3 Should the track be blocked, the cars concerned shall be directed onto the starting grid by the Marshals where they must take up their grid positions in the order they occupied before the Race was suspended. The order shall be taken at the last point at which it is possible to determine the position of all cars. Such cars shall then be permitted to resume the Race.

The Safety Car shall then take up position at the front of the starting grid.

42.4 While the Race is suspended the provisions below shall apply:

- Neither the Race nor the timekeeping system shall be stopped;
- Cars may be worked on once they are stopped in the starting grid or entered the pits but any such work must not interfere with the resumption of the Race;
- It shall be forbidden to refuel or defuel cars;
- Only team members and officials shall be permitted on the grid.

42.5 Cars may enter the pit lane when the Race is suspended but a Penalty according Article 16 shall be imposed on any driver entering the pit lane or any driver whose car is pushed to the pit lane after the Race has been suspended. Cars which were in the pit lane entry or pit lane when the Race was suspended shall not incur a penalty. However, when the Safety Car (Article 42.2 2nd sentence) directs the cars into the pit lane, the Drive-Through Penalties shall only be imposed on drivers whose cars are moved from the fast lane to any other part of the pit lane.

Such cars must remain in the pit lane until the Race is resumed and the green pit exit lights are on. Priority shall be given to the cars which were in the pit lane or in the pit lane entry at the moment the Race was suspended. Subject to the above, any car intending to resume the Race from the pit exit may do so in the order in which they got there under their own power. Passing/overtaking of other cars shall only be permitted if such other cars have obvious problems exiting the pit lane

Working shall be permitted in the fast lane during the wait, but any such work shall be restricted to:

- Starting the engine and any directly associated preparation;
- The use of cooling devices;
- Changing wheels if necessary due to the climatic conditions.

At all times, drivers must follow the directions of the Stewards.

#### ARTICLE 43 RESUMING A RACE

43.1 Interruptions of racing shall be kept as short as possible and as soon as a time for resumption is known, teams shall be informed via the time-keeping monitors or through loudspeakers. At least a ten-minute forewarning shall be given.

Should a longer interruption be necessary due to extraordinary circumstances, the Race Director in co-ordination with the Stewards may, take appropriate action and modify the time schedule. In co-ordination with the Stewards, he may also decide that Parc Fermé rules apply to the cars until the Race is resumed. Participants shall be informed on page 7 of the time-keeping monitors, if applicable. Should this be the case, the entrants/competitors shall be given no less than a 30-minute delay for the preparation of the cars before the Race is resumed.

43.2 The count down for resuming the Race shall begin with the 10-minute signal. From this moment, the procedure as specified in Article 38.2 shall apply, starting with 38.2c.

43.3 At the three-minute signal, all cars must have their wheels fitted and may not be jacked up again. Any infringement shall result in a Penalty according Article 16.

At a point after the three minute signal, depending on the expected lap time, any cars which are placed in front of the Race leader in the starting grid shall be instructed to complete a further lap without overtaking and join the line at the end of the starting grid. This shall also apply to any cars intending to resume the Race from the pit lane (see Article 42).

43.4 At the one-minute signal, engines must be started and all team staff must leave the grid by the time the 30-second signal is given taking with them any and all equipment. Should drivers require assistance after the 30-second signal they must signal this immediately and, when the remainder of the cars able to do so have left the grid, Marshals shall be instructed to push the car into the pit lane. In this case, Marshals with yellow flags shall stand beside any car (or cars) concerned to warn the drivers behind.

43.5 The Race shall be resumed behind the Safety Car when the green lights are on. The Safety Car shall re-enter the pits after one lap unless

- The Race Director deems more than one lap necessary due to weather conditions;
- All cars are not yet in a line behind the Safety Car;
- The starting grid is still being cleared;
- A further incident occurs necessitating another intervention.

When the green lights are on, the Safety Car shall leave the grid with the yellow/orange lights switched on and with all cars following in the order they stopped behind the starting line, no more than 5 car lengths apart. All the Marshals' posts shall display yellow flags and the "SC" board as long as the Safety Car is deployed.

As soon as the last car in line behind the Safety Car passes the pit lane exit, the pit exit light shall be turned to green and any car in the pit lane may then enter the track and join the line of cars behind the Safety Car.

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

43.6 During the first lap only, overtaking behind the Safety Car shall be permitted if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. Should that be the case, drivers may only overtake to re-establish the original starting order.

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

43.7 Any of the penalties under Article 16 shall be imposed on drivers whom the Race Director or the Stewards deem to have unnecessarily overtaken other cars during this lap.

During this lap Articles 40.11 to 40.14 shall apply.

43.8 Should it be impossible to resume the Race, the results shall be taken at the end of the penultimate lap before the lap during which the signal to suspend the Race is given.

Where 75% or more of the scheduled Race duration is elapsed at the time the Race is stopped, the Race shall be deemed to have finished. The result will be taken at the end of the penultimate lap before the lap during which the signal to suspend the Race is given.

#### ARTICLE 44 CUTTING THE RACE DISTANCE/END-OF-RACE

44.1 The races will be 30 minutes + 1 lap. The finish line applies both on the track and in the pit lane.

The end of the respective race will be indicated to each driver by showing the chequered flag when crossing the finish line.

The last lap to be completed will be indicated to the competitors on page 7 of the official timing monitors by the information "LAST LAP". In addition, the sign "Last Lap" will be shown to the participants at the line.

At the end of this lap, the chequered flag will be shown to the leader and all those following, irrespective of the number of laps they have completed up to that point, as they cross the finish line.

44.2 Should the End-of-Race signal be given early, the Race shall be deemed to have finished at the time the leading car crossed the Finish Line before the signal was given. Should the End-of-Race signal be given late (after the maximum duration of the Race), the Race shall be deemed to have finished when it should have finished.

44.3 All cars must cross the Finish Line under their own engine power. They shall complete a slow-down lap and must not overtake any cars still in the Race. Any classified car which cannot reach the post-race Parc Fermé under its own power shall be taken to the Parc Fermé under the control of an Official.

44.4 Should a Race be suspended, the Race Director in co-ordination with the Stewards may decide whether and, if applicable, how many minutes of interruption will be added to the race time of 60 minutes.

44.5 Should it become necessary in exceptional circumstances to cut the duration of the Race before the starting signal is given, the Race Director must inform the competitors of the new race duration and the pit stop window before the 5-minute signal. This must be announced by a message displayed on the official time-keeping monitors and also through loudspeakers.

#### ARTICLE 45 PARC FERME

45.1 From the moment the Race leader receives the End-of-Race signal, all classified cars shall be subject to Parc Fermé rules which shall apply anywhere on the whole circuit. Any technical intervention on the cars shall be prohibited.

Further, no material or substances shall be removed or added to the cars on their way from the race track to the Parc Fermé.

45.2 The top three drivers at the end of the Race and any additional drivers so instructed by the Stewards must drive their cars to the place of the podium ceremony. A Parc Fermé shall be established in front of the podium where the cars concerned must be parked as instructed by the Stewards. Nobody shall be 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 prize-giving, team members must bring the cars as quickly as possible to the official Parc Fermé or to the location of post-event scrutineering. Each car shall be accompanied by a Marshal or by a Scrutineer.

45.3 All other cars having received the End-of-Race signal must proceed directly to the Parc Fermé area specified in the Supplementary Regulations at the end of their slow-down laps.

Any classified car unable to cross the Finish Line under its own engine power and/or to reach the Parc Fermé under its own power shall be taken to the Parc Fermé under the control of an Official.

45.4 The driver must leave the car in neutral and the steering wheel in place.

44.5 After the respective Race, the Parc Fermé shall be lifted as instructed by the Race Director/Clerk of the Course in consultation with the Stewards.

45.6 Any car having passed through Scrutineering at an event may not be removed from the paddocks until the end of the last post-race Parc Fermé and until any post-race Scrutineering is finished, unless so authorised by the Technical Delegate.

45.7 After parking his car in Parc Fermé, the driver is allowed to remove storage devices from the teams' data loggers. The removal by another person and/or at a later time before the end of Parc Fermé is prohibited.

#### ARTICLE 46

Not assigned

#### ARTICLE 47 STANDINGS/CLASSIFICATION

47.1 1st place shall go to the participant having completed the most laps. Should several participants have completed the same number of laps, the one who completed them first shall be the winner. Any laps that a car shall not have completed on its own engine power shall not count.

47.2 In order to be classified, a driver must have completed at least 75% of the winner's race distance. Should a driver cross the Finish Line in the pit lane after the display of the chequered flag, a 30-second Time Penalty shall apply.

47.3 A provisional classification shall be published when the Race is over. The classification shall not become final before all post-race technical checks are completed and the protest and appeal time limits have elapsed.

#### ARTICLE 48 PODIUM CEREMONY AND PRESS CONFERENCES

48.1 The podium ceremony will take place immediately after each race on the podium provided by the organiser. Participation in the podium ceremony and the official press conference is compulsory for the three first-placed drivers of the race, the three best-placed drivers of the Junior classification, the winning driver of the Trophy classification, as well as a representative of the winning team.



Failure to attend the podium ceremony and / or the press conference will be punished by a fine. In addition, the stewards may impose penalties. During the podium ceremony, all drivers to be honoured must wear their closed drivers' overalls and the cap of the tyre sponsor. The representative of the winning teams from the race must be available to honour the team classification.

48.2 If requested, all registered drivers shall attend all press conferences organised during an event by ADAC.

A press conference with the three best-placed competitors of a Race could be scheduled to take place immediately after the prize-giving ceremony. Attendance shall be obligatory for these drivers. During the press conference as well as during all TV interviews, the drivers shall wear their overalls completely closed.

#### ARTIKEL 49 TV RIGHTS/ADVERTISING AND TELEVISION RIGHTS

All copyright and image rights are held by ADAC e.V. including images taken from television broadcasts of the ADAC TCR Germany.

All television rights of the ADAC TCR Germany for terrestrial broadcast as well as for cable and satellite television broadcast, all video rights and all rights for exploitation through all electronic media, including the internet are held by ADAC e.V..

Any kind of recording, broadcasting, repetition or reproduction for commercial purposes is prohibited without the written consent of ADAC e.V..

#### ARTIKEL 50 EXCLUSION OF LEGAL ACTION AND LIMITATION OF LIABILITY

In the event of a decision by the FIA, DMSB, their jurisdiction, the sports commissioners, the series organiser or the organiser as adjudicator within the meaning of § 661 BGB, recourse to the courts is excluded.

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

**APPENDIX 1 2022 TCR TECHNICAL REGULATIONS**

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<https://www.adac-motorsport.de/adac-tcr-germany/drivers-lounge>

## WSC OPTION

Certification valid as from:

101. MANUFACTURER

102. MODEL AND TYPE

a) Model and type

606. LIMITED SLIP DIFFERENTIAL

Replacement for:

Type: **ST 82-17**

Make: **SADEV**

Type: **DREXLER Automotive**

Identification: **DSD-100-100-00795**

Number of pressure rings: **2 pairs**  
 (specify if each angel pairs needs dedicated pin axle.)

Number	1	2	3	4
Angels $\alpha / \beta \pm 1^\circ$				

W1-1) final drive and differential assembly



W1-2) Differential dismantled



W1-3) Differential assembly



W1-5) Differential assembly on crown wheel

