



# 2019 QATAR TOURING CAR CHAMPIONSHIP (QTCC)

## CHAMPIONSHIP REGULATIONS TECHNICAL APPENDIX

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## CHAPTER 1 - GENERAL CONDITIONS

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### Art.1 – DEFINITION & REGULATIONS

**QATAR MOTOR & MOTORCYCLE FEDERATION** organizes the **2019 QATAR TOURING CAR CHAMPIONSHIP (2019 QTCC)**.

Every round will be held in accordance with the QMMF National Sporting Code, the FIA International Sporting Code and its Appendices, the Circuit General Prescriptions, and these 2019 QTCC Regulations & Supplementary Regulations specific to the 2019 QTCC.

The ASN visa:

Round 1: December 7 <sup>th</sup> & 8 <sup>th</sup> , 2018	159/QTCC/2018
Round 2: December 14 <sup>th</sup> & 15 <sup>th</sup> , 2018	160/QTCC/2018
Round 3: January 25 <sup>th</sup> & 26 <sup>th</sup> , 2019	161/QTCC/2018
Round 4: February 8 <sup>th</sup> & 9 <sup>th</sup> , 2019	162/QTCC/2018
Round 5: March 29 <sup>th</sup> & 30 <sup>th</sup> , 2019	163/QTCC/2018

All the races will be held at the Losail International Circuit (LIC), which is 5380 metres long. Competitors race in a clockwise direction.

#### 1.1 - Regulations

The English version will be used should any dispute arise as to the interpretation.

#### 1.2 - General undertaking

All drivers/competitors participating in the 2019 QTCC undertake, on behalf of themselves, their employees, agents and team members to observe all the provisions, as supplemented or amended, of the National Sporting Code, the FIA International Sporting Code, the Circuit General Prescriptions and the present Sporting Regulations.

#### 1.3 - Modifications to the regulations; appendices.

The Organiser with the approval of the Stewards reserves the right to modify the provisions that are contained in these Regulations depending on circumstances and any cases that might arise. The driver's representative will be consulted and involved in the discussions.

Information about any modifications that might be made or supplementary provisions that might be added will be given by **bulletin**. These will be written on **yellow paper** of dated and numbered appendices and will form an essential part of these Regulations. These appendices will be put on the notice board that is located on the left side of the main entrance of the Paddock General Office (PGO) in the Paddock and posted on the website.

#### 1.4 - Application and interpretation of the regulations

In compliance with the National Sporting Code, the Clerk of the Course is the person who is responsible for applying these Regulations and their provisions throughout the course of the event. However, the Stewards must be informed about any major decision that is taken when applying the general or specific event regulations.

Any disloyal, incorrect or fraudulent acts committed by the participants or their team members will be judged by the Stewards, who will apply the National Sporting Code.

Any competitor who fails to operate his team in a manner compatible with the standards of the 2019 QTCC or in any way brings the competition into disrepute, will be brought to the attention of the Stewards and/or Organiser.

## **Art. 2 - ORGANISATION**

### **2.1 - Secretariat of the event**

The Secretariat of the Event is located at the address shown below:  
Losail International Circuit  
North Relief Road, Area NR70 East Al-Wusail  
Control Tower, 1<sup>st</sup> floor  
Doha - State of Qatar  
Tel: +974 4472 9151 – Fax: +974 4472 9246

**Contact:** [raquel.serrabella@circuitlosail.com](mailto:raquel.serrabella@circuitlosail.com)

## **Art. 3 – INSURANCE**

The company providing the third-party liability insurance cover is:  
**Islamic Insurance Company, PO Box 22676, Doha, State of Qatar**  
**Policy Number: For the 2017 round: PD/01/170/73/18/003454**  
**For the 2018 rounds: TBC**

All competitors, their personnel, guests, etc. must be covered by third party insurance.

Third party insurance arranged by the organizer shall be in addition and without prejudice to any personal insurance policy held by a competitor or any other participant in the event.

Drivers taking part in the 2019 QTCC are not third parties with respect to one another.

**Children under the age of 16 are strictly forbidden from entering the Pit Lane and must be under adult supervision at all times in all areas.**

## **Art. 4 – ORGANISING COMMITTEE**

Chairman:  
Members:

Abdulrahman Al-Mannai  
Khalid Al-Remaihi  
Sultan Al-Muraikhi

## Art. 5 - OFFICIALS

Chairman of the Stewards	Mr. Abdulrahman Al Mannai
Steward	Mr. Khalid Al Remaili
ASN Steward	Mrs. Raquel Serrabella
Clerk of the Course	Mr. Franck Vayssié
Deputy Clerk of the Course	Mr. Cesario Samarita
Secretary of the event	Ms. Angelene Lapuz
Technical Director	Mr. Scott Smart
ASN Technical Scrutineer	Mr. Phillip Smeed
Timekeepers	Mr. JP Hadarly / A Limbago
Chief Medical Officer	Dr. Amr Abulwafa
Environment Steward	Mr. Mohammed Osman
Drivers Representative	Mr. Ibrahim Al Abdulghani

The location of the office of the Officials will be on the first floor of the control tower.

During each event, drivers must present their own petition directly to the secretary's office on the first floor of the control tower.

## Qatar Motor & Motorcycle Federation

Championship Director	Franck Vayssié
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## Losail International Circuit

Security Manager	Fernando Arandigla
Operations Manager	Makki Al Mufti
Paddock Coordinator	Giovanni Bugal
International Press Officer	Neus Ramos

**Authority of the stewards of the meeting:** QMMF National Sporting Code, Chapter VIII - **Art. 85:**

**Duties of the Clerk of the Course:** QMMF National Sporting Code, Chapter VIII - **Art. 86:**

## CHAPTER 2 - SPORTIVE REGULATIONS

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### Art. 6 - LICENCES

**6.1** - All drivers must hold a valid licence Grade D1 or higher and; if the licence is issued by another federation, a start permission.

**6.2** - No person under the age of 18 may participate in the championship.

### Art. 7 – CHAMPIONSHIP EVENTS

**7.1** – Each round of QTCC is a **restricted national event**.

**7.2** - The number of events in the Championship is set at five (5) "circuit race" Rounds at Losail International Circuit, Doha, State of Qatar (see appendix 1).

**7.3** - A maximum of 30 cars will be admitted for the 2019 QTCC. However, the organiser reserves the right to allow wild-card entrants per Event and as per the approval of the organiser.

**7.4** - A round of the 2019 QTCC can be cancelled if there **are less than 7 cars in total which have been passed by technical control**.

**7.5** –Only participant's racing cars are allowed in the pit garages.

**7.6** - Save in exceptional circumstances, a Championship round will be made up of two races with a distance of **10 laps**. The leader will be shown the chequered flag from the rostrum when the finish line is crossed at the end of **the 10<sup>th</sup> lap**. The Finish Line is shown in appendix 4.

#### **7.7 Vehicles admitted:**

All cars (chassis') must be series production models imported into Qatar with:

- Normally aspirated engines with a maximum capacity of 2000cc
- Forced induction engines with a maximum capacity of 1650cc See article 35 and 39.4

### Art. 8 – THE CHAMPIONSHIP

#### **8.1 – 2019 QTCC Winning Driver – Points**

The 2019 QTCC Champion driver's title will be awarded to the driver who has scored the highest number of points in his category, taking into consideration all the results obtained during the Events which have taken place.

## 8.2 – Classification:

For the first race, points will be awarded to the top 10 finishing drivers according to the following scale:

1 <sup>st</sup>	17	6 <sup>th</sup>	07
2 <sup>nd</sup>	14	7 <sup>th</sup>	06
3 <sup>rd</sup>	12	8 <sup>th</sup>	05
4 <sup>th</sup>	10	9 <sup>th</sup>	04
5 <sup>th</sup>	08	10 <sup>th</sup>	03

For the second race, points will be awarded to the top 10 finishing drivers according to the following scale:

1 <sup>st</sup>	15	6 <sup>th</sup>	05
2 <sup>nd</sup>	12	7 <sup>th</sup>	04
3 <sup>rd</sup>	10	8 <sup>th</sup>	03
4 <sup>th</sup>	08	9 <sup>th</sup>	02
5 <sup>th</sup>	06	10 <sup>th</sup>	01

**8.3** – If a race is suspended under **Article 26**, and cannot be resumed under **Article 27**, no points will be awarded if the leader has completed less than two laps, half points will be awarded if the leader has completed more than two laps but less than 75% of the original race distance, and full points will be awarded if the leader has completed more than 75% of the original race distance.

**8.4** – If two or more drivers finish the 2019 QTCC with the same number of points, the highest place in this Championship shall be awarded to:

- a) the holder of the greatest number of first places,
- b) if the number of first places is the same, the holder of the greatest number of second places,
- c) if the number of second places is the same, the holder of the greatest number of third places, and so on until a winner emerges,

If this procedure fails to produce a result, the holder of the most pole positions will be declared winner and so on until a winner is decided.

## Art. 9 – COMPETITOR’S APPLICATIONS AND CONDITIONS FOR ENTRY

### 9.1 – Registration

The individual application form to enter in the 2019 QTCC must be submitted before **registration for the first round** accompanied by the entry fees specified below and the documents requested on the entry form (**Licence, ID card, photo, and insurance**).



The application will not be accepted if the form is not totally completed and accompanied by the requested fees and documents.

## 9.2 – Fees / Deposit

<b>Complete Championship 5000 QR</b>	<b>Wild Card 2500QR</b>
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A deposit of 1500 QR will be asked to each participant. This deposit will cover all the different items which must be covered. Transponder, Team office, keys... As soon as a part of the deposit is used to cover anything (loss, damage, repair...) the driver must provide the same amount to keep the deposit to 1500 QR permanently.

**9.3 –** A competitor can enter as Wild Card for one event after acceptance by the organisation of the entry.

For safety reasons, the wild-card drivers will be accepted only if they have participated in a minimum of 2 track day sessions or other event at Losail International Circuit, or subject to the approval of the organiser.

## Art. 10 – DOCUMENTATION

### 10.1 – Documentation

For each round, documentation & scrutineering will take place at Losail International circuit (Pit box 1 & pit garages).

The opening hours will be specified on the timetable of each round and **must** be respected (see Appendix 2).

**A penalty of 500 QR will be charged for late documentation.**

**A penalty of 500 QR will be charged for late scrutineering.**

### 10.2 – Documents

The following documents must be presented:

- Valid ASN licence and start permission
- ID Card / Passport with Residence Visa
- Authorisation to use the car if the competitor is not the owner.
- Name and contact details of the team representative who must be available at all times whilst the competitor is on track.
- Name and contact details of emergency contact person.

### 10.3 - Transponders

Two (2) personal identified transponders will be given out at documentation. It is imperative that they are returned to the Secretary's Office on the first floor of the control tower at the end of each event to be charged for the next event.

The transponders must be fixed in the recommended position according to the scrutineer's requests. **The competitor is responsible for these 2 transponders. If the transponders are damaged the driver is liable for the cost of its replacement.**

#### 10.4 - Bracelets

Bracelets given at documentation must be worn for the duration of the event. The pit lane marshals may stop a driver to check his bracelet at any time during the event.

#### 10.5 – Passes for signalling area (pit lane wall).

Two (2) passes allowing access to the pit lane wall will be issued to each competitor. These passes must only be used by crew members working in the signalling area (pit lane wall). Only crew members displaying this pass will be allowed access to the pit lane wall.

#### 10.6 - Pit garage

The organiser will supply a pit garage to the competitors, circumstances allowing. **The competitor** is responsible for all **invited guests, team members, and equipment** within the pit box. Any damage must be paid for.

**SMOKING IS STRICTLY FORBIDDEN WITHIN THE PIT GARAGE. A FINE OF 360 QR WILL BE IMPOSED ON ANY PERSON CAUGHT SMOKING IN NON-SMOKING AREAS. NON-PAYMENT WILL RESULT IN EXPULSION FROM THE CIRCUIT.**

**Throughout all practice sessions, races and track activities one side of the pit box must be completely closed to prevent unauthorised access to the pit lane.**

For safety reasons, it is not allowed to run the engine when pit garage is totally closed.

The pit garage areas are solely for the preparation of the cars. It is strictly forbidden for this space to be used as a hospitality or trade site area.

Water dispensers are available for rent from the paddock office manager:

- Water dispenser rental: 130 QR.
- 5 Gallon water refill: 25 QR.

Pit boxes are equipped with the following fire extinguishers; 1 X 6 kg capacity dry chemical powder NP6, and 1 X 5kg Carbon Dioxide (CO2). Pit lane side 1 X 25 kg dry powder NP6, and Paddock side 1 X 25kg dry powder NP6.

Support vehicles are forbidden from entering the paddock. LIC staff and trolleys will be available for the movement of racing materials.

#### 10.7 – Pit Lane

Drivers must follow the directions of marshals at all times.

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

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

No equipment may be left in the rolling lane. A car may enter or remain in the rolling lane only with the driver sitting in the car behind the steering wheel in his normal position, and under its own power. Except during a race in case of red flag situation.

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.

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

During all practice sessions, warm up and races, the garage opening must be open.

A speed limit of 60Km/h is enforced in the pit lane at all times.  
Exceeding the speed limit will be punished by a fine of 520 QR during practice sessions and by a drive through penalty during the race.

**For dangerous driving in the pit lane or paddock the driver will be excluded from the event.**

### **10.8 - Team office**

Team offices are available for the duration of the event. The competitor must register at documentation and make sure that all belongings are removed at the end of each round. No material can be stored at the Circuit between rounds.

## **Art. 11 – SCRUTINEERING & REFUELING**

**11.1- Competitors must present their vehicle complete in all respects to be visually inspected. Presentation is a statement of conformity.**

### **11.2 – Fuel & Pit Stop**

Production Class vehicles are restricted to commercially available fuel.  
A maximum of 200 litres may be stored outside the pit box, under the tent.

**11.3 - Refuelling must be carried out using a manual pump. Refuelling is not permitted in the paddock. Refuelling during the race is prohibited, including during a red flag.**

## **Art. 12 – COMPULSORY IDENTIFICATION & ADVERTISING**

### **12.1 – Race numbers, Name of the driver and blood group**

The Organisation will determine the starting numbers following the results of the previous championship. For new competitors the number will be assigned sequentially.

Each car must carry the race numbers allocated by the organiser. The Organiser will supply the 3 adhesive plates with the number and compulsory advertising.

**Not displaying compulsory advertising will result in a penalty of 5000 QR**

A visible race number measuring 10cm X 10 cm must be affixed to the right side of the strip on the upper part of the windscreen. One plate (41 cm wide X 42 cm high) must be placed on each side of the vehicle on the doors prior to presenting the car for technical scrutineering. It is the competitor's responsibility to correctly place these on the car. Any sticker with damage to the advertising must be replaced.

**Name of the driver and blood group is compulsory** and must appear on the bodywork (rear window, and rear lateral windows), and be easily legible. For cars with no rear lateral windows, the name and blood group must appear on the bodywork above the door.

The **name** or the **emblem** of the maker of the car must appear on the car in the original location.

It is strictly forbidden to make any adjustment to the dimensions of the sticker unless the Organiser has given written authorisation to do so.

The stickers must remain on the car during the practices and the race. Any competitor who fails to comply with this standard may not be authorised to take part in the practices and/or the race. The removal of any advertising material that is handed over by the organisation will be brought to the attention of the Stewards.

The advertising, in any form, of alcohol and/or tobacco, and/or associated products is strictly forbidden.

No advertising or statements on the car, or team vehicles, or on competitor's race clothing or team clothing is allowed which may be considered unsuitable or offensive to the organisers, or their sponsors and any advertising must respect the political and religious sensitivities of the state of Qatar.

### **Art. 13 – DRIVER, CAR, BEHAVIOR ON TRACK**

**13.1** - The driver must drive his car alone and unaided.

**13.2** - Unsportsmanlike conduct, including disrespect of officials and regulations, will be brought to the attention of the Stewards and / or organiser who may impose sanctions (National Sporting Code).

**13.3** - Drivers must not attempt to make any form of short cut during practices, warm up and race. Any use of a different route except the track will be penalised. The track is defined as the tarmac between the two white lines, which are on both sides throughout the circuit.

Exceeding the track limit will occur as soon as the four wheels of the car will go over the white line, and tyres are not anymore touching this white line.

Then, a time penalty may be applied each time a driver goes off the track and gain an advantage.

It will be, Clerk of course's and Steward's decision to defined if an advantage as been gained.

No protest can be lodged upon this decision.

**13.4** - Drivers taking part in practice and the race must always wear their personal compulsory equipment – FIA homologated - Helmet, Racing suit, Undergarments, Gloves, Boots and FHR system (if applicable with seat) (Appendix 1,2 & 3).

**13.5** - Official instructions will be given to drivers by means of the signals laid out in the FIA International Sporting Code.

**13.6** – Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position, **including in the pit lane**. A car may only be pushed to remove it from a dangerous position as directed by the marshals.

**13.7** - During practice and the races, drivers may only use the track and must, at all times, observe the provisions of the FIA International Sporting Code relating to driving behaviour on circuits.

**13.8** - Any driver defending his position on a straight and before a braking area, may use the full width of the track during his first move, provided no significant portion of the car attempting to pass is alongside his car.

Whilst defending in this way the driver may not leave the track without justifiable reason.

More than one change of direction to defend a position is not permitted.

Manoeuvres liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other change of direction, are not permitted.

**13.9** - A driver who abandons a car must leave it in neutral or with the clutch disengaged and with the steering wheel in place.

**13.10** - Repairs to a car may only be carried out in the Pit Box. Test runs may only be performed on the track, during an official session. It is strictly forbidden to run the car in gear unless ALL FOUR wheels are on the ground.

**13.11** - With the exception as specifically authorised by the National Sporting Code or these Sporting Regulations, no one except the driver may touch a stopped car unless it is in the paddock, the team's designated garage area, the pit lane or on the starting grid.

**13.12** - Drivers with serious mechanical difficulties during practice or the race must immediately leave the track and/or return to his pit box adhering to the instructions of the Race Direction and/or Marshals.

**13.13** - The Clerk of the Course or the Chief Medical Officer can require a driver to undergo a medical examination at any time during the event.

**13.14** - Failure to comply with the general safety requirements of the FIA International Sporting Code or these Sporting Regulations may result in the exclusion of the car and driver concerned from the event.

## **Art. 14 - GENERAL CAR REQUIREMENTS**

No signal of any kind may pass between a moving car and anyone connected with the car's driver with the exception of the following:

- a) Legible messages on a pit board
- b) Lap time/ place on a pit board
- c) Body movement by the driver
- d) Lap time on a dedicated display in the car.

## Art.15 - GENERAL SAFETY

### 15.1 – Flags

It is strictly forbidden for competitors to use flags similar in any way whatsoever to those below.



**Green flag** - Indicates that the track is clear: Shown to signal the start of a warm-up lap or the start of a practice session.

Shown waved at the marshal post immediately after an incident that necessitated the use of one or more yellow flags.



**Yellow flag** - Indicates danger

- Single waved: Reduce your speed, do not overtake, and be prepared to change direction. There is a hazard beside or partly on the track.

- Double waved: Reduce your speed significantly, do not overtake, and be prepared to change direction or stop. There is a hazard wholly or partly blocking the track and/or marshals working on or beside the track.

Shown waved only at the marshal post immediately preceding the hazard. In some cases, however, the Clerk of the Course may order them to be shown at more than one marshal post preceding an incident. Overtaking is not permitted between the first yellow flag and the green flag displayed after the incident.



**Red flag and red lights** - This flag should be waved at the start line when it has been decided to stop a practice session or the race. Simultaneously, each marshal post around the circuit should also wave a red flag. Waved at all flag posts to indicate that the session is stopped or interrupted. When the signal to stop is given:

1) during practice, all cars shall immediately reduce speed and proceed slowly back to their respective pits.

2) during a race, all cars shall immediately reduce speed and proceed slowly to the pit lane and stop in the rolling lane.

3) overtaking is forbidden.

4) drivers should remember that race and service vehicles may be on the track, the circuit may be totally blocked because of an accident and/or weather conditions may have made the circuit undriveable at racing speed;

5) if the race is stopped, drivers should remember that speeding is pointless because:

- the classification of the race or the order of the re-starting grid will be established from a point prior to the red flag being shown and according to the regulations of the event; - the pit lane exit will be closed. All cars shall stop in order in the rolling lane until informed whether the race is to be resumed or ended and given the appropriate directions by marshals according to the regulations of the event.



**Blue flag** - Shown to indicate to a driver that he is about to be overtaken. It has different meanings during practice and the race.

**At all times:** - A stationary flag should be displayed to a driver leaving the pits if traffic is approaching on the track.

**During practice:** - Give way to a faster car which is about to overtake you.

**During the race:** The flag should normally be shown to a car about to be lapped and, when shown, the driver concerned must allow the following car to pass at the earliest opportunity.



**Yellow & Red Striped flag** - Shown motionless to inform drivers that there is a deterioration of grip due to oil or water on the track in the area beyond the flag. Shown for at least (depending on the circumstances) four laps unless the surface returns to normal beforehand.



**Black flag** (with number board)– Used to inform the driver concerned that he must stop at his pit or at the place designated in the supplementary or championship regulations on the next approach to the pit entry. If a driver fails to comply for any reason, this flag should not be shown for more than four consecutive laps. The decision to show this flag rests solely with the Stewards of the Meeting, and the team concerned will immediately be informed of the decision.



**Black flag with orange disk** - Used to inform the driver concerned that his car has mechanical problems likely to endanger himself or others and means that he must leave the track immediately. The car must be represented to technical control prior to being allowed to rejoin.



**Black & White Chequered flag** - Waved at the finish line rostrum to signify the end of a practice session or the race

**Red light:** This light must be switched on at pit lane exit to signal that the pit lane exit is closed.

**Green light:** This light must be switched on at the pit lane exit to signal the start of each practice session and of the warm up and the start of the sighting lap. Cars may only leave the pit lane when this light is on.

**Flashing Blue Light:** This will be switched on at the pit lane exit to warn drivers leaving the pit lane that cars may be approaching on the track.

## **Art. 16 – COMPULSORY BRIEFING**

**16.1** - A compulsory briefing by the Clerk of the Course will take place for each round before the practices in the press conference room, 1<sup>st</sup> floor. All drivers entered in the 2019 QTCC must be present throughout the briefing **at each round**. Any absence must be explained through a letter addressed to the organiser. Non acceptance of the excuse will result in exclusion from the event. Acceptance will result in a penalty of 1000 QR and the participant starting the race from the last position on the starting grid.

**16.2** - If the Clerk of the Course considers that another briefing is necessary, this will be given at a time and place agreed by the Stewards of the Meeting. The drivers will be informed accordingly.

## **Art. 17 - INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS**

**17.1** - In exceptional circumstances, the Stewards or Clerk of the Course may give instructions to competitors by means of special circulars in accordance with the National Sporting Code. These circulars will be distributed to all the competitors, who must acknowledge receipt.



**17.2** - All classifications and results of practice and the race, as well as all decisions issued by the officials, will be signed and posted on the official notice board located on the left of the Paddock General Office (PGO) in the paddock.

## **Art. 18 - INCIDENTS & PENALTIES**

**18.1** - "Incident" means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which:

- necessitated the stopping of a practice session or the suspension of a race under

### **Article 21.**

- constituted a breach of these Sporting Regulations or the National Sporting Code,
- caused a collision,
- forced a driver off the track,
- illegitimately prevented a legitimate overtaking manoeuvre by a driver,
- illegitimately impeded another driver during overtaking.

**18.2** - a) It shall be at the discretion of the Stewards to decide, upon a report, a request by the Clerk of the course, or any proof of any type if a driver or drivers involved in an incident shall be penalised.

All videos coming from CCTV or onboard camera (even personal driver's camera) maybe used by the Clerk of course and the stewards to investigate any action occurred during practices or races.

The clerk of the course has the right to use any video for investigation purpose. If a driver refuses to share a video with the clerk of course he will be automatically disqualified from the event.

b) If an Incident is under investigation by the Stewards, a message will be sent to the Teams stating which driver or drivers are involved.

c) If a driver is involved in a collision or Incident (**Art. 18.1**); he must not leave the circuit without the consent of the Stewards.

**18.3** - The stewards may impose any one of the following penalties (in substitution or in addition to other available penalties) on any driver involved in an Incident.

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

b) A 10 second time penalty on final race time.

c) A drop of any number of grid positions for the driver's next race.

**18.4** - a) The Stewards shall give written notification of the penalty which has been imposed to the representative of the team concerned and shall make sure that this information is countersigned, with a note of the time, or displayed on the timing monitors. This penalty will be imposed without a signature if no representative is available.

b) From the time the Steward's decision is notified, the relevant driver may cover no more than one complete lap before entering the pit lane. If conditions do not permit this, a penalty of 30 seconds will be added to the final race time.

c) Any breach of or failure to comply with **Article 14** may result in the car being excluded.



## Art. 19 – FREE PRACTICE

**19.1** - Except where these Sporting Regulations require otherwise, pit and track discipline and safety measures will be the same for all practice sessions and race.

**19.2** - No driver may start in a race without taking part in practice, except in a case of “force majeure” duly recognised as such by the Stewards.

**19.3** – The maximum number of cars permitted to start a race is set at 30. However, up to a maximum of 40 cars may participate in practices in order to determine a starting grid of up to 30.

**19.4** - There will be one 60 minutes Free Practice session. For the five minutes prior to the start of the session, countdown boards showing **5 minutes, 4 minutes, 3 minutes, 2 minutes, and 1 minute** will be displayed accompanied by an **audible warning**. At **0 minute the GREEN LIGHT and a GREEN flag** will be displayed at the pit lane exit to indicate the start of the practice session, and a horn will be sounded.

For the three minutes prior to the end of the session, minute countdown boards (**3 minutes, 2 minutes and 1 minute**) will be shown at the starter cabin. The **chequered flag** being waved at the finishing line will indicate that the training sessions have come to an end. Passing the chequered flag more than once is strictly prohibited.

## Art. 20 – QUALIFYING PRACTICE & QUALIFYING TIME

There will be one Qualifying session of 60 min (same procedure than free practice)  
Any driver whose best qualifying lap time exceeds 120% of the fastest time in the practices may not be allowed to take part in the race.

## Art. 21 - STOPPING THE PRACTICE

**21.1** - If a car stops during practice it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him. If technical means are used by the marshals to remove the car to a safe position, this assistance cannot be used to help the driver/car concerned to re-join the session. If technical means are used, the concerned car will not be allowed to re-join the session or the race.

**21.2** - Practices may be interrupted as often and for as long as deemed necessary to clear the track or to allow the recovery of a car. There will be no prolongation of the practice period after an interruption of this kind. Furthermore if, in the opinion of the Stewards, a stoppage is caused deliberately, the driver concerned may have his times from that session cancelled (in substitution or in addition to other available penalties) and may not be permitted to take part in any other practice session that day.

**21.3** - Cars abandoned on the circuit during any session will be brought back to the pits as soon as possible and must be represented to scrutineering before re-joining the session.

**21.4** - Cars traversing the gravel must be re-presented to scrutineers prior to re-joining the session.

Should it become necessary to stop the practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the red flag and the abort lights will be shown at the Start/ Finish Line. Simultaneously, red flags will be shown at all the marshal's posts.

When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly back to their respective pits; parking in the rolling lane is forbidden.

**21.5** - Should the practice session be interrupted; no protest can be accepted as to the possible effects of the interruption on the qualification of drivers admitted starting.

All cars abandoned on the track will be removed to a safe place. At the end of each practice session.

## **Art. 22 – WARM-UP**

There will be one 20 Minutes Warm-Up session.

## **Art.23 - THE GRID**

**23.1** - At the end of the practice, the fastest time achieved by each driver will be published officially.

**23.2** - The starting grid for Race 1 will be drawn up in the order of the fastest time achieved by each driver during qualifying session. Should two or more drivers have set identical times, priority will be given to the one who set it first.

**23.3** - The fastest car will start the race from the pole position on the grid on the left side of the LIC track.

**23.4** – The starting grid for Race 2 will be drawn up in reverse order of the finishing order of race 1. Cars not finishing Race 1 will be put at the back of the grid. If two or more cars fail to finish Race 1 they will be placed at the back of the grid in order of their qualifying time; the faster car being placed in front of the slower one.

## **Art. 24 - STARTING PROCEDURE**

**24.1** - 20 minutes before the start of the race the Safety car will take position in front of the grid.

**24.2 - 15 minutes** before the start of the race the pit lane will be opened. A green flag and green light will be displayed. A 5 minutes board will be shown and then a countdown board for each minute accompanied by an audible warning until the pit lane is closed; red flag and red light at the pit lane exit. Cars must leave the pit lane to cover a sighting lap. At the end of this lap, they will stop on the grid in starting position order and the engines will be stopped. Fuelling on the grid is strictly prohibited.

**24.3 - 10 minutes** before the starting time, the pit exit will be closed, and a warning signal will be given. Failure to leave the pit lane within this time will result in the driver joining the sighting lap from the pit lane after the last car passes the Start/ Finish line,

but only under the direction of the marshals. This car will start the race from the last position on the grid.

**24.4 – 5 minutes** before the start of the formation lap, a **5 minutes** board will be shown accompanied by an audible warning. The safety car will leave the front of the grid and complete one lap stopping behind the last car on the grid. Everybody except drivers, officials and team technical staff must leave the grid. A **3 minutes board** with horn will then be given. At **1 minute** all engines must be started and all personnel must leave the grid. A 30 seconds board will then be displayed and at 0 second a green flag will be shown at the front of the grid. All cars will begin a formation lap. Practice starts are forbidden and the starting formation must be kept as tight as possible. The safety car will follow. Any car which does not finish the formation lap and does not reach the grid or the pit lane under its own power will not be permitted to start the race from the grid. After the race, the car will be brought back to the pit lane.

**24.5 – Grid start.** On completion of the formation lap all cars must take up their respective starting positions on the grid and stop, keeping their engines running. The safety car will enter the pit lane, taking up its position at pit exit. There will be a standing start. Once all cars have taken their position the starter will switch on the red lights for a time of 2 to 5 seconds. The race will be started by extinguishing the red lights.

**24.6 -** During the start of a race, the pit wall must be kept free of all persons except for properly authorised officials and fire marshals.

**24.7- False start.** A false start occurs when, before the appropriate signal is given, a competitor under the starter's orders moves forward from the prescribed position. Any driver who makes a false start shall be penalised by the addition of a time penalty to the time taken by them to complete the course of the race. This penalty shall be determined by the jury.

## **Art. 25 - THE RACE**

**25.1 -** A race will not be suspended in the event of rain unless the circuit is blocked, or it is dangerous to continue.

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

## **Art. 26 - SUSPENDING A RACE**

Should it become necessary to suspend the race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the clerk of the course will order red flags to be shown at all flag marshal posts and the abort lights to be shown at the Line.

When the signal is given, **overtaking is forbidden**, and the pit exit will be closed. All cars must proceed slowly to the pit lane. All cars must stay in single file in the rolling lane of the pit lane. If the leading car is not at the front of the line, any cars between it and the pit exit will be waved off to complete another lap before the race is resumed.

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

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

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

Whilst the race is suspended:

- Neither the race nor the timekeeping system will stop (subject to Article 151 FIA General Prescriptions);
- Refuelling and/or removing of fuel are forbidden;
- Only team members and officials will be permitted on the grid.

## **Art. 27 - RESUMING A RACE**

**27.1** The delay in resuming the race will be kept as short as possible. However, a minimum of a 10 minutes warning will be given.

**27.2** The safety car will then be driven to the front of the line of cars and will do a lap all cars following. Overtaking during this lap is permitted only if a car is delayed when leaving the pit lane and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the order before the race was suspended.

At the end of this lap, SC will enter pit lane and all cars will grid up in the order in which they were before the red flag has been shown.

From this moment normal procedure as described in Art 24 will apply with a warm-up lap preceding the start of the race.

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

Either of the penalties under **Article 18.3** will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the lap.

**27.4** If the race cannot be resumed the results will be taken at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

## **Art. 28 - SHORTENING OF A RACE DISTANCE**

Should, for whatever reason, the scheduled race distance not be completed in a race, the following points will be awarded:

- Minimum 75% of the race distance completed = 100% points
- Minimum 50% of the race distance completed = 50% points
- Less than 50% of the race distance completed = 0 point

All race laps will be taken into consideration for the calculation of the distance completed. Formation and slow-down laps do not count towards the race distance.

## **Art. 29 – FINISH – PARC FERMÉ**

**29.1** - The end-of-race signal will be given at the line as soon as the leading car has completed the full race distance.

**29.2** - Should for any reason (other than under Article 26) the end-of-race signal be given before the leading car completes the scheduled number of laps, the race will be deemed to have finished when the leading car last crossed the line before the signal was given. Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.

### **29.3 – Parc Fermé**

The first three placed cars must enter the parc fermé after passing the finish line and entering the pit lane. These cars will be held for 30 minutes from the signing of the results. Only authorised personnel may enter the parc fermé.

Any additional cars may also be directed to parc fermé at the discretion of the Clerk of the Course.

## **Art. 30 – CLASSIFICATION – PODIUM – PRIZES**

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

**30.2 – Cars having covered less than 70% of the number of laps covered by the winner (rounded down to the nearest whole number of laps) will not be classified.**

**30.3** - The official classification will be published after the race. These will be the only valid results subject to any amendments which may be made under the National Sporting Code and these Sporting Regulations.

### **30.4.- Podium**

For each round, the drivers classified in the 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> positions must attend the prize-giving ceremony on the podium which will be held after each race. Drivers must attend in race suits.

These drivers will receive trophies during the podium ceremony. No children are allowed on the Podium.

For the final round all drivers who rank 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> must participate in the final round and attend the podium ceremony except in the case of 'force majeure' when an official letter must be submitted and accepted by the Organiser. Failure to comply may result in loss of any award.

The 'Rookie of the Year' must attend both the podium to receive the trophy and the press conference.

### **Art. 31 – PROTESTS & APPEAL**

- a) Each protest must refer to a single subject only and must be presented in writing to the Clerk of the Course within 30 minutes after the publication of the results.
- b) The sum of the protest fee is **2000 QR**, which shall not be returned if the protest is judged unfounded.
- c) The sum of the National appeal fee (ASN) is **12000 QR**

### **Art. 32 – CAMERAS, VIDEO FOOTAGE, PHOTOGRAPHS & IMAGES**

LCSC has the right to use and license the use of video footage, photographs, images and representations of the vehicles and competitors entering in the 2019 QTCC for the purposes of producing merchandise, exploiting and/ or promoting the 2019 QTCC.

The organizer has the right to place and use on-board cameras on any car entering any round of the championship. This is obligatory if requested.

Video recording in the drivers cockpit showing the driver and the windshield front view is highly recommended.

### **Art. 33 – PASSES**

Five passes will be issued for each rider. These passes will give access to pit box, pit lane, service roads and grid.

Two of these passes will have specific stickers to give access to the signalling area of the pit wall.

Paddock will be open for everyone.

All passes will be valid for all the rounds of the 2019 QTCC Championship unless otherwise advised.

#### **Children under the age of 16 are strictly forbidden from entering the Pit Lane.**

All the passes issued by the Organiser remain the property of the organiser and must be returned on demand.

All passes must be clearly displayed. Security personnel have the right to examine passes at any time.

## CHAPTER 3 – TECHNICAL APPENDIX

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### **EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THESE RULES IS STRICTLY FORBIDDEN**

**The onus of responsibility for the eligibility of vehicles in the championship rests with the competitor. In the event of a dispute concerning the compliance of a vehicle with the regulations, the onus lies with the competitor to satisfy the organizer with regards to such compliance and not the organizer to prove non-compliance.**

#### **Art.34 - INTRODUCTION**

Drivers and cars must conform to the technical regulations throughout all qualifying and race sessions. Drivers and cars found not to be in conformity with technical regulations may be subject to penalties.

Convertible cars equipped with approved roll cage (Art. 253-8 FIA Appendix J) are accepted with a closed face helmet.

#### **Art. 35 – DEFINITIONS**

**PRODUCTION CLASS:** See Art.39

The engine may be changed according the notes prescribed in Art7.7 and Art.39.4

#### **Art.36 - SCRUTINEERING GENERAL:**

**36.1** – All entered vehicles must be presented for visual examination and weighing in Pit Box Zero, or other location as designated, at the time stated in the event timetable.

**Presentation is a statement of conformity.**

**36.2** – Competitors must report for scrutineering with their vehicles clean and complete in **all respects**. Vehicles which do not meet these criteria will not be accepted for inspection by the technical steward and may be subject to a late scrutineering fee.

**36.3** - Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout practice and the race in accordance with the technical regulations.

**36.4 - All participants must submit the homologation form for the roll cage to scrutineering who will keep it throughout the entire event.**

**36.5** - Scrutineers have the right to:

- a) Check the eligibility of a car or of a competitor at any time during the event.
- b) Require a competitor to supply them with such parts or samples as they may deem necessary.



**36.6 - No car may take part in the event until it has been passed by scrutineering.**

**36.7** - Helmets and Hans devices meeting requirements will be issued with an identification sticker. Once a car has passed the safety and technical requirements it will be issued with an identification sticker. These stickers MUST NOT be removed or covered. Entrants will not be allowed to exit the pit lane onto the track without displaying these.

**36.8** – If any vehicle, after being approved by the Scrutineers, is dismantled, modified, or involved in an accident or incident, the car must be re-presented for scrutineering.

**36.9**- All cars must be presented after Qualifying Practice and the Race for Weight and/or fuel checking. Failure to present the car will lead to sanctions from the stewards.

**Art. 37 - SAFETY REQUIREMENTS**

The following safety requirements are **compulsory** and must be presented at Initial Scrutineering.

**37.1 - DRIVER**

1. **Helmet:** Must meet FIA approved standards for helmets. Drivers of convertible models running with-out hard-top must wear a FIA Homologated full-face helmet.
2. **Racing suit:** Must meet FIA approved standard 8856-2000 for homologated racing suits & boots. FIA Technical list No. 27 (section 1).
3. **Undergarments:** Must meet FIA approved standards 8856-2000. FIA Technical list No. 27 (section 2).
4. **Gloves:** Must meet FIA approved standard 8856-2000. FIA Technical list No. 27 (section 3).
5. **Hans Device:** Must meet FIA approved standard 8858-2002. FIA Technical list No. 29 (**Only to be used with Hans compatible seat**).

**37.2 - CAR:** Good, clean general condition with no loose body work. Compulsory advertising, stickers, and number plates must be present and correctly placed, including driver's name and blood type.

**All competing cars must be professionally turned out.**

1. **Towing point:** Front **and/ or** rear towing point or hook must be present to assist in the rapid removal of cars from the track in the event of an accident or breakdown.
2. **Seat:** Must meet FIA approved standard 8855-1999. FIA Technical list No. 12
3. **Harness:** Must be correctly installed and meet FIA approved standards 8853/98 and 8854/98. FIA Technical list No. 24
4. **Roll cage:** Must meet FIA standards for roll cages. FIA Appendix J Article 253. (bolt-on or welded FIA Homologated rolls cage can be accepted). If the roll cage does not meet this requirement and the certificate is not produced then the car will not pass technical control and will be refused entry to the track.
5. **Roll cage padding:** Must meet homologated standard 8857-2001 Type A. FIA Technical list No. 23. If the roll cage padding does not meet this requirement then the car will not pass technical control and will be refused entry to the track.



6. **Fire extinguisher:** Must be charged and secured in a place accessible to the driver when strapped in, and to any officials. The minimum size being 1kg. If plumbed system is being used it must meet FIA standards for plumbed-in fire extinguisher systems. FIA Technical list No. 16
7. **No oil leaks are permitted.**
8. **No water leaks are permitted.**
9. **Battery must be secured.** If it is located within the body compartment, it must also be within a sealed container to prevent the spillage of acid. Dry battery types must be electrically protected.
10. **No loose items in the interior are permitted.**

#### **Art. 38 – ADDITIONAL SAFETY REQUIREMENTS AND SEALS FOR PRODUCTION CLASS**

**38.1 - OIL CATCH TANK:** Catch tanks must be fitted in the engine compartment and must be of 2 litres capacity. The tank must be translucent or have a panel through which the level may be observed. Alternatively, the standard closed breather system must be in operation.

**38.2 - DRAIN PLUG AND OIL FILTERS:** Drain plugs must be wired and oil filters must be clamped to prevent loosening.

**38.3 - REAR VIEW MIRRORS:** External units must be fitted, one on each side of the car with a minimum area of 90 cm<sup>2</sup> per unit. An interior rear view mirror must be in place.

**38.4 - CIRCUIT BREAKER:** A circuit breaker, capable of being operated from **both inside and outside** the vehicle, must be fitted to one of the main battery cables. **Its position must be clearly marked on the outside by a red spark on a white-edged blue triangle having a base of at least 120mm.**

**38.5 - ADDITIONAL/ REPLACEMENT FASTENINGS:** The bonnet and boot lid may be secured with extra fastening devices. Any, and all, original bolts and fasteners may be replaced with upgraded or more suitable components.

**38.6 - AIRBAGS:** All airbags must be disabled or removed.

**38.7 – FLUID LINES/ CABLES:** Fuel and oil lines, brake pipes and cables may be protected against damage and internally against fire risk. It is recommended that all flexible pipes be replaced with Aeroquip-type hoses.

#### **Art. 39 – REQUIREMENTS FOR QTCC CATEGORY**

All cars (chassis') must be series production models imported into Qatar with:

- Normally aspirated engines with a maximum capacity of 2000cc
- Forced induction engines with a maximum capacity of 1650cc

**MODEL RANGE** – Cars belonging to a production series distinguishable by specific nomenclature, the same basic floor pan, external body work and identical engine and transmission from the engine to the wheels (except that both manual and automatic gearboxes may be utilised). Bodywork variations concerning number of doors,

hatchback or boot are permitted and will be considered to be of the same model range. Both left and right hand drive vehicles are acceptable.

### 39.1- WEIGHT:

Engine capacity (normally Aspirated)	Minimum weight
1801 to 2000cc	1150kg
1601 to 1800cc	1050kg
1401 to 1600cc	950kg
Engine (Forced Induction)	
Upto 1650cc	1150kg
Peugot RCZ 1600cc	1150kg

**Minimum weight is car with driver only** (inclusive of full race equipment)

#### 39.1.1 PERFORMANCE BALLAST

- Between events ballast is allocated according to championship positions and is carried in qualifying and race one (used from the start of the next event through all practice and qualifying).
- For race two, ballast is allocated according to the finishing positions in race one.
- The weight is allocated as follows and is added to the above noted minimum weights:
  - o 1st: 75kg
  - o 2nd: 66kg
  - o 3rd: 57kg
  - o 4th: 48kg
  - o 5th: 39kg
  - o 6th: 33kg
  - o 7th: 27kg
  - o 8th: 21kg
  - o 9th: 15kg
  - o 10th: 9kg
- It is the drivers' responsibility to ensure that the ballast is securely fitted and that the car meets the minimum weight limit.

#### 39.2- BODYWORK – EXTERIOR

- All doors, as well as the boot and bonnet, must fit in the designed position when closed and must conform to the original contours of the vehicle.
- All bodywork panels must be in place, including splash panels and panels behind the bonnet covering windscreen wiper mechanisms. Where it can be justified to the Technical Steward, original metal or plastic panels may be replaced by fibreglass units.
- Fog, spot, or auxiliary lights may be removed as may any manufacturer provided 'knock out' panels below the front bumpers for the fitting of auxiliary lighting, and the apertures may be utilised for ducting. A maximum of 5 holes of up to 50mm dia. Each or equivalent area may be made in the bodywork below the top line of the front bumpers for ducting.

iv) Bonnet may be modified to include one or more air intake or cooling vents. The height of any duct may not exceed 100mm above the bonnet line.

v) Body panels maybe replaced with alternate materials. Bonnet/hood/and Tailgate/bootlid may utilise either carbon fibre or fibre glass. Front/Rear fenders/wings, door outer shell, front and rear bumpers may utilise fibre glass only.

Replacement panels must maintain the standard silhouette and mounting points for the model being raced.

vi) Front splitters/air dams/chin spoilers may be used provided they are bolted or riveted to the vehicle (glue or tape is NOT acceptable). These devices can be of plastic or composite material NOT carbon fibre. The device must not extend rearward more than the front of the wheel well opening or protrude further than 100mm beyond the most forward part of the vehicle bodywork when viewed from a perpendicular angle. Front splitter/air dam/chin spoiler will have no ground clearance limit. It is the driver's responsibility to ensure that the car does not touch the racing surface during normal track usage and that the car can be weighed using the championship scales within 5 minutes of the technical Director or his appointed staff requesting the car for weighing.

If the car is not weighed in this time it will be considered to have failed the weight test.

Any damage to the car and its skirts that occur on curbs or upon entering the gravel trap are the drivers responsibility.

Skirts will be refused if they are considered to be used for 'ground effect' and increased downforce (see 39.2.ix)

vii) Canards, side skirts or any other aerodynamic devices that attach to the body are permitted

viii) Any rear deck spoiler/wing that attaches to the bodywork is allowed. Rear spoiler/wing must not protrude more than 150mm rearwards of the furthest back part of the vehicle bodywork when viewed from a perpendicular angle, or 150mm above the highest part of the roofline. Position and height of rear spoilers/wings on hatchback vehicles shall be reviewed on a case by case basis. Cockpit and/or remote adjustment of the rear spoiler/wing is NOT allowed.

ix) Non-standard diffusers and underbody aerodynamics are PROHIBITED.

### 39.3- BODYWORK – INTERIOR

All additional accessories and equipment which would have no effect on the performance of the vehicle are allowed without restriction on the express condition that they do not influence, in the opinion of the Technical Steward, even in a secondary manner, the efficiency of the engine, transmission, steering, braking, road-holding or the strength of the structure of the vehicle. In particular the following are allowed:

i) Additional measuring instruments, counters, etc. may be freely installed in place of the standard units.

ii) The driver's seat must be replaced by an FIA-approved racing seat.

iii) Any type of steering wheel, including one of the quick-release type, may be fitted.

iv) Central locking systems must be disconnected. They may be removed in their entirety and replaced with manually operated door locks.

v) Electric window winding mechanisms may be replaced by manual systems.

vi) Steering lock systems must be removed.

vii) Windows - All glass windows, with the exception of the windscreen, may be replaced with polycarbonate substitutes. The windscreen must be of laminated glass. All windows (regardless of material) must be fitted so as to retain the

appearance of the standard fitment. Polycarbonate windows, if fitted, must be 'bonded' in place. The driver's door window must remain operational using manual or electric mechanisms or must have an aperture that allows driver to make hand signals.

viii) Spare wheel/s, tools and jack must be removed.

ix) It is permitted to remove all interior trim, including hood linings, passenger seats, carpets and sound deadening materials. The original dashboard and instrument cluster surrounds must remain in place. The doors must be clad, to obscure the window winder mechanisms. The method of cladding is free, as long as it is neatly presented.

**39.4 - ENGINE:** It is permitted to exchange engines. The engine must be from the A2 category (see appendix: Allowed engines).

- up to 2000cc & Supercharged up to 1650cc
- Diesel up to 2000cc

Engines and engine ancillaries of all competing vehicles must remain standard in every respect except for the following:

1. Wiring looms are free of restriction, along with associated sensor units.
2. WATER COOLING CONTROLS: The following items are free of restriction: hoses, belts, flow restrictor, thermostats and radiator caps. The standard water radiator may be replaced, but its position must be retained and no alteration to the standard under bonnet sheet metal is permitted. Additional water radiators may be fitted in non-standard positions, but these may not be external to the bodywork and all bodywork rules must be respected. The addition of ducting components to improve airflow through the radiator is permitted.
3. Induction systems are limited to a single throttle body, manifolds are free provided they fit directly to the original port faces of the cylinder head..
4. FUEL SYSTEM: Fuel pumps and regulators are free of restriction, including filters and fuel lines.
5. FUEL TANK: A safety or foam-filled bladder tank may be fitted in place of the standard tank, subject to the fitment of any such unit not causing any other regulation/s to be contravened. The replacement tank may not have a capacity in excess of 5 litres more than the standard tank. The standard fuel tank may be baffled or filled with suitable foam material to prevent fuel surge. It is also permitted to fit an anti-surge tank within the fuel system. Where part or all of the fuel system is located in the passenger/drivers compartment, the component parts must be of a high quality safety standard, braided hoses secured with ferrules (not clamps), with well-engineered and fabricated anti-surge tanks to meet the approval of the technical consultant. Replacement fuel tanks must have a clearly visible certificate.
6. OIL SUMPS: Baffles may be fitted in the sump to prevent oil surge. The fitting of engine oil surge protection devices (consisting of a reservoir for oil that is charged when the engine oil pressure is high and discharged into the engine's oil system when the engine oil pressure is low) is also permitted. The sump may be increased in size and altered in shape. The sump drain plug must be wire-locked to a fixed point.
7. HEATERS/ AIR CONDITIONERS may be removed in their entirety.
8. FINISH OF ENGINE COMPONENTS: All engine components must remain standard.

9. **ENGINE AND DRIVE TRAIN MOUNTINGS:** The original flexible material of the engine, gearbox and differential housing mountings may be changed, but the number of mountings must remain the same and the engine, gearbox and differential must remain in the same position relative to the body shell.
10. **POWER STEERING:** The power steering pump and ancillaries may be removed or changed but the original mechanical steering mechanisms must be retained.
11. **AIR FILTERS:** Are free of restriction (including position).
12. **ADDITIONAL COOLING DEVICES:** Oil coolers may be fitted (for engine oil, gearbox oil, differential oil or power steering fluid, subject to their installation being of a satisfactory standard. Devices that spray water, or any other fluid or gas, (as a cooling agent) onto the outer surface of any supplementary cooling device fitted to competing vehicles (including oil radiators, water radiators and intercoolers), are not permitted.
13. **HEAT SHIELDING:** Heat shielding of engine or manifold components is permissible from the engine block to the bulkhead. Shielding may be of manufacturer standard shielding plate or by heat shield wrap.

### 39.5 - EXHAUST SYSTEM:

- 1) Aftermarket manifold systems are permitted. Pipe is free from restriction provided that it follows a similar route to the standard system and exits at the rear of the car. Single outlets are however permitted in place of dual outlets, and vice versa.
- 2) The position of the lambda sensor is free of restriction.
- 3) Catalytic converters may be removed and replaced with suitable exhaust piping.

Vehicles must at all time during an event be silenced to meet a maximum level of **125** DB (A) at  $\frac{3}{4}$  maximum RPM, measured at 0,5 meters from the end of the exhaust pipe with the microphone at exhaust outlet level at an angle of 45 degrees. Where more than one exhaust outlet is present the test will be repeated for both outlets and the higher reading taken.  
The inclusion of temporary parts to achieve requirements is prohibited.

### 39.6 - TRANSMISSION:

- 1) The transmission configuration must remain standard for the vehicle e.g. front engine rear wheel drive, front engine front wheel drive etc. and the engine and transmission must remain in the same position relative to each other as the manufacturer's original specification. Four-wheel drive and conversion of four-wheel drive to two wheel drive is not permitted.
- 2) Driveshafts may be of any variation of the manufacturer being raced.
- 3) Sequential transmission and dog boxes (and any variants) are NOT allowed.
- 4) Hubs must remain standard to the model being raced.
- 5) Automatic transmission is permitted as long as it is standard production specification.
- 6) Fitting of Limited Slip Differentials is allowed
- 7) Gearbox internals, casing, bell housing and drive shaft (if applicable) must be from the same chassis/engine manufacturer.
- 8) Electronic traction control, electronic torque biasing systems or electronic/electro hydraulic adjustment of the differential is prohibited.

- 9) In cases where a retro fit engine is fitted, gearbox must be of the same manufacturer as the car/engine being raced.
- 10) Gear ratios and final drive ratios may be changed but must be from the same manufacturer of the car being raced. Gear sets must of the standard pattern.

**39.7 - BATTERY AND ELECTRICAL:** Any type of battery allowed. Its position in the car is free from restriction, provided that if a wet lead acid type battery is retained and positioned in the driver/ passenger compartment, it is not only secure, but must be contained in a sealed compartment. Dry battery must be electrically protected. External lighting systems, including dip or high beam headlight, tail lights, stop lights and turn indicators must remain functional.

**39.8 – SUSPENSION:**

- a. CASTOR AND CAMBER ANGLES AND TOE, front and/or rear, may be altered but the maximum camber angle permitted on any wheel is 5 degrees. No alterations to the standard components are permitted except: Top Pivot points of a MacPherson strut can be moved a maximum of 35mm from their original position.
- b. SPRINGS are free of restriction but must be made of steel. Bump rubbers are free of restriction. Ride height may be adjusted but shall give a minimum 75mm of ground clearance excluding exhaust.
- c. STABILIZER BARS: The only stabilizer bars that may be fitted to any competing car, are those specified in the relevant homologation documentation for that make and model. These stabilizer bars may however be disconnected and/or removed, along with their attachment arms and brackets, if so desired. The attachment ends of the standard anti-roll bar may be bent and adjusted to facilitate acceptable geometric attachment to the suspension arms. Attachment links may be remade in order to make them adjustable in length.
- d. SUSPENSION BUSHES: The material of the suspension mounting bushes is free of restriction, including the use of spherical bearings, provided they are fitted to the suspension components without any additional machining of the suspension components.
- e. SHOCK ABSORBERS are free of restriction, including their method of fixing, provided that the attachment points are not changed. The original spring seat may be removed. Coil-over shock absorbers, where not a standard fitment, may be fitted.

**39.9- BRAKING SYSTEM:**

- i) The standard front brakes may be retained or replaced/upgraded subject to the following:
- Callipers are free of restriction, excepting that they may only be of the 4-pot variety and must be made of a metal alloy (no composite or metal matrix materials are permitted);



- Only one calliper is permitted per wheel;
  - Permitted brake piston material is restricted to steel, stainless steel or aluminium only;
  - Brake rotors may be replaced with no size restriction.
  - Brake rotors must be of ferrous metallic material.
  - Brake bells are free provided they are made from aluminium or ferrous metal.
- Attachments are free of restriction;

No titanium components of any nature are allowed in the braking system.

The standard rear brakes must be retained.

ii) Brake pad material is free of restriction.

iii) Protector plates/dust covers may be removed or modified.

iv) Ducting is permitted to the front brakes to facilitate cooling. Only air may be used as a cooling medium.

v) Servo brake assisters and braking force adjusters (pressure limiters) may be disconnected and removed.

vi) Brake discs may be skimmed.

vii) Brake discs may be slotted.

viii) Hand brakes and their systems must be retained.

ix) A pressure line proportion valve may be fitted to the rear braking system only.

x) ABS – The standard ABS system may be used. Where a competitor finds the standard ABS system in the vehicle being campaigned to be unsuitable for racing, application may be made to the Controllers to use a substitute ABS system.

### **39.10 - AIR DUCTS**

Brake cooling ducts may originate where auxiliary lights were fitted/were designed to be fitted. The removal or repositioning of head lights, parking lights or indicators is not permitted. Holes may however be cut in the front bumper/spoiler, to facilitate brake cooling. Such holes may not exceed 50mm in diameter.

**39.11 - WHEELS:** - Wheel rims are free of restriction but must be of single piece construction within the following dimensions and must be manufactured from steel or aluminium only.

Wheel diameter has a maximum of 17".

Wheel studs may be used in place of bolts.

Wheel nuts must be open-ended. Wheel spacers are permitted.

**39.12 - TYRES:** - Only TOYO R888R or TOYO R888 semi-slicks are accepted.

One set of 4 tyres per Round is allowed.

Using any additional tyres without prior approval of the stewards will result in the driver concerned starting the race from the pit lane.

**39.13 - FUEL:** - Only commercially available fuel may be used. Racing fuel is totally prohibited. Any kind of fuel additive are totally prohibited.

**39.14-UNSPECIFIED MODIFICATIONS** The Organisers reserve the right to authorise modifications not specified in these regulations in the interests of promoting close racing and the interests of the series. The driver's representative must be involved in the discussion before to any changes are made unless it's a safety issue.

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#### **40- OIL SPILLAGE**

**Any competitor who puts oil on the track through negligence will be liable for any expenses incurred by the organiser. Additional penalties may also be imposed by the organiser.**



## APPENDICES

### Appendix 1 – FIA Technical List 25- Recognised standards for helmets

FIA

Liste N° 25

#### NORMES RECONNUES POUR LES CASQUES RECOGNISED STANDARDS FOR HELMETS

#### LISTE TECHNIQUE N° 25 / TECHNICAL LIST N° 25

STANDARD DESIGNATION	LABEL EXAMPLE	Recognised to be used with FHR <sup>1</sup>	Recognised to be used without FHR
<ul style="list-style-type: none"> <li>FIA 8860-2010 Fédération Internationale de l'Automobile 8, Place de la Concorde 75008 Paris France <a href="http://www.fia.com">www.fia.com</a></li> </ul>		YES	YES
<ul style="list-style-type: none"> <li>FIA 8860-2004 <b>NOT VALID AFTER 31.12.2020</b></li> </ul>		YES	YES
<ul style="list-style-type: none"> <li>FIA 8859-2015 (Accepted as from 01.10.2015)</li> </ul>		YES	YES
<ul style="list-style-type: none"> <li>Snell 2005 or 2010 + FIA 8858-2002</li> </ul>		YES	YES
<ul style="list-style-type: none"> <li>Snell 2005 or 2010 + FIA 8858-2010</li> </ul>		YES	YES

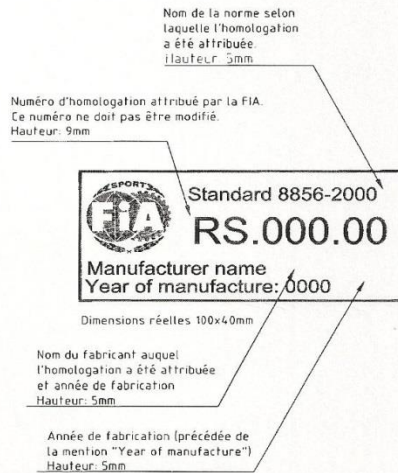
<sup>1</sup> Normes reconnues par la FIA pour casques à utiliser avec les systèmes RFT. Prière de se reporter aux exigences supplémentaires concernant l'utilisation des casques au Chapitre III - Equipement des Pilotes de l'Annexe L au Code Sportif International de la FIA. / FIA-recognised Standards for helmets to be used together with FHR systems. Please check additional requirements regarding helmet use in Chapter III - Drivers' Equipment of Appendix L to the FIA International Sporting Code.

Appendix 2 FIA Standard 8856-2000- Protective Clothing for Automobile Drivers

1.

ANNEXE III / APPENDIX III

MARQUAGE DES VETEMENTS DE DESSUS

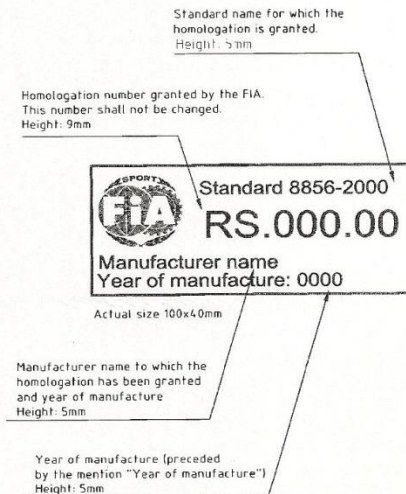


Il est permis d'augmenter la taille de l'étiquette et/ou la hauteur du texte. Néanmoins, si la hauteur du texte, par exemple du nom du fabricant, est modifiée, il est obligatoire que tous les textes (numéro d'homologation, nom de la norme, "year of manufacture:" et l'année) soient modifiés dans les mêmes proportions.

L'étiquette doit être brodée directement sur la couche la plus à l'extérieur du vêtement de dessus et sur l'arrière du col, de façon à être facilement visible. Il est recommandé que le fil servant à la broderie de l'étiquette soit conforme au point 8.4.

Si le vêtement est de couleur claire, du fil bleu marine doit être utilisé ; si le vêtement est de couleur foncée, du fil jaune doit être utilisé.

MARKING FOR OUTER GARMENTS



It is permitted to increase the size of the label and/or the text height. Nevertheless, if the text height in, for example, the manufacturer's name is modified, it is mandatory that all the texts (Homologation number, standard name, "year of manufacture:" and the year) are modified in the same proportions.

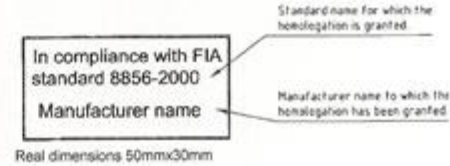
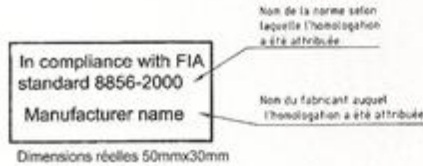
The label shall be embroidered directly onto the outermost layer of the outer garment and on the rear of the collar so as to be easily visible. It is recommended that the embroidery thread comply with 8.4.

If the garment is light-coloured the thread used shall be dark blue; if the garment is dark-coloured the thread shall be yellow.

ANNEXE IV -A / APPENDIX IV -A

**MARQUAGE POUR SOUS-VETEMENTS,  
CAGOULES, SUR-VETEMENT DE PLUIE,  
CHAUSSETTES, CHAUSSURES ET SOUS-  
VETEMENT DE REFROIDISSEMENT**

**MARKING FOR UNDER  
BALACLAVA HOODS, RAIN-PROOF  
OVERGARMENTS, SOCKS, SHOES AND  
COOLING UNDERGARMENTS**



Il n'est pas obligatoire que le matériau qui constitue le fond de ce badge soit résistant aux flammes s'il n'est pas en contact direct avec la peau du pilote ni avec l'environnement extérieur.  
Il est recommandé que le fil servant à la broderie de l'étiquette soit conforme au point 8.4.  
Ce marquage doit se situer à l'extérieur du vêtement en accord avec la Fig.1. Le marquage des sur-vêtements de pluie doit être identique à celui des sous-vêtements.  
La position du marquage des chaussures est libre.

It is not mandatory that the backing material of this badge is flameproof if it is not in direct contact with the driver's skin or with the external environment.  
It is recommended that the label embroidery thread comply with 8.4.  
This marking shall be situated on the exterior of the garment as indicated in Fig. 1. Marking on rain-proof overgarments shall be identical to that of the undergarments.  
The position of the marking for the shoes is free.

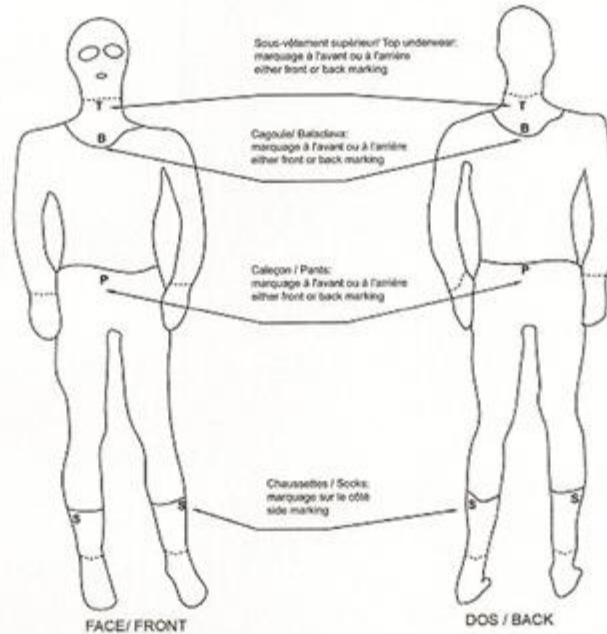
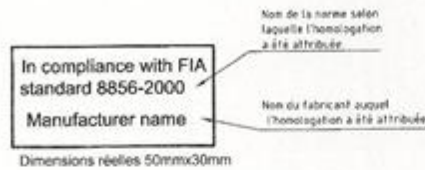


Fig. 1- Marquage des sous-vêtement  
Fig. 1- Marking of the undergarments

ANNEXE IV - B / APPENDIX IV -B

MARQUAGE POUR GANTS



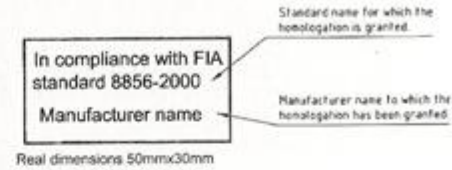
Le matériau utilisé pour le fond (ou le support) de ce badge doit être résistant aux flammes et conforme à la norme ISO 15025

Il est recommandé que le fil servant à la broderie de l'étiquette soit conforme au point 8.4.

La position du marquage des gants est illustrée Fig.2 au choix sur l'un ou l'autre emplacement.

Si le fond du badge est de couleur claire, du fil bleu marine doit être utilisé ; si gant est de couleur foncée, du fil jaune doit être utilisé.

MARKING FOR GLOVES



Backing material of this badge shall be flameproof and in conformity with the standard ISO 15025

It is recommended that the label embroidery thread comply with 8.4.

The position of the marking for the gloves is illustrated in Fig. 2, in either location according to preference.

If backing material of this badge is light-coloured the thread used shall be dark blue; if the glove is dark-coloured the thread shall be yellow

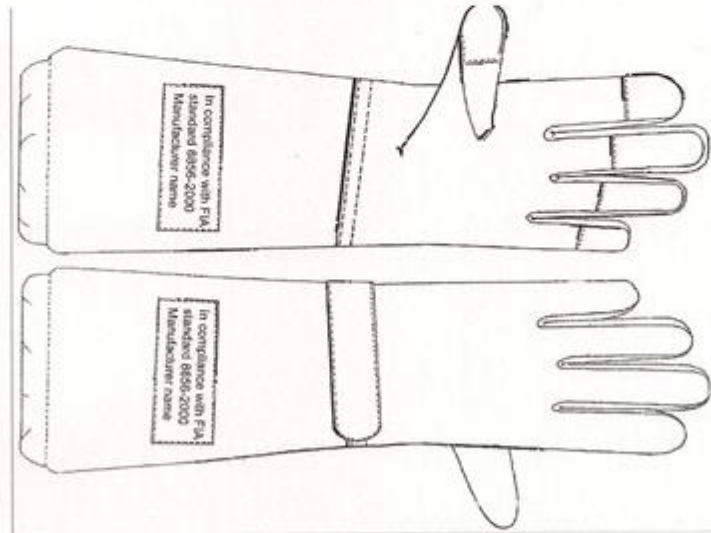


Fig. 2- Marquage des gants – au choix sur l'un ou l'autre emplacement  
Fig. 2- Marking of the gloves - in either location according to preference

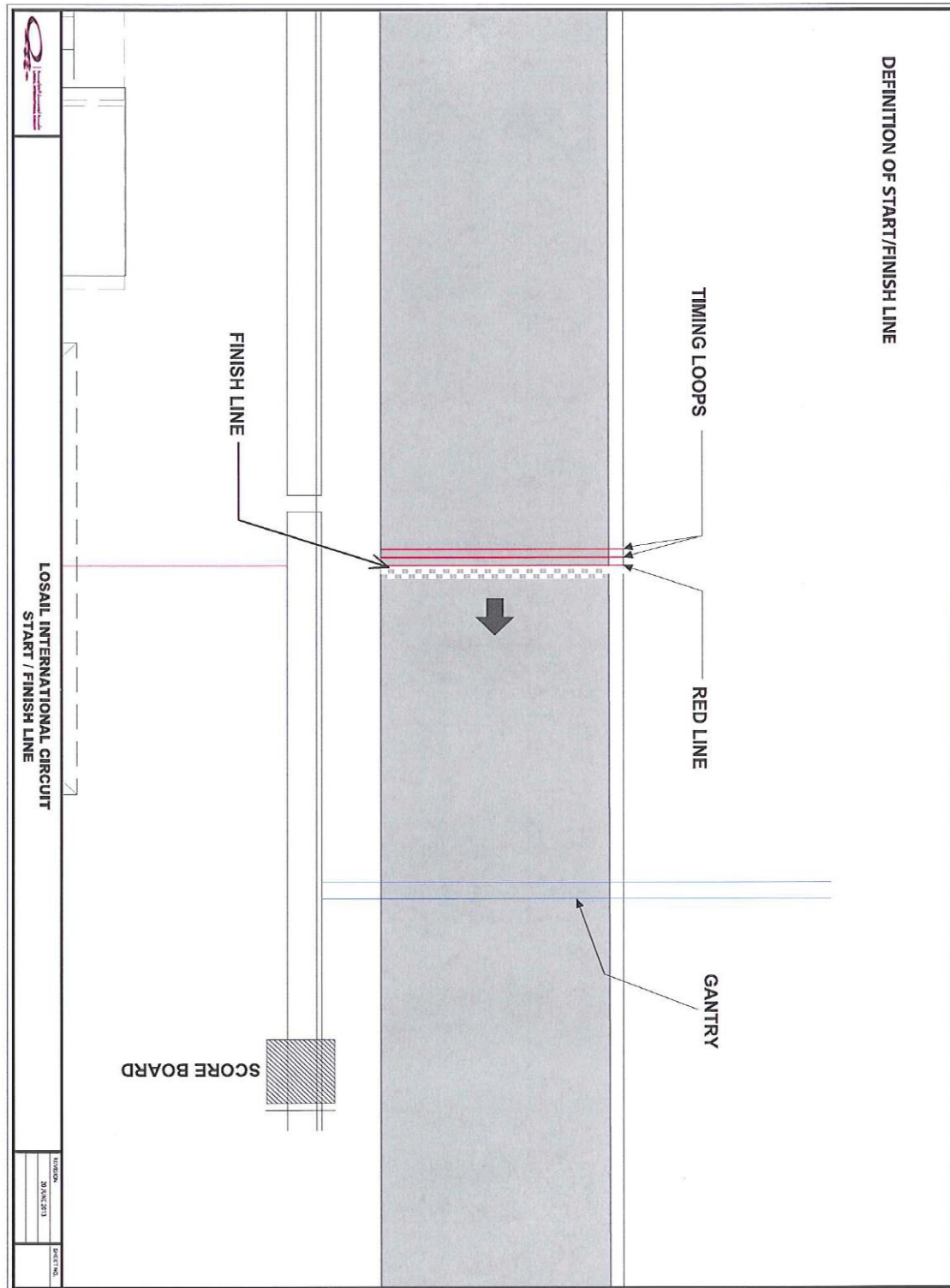


Appendix 3: FIA Technical List No. 36- List of FIA Approved Head Restraint

FIA	Liste N°36
<p><b>LISTE DES SYSTEMES DE RETENUE FRONTALE DE LA TETE APPROUVES PAR LA FIA</b> <b>LIST OF FIA APPROVED FRONTAL HEAD RESTRAINT SYSTEMS</b></p>	
<p><b>LISTE TECHNIQUE N° 36 / TECHNICAL LIST N° 36</b></p>	
<p><b>Systèmes de retenue frontale de la tête (RFT) approuvés par la FIA</b> <b>FIA approved frontal head restraint (FHR) systems</b></p>	
<p><b>1. Système HANS®/ HANS® system</b></p> <p>Les systèmes Hans doivent être approuvés selon les normes FIA 8858-2002 ou 8858-2010 <i>HANS devices shall be approved according to FIA standards 8858-2002 or 8858-2010</i></p> <p>Veuillez consulter la Liste Technique n° 29 pour connaître les systèmes HANS approuvés par la FIA. <i>Please consult Technical List n° 29 to see which HANS devices are approved by the FIA</i></p>	
<p><b>2. Système Hybrid®/ Hybrid® system</b></p> <p>Les systèmes Hybrid doivent être approuvés selon la norme FIA 8858-2010 <i>Hybrid devices shall be approved according to FIA standard 8858-2010</i></p> <p>Veuillez consulter la Liste Technique n° 29 pour connaître les systèmes Hybrid approuvés par la FIA. <i>Please consult Technical List n° 29 to see which Hybrid devices are approved by the FIA</i></p>	

<p><b>3. Système Hybrid Pro®/ Hybrid Pro® system</b></p> <p>Les systèmes Hybrid Pro doivent être approuvés selon la norme FIA 8858-2010 <i>Hybrid Pro devices shall be approved according to FIA standard 8858-2010</i></p> <p>Veuillez consulter la Liste Technique n° 29 pour connaître les systèmes Hybrid Pro approuvés par la FIA. <i>Please consult Technical List n° 29 to see which Hybrid Pro devices are approved by the FIA</i></p>	
<p><b>4. Système HANS® Adjustable/ HANS® Adjustable system</b></p> <p>Les systèmes HANS® Adjustable doivent être approuvés selon les norme FIA 8858-2010 <i>HANS® Adjustable devices shall be approved according to FIA standard 8858-2010</i></p> <p>Veuillez consulter la Liste Technique n° 29 pour connaître les systèmes HANS® Adjustable approuvés par la FIA. <i>Please consult Technical List n° 29 to see which HANS® Adjustable devices are approved by the FIA</i></p>	

## Appendix 4 LIC Start/ Finish Line



Appendix 5: CALENDAR
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<b>ROUND 1 -</b>	<b>December 7<sup>th</sup> &amp; 8<sup>th</sup>,2017</b>
<b>ROUND 2 -</b>	<b>December 14<sup>th</sup> &amp; 15<sup>th</sup>,2018</b>
<b>ROUND 3 -</b>	<b>January 25<sup>th</sup> &amp; 26<sup>th</sup>,2018</b>
<b>ROUND 4 -</b>	<b>February 8<sup>th</sup> -9<sup>th</sup>,2018</b>
<b>ROUND 5 -</b>	<b>March 29<sup>th</sup> &amp; 30<sup>th</sup>,2018</b>

**November 30<sup>th</sup> & December 1<sup>st</sup> 2017 will be Championship  
official practices**

This calendar can be subject to modification



## Appendix 6: TIMETABLE

2019 QSTK / QTCC Official Timetable				
Day 1 practices & qualifying				
07:30	-	08:00	QSTK 600 Administratives Verifications	Pit box 1
07:45	-	08:15	QSTK 600 Technical Verifications	Pit box 3 to 5
08:30	-	09:00	QTCC Administratives Verifications	Pit box 1
08:30	-	09:15	QTCC Technical Verifications	Pit box 3 to 5
07:30	-	08:00	Chief Marshals briefing	Marshals Area
08:00	-	08:30	Riders Briefing	Pit box 2
	08:30		Track Inspection	
09:00	-	10:00	QSTK 600 Free Practice 1 (60 min timed for qualification)	
09:15	-	09:45	Drivers Briefing	Pit box 2
10:15	-	11:15	QTCC Free Practice (60 min)	
11:15	-	12:45	Prayer time	
13:00	-	14:00	QSTK 600 Free Practice 2 (60 min timed for qualification)	
14:15	-	15:15	QTCC Qualifying Practice (60 min)	
15:30	-	15:45	QSTK 600 Superpole 1 (15 min)	
15:55	-	16:10	QSTK 600 Superpole 2 (15min)	
Day 2 warm-up and races				
	09:30		Track Inspection	
10:00	-	10:20	QSTK 600 Warm-Up ( 20 min )	
10:35	-	10:55	QTCC Warm-Up ( 20 min )	
11:10	-	11:15	Pitlane Open-Close QSTK 600 Race 1 (12 Laps)	
11:15	-	11:30	Grid	
	11:30		QSTK 600 Race 1 - START	
Podium QSTK 600 Race 1				
12:45	-	12:50	Pitlane Open-Close QTCC Race 1 (10 Laps)	
12:50	-	13:00	Grid	
	13:00		QTCC Race 1 - START	
Podium QTCC Race 1				
14:10	-	14:15	Pitlane Open-Close QSTK 600 Race 2 (12 Laps)	
14:15	-	14:30	Grid	
	14:30		QSTK 600 Race 2 - START	
Podium QSTK 600 Race 2				
15:45	-	15:50	Pitlane Open-Close QTCC Race 2 (10 Laps)	
15:50	-	16:00	Grid	
	16:00		QTCC Race 2 - START	
Podium QTCC Race 2				