

# 2018 TCR UK Championship Regulations

Issued by the BRSCC: 20/03/2018

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## 2018 TCR CHAMPIONSHIP SPORTING & TECHNICAL REGULATIONS



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Championship Coordinator – Jennifer Mouratsing

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Date

WSC Ltd is the creator and owner of the TCR brand and Technical Regulations for TCR.

WSC Ltd own the worldwide rights and control all use of the TCR brand and technical regulations. These Sporting Regulations are based as closely as possible on those previously used by TCR International. The Technical Regulations will be the same as those previously used TCR International.

Whenever the main TCR Technical Regulations are amended or clarified, they will also be applicable to TCR UK, and will be advised in a Championship Bulletin.



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## 1 SPORTING REGULATIONS - GENERAL

### 1.1 TITLE & JURISDICTION

If there is any conflict between the General Regulations and these Championship Regulations, the General Regulations shall prevail unless explicitly varied by clear numbered reference to each General Regulation.

- 1.1.1 The TCR Championship is organised and administered by the British Racing & Sports Car Club (BRSCC) and promoted by TCRGBR Ltd (TCR) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (MSA), incorporating the provisions of the International Sporting Code of the FIA, these Sporting Regulations, TCR Technical Regulations & TCR Commercial Undertakings.
- 1.1.2 MSA Championship Permit No. CH2018/R009
- 1.1.3 Race Status: National A
- 1.1.4 MSA Championship Grade: B
- 1.1.5 In these Sporting Regulations the General Regulations of the MSA will be adopted unless specifically provided for herein
- 1.1.6 Only Bulletins issued by the Coordinator under the instruction of TCR and the Organisers will be effective in the Championship.
- 1.1.7 Any request for clarification of the Regulations should be made in writing to the Coordinator which together with the reply will be made known to every other registered competitor. A verbal request for a clarification, and a verbal reply, are not binding and will therefore not be made known to other competitors.

### 1.2 CHAMPIONSHIP OFFICIALS

- 1.2.1 Coordinator: Jennifer Mouratsing  
C/O BRSCC, Homesdale Business Centre Platt Industrial Estate,  
Maidstone, Sevenoaks TN15 8JL
- 1.2.2 Race Director/  
Clerk of the Course: David Pierre
- 1.2.3 TCR Eligibility Scrutineer: Mike Harris Email: [mikeharris.scrut@talktalk.net](mailto:mikeharris.scrut@talktalk.net)
- 1.2.4 Championship Stewards: Andy Milns, Debs Nicol, Esmor Jones and Trevor Parry.

Any three Championship Stewards will constitute a quorum. In the event of any of the Championship Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the organisers reserve the right to appoint an alternative Championship Steward or, if deemed to be necessary, more than one alternative Championship Steward.

(G) 2.7 Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations.

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(G) 2.7.1 Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for in Section C).

W) 2.2.1 The Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and, after holding a formal hearing, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.

## 1.3 COMPETITOR ELIGIBILITY

1.3.1 Entrants must:

- a) be registered for the Championship and valid membership card holding members of the BRSCC
- b) be in possession of a valid 2018 International Entrants Licence (Open or Restricted issued by the MSA. [See MSA General Regulation D7.1.12]).

1.3.2 Drivers and Entrant/Drivers must:

- a) be current members of the BRSCC (with a valid membership card) and
- b) be registered for the Championship and
- c) be in possession of valid International C Racing Licence, as a minimum
- d) or be a professional driver, in possession of a valid Licence (featuring an EU flag) and medical, issued by the ASN of a member country of the European Union, or comparable country. MSA (H)26.2.1.
- e) Holders of competition licences issued by ASN's other than the MSA must produce permission (visa) to compete from their licence-issuing ASN (National Sporting Authority), under Article 3.9.4 of the International Sporting Code.
- f) If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motorsport without the prior written approval of their education establishment.

1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.

1.3.4 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing.

## 1.4 REGISTRATION

1.4.1 All Drivers must be fully registered for the 2018 TCR UK Championship in order to be eligible to take part in any of the races forming this championship.

All competitors must register and enter for the Championship by returning the Registration Form with the Entry Fee to the Championship Coordinator at least two weeks prior to the Final Closing date for the first round being entered. Late entries may be accepted but will incur a £500 admin charge (at TCRGBR's discretion). See. 1.6.5

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- 1.4.2 The Championship season Entry Fee is £14,995 +VAT if paid in full before the 31<sup>st</sup> December 2017. After that date it will be £16,995 +VAT. The entry fee for individual meetings will be £2,995 +VAT per race weekend payable to TCRGBR Ltd. Any driver change during the season must be communicated to the Championship Coordinator.

Fees can be paid via BACS. BACS details are:

TCRGBR Ltd

Bank: Barclays

Sort Code: 20-47-35

Account No: 13329313

Please use a payment reference – Your surname, first name initial followed by TCR.

- 1.4.3 Upon registration permanent competition numbers for the championship will be issued by the Championship Coordinator. As there is no current champion, No1 will not be used. Numbers between 2-99 will be allocated on request using a first come first served basis based on the order in which the Registration Form and Entry fee are received using the entrants choice of number, until the end of February 2018. From 1st March 2018 competition numbers will be allocated by the Championship Coordinator.
- 1.4.4 No refund will be made should an Entrant/Driver not take part in one or more Championship Event.
- 1.4.5 TCR & the Organisers have right to accept or refuse a competitor's registration (and thereby ability to enter) for the series or individual rounds. Applicants will be notified in writing when they have been accepted.
- 1.4.6 Any subsequent change to a Driver's registration during the Championship is by application to and approval of TCR.
- 1.4.7 Competitors are obliged to use the Driver nominated on the Registration Form, except in the case of 'force majeure' recognised as such by TCR and the Championship Organisers. Any New Driver authorised by TCR may score points in the Championship (except the last Event), but a new Competition Number will be allocated to that driver.

## 1.5 CHAMPIONSHIP EVENTS

- 1.5.1 The Championship will be contested over 7 Events as follows as detailed in the Calendar below:

Round	Date	Venue	Club
1 & 2	31 March / 1 April	Silverstone (National)	BRSCC
3 & 4	12/13 May	Knockhill	BRSCC
5 & 6	2/3 June	Brands Hatch (Indy)	BRSCC
7 & 8	14/15 July	Castle Combe	BRSCC
9 & 10	4 August	Oulton Park (International)	BRSCC

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11 & 12	8/9 September	Croft	BRSCC
13 & 14	13/14 October	Donington Park (National)	BRSCC

Each meeting shall normally consist of two 30 minute races

- 1.5.2 The organisers may, in their absolute discretion, amend the composition of the Championship Calendar at any stage of the season and will give as much notice as possible through the issuing of a Bulletin to all Competitors/Entrants. MSA Regulation [D 11.1.3] applies.

## 1.6 SCORING

- 1.6.1 The TCR UK Drivers' title will be awarded to the driver who has scored the highest number of points, taking into consideration all the results obtained during the Championship.

Points will be awarded to the Drivers as follows:

Qualifying Position	Points	Race Position	Points	Race Position	Points
1st	11	1st	40	11th	10
2nd	9	2nd	35	12th	9
3rd	8	3rd	30	13th	8
4th	7	4th	25	14th	7
5th	6	5th	21	15th	6
6th	5	6th	19	16th	5
7th	4	7th	17	17th	4
8th	3	8th	15	18th	3
9th	2	9th	13	19th	2
10th	1	10th	11	20th	1

Cars allowed to take part in the TCR Competition with a Temporary Technical Form (as issued by WSC Ltd.) will not score points for drivers, team or model of the year titles.

- 1.6.2 The totals from all qualifying Events that take place will determine final Championship points and positions.
- 1.6.3 Ties shall be resolved using the formula in [MSA General Regulation (W)1.3.4] in the current Blue Book.
- 1.6.4 Where the race distance has been reduced, it shall still count as a full- points scoring round.
- 1.6.5 Competitors not registered for the Championship may be permitted on an individual round basis and will:
- Be deemed 'Guest Competitors'
  - Not score points and/or for the purpose of points scoring will be ignored
  - Qualify for Event awards

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- d) Comply with the eligibility criteria as prescribed in Article 1.3 above, with the exception of 1.3.1. (b) and 1.3.2. (b) as appropriate.

1.6.6 When a Team enters the Team Championship they must nominate two drivers to be included within the Team Table. These drivers are not permitted to be altered during the season (except for Force Majeure, as recognised by TCR and Championship Organisers.)

1.6.7 The TCR UK Teams' title will be awarded to the Team which has scored the highest number of points taking into account all the results obtained by the nominated drivers during the Championship. All other cars of the same team will be invisible as far as scoring team points is concerned.

The TCR UK car Model of the year title will be awarded to the car Model that has scored the highest number of points, taking into account all the results obtained by the best two cars classified per Model during the Championship. All other cars will be invisible.

Points will be awarded for the Teams title and Model of the year as per the points system detailed in Championship Regulation 1.6.1

## 1.7 AWARDS

1.7.1 All awards are to be provided by the Championship Promoter and TCR UK's associated sponsors

1.7.2 Per Event  
A trophy to 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> in each race

1.7.3 Championship  
The title/trophy of TCR UK Driver Champion will be awarded to:  
The driver who has obtained the most overall points as dictated by 1.6.1  
A trophy will also be awarded and presented to those drivers finishing 2<sup>nd</sup> and 3<sup>rd</sup> in the championship.

The title/trophy of TCR UK Team Champion will be awarded to:  
The team that has obtained the most overall points as dictated by 1.6.7

The best placed DSG (direct-shift gearbox) car/driver at the end of the season will be awarded a prize in the form of an upgrade to a sequential gearbox.

1.7.4 Presentations:

Awards will be presented at each event, and/or at the end of the Championship at designated presentation ceremonies.

Garlands and trophies will be provided for each meeting (as applicable) and shall be presented at the end of each round/event.

Competitors shall be obliged to attend all prize giving ceremonies for which the race meeting and Championship Organisers give adequate notice of the dates, times and venues for in the Final Instructions or Bulletins.



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Those Competitors that are required to take part in a podium presentation celebration must, present themselves in their race overalls, worn correctly, for the purpose of a neat and professional presentation.

End of Year Awards:

- a) The Drivers classified as 1st, 2nd and 3rd in the TCR UK Drivers' Title must be present at the TCR UK End of Season Prize Giving ceremony.
- b) A representative of the winning Team in the TCR UK Teams' Title must be present at the TCR UK End of Season Prize Giving ceremony. Any such Team who are absent may be liable to a fine.
- c) The representative of the winning TCR car Model must be present at the TCR UK End of Season Prize Giving ceremony.
- d) All Entrants shall use their best endeavours to ensure that their drivers attend as aforesaid. Any such driver and or competitor who are absent may be liable to a fine.

## 1.7.5 Entertainment Tax Liability

In accordance with current Government Legislation, the Organisers of every round are legally obliged to withhold tax at the current basic rate on all payments to non-UK resident sportsmen/sportswomen and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women. That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Isles or Eire.

This means that the Organisers of every round are required to deduct tax at the relevant rate, from such payments they may make to non-UK residents. Under certain circumstances, it is possible for competitors to enter into an agreement with the Inland Revenue to limit tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before their payment is due. For further information contact: - HMRC Personal Tax International, Foreign Entertainers Unit, St Johns House, Merton Road, Liverpool L75 1BB. Tel: (0151) 472 6488 Fax: (0151) 472 6483.

## 1.7.6 Title to all Trophies:

If Provisional Results or Championship Points Tables are revised after any presentations and these revisions affect the distribution of awards the Competitors concerned must return them to the Organisers in good condition within 7 days.

## 1.7.7 Bonuses

The organisers/sponsors/promoter reserve the right to provide additional awards for and during the Championship

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## 2 CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

### 2.1 ENTRIES

- 2.1.1 Entrants are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event to the Championship Coordinator.
- 2.1.2 Incorrect or incomplete entries (Including Driver to be Nominated Entries) will be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Organiser receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Organisers in writing. [MSA General Regulation (D) 25.1.12] applies.
- 2.1.4 The Entry Fee for each event is specified in 1.4.2 plus any late entry fee.
- 2.1.5 Reserves will be listed in the Final List of Entries with Final Instructions or in a Bulletin.
- 2.1.6 Competitors will receive for each car registered, personnel passes and vehicle passes. A charge will be made for any passes that have to be replaced.
- 2.1.7 The Entry List must match the title on the Entrant's licence.

### 2.2 BRIEFINGS

- 2.2.1 Organisers will notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings and/or bulletins issued for all meetings.
- 2.2.2 It is mandatory that all drivers attend all briefings at the specified time. [MSA General Regulation (H) 33.1.3]. A driver non-attendance or late arrival at a driver briefing may result in penalties being imposed by the Race Director/Clerk of the Course.

### 2.3 FREE PRACTICE AND QUALIFYING

- 2.3.1 Free Practice and Qualifying are considered official sessions.
- 2.3.2 Should any session be disrupted the Race Director/Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Race Director/Clerk of the Course shall be final.
- 2.3.3 Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, to qualify [(Q) 4.5].
- 2.3.4 At the discretion of the Race Director/Clerk of the Course, a competitor may qualify out of session to complete 3 laps. Their qualifying time shall not count and they will be positioned at the back of the Grid for the race start.
- 2.3.5 In accordance with tyre regulation any official session deemed to be 'wet' in the sole opinion of the Race Director/Clerk of the Course will be indicated to competitors by the display of a 'wet' board at the pit lane exit or by being displayed on the timing display screen.
- 2.3.6 It is compulsory for all cars to have front and rear lights on during 'wet' sessions as well as the rain light.

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- 2.3.7 No driver may start in a race without having taken part in Qualifying except in a case of “force majeure” duly recognised as such by the Race Director/Clerk of the Course [(Q) 4.5 applies].
- 2.3.8 During all sessions, cars may only leave the Pitlane when the green light is on.
- 2.3.9 If mechanical means are used by the marshals to remove the car to a safe position, the car concerned cannot re-join the session.
- 2.3.10 A blue flag or a blue flashing light should, when possible, be shown at the Pit Lane exit to warn drivers leaving the Pit Lane if cars are approaching on the track.
- 2.3.11 At the end of each session, all drivers must cross the Finish Line only once.
- 2.3.12 All cars abandoned on the circuit during any practice session will be brought back to the pits as soon as possible and may participate in subsequent sessions.
- 2.3.13 Sessions may be interrupted as often and for as long as deemed necessary to clear the track or to allow the recovery of a car.

## QUALIFYING

- 2.3.14 There will be one 30-minute Qualifying Practice session.
- 2.3.15 From the start of Qualifying, until the end, the following principles will apply:
  - a) No fuel can be added or removed from the cars
  - b) Cars will only be allowed in the fast lane when instructed by Race Control or when the Pit exit is open at the start or restart of the session.
- 2.3.16
  - a) After the completion of Qualifying the cars will be under Parc Fermé regulations. Any work that is being carried out on these cars must stop at the Chequered Flag.
  - b) Cars that are on the track will be driven directly to the Parc Fermé without stopping in the Pit Lane, unless instructed otherwise by officials.
  - c) Cars that are in the Pit Lane must immediately be pushed by the teams to the Parc Fermé.
  - d) Cars that are in garages/awnings must immediately be pushed by the teams to the Parc Fermé unless agreed with the officials.

## 2.4 RACES

- 2.4.1 Should any race be disrupted the Race Director/Clerk of the Course shall not be obliged to resume or rerun the race [MSA General Regulation (Q) 5.4]
- 2.4.2 Save in exceptional circumstances, the Championship will be made up of two 30 minutes races per Event.
- 2.4.3 If a car stops during a race and mechanical means are used by the marshals to remove the car to a safe position, the car concerned cannot re-join the race.
- 2.4.4 During the race, drivers leaving the Pit Lane will do so only when the light at the Pit Lane exit is green and under their own responsibility. A marshal with a blue flag, or a blue flashing light, should also warn the driver if cars are approaching on the track.

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## 2.5 STARTS

2.5.1 Cars will be released to form up on the Grid, prior to the start, in formation as specified on the Grid Sheet.

2.5.2 The start will be via a Standing start unless otherwise notified during the drivers briefing:

The minimum Countdown procedures/audible warnings sequence shall be:

- a) 1 minute to start of Green Flag/Pace lap - Start Engines/Clear Grid.
- b) 30 Seconds - Visible and audible warnings for the start of Green Flag/Pace lap.
- c) Green Flag will commence then cars will re-grid for the race start.
- d) A five second board will be used to indicate that the grid is complete.
- e) The red lights will be switched on five seconds after the board is withdrawn.

Activity / Warning	Timing
Pit Lane Open for 5 minutes / Audible & Visual	As per Bulletin
Pit Lane Closing in 1 minute/ Audible & Visual	As per Bulletin
Pit Lane Closed / Audible & Visual	As per Bulletin
Clear Grid of all non-team personnel (but not Grid Girls) and major equipment / Audible & Visual	As per Bulletin
All tyre/wheel changes must be completed. Remaining equipment and Grid Girls to leave the Grid / Audible & Visual	3 minutes
Clear Grid completely / Start engines / Audible & Visual	1 minute
Start of Green flag lap(s) in 30 seconds / Audible & Visual	30 seconds

2.5.3 Any car removed from the Grid after the 1-minute stage or driven into the pits on the Green Flag lap shall be held in the pitlane and may start the race after the last car has passed the Start Line or Pit Lane exit, whichever is the later, to take the start from the Grid.

2.5.4 Any driver unable to start the Green Flag lap or Start are required to indicate their situation as per [MSA General Regulation (Q) 12.13.2]. In addition, any driver unable to maintain their Grid position on the Green Flag Lap, to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but MUST remain at the rear of the last row of the Grid but ahead of any cars to be started with a time delay.

2.5.5 In the event of the Start lights failing the Starter will revert to use of the National Flag.

2.5.6 The grid for race one will be based on the results of qualifying with the fastest car on pole etc. The grid for race two, will be made up by the second fastest times in qualifying and then the top ten cars will line up in reverse order. Final grid for Race 2 will be issued after Race 1.

2.5.7 A Parade car may be used at the start of the green flag lap in accordance with [MSA regulation 4.9.3 and 4.9.3.1]

2.5.8 During the start of a race, the Pit wall must be kept free of all persons, except properly authorised officials and fire marshals.

2.5.9 A time penalty will be imposed for a false start if so reported by Start Line Judges, Judges of Fact, the Race Director/Clerk of the Course or the Starter.

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- 2.5.10 Any car unable to take their place on the grid within the time limits but able to start the race, may start from the pitlane, but only under the direction of the marshals. It may be moved to the pit exit only with the driver in position. Where the pit exit is immediately after the Line, all such cars may then join the race once the whole field has passed the end of the pit lane for the first time after the start. Where the pit exit is immediately before the Line, cars will join the race as soon as the whole field has crossed the Line after the start.

## 2.6 SESSON RED FLAG

- 2.6.1 Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all Marshals Signalling Points around the Circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials.

Cars may not enter the Pits unless directed to do so. Work on cars already in the Pits must cease when a race is stopped.

## 2.7 PITS, PADDOCK & PITLANE SAFETY

- 2.7.1 Pits & Paddock: Competitors must ensure that MSA, Circuit Management and Organising Club Safety Regulations are always complied with.
- 2.7.2 Drivers must always follow the directions of marshals and officials.
- 2.7.3 Pit Lane: the outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and respect the Pit Lane speed limits.
- 2.7.4 Refuelling: may only be carried out in accordance with the MSA General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
- 2.7.5 During Free Practice, Qualifying and Races refuelling and/or removing of fuel is not permitted.
- 2.7.6 Speed Limit: The Pit Lane Speed Limit for a circuit will be advised to Competitors in Final Instructions
- 2.7.7 For the avoidance of doubt, the Pit Lane shall be divided into two lanes. The lane closest to the Pit wall is designated the "fast lane", and the lane closest to the garages is designated the "working lane" and is the only area where any work may be carried out on a car.
- 2.7.8 Any driver intending to start the race from the Pit Lane may not drive his/her car from his/her team's designated garage area until the 5-minute signal has been given and must stop in single file in the fast lane.
- 2.7.9 When cars are permitted to leave the Pit Lane, they must do so in the order in which they arrived at the end of the Pit Lane, unless another car is unduly delayed.
- 2.7.10 Competitors must not paint lines on any part of the Pit Lane.

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- 2.7.11 No equipment may be left in the fast lane.
- 2.7.12 A car may enter or remain in the fast lane only with the driver sitting in the car behind the steering wheel in his/her normal position, and under its own power.
- 2.7.13 Team personnel are only allowed in the Pit Lane immediately before they are required to work on a car and must withdraw as soon as the work is completed.
- 2.7.14 It is the responsibility of the Competitor to release his/her car after a Pit stop only when it is safe to do so.
- 2.7.15 Cars in the fast lane have priority over those leaving the working lane.
- 2.7.16 Cars must be angle-parked in formation for all sessions. Only in this position can cars be worked on when stopped in the Pit Lane working area. Rear of the car into the garage at an angle of approximately 45 degrees facing towards the Pit Lane exit. Cars must be pushed into position; reverse gear is not permitted in the pit lane.
- 2.7.17 During official Qualifying, all competing cars must remain in the Pit Lane whilst not on the track. At no time will competing cars be allowed in their garage or the paddock areas until Official Qualifying has ended and the car has been cleared from any post-qualifying scrutineering checks and released from the Parc Fermé, except with the express permission of the TCR Eligibility Scrutineer.
- 2.7.18 During all sessions, the garage openings (facing the Pit Lane) must be free of any kind of covering that obstructs a clear view of what is happening inside the garage.
- 2.7.19 When in the garages the cars must be parked with the front facing towards the Pit Lane, except with the express permission of the TCR Eligibility Scrutineer.
- 2.7.20 For all sessions, cars may only be allowed in the fast lane when instructed by Race Control or when the Pit exit is open.
- 2.7.21 During activities relating to support races, a car may only be moved in the Pit Lane with the agreement of the Race Director/Clerk of the Course.
- 2.7.22 Any breach of the provisions of these Sporting Regulations relating to Pits, paddock and pit lane safety may result in the disqualification of the car and driver concerned from the Event plus a fine of up to £1,000.
- 2.7.23 No hospitality or entertaining will be allowed within the Paddock. Team personnel may use an area at the rear of their awning specifically for team catering only.

## 2.8 RACE FINISHES

- 2.8.1 After taking the Chequered Flag drivers are required to:
- a) Progressively and safely slow down
  - b) Remain behind any competitors ahead of them,
  - c) Return to the Pit Lane Entrance/Paddock Entrance as instructed,
  - d) Comply with any directions given by Marshals or Officials
  - e) Keep their helmets and gloves on and harnesses securely fastened while on the circuit or in the pitlane.

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

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

## 2.9 RESULTS

All Practice, Qualifying, Timesheets, Grids and Race Results are to be deemed Provisional until all vehicles are released by Scrutineers after Post Practice/Qualifying /Race Scrutineering and/or after completion of any Judicial or Technical Procedures (MSA General Regulation (D)26.3.)

## 2.10 TIMING MODULES

2.10.1 All competitors will be responsible for obtaining and fitting TCR UK approved Electronic Self Identification Modules to their cars for the purposes of accurate timing. The Modules must be in place and functioning correctly for all sessions.

2.10.2 The identification number of the transponder must be submitted to the Championship Coordinator via the registration form before the start of the first race weekend and any changes notified to the Championship Coordinator before an event.

2.10.3 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

## 2.11 QUALIFICATION RACES

Should the number of entrants exceed the maximum Grid number allowed by the Track Licence, the event format may be changed.

## 2.12 OPERATION OF SAFETY CAR:

2.12.1 The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 of the MSA General Regulations.

## 2.13 ONBOARD CAMERAS

2.13.1 An on-board camera footage recording system must be fitted and operational in all sessions. The footage remains the property of TCRGBR Ltd. and failure to provide when requested will result in the driver being penalised or disqualified

2.13.2 The weight of the system is included in the minimum weight of the car. (As a camera is mandatory in the TCR UK, this regulation supersedes the TCR Technical regulation.

2.13.3 a) Cars must carry on-board cameras provided by the Entrant and all the footage will be made available, immediately and free of charge, to the organiser or promoter for judicial or promotional/broadcast purposes.

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- b) The installation of this camera must be approved beforehand by the TCR Eligibility Scrutineer. It must be installed before Scrutineering of the car and in compliance with the following safety requirements:
- c) The fixing device must withstand a deceleration of 25 g without detaching.
- d) The camera must not hinder driver's visibility, exit or extrication in case of emergency.
- e) At the request of the TCR Officials, Entrants will deliver the footage to the Organiser.

- 2.13.4 Video recording equipment is mandated by the regulations for the championship. The camera must be positioned to provide a 'driver's eye' view that should include, where possible, the steering wheel, show the track ahead of the vehicle with a field vision of approx. 100 meters, the driver and the dashboard. The mounting must be of a mechanical means of attachment sufficiently robust to withstand anticipated stresses and vibration and must not present any sharp edges or projections in the vicinity of the driver's body or helmet. The mounting must be approved by the TCR eligibility scrutineer. MSA Regulation (J) 5.21 applies.
- 2.13.5 The camera must be fully operational at all times. If there are any issues/problems with any part of the equipment that will stop it from functioning correctly, these must be reported immediately to the Championship Coordinator.
- 2.13.6 A competitor must ensure that this equipment has sufficient space on a removable memory card to record. The battery is fully charged and is recording during all sessions and make the footage available on request by the Race Director/Clerk of the Course or their representatives. Failure to do so may lead to disciplinary measures by the Race Director/Clerk of the Course and may prejudice their defence in the case of an incident. This request is not restricted to the single forward facing camera mandated, but any additional video recording equipment utilised on the car.
- 2.13.7 TCR officials will collect the memory card either with or without the camera after each session. Teams are not permitted to remove the memory card and/or view the recorded footage until the cars are released from Parc Fermé
- 2.13.8 Any and/or all footage must be retained for a minimum of four weeks after the end of the season and be available to the Clerk of the course/Race Director should they request it.
- 2.13.9 TCR officials may ask for Television Cameras to be added to competitor's cars, details will be supplied in the Supplementary Regs or Final Instructions.
- 2.13.10 The Organisers/Promotor may instruct the Entrant to fit additional on board camera/cameras.



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## 3 SPECIFIC CHAMPIONSHIP REGULATIONS

### 3.1 APPEARANCE

- 3.1.1 The name or the emblem of the make of the car must appear on the bodywork of the car in the original location(s).
- 3.1.2 The initial & surname name of the driver must appear on the car as shown in Appendix 3 and comply with the Championship promoter's requirements.
- 3.1.3 Before scrutineering, Competitors must affix the Organiser's advertising on their car, and leave at the Organiser's and Promoter disposal locations that are reserved exclusively for them according to the diagram in Appendix 3
- 3.1.4 Decals and race numbers that are required to be applied and displayed on the race car will be provided by the Championship and must follow the position guide and car layout scheme as detailed in Appendix 3

### 3.2 ADVERTISING

- 3.2.1 Advertising that may conflict in any way with official sponsors, as deemed by the Championship organiser, is subject to approval.
- 3.2.2 Any area of the car, which has not been claimed for application of Championship or mandatory MSA decal/number requirements are free for use, within the guidelines of the MSA Blue Book.
- 3.2.3 Any products that are not permitted to be advertised on UK television are prohibited.
- 3.2.4 Competitors are reminded of the restrictions on tobacco advertising and also that anything deemed as offensive is prohibited. Any Alcohol branding/advertising must have prior approval from TCRGBR Ltd (at least one week before the Event.)
- 3.2.5 Political statements and slogans are prohibited.

### 3.3 PUBLICITY

- 3.3.1 All Registered teams and drivers must participate in the Official TCR Media day at Silverstone on the 6<sup>th</sup> March. This day is included as part of the Entry Fee.

### 3.4 SCRUTINEERING

- 3.4.1 Competitors must submit for the vehicle the following original items at scrutineering for the races in which they take part, and whenever requested:
  - a) TCR Technical Form
  - b) Official form for the safety cage (ROPS – roll over protection system)
  - c) Certification for the catalytic converter
- 3.4.2 The scrutineers may check the eligibility of a car or of a driver at any time during an Event and;
  - a) Require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied,

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- b) Require a competitor to pay the reasonable expenses for the exercise of the powers in Championship Regulation 3.5
- c) Require a competitor to supply them with such parts, samples/drawings and any other information, as they may deem necessary.
- d) Require a competitor to replace a used part/s with the new part/s taken from original packing or other reference parts.
- e) Require at any time during an event for any checks considered necessary (e.g. engine performance, fuel quantity, etc.).
- f) They will have the right to seal cars or parts and make the check in an appropriate location and at postponed date.

3.4.3 Any car which, after being passed by the scrutineers, is then dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be presented again by the Competitor for scrutineering approval.

3.4.4 The presentation of a car for scrutineering will be deemed an implicit representation that the car fully complies with the Regulations.

3.4.5 When a car is nominated by the TCR Eligibility Scrutineer or their deputy for Post Qualifying or Post Race scrutineering checks, it is the driver's responsibility to ensure that the car is taken directly to the scrutineering or Parc Fermé area without delay and in the same form in which it completed the Official Qualifying session or Race. Contravention of these requirements may result in the disqualification of the driver's Qualifying times or Race result by the Race Director/Clerk of the Course.

3.4.6 Failure to permit or facilitate Post Qualifying or Post Race scrutineering checks or hindering the same may be a breach of these Sporting Regulations and may in addition lead to disqualification from the Championship or to the imposition of any of the additional Championship penalties set out in these Sporting Regulations

3.4.7 The TCR Eligibility Scrutineer or their deputy may require the Competitor and/or their team to carry out any necessary dismantling. If the competitor fails to do so TCR may arrange the dismantling and debit the competitor with the cost thereof. The competitor will not be permitted to compete further in the Championship until the costs are paid in full.

3.4.8 Any car which, after being approved at scrutineering by the Scrutineers, is dismantled or modified in any way, which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for further scrutineering approval.

## 3.5 POST RACE SCRUTINEERING

### 3.5.1

- a) TCR, the TCR Eligibility Scrutineer or the Race Director/Clerk of the Course may nominate any car for further inspection.
- b) The nominated car(s) will be sealed by the TCR Eligibility Scrutineer in Parc Fermé. Thereafter it will be removed from Parc Fermé and no work by any representative of the Competitor or team unless by request of the TCR Eligibility Scrutineer, may take place.

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- c) The nominated car will then be transported to a suitable venue as may be advised, under the direction of the TCR Eligibility Scrutineer.
- d) The TCR Eligibility Scrutineer shall direct representatives of the Competitor concerned to dismantle the car at the technical inspection, the competitor must be present. In default TCR /The Organisers may arrange the dismantling and debit the competitor with the costs thereof. The competitor will not be permitted to compete further in the Championship until the costs are paid in full. C3 applies of the current MSA Year Book applies.
- e) Any breaking of or tampering with the seals is forbidden and may result in the disqualification of the car from the results.

3.5.2 Failure to permit or facilitate any inspection by the TCR Eligibility Scrutineer shall be deemed to be a breach of Regulations and in addition may lead to imposition of any one or more of the additional Championship penalties set out in these Sporting Regulations.

3.5.3 Should the TCR Eligibility Scrutineer decide that the car or any component of the car is not eligible this will be reported to the TCR Race Director/Clerk of the Course who, after giving the parties the opportunity to be heard, will adjudicate on the matter and may impose any one or more of the penalties specified in these Sporting Regulations

## 3.6 DATA ACQUISITION SYSTEM

3.6.1

- a) Competitors must use the TCR data acquisition system specified by the TCR Technical Regulations
- b) This system must be used during the Championship and serves exclusively to store the data acquired. Competitors are responsible for this system being installed in strict compliance with the relevant instructions and to ensure it is working at all times during Events
- c) All costs connected with the installation, checking, servicing and updating of the system are borne entirely by Competitors.
- d) The data may be checked at any time during an Event.
- e) The weight of the system is included in the minimum weight of the car

## 3.7 TYRES-GENERAL

3.7.1

### Specification

Car must run on uniquely numbered Yokohama A005 and A006 tyres of the following sizes and specification, dependant on declared conditions:

Dry use specification: 250/660R18 A005 N2800

Wet use specification: 250/660R18 A006 N3147

- a) The Promoters & Organisers will specify reference tyres for the Championship (dry- and wet-weather tyres).
- b) All tyres must be used as supplied by the tyre manufacturer designated by TCR UK. They must comply with the specification determined by the reference tyres for the Championship.

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- c) Any chemical and/or mechanical treatment of the tyres except cleaning is prohibited.
- d) The original tyre tread and profile may not be modified or cut.
- e) All new tyres must be collected during the Event concerned from the tyre manufacturer designated by TCR UK.
- f) A new tyre is a tyre that has not been previously registered and/or allocated to a Driver.

3.7.2 Tyre limitation during Events for all official sessions:

3.7.3 Tyres for official tests and warm-up are free (subject to 3.7.1 above).

3.7.4 Dry weather tyres

- a) For the first Event of the Championship no more than 16 new dry-weather tyres may be used and no 'used' tyres.
- b) For the first Event of a driver replacing a previous driver on a specific already "full season" registered car, he/she will take over the previous driver's tyre allocation.
- c) From the second Event of the Championship no more than **6 new tyres may be used**.
- d) Tyres registered with the same race number during a previous competition of the Series may be re-allocated to the same driver and thus counted among the number of tyres authorised, insofar as these previously used tyres are identifiable via the traceability system defined by TCR UK. These tyres must have been previously authenticated by the tyre manufacturer before being presented for allocation. If a driver has no suitable tyres to present, he/she will forfeit their right to use these tyres.
- e) A single event driver may use no more than 10 new tyres and no 'used' tyres.

3.7.5 Wet weather tyres

Only the approved wet weather tyre may be used. The number of wet tyres will not be limited. There will not be an intermediate option available.

3.7.6 Change of driver:

In the case of a change of driver, they will be recognised as a new driver and Championship Regulation 3.7.4 will be applied.

3.7.7 Checking of tyres:

- a) The checking of the tyres will be carried out according to a process defined by the Organiser & Promoter.
- b) Both sidewalls of all tyres which are to be used at an Event will be marked with a unique identification.
- c) Other than in cases of force majeure (accepted as such by the Clerk of the Course), all tyres intended for use at an Event must be presented to the Championship Scrutineer for allocation prior to the end of initial scrutineering.

3.7.8 Tyre Limitation

- a) The use of tyres without appropriate identification is strictly forbidden during the entire Event (including the starting procedure and the Grid).
- b) Wet-weather tyres may be used only after the track has been declared wet by the Clerk of the Course/the Race Director for the session, Qualifying and/or the Races
- c) The use of tyre-warmers is forbidden or any other means of changing the character of the tyres.

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3.7.9 No inert gasses (eg. Nitrogen) are allowed to be used to inflate full or part of the tyres.

## 3.8 ENGINES

Competitors are limited to one engine per season without incurring a penalty.

3.8.1 The engine is associated with the driver's race number. It will follow the driver if they change cars, unless the new car is of a different model.

3.8.2 If a driver is absent from one or more Events that engine will be associated with the TCR Technical Form of the car.

3.8.3 In case of a car model competing with a TCR Temporary Technical Form an additional change of engine may be allowed solely at the discretion of the Clerk of the Course/Race Director after a detailed report is delivered by the TCR Technical Delegate.

3.8.4 An engine will be considered as having been used once the car's timing transponder has indicated that it has left the pitlane.

3.8.5 Each engine must be sealed by the TCR scrutineer before being used by the competitor for the first time. It will be sealed in a way that prevents the dismantling of the cylinder head and oil sump.

3.8.6 Removal of any seal must be approved beforehand by the TCR scrutineer.

3.8.7 Any seal breaking without prior approval/authorisation will be penalised which may go as far as disqualification.

3.8.8 The breaking of any seal without prior approval/authorisation will be considered as a change of engine.

3.8.9 The replacing of an engine by a competitor must be requested in writing to the TCR scrutineer.

3.8.10 A change of engine will automatically result in the driver starting the next race in which the driver takes part from the back of the Grid, except in a case of force majeure, the onus of proof being on the Competitor.

## 3.9 TURBOS

A car may use no more than four Turbo units during the TCR UK Championship, without penalty (Championship Regulation 3.9.7). This supersedes the TCR Technical regulations.

3.9.1 A turbo will be considered as having been used once the car's timing transponder has indicated that it has left the pitlane.

3.9.2 Each turbo must be sealed by the TCR scrutineer before being used by the competitor for the first time.

3.9.3 Removal of any seal must be approved beforehand by the TCR scrutineer.

3.9.4 The breaking of any seal without prior approval/authorisation will be considered as a change of turbo and will be penalised, which may go as far as disqualification.

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3.9.5 Any additional change of turbo automatically results in the driver starting the next race in which the driver takes part from the back of the Grid, except in a case of force majeure. The onus of proof being on the competitor.

## 3.10 REPLACEMENT CARS

3.10.1 At each round, the car (identified by its unique chassis number) in which a driver races, must be the same car in which the driver qualified.

3.10.2 No replacement cars are permitted to be used at any individual Event during the Championship.

## 3.11 WEIGHT

### 3.11.1

- a) The Minimum Racing Weight is defined by the sum of the minimum weight (defined by the TCR Technical Regulations) plus any Success Ballast Weight. The Minimum Racing Weight may be modified by BoP corrections during the season.
- b) The weight of any car may be checked at any time during and after all Practice Sessions as follows:
  - i) All drivers entered in the Championship will be weighed, wearing their complete racing apparel, at the first Event of the season and at any other point at the discretion of the TCR Scrutineer.
  - ii) If a driver is entered later in the season, they will be weighed at their first Event.
  - iii) The weights of drivers will then be entered onto a list under the control of the TCR Scrutineer.
  - iv) To identify which driver is on board the car, the driver must carry a numbered sticker symmetrically at the level of the opening for visibility on both sides of his/her helmet as well as on his/her FIA-approved head-restraint device, these stickers will be provided by the Promoter
- c) Weighing equipment will be installed by the TCR Eligibility Scrutineer in the Pit Lane and/or in an area as close to the first Pit as possible. This area will be used for the weighing procedure, which is as follows:
  - i) The TCR scrutineer will select cars to undergo the weighing procedure. The TCR scrutineer will inform the driver by means by flags or other methods that his/her car has been selected for weighing.
  - ii) Having been informed that his/her car has been selected for weighing, the driver must proceed directly to the weighing area, without outside assistance, and may be asked to stop the engine. The car will then be weighed, with or without the driver.
  - iii) In the case of an irregularity, the results will be given to the driver or a team representative in writing
  - iv) The car must reach the weighing area and return to its garage under its own power, with no outside assistance, failing which it will be placed under the exclusive control of marshals who will take the car to be weighed or to its garage
  - v) The driver and his/her car may not leave the weighing area without the consent of the TCR Scrutineer or his/her nominee.

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- d) After a Race, the TCR scrutineer will weigh the classified cars of his/her choice, except in a case of "force majeure".
- e) No solid, liquid, gas or other substance or matter of any nature whatsoever may be added to, placed on, or removed from a car after it has been selected for weighing or has finished the race or during the weighing procedure (except by a scrutineer when acting in his/her official capacity and, after the race, in accordance with the prescriptions of the TCR Technical Regulations).
- f) Only scrutineers, officials and team members - on officials' request - may enter the weighing area. No intervention of any kind is allowed there unless authorised by such officials.
- g) Any breach of these provisions for the weighing of cars may result in the application of one the Championship penalties.

## 3.12 SUCCESS BALLAST WEIGHT

Success ballast weight will be applied to the best three performing drivers at each Event.

- a) Weight application
  - i) The maximum success ballast weight is 30kg. It will be applied as follows:
    - ii) 30 kg will be added to the minimum weight of the car of the best driver classified in the previous Event (the result is given by the sum of points of previous TCR competition Qualifying, Races)
    - iii) 20 kg will be added to the minimum weight of the car of the second best driver classified in the previous Event (the result is given by the sum of points of previous TCR competition Qualifying, Races)
    - iv) 10 kg will be added to the minimum weight of the car of the third best driver classified in the previous Event (the result is given by the sum of points of previous TCR competition Qualifying, Races)
- b) Success ballast weight must be carried from pre event scrutineering at the following Event
- c) If a driver does not compete in the following Championship Event, they will carry the ballast at the next Championship Event in which they take part.
- d) The provisional list of the applicable success ballast weight per driver will be published at the latest seven days prior to the beginning of the Event concerned.
- e) If two or more drivers score the same amounts of points during an Event, the same amount of Success Ballast Weight will be applied to them both.

## 3.13 BALANCE OF PERFORMANCE

3.13.1 The balance of Performance (BoP) will be defined by WSC Ltd. before the start of the season and will be maintained through corrections throughout the season.

A generic global TRC BoP calculation will be set before the start of the season, then the UK specific calculation will be applied.

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

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

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

In order to establish and maintain the BoP, WSC will make use of following actions:

BoP by numbers;

- a) For this purpose, WSC will define Cars' Numerical Models and will define the BoP cars' parameters on the Series' Circuits.
- b) All full-season entrants will communicate all requested technical information.
- c) In absence of information WSC will use estimated parameters.
- d) WSC may request any reasonable surveyed measurements (e.g. engine dyno, wind tunnel, etc.) in order to determine or verify the communicated values.
- e) The Cars' Numerical Models will be steadily updated during the season using the logged data.

BoP sessions of the TCR models may be held before the start of the season. All models of car will be tested.

BoP corrections during the season following the demonstrated performance level in the previous events.

Any breaches of these rules will be reported to the Clerk of the Course/Race Director. Penalties may go as far as disqualification from the Competition.

## 3.14 SIGNALLING & COMMUNICATION

- 3.14.1 No signal of any kind may pass between a moving car and anyone connected with the car's entrant or driver save for the following:
- a) Legible messages on a Pit board
  - b) Body movement by the driver
  - c) Lap trigger signals from the pits to the car. Lap marker transmitters shall be battery-powered and once operating must be free-standing (i.e. not connected to any other Pit equipment by means of wires or optical fibres) and be incapable of receiving external information.
  - d) Verbal communication between a driver and their team by radio using an approved frequency subject to [Q8.1.10 (a)]
- 3.14.2 Competitors are permitted to carry an on board system that will allow the organisers to send instructions / warnings and timing data. Only devices which receive data under the direct control of the Race Director/Clerk of Course or Chief Timekeeper may be used.

## 3.15 RADIOS

- 3.15.1 Pit to car radio systems may be fitted on competing cars at all Rounds. The use of public communication networks for this purpose is not permitted.



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- 3.15.2 Radio frequencies used by a Competitor/Driver must be licensed for use in the UK by Ofcom or their approved agent. The Coordinator reserves the right to request production of the original Licence/Short Term Hire documentation to verify the use of any frequency by a Competitor/Driver at any time during the season
- 3.15.3 The Competitor/Driver will always comply with the terms and conditions specified from time to time by Ofcom or other official bodies (e.g. an airport authority) for the use of their radio frequency.
- 3.15.4 If a frequency used by a Competitor/Driver interferes with a frequency used by a local service or TCR or the Organisers then they may be required to change its radio frequency to a non-conflicting frequency to the satisfaction of the Coordinator and in accordance with the requirements of Ofcom.
- 3.15.5 Where the team has a non-transmitting radio receiver tuned to the frequency of a single transmitting device, which is under the direct and sole control of the Clerk of the Course, the system is to be used solely for providing teams with instructions or warnings issued by the Clerk of the Course.

## 3.16 FUEL

- 3.16.1 The single fuel supplier will be designated by TCRGBR Ltd.  
  
Vital Equipment Ltd. will be the control fuel supplier for the 2018 season. The control fuel is Carless Hiperflo Super Ultimate – 98 Octane. The price is £2.29 per litre +VAT. The TCR-approved comparative analysis control device provided by the supplier is the only authentic one.
- 3.16.2 The check of fuel's specification may be made at any time during the Championship.
- 3.16.3 At any time, the car must contain at least 3 litres of fuel for sampling. The 3 litres of fuel must be removed from the tank via the self-sealing connector placed near the engine and using the car's fuel pump system (in conformity to FIA Technical listn.5) 3.22.5 Each competitor will provide a fuel hose 1.5m long equipped with the counterpart of the self-sealing connector allowing for the fuel collection. These samples will be taken in accordance with the procedures set out in D34 of the General Regulations of the MSA.
- 3.16.4 The cooling of the fuel, by any means whatsoever is prohibited

## 3.17 TIMETABLE

- 3.17.1 The time schedule and the programme of all sessions will be published separately per Event.
- 3.17.2 The Race Director/Clerk of the Course in consultation with the Stewards have the authority to amend the Event format and timetable at any time.

## 3.18 TESTING

- 3.18.1 With the submission of their registration, all participants in the Championship agree to abide by the following restrictions on testing:

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3.18.2 From one week before the first Event of the season, other than the TCR official test sessions, no testing by the registered driver in a TCR car is permitted at any circuit that is on the 2018 TCR UK calendar, until after the TCR UK race at the circuit.

3.18.3 The official test sessions will be organised by the Championship Promoter and are included within the entry fee for the championship. These test sessions are listed within the Registration form.

## 3.19 PARC FERME

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

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

3.19.3 From the moment the end-of-race signal for Race 1 is shown;

- a) The Parc Fermé rules will apply, with the exception that, under the supervision of the marshals, electronic devices may be connected to the cars for the sole purpose of reading data. Such connecting systems must be located on the exterior bodywork of the cars.
- b) Team personnel must push cars in Parc Fermé, the location of which will be determined at each Competition according to the circumstances of the site.
- c) The Parc Fermé will end 30 minutes before the time of the formation lap for Race 2. 30 minutes before that lap, mechanics will be allowed to push the cars to a position in front of their respective pit after Race 1. An audible warning signal and/or a message displayed on the timing monitor will announce the end of this Parc Fermé.
- d) The Repair time will then be a total of 20 minutes (until the pit lane closes for Race 2).
- e) 10 minutes after the end of the Parc Fermé, the green pit light will be switched on for 10 minutes.
- f) From the end of the Parc Fermé, it is permitted to work on the cars. Once this period is over, the red pit light will be switched on. Any cars that have not left the pits may start the race in accordance with (Championship Regulation 2.6.12)

3.19.4 Between the two races, any competitor who wishes the Parc Fermé rules to be neutralised must submit a written request to this effect to the Clerk of the Course/ Race director via the Championship Coordinator. Such a request must be submitted at the latest fifteen minutes after the chequered flag of Race 1. All cars that neutralise Parc Fermé after Race 1 will lose the right to line up according to the positions obtained in Qualifying, and will line up at the back of the starting grid for Race 2 in the order of their qualifying positions.

3.19.5 Parc Fermé after Race 2

Race Control will confirm the end of Parc Fermé.

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## **3.20 ROLES OF CHAMPIONSHIP OFFICIALS**

- 3.20.1 The Coordinator is empowered to implement the coordination and administration of the Championship in accordance with these Sporting Regulations and the Commercial Undertakings and at the direction of TCR and the Organisers.
- 3.20.2 Eligibility Scrutineer - shall be the TCR Eligibility Scrutineer of the Championship and shall have and exercise all the rights, powers and duties of a Scrutineer specified in the General Regulations of MSA and in these Sporting Regulations (as amended from time to time). The TCR Eligibility scrutineer of their deputy shall be a Judge of Fact on all matters relating to eligibility.
- 3.20.3 Permanent Race Director - shall be the Race Director/Clerk of the Course or their deputy of the Championship and shall have and exercise all the rights, powers and duties of a Clerk of the Course specified in the General Regulations of MSA and of the TCR Race Director/Clerk of the Course in these Sporting Regulations.
- 3.20.4 Championship Stewards - Have the rights, powers and duties specified in the General Regulations of MSA. The Championship Stewards shall exercise their function by sitting as a panel.

# 2018 TCR UK Championship Regulations

## 4 SPECIFIC CHAMPIONSHIP PENALTIES

In accordance with Section C of the 2018 MSA Yearbook.

### 4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS

- 4.1.1 Arising from post-practice Scrutineering or Judicial Action:  
Minimum Penalty: The provisions of MSA Regulations: C3.3
- 4.1.2 Arising from post-race Scrutineering or Judicial Action:  
Minimum Penalty: The provisions of MSA Regulations: C3.5.1 (a) and (b).
- 4.1.3 For infringements deemed to be of a more serious nature the Race Director/Clerk of the Course will invoke the provisions of Regulation C3.5.1 (c).

### 4.2 ADDITIONAL EVENT PENALTIES- INFRINGEMENT OF SPORTING REGULATIONS

- 4.2.1 Any Appeal against the decision of the TCR Race Director/Clerk of the Course will be heard by the Stewards of the Event at which the matter arose. Any Appeal against the decision of the Stewards of the Event shall be to the MSC National Court in accordance with the procedures set out in the General Regulations of the MSA C7.1.
- 4.2.2 Should the TCR Race Director/Clerk of the Course or the Event Stewards find any driver is in breach of non-technical regulations or driving standards then they may impose any of the penalties specified in the General Regulations of the MSA, refer to section [C2.1]
- 4.2.3 Any appeal from decisions shall be dealt with according to the General Regulations of the MSA.
- 4.2.4 A Drive Through Penalty or Stop-Go Penalty shall be applied in accordance with the following procedures (in accordance with MSA General Regulation Q12.6.):
  - a) The TCR Race Director/Clerk of the Course shall, wherever possible within three racing laps of the infringement, notify the team and shall notify the driver by means of a penalty board showing the car number.
  - b) The imposition of a Drive Through Penalty or Stop-Go Penalty will be notified to teams via their Pit Lane timing screens (although failure to display this information will not invalidate the procedures above) and/or by an Official of the Event.
  - c) After notification of the penalty the driver may cover no more than three racing laps before taking their Drive Through Penalty or Stop-Go Penalty.
  - d) For a Drive Through Penalty the driver must enter the Pit Lane, obeying the Pit Lane Speed Limit, and drive through the Pit Lane without stopping at his/her Pit and re-join the Race.
  - e) For a Stop-Go Penalty, the driver must enter the Pit Lane, obeying the Pit Lane Speed Limit, and stop at his/her designated Pit Area, remain stationary for the prescribed stop-go time which will be monitored by Officials, then leave the Pit Lane observing the Pit Lane Speed Limit and re-join the Race.
  - f) While a car is stationary in the designated position it may not be worked on. However, if the engine stops, it may be started after the penalty period has elapsed.
  - g) It is not permitted for the driver to enter the Pit Lane to take their Drive Through Penalty or Stop-Go Penalty during a Safety Car intervention period which period is deemed to start when the competitor first passes an SC Board on the track but not in

# 2018 TCR UK Championship Regulations

the Pit Lane until the competitor concerned passes the Green Flag at the Start/Finish Line on the track.

- h) Any breach, or failure to comply with this procedure may result in additional penalties
- i) If an incident for which a Drive Through or Stop-Go Penalty is imposed occurs within 3 laps or less remaining to the finish of the Race, the TCR Race Director/Clerk of the Course will impose a time penalty of not less than 30 seconds and not more than 1 minute on to the total race time of the driver.

4.2.5 Where in the opinion of the TCR Race Director/Clerk of the Course any Competitor has gained an unfair advantage (whether inadvertently or not) from a breach of the Regulations either by its own actions or those of another competitor the TCR Race Director/Clerk of the Course may after giving the parties a right to be heard impose any one penalties listed in Championship Regulation 4.2.2

4.2.6 If a Competitor is found to be in breach of these Regulations the Championship Coordinator may refer the matter to the Championship Stewards who may impose one or more of the additional Championship penalties set out in Championship Regulation 4.3.

4.2.7 The failure to display an infringement notice and/or penalty on the timing screens and/or through any other team's communication system does not invalidate the decision and/or imposition of the penalty.

4.2.8 Protests and Appeals:

- a) All Protests and Appeals must be lodged with the Race Director/Clerk of the Course.
- b) At the discretion of the TCR Race Director/Clerk of the Course or Event Stewards any Enquiry or Protest or Appeal may be held over until a date & time of their choosing, but no later than Qualifying Practice at the next Event. All parties will be advised of the location; date & time of such a hearing

## 4.3 ADDITIONAL CHAMPIONSHIP PENALTIES

4.3.1 These additional Championship penalties are without prejudice to and in addition to the penalties that may be imposed under the Regulations.

4.3.2 On consideration of a report of the TCR Race Director and/or any report and/or any written decision available from Event Stewards and/or a tribunal/enquiry where a Competitor is found to have to be in breach of the Regulations then the Coordinator may request the Championship Stewards to review the evidence; they may impose any of the additional Championship penalties set out in Sporting Regulation 4.3.1.

4.3.3 Where in the opinion of TCR and/or the Coordinator a Competitor has brought the Championship into disrepute, irrespective of any action taken under the General Regulations of the MSA, the matter may be referred to the Championship Stewards, after enquiring into the matter and giving the parties an opportunity to be heard if the Stewards find the Championship have been brought into disrepute they may impose any of the additional Championship penalties set out in Sporting Regulation 4.3.1.

4.3.4 The penalties that may be imposed are as follows:

- a) Reprimand

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- b) Fine: Future participation in the Championship shall not be permitted until this fine is paid.
- c) Forfeiture of Championship points (even if this results in a minus total of points).
- d) Disqualification from the Championship

4.3.5 One or more of the above may be imposed as appropriate.

4.3.6 In addition, or in lieu of any such penalty, the Championship Stewards, after consultation with TCR, may require the Competitor to take such steps as may be reasonable to mitigate the damage to the reputation of the Championship.

4.3.7 If a competitor receives a penalty that includes licence points, a '5x points multiplier' championship penalty will also be incurred, whereby the number of points will be multiplied by five and that number of championship points be deducted from their championship total.

4.3.8 Any Driver who has received 3 Event penalties, of which 2 were imposed for non-technical infringements will, on receiving the third penalty be given a 10-place Grid Penalty for the next race in which they take part. The same rule will apply for the next 3 Event penalties, and so on until the end of the Championship. If a Grid Penalty cannot be physically applied the Race Director/Clerk of the Course may impose another penalty at their discretion and in line with these Regulations.

4.3.9 Drivers must carry the appropriate Championship/Success Ballast for the race in which they would normally have started prior to the application of any such penalty.

4.3.10 Any Appeal against a finding under Sporting Regulation 4.3 shall be in accordance with procedures set out in the General Regulations of MSA C6.5.1 to C7.1.

# 2018 TCR UK Championship Regulations

## 5 TECHNICAL REGULATIONS

### 5.1 INTRODUCTION

The technical regulations are as detailed on the TCR website [www.tcr-series.com](http://www.tcr-series.com) under the dropdown “inside tcr”.

### 5.2 GENERAL DESCRIPTION

- 5.2.1 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout the Events.
- 5.2.2 The presentation of a car for scrutineering will be deemed an implicit statement of conformity.
- 5.2.3 Events in the Championship are reserved for TCR cars in conformity with the TCR Technical Regulations.
- 5.2.4 TCR Technical forms, compulsory to take part in any TCR Competitions, are issued by WSC Ltd. Accordingly with TCR Technical Regulations WSC Ltd may issue Temporary TCR Technical Forms in case of new models. WSC is the only authority able to replace a Temporary Technical form with TCR Technical Form.
- 5.2.5 The models accepted for the TCR are listed in Appendix 1 of these regulations. The list may be amended at any time by the TCR Technical department.

### 5.3 SAFETY REQUIREMENTS

- 5.3.1 All cars must conform to the general and competition regulations of the MSA, which define minimum safety requirements for racing purposes. All cars must conform to these regulations before they can be accepted for either racing or official practice. You should refer to the current MSA Blue book sections Section J5, Section Q and Section K.
- 5.3.2 It is generally accepted that in order to ensure the safety and security of a car, it must be kept clean so that faults can be easily spotted and identified. Likewise, the components of the car should be race worthy to best possible degree and fitted securely. Therefore, it is a requirement of entering the Championship that competitors will ensure that their cars are clean prior to being presented for safety scrutineering, and for qualifying and races. The Safety Scrutineers reserve the right to refuse to scrutineer a car if it is presented in a sub-standard condition. Furthermore, the Clerk of the Course reserves the right, on the TCR Eligibility Scrutineer’s advice, to prevent a car from taking part in qualifying or races, should the presentation not be up to standard.
- 5.3.3 The following Articles of MSA Appendix K Safety Criteria Regulations will apply: as specified in the TCR technical regulations-

### 5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

- 5.4.1 This is a Championship for TCR cars that have been specifically designed and built and are recognised as TCR cars by WSC. The only adjustments permitted to these cars are those detailed within the Technical Regulations.

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- 5.4.2 All vehicles must comply with MSA General Technical Regulations contained within Sections Section J & Section Q of the current MSA Yearbook.
- 5.4.3 If in the light of experience, when safety related changes to these regulations are necessary, competitors will be given at least 10 days notice to effect modifications.
- 5.4.4 No standard components can be modified, substituted, relocated or changed in any way except those specified within the Technical Regulations.
- 5.4.5 The following Technical Regulations are set out in accordance with the MSA specified format. It should be clearly understood that if the text contained herein does not specifically permit modifications, of whatever nature, to the original car, competitors must work on the principle that modifications to the TCR model are NOT permitted.



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## 6 APPENDICES

The following Commercial Undertakings are not subject to the judicial procedures of the MSA/MSK.

- 6.1.1 Appendix 1 - Eligible cars
- 6.1.2 Appendix 2 – Commercial Undertakings and Agreement (Promotional activities)
- 6.1.3 Appendix 3 - Car number and decals layout

### Appendix 1

#### TECHNICAL BULLETIN

Date: 2018, March, 7th

Technical Bulletin No. 2

TCR Balance of Performance & Eligible Cars: This decision is with immediate application and valid until further notice (amendments in bold writing).

The power definition 2017 is valid.

<u>TCR Car Models</u>	<u>Minimum Racing Weight [kg]</u>	<u>BoP</u>
Alfa Romeo GIULIETTA TCR RF	1285	-20kg; Ride Height: -10mm
Audi RS 3 LMS SEQ	1285	-5kg
Audi RS 3 LMS DSG	1250	+5kg; Ride Height: -20mm
<b>CUPRA TCR**</b>	<b>1285</b>	<b>-10kg</b>
<b>Honda Civic FK7 TCR*</b>	1285	<b>+0kg</b> 95% power (max boost pressure 2480mbar)
Honda Civic TCR 2017	1285	+20kg
Honda Civic TCR 2016	1285	+20kg
<b>Hyundai*</b>	1285	<b>+10kg</b> ; 95% power (max. boost pressure 2470mbar)
KIA Cee'd TCR	1285	-40kg
Lada Vesta TCR*	1285	+25kg; 95% power
Opel Astra TCR	1285	+30kg; 95% power
Peugeot 308 Racing Cup TCR	1225	-60kg; Ride Height: -10mm
SEAT Leon TCR V3 SEQ	1285	-10kg
SEAT Leon TCR SEQ V2 (2016)	1285	-20kg
SEAT LCR TCR V3 DSG	1250	-20kg; Ride Height: -20mm
SEAT Leon TCR V2 DSG (2016)	1250	-20kg; Ride Height: -20mm
SEAT LEON CUP RACER MK3 TCR (2015)	1250	-25kg; Ride Height: -20mm
Subaru STi TCR*	1285	-20kg
Volkswagen Golf GTI TCR SEQ	1285	-20kg; Ride Height: -10mm
Volkswagen Golf GTI TCR (2016)	1285	-30kg; Ride Height: -10mm
Volkswagen Golf GTI TCR DSG	1250	-25kg; Ride Height: -20mm

\* Temporary Form

\*\* Temporary Form (Scrutineering with generic Technical Form "Seat Leon TCR V3 SEQ")

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## Appendix 2

### 6.2 COMMERCIAL AGREEMENT

#### 6.2.1 Parties:

1. TCRGBR Ltd., the promoter of TCR UK
2. The entrant as defined on the registration form.

### 6.3 ENTRANTS' PARTICIPATION IN TCR UK

6.3.1 By signing the 2018 TCR UK Registration Form the Entrant confirms their participation in TCR UK for the 2018 season and agrees to be subject to the TCR UK Sporting/ Technical Regulations and the Appendices.

6.3.2 To ensure that the TCR official name and/or logo, as depicted in the Appendix 2 (the “**TCR Trademark**”), is included in each advertisement or promotional material relating to the Competitor's participation in TCR UK.

6.3.3 To affix the sticker bearing the TCR trade mark and Championship sponsors' trade marks (as provided by the Championship Coordinator), on each of the Competitors racing car's participating in TCR UK for each Event and for all promotional activities undertaken by, for or on behalf of, the Competitor, or the Competitor's manufacturer/team as follows and according to the scheme set out in Appendix 3:

- windscreen strip (h: 25 cm)
- rear window strip upper part (h: 12 cm)
- front door race number plates on both sides (65 cm x 15 cm)
- 2 x bumper stickers, front and rear (30 cm x 8 cm)
- on-board camera plate, on the dashboard (20 cm x 15 cm)
- Tyre supplier Logo on each lateral side of the car (provided by the tyre supplier)
- Tyre supplier Logo on the Teams' trucks (provided by the tyre supplier)

6.3.4 The Entrant may affix their own advertising on the rest of the racing car area, TCRGBR Ltd., reserves the right to censor any advertising that may be deemed to be unsuitable or inappropriate or in conflict with the Championship sponsors.

6.3.5 All drivers participating in TCR UK must apply the following logos required by TCRGBR Ltd. to their race suits and in accordance to the scheme set out in Appendix 3. 1 x Nomex badge sewn onto the driver's race suit -12.5 x 4 cm on of the front upper part of the suit or 1 x logo integrated into the driver's race suit – 12.5 x 4 cm on of the front upper part of the suit. Any other Nomex badges provided by TCRGBR Ltd must be applied to the reserved spaces as shown in Appendix 3 and detailed in the Supplementary Regs.

6.3.6 The Entrant must ensure that each of its drivers wear such overalls accordingly, during the whole TCR UK season calendar events and to ensure such logos are kept in place and remain visible for

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all promotional activities undertaken by, for or on behalf of TCR UK, the Entrant, or the Entrant's manufacturer/team; and

6.3.7 must assist the TV Production company in the filming and production of the Championship's Event and activities when requested by the TV Production Company and Championship Promoter. Competitor must also ensure that drivers must make themselves available immediately after Qualifying sessions, races and prize giving ceremony for media interviews.

6.3.8 must assist the TCR Media department in all activities and promo campaign decided and planned on social media such as Facebook, Twitter, Instagram, Youtube, etc. and make sure drivers follow the media department instructions to increase the TCR brand awareness.

6.3.9 undertakes to display/affix/use at each Event the following items and to store and maintain them between Events, to transport them to and from Events, and take reasonable care at all times during the season;

the Driver Name signs for display above the Pit Garages, the sign will be provided by the Championship Promoter to the first meeting. This must be displayed above the allocated pit garage door or above the awning if Pit Garages are not allocated, the entrant may be charged by TCRGBR Ltd. for damage or loss

6.3.10 Grid boards with car number and driver name will be provided by TCRGBR Ltd. Registered Entrants are required to supply one Grid Person per registered car in appropriate clothing.

6.3.11 Drivers will wear the Tyre supplier's hats on the podium

6.3.12 TCRGBR Ltd. reserves the rights to apply penalties and fines for not respecting the obligations in this Agreement.

6.3.13 The Entrant also grants to TCRGBR Ltd.:

6.3.14 the worldwide (exclusive save as against the Competitor) right to use, represent, reproduce and licence the names, trademarks, images, likenesses, representations and logos of the Competitor, its drivers and crew, and/or its racing cars for the purposes of this Agreement, for the conduct of TCR UK, in the broadcast of TCR UK (in any country or part thereof, in any language, on any media now known or developed in the future, and including the right to sublicense such broadcast) and on TCR advertising, public relations and promotional material (including without limitation websites, internet and/or mobile telephony applications, newsletters, indication boards, backdrops, press releases, and TCR official cars); and the right to use, represent, and reproduce, and license to third parties the use of, the Competitor's IP for the purpose of producing promotional and/or commercial items to exploit the reputation and the name of the "TCR UK Championship " and of all its elements.

6.3.15 The Competitor expressly acknowledges and agrees that TCRGBR Ltd. shall have the exclusive right to produce and authorise the production of any TCR game (both interactive and non-interactive, electronic/computer and traditional/board games) containing individual elements in whole or in part "TCR" Any possible development and production of any such electronic game, whether interactive or not, featuring the Competitor's participation in the TCR shall be subject to a separate agreement, to be discussed in good faith between the Parties thereto.

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## 6.4 TERM

6.4.1 This Agreement shall be deemed to have commenced on registration date and shall remain in force until 31<sup>st</sup> December 2018.

## 6.5 IP RIGHTS

6.5.1 Each Party declares to be the legal owner of its intellectual property rights ("**Intellectual Property Rights**" or "**IP Rights**") relating to which intellectual property rights are granted to the other Party in accordance with the terms and conditions of the Agreement.

6.5.2 Each Party will keep the other Party regularly informed during the Term of any use or reproduction of the other Party's trademarks made in application of the provisions of this Agreement. Any use, representation or reproduction of a Party's IP Rights not envisaged under this Agreement shall be not permitted without the written prior approval of the other Party.

## 6.6 REPRESENTATIONS AND WARRANTIES

6.6.1 Each Party represents and warrants that it has full power and authority to enter into this Agreement and perform its obligations under it, and that by doing so it will not breach any other agreement or obligation; and in exercising its rights and obligations under this Agreement it will comply with and not infringe any applicable legislation, including but not limited to laws and regulations banning bribery, money laundering, staging of events, and/or advertising of particular products (including without limitation tobacco, alcohol and/or gambling) in the United Kingdom, the Competitor's jurisdiction of registration, any other country of the European Union, or any other country where an Event is scheduled to be held, nor will it knowingly or willingly cause the other Party to be in breach of any such legislation.

## 6.7 MISCELLANEOUS

6.7.1 Neither Party may assign this Agreement without the other Party's prior written consent, however TCRGBR Ltd. may assign this Agreement to a parent, subsidiary or sister company provided it gives the Entrant written notice of such assignment within 60 days.

6.7.2 Each Party undertakes to keep confidential any information relating to this Agreement or which it obtains under or in connection with this Agreement and not to use such information or disclose it to any other person, unless required to do so by law or by any competent regulatory authority or if such information is in the public domain other than through breach of this Clause.

6.7.3 Exclusion of Third Party Rights: Notwithstanding any other provision in this Agreement, a person who is not a Party to this Agreement has no right under the Contracts (Right of Third Parties) Act 1999 (the "**Act**") to rely upon or enforce any term of this Agreement. Nothing in this Agreement shall affect any right or remedy of a third party which exists or is available other than as a result of the Act.

6.7.4 This Agreement together with the Appendices constitutes the entire agreement between the Parties in relation to its subject matter, and replaces and extinguishes all prior agreements, draft agreements, arrangements, undertakings of any nature made by the Parties, whether oral or written, in relation to such subject matter. Each party warrants to the other that in entering this Agreement it has not relied on any such previous arrangements, understandings, representations,

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agreements, communication or commitment (whether given directly by a Party or obtain from third parties including without limitation from the public media).

- 6.7.5 No variation of any of the terms or conditions hereof may be made unless such variation is agreed in writing and signed by both of the Parties.
- 6.7.6 Nothing contained in this Agreement shall be construed or deemed to constitute a partnership, joint venture or employment relationship between the parties hereto and save as expressly herein provided no party shall hold itself out as the agent of the other.
- 6.7.7 Each Party is responsible for their own tax, insurance, legal and related affairs in regards to entry into, exercise or rights and obligations under, and payments made under, this Agreement.
- 6.7.8 If any clause or any part of this Agreement or the application thereof to either party shall for any reason be adjudged by any court or other legal authority of competent jurisdiction to be invalid, such judgment shall not affect the remainder of this Agreement which shall continue in full force and effect.
- 6.7.9 In the event of any contradiction or inconsistencies between this document and the Appendices, the provisions hereof shall prevail over those of the Appendices.
- 6.7.10 It remains understood that this agreement is integral part of the TCR Registration Form, without the signature of this agreement the team/entrant/competitor will not be authorized to compete in the TCR UK.
- 6.7.11 This Agreement shall be governed by and construed in accordance with English law and the Parties submit to the exclusive jurisdiction of the English courts in London.

## 2018 Race Suit - TCR UK

CHEST RIGHT = TCR UK: 12.5 cm x 4 cm (White or Black badge)



CHEST RIGHT = TCR UK RESERVED: 12.5 cm x 4 cm



CHEST LEFT = TCR UK RESERVED: 12.5 cm x 4 cm



ARM = TCR UK RESERVED: 10 cm x 3 cm

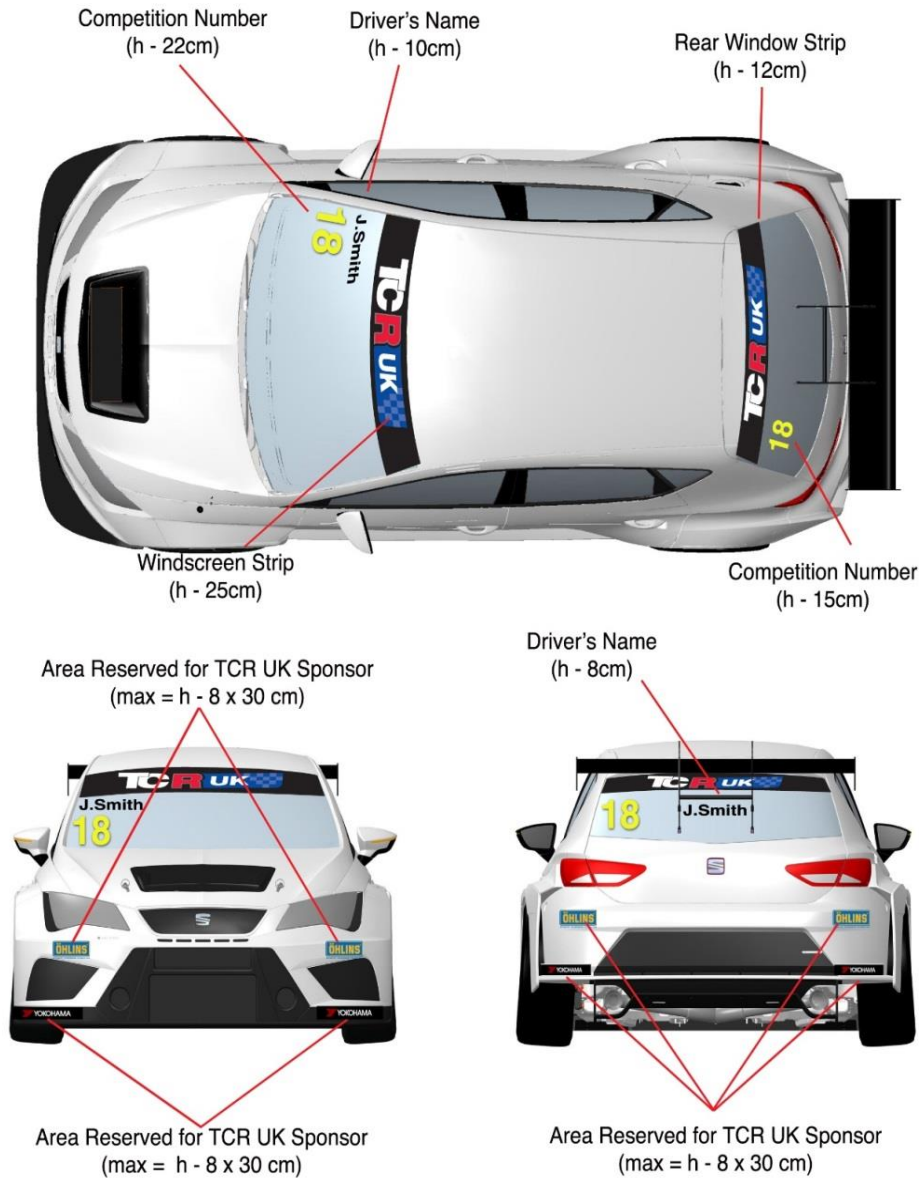


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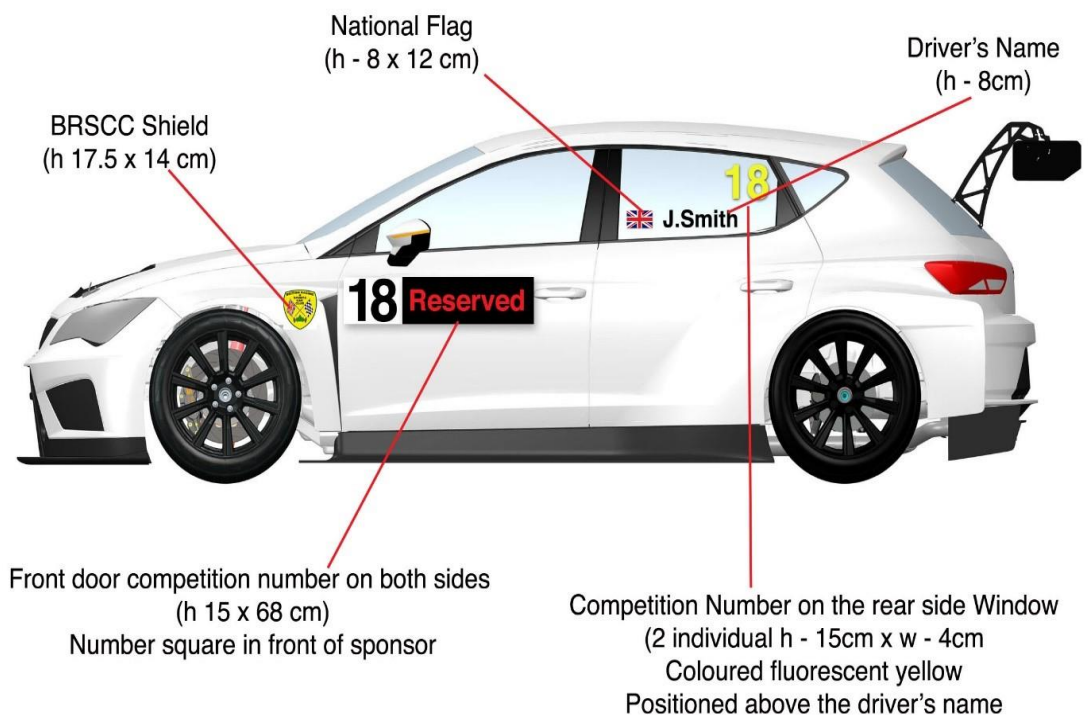
## 6.8 APPENDIX 3 – 2018 TCR UK CAR LAYOUT



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## Additional decals to be provided by the teams:

### a) Name of the driver:

Style Initial of the first name, dot, space, Surname (eg J.Smith)

Font **Helvetica Cond Bold**

Colour WHITE

Height 8cm (SIDES and REAR SCREEN) – 10cm (FRONT SCREEN)

To be positioned on each side of the car, rear side window, below the Competition Number and in the centre of the rear window.

Max Length (sides) = 45cm

### b) National Flag:

Size H 8cm x W 12cm

To be positioned on each side of the car, rear side window in front of driver's name.