

FIA EUROPEAN TOURING CAR CHAMPIONSHIP 2004 SPORTING REGULATIONS

The FIA will organise the FIA European Touring Car Championship (hereinafter “the Championship”), reserved for Super 2000 Cars, Diesel 2000 cars, and Super Production Cars, which is the property of the FIA. The Championship comprises one title of FIA European Touring Car Champion for Drivers and one title of FIA European Touring Car Champion for Manufacturers.

The Championship is governed by the FIA International Sporting Code and its appendices (the Code), the Circuit General Prescriptions, the Technical Regulations for Super 2000 Cars (Article 263 of Appendix J), Diesel 2000 cars (Article 263 D of Appendix J) and Super Production Cars (Article 261 of Appendix J) and the present Sporting Regulations specific to the Championship.

CHAMPIONSHIP EVENTS

Save in exceptional circumstances, the Championship will be made up of two races per meeting with a distance of 50 km per race. The leader will be shown the chequered flag when he crosses the control line (the Line) at the end of the lap during which the prescribed distance is completed.

REGULATIONS

1. The final text of these Sporting Regulations shall be the English version which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.
2. These Sporting Regulations will be published in an FIA official Bulletin and will come into force immediately and replace all previous European Touring Car Championship Sporting Regulations.

GENERAL UNDERTAKING

3. All drivers, competitors and officials participating in the Championship undertake, on behalf of themselves, their employees and agents, to observe all the provisions, as supplemented or amended, of the Code, the Circuit General Prescriptions, the Technical Regulations and the present Sporting Regulations.

GENERAL CONDITIONS

4. If a competitor is unable to be present in person at the Event he must nominate his representative in writing.
It is the competitor's obligation to ensure that all persons concerned by his entry observe all the requirements of the Code, the Circuit General Prescriptions, the Technical Regulations and the Sporting Regulations.
Throughout the entire duration of the Event, a person having charge of an entered car during any part of an Event is responsible jointly and severally with the competitor for ensuring that the requirements are observed.
5. Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout practice and the race.
6. The presentation of a car for scrutineering will be deemed an implicit statement of conformity.
7. All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pits, pit lane, or track must wear an appropriate pass at all times.

LICENCES

8. All drivers must hold current and valid FIA licences (minimum requirement a grade C licence) and, where applicable, valid licences and/or authorisations issued by their ASN(s). They must also be in possession of a current medical certificate of aptitude (see Article 1.7 of Appendix L, Chapter II).

CHAMPIONSHIP EVENT

9. a) Events are reserved for Super 2000, Diesel 2000 cars and Super Production Cars as accepted by the FIA.

b) With the formal authorisation of the FIA administration, an event may also admit cars from its country's national Championship that are comparable to touring cars as accepted by the FIA. These cars will not score points for the FIA European Touring Car Championship.

10. Each Event will have the status of a restricted international competition.

11. Cancellation of an Event with less than three months written notice to the FIA may entail refusal of the entry of Event in the following year's Championship unless the FIA judges the cancellation to have been due to "force majeure".

EUROPEAN TOURING CAR CHAMPION TITLES

12. a) The FIA European Touring Car Champion 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 Events which have actually taken place.

b) The FIA European Touring Car Champion Manufacturers' title will be awarded to the Manufacturer which has scored the highest number of points, taking into account all the results obtained by the best two cars classified per Manufacturers during the Events which have actually taken place.

13. Points for all titles will be awarded for each race at each Event according to the following scale:

1 st :	10 points
2 nd :	8 points
3 rd :	6 points
4 th :	5 points
5 th :	4 points
6 th :	3 points
7 th :	2 points
8 th :	1 point

All the results obtained during the season will count for the final classifications.

14. If requested by the FIA, the winning manufacturers with their drivers must be present at the annual FIA Prize Giving ceremony. Any driver and/or manufacturer who is absent will be liable to a fine. All competitors shall use their best endeavours to ensure that their drivers attend as aforesaid.

DEAD HEAT

15. Prizes and points awarded for all the positions of drivers and/or manufacturers who tie will be added together and shared equally.

16. If two or more drivers and/or manufacturers finish the season with the same number of points, the higher place in the Championship shall be awarded to:

a) the holder of the greatest number of first places,

b) if the number of first places is the same, the holder of the greatest number of second places,

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

d) if this procedure fails to produce a result, the FIA will nominate the winner according to such criteria as it thinks fit.

PROMOTER

17. An application to promote an Event must be made to the ASN of the country in which the Event is to take place, which will in turn apply to the FIA.

ORGANISATION OF EVENTS

18. Each organiser shall supply the information set out in Appendix 1, part A hereto, to the FIA no later than 90 days before the Event together with the detailed timetable.

INSURANCE

19. The promoter of an Event must procure that all competitors, their personnel and drivers are covered by third party insurance.

20. 90 days before the Event, the promoter must send the FIA details of the risks covered by the insurance policy which must comply with the national laws in force. Sight of the policy must be available to the competitors on demand.

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

22. Drivers taking part in the Event are not third parties with respect to one another.

FIA DELEGATES

23. For each Event the FIA will nominate:
- a Technical Delegate.

And may nominate:
- a Medical Delegate,
- a Press Delegate.

24. The role of the FIA delegates is to help the officials of the Event in their duties, to see within their fields of competence that all the Regulations governing the Championship are respected, to make any comments they judge necessary and to draw up any necessary reports concerning the Event.

25. The Technical Delegate nominated by the FIA will be responsible for scrutineering and will have full authority over the national Scrutineers.

OFFICIALS

26. The following officials will be nominated by the FIA and, during the Event, will deal only with FIA Championship races:

- Two international Stewards of a nationality different to that of the organiser.

In conformity with Article 134 of the Code, the Stewards of the meeting will officiate as a body under the authority of their chairman.

- A Race Director.

27. The following officials will be nominated by the ASN and their names sent to the FIA at the same time as the application to organise the Event:

- One Steward from among the ASN's nationals.

- The Clerk of the Course.

28. The Clerk of the Course shall work in permanent consultation with the Race Director. The Race Director shall have overriding authority in the following matters and the Clerk of the Course may only give orders in respect of them with his express agreement:

a) the control of practice and the race, adherence to the timetable and, if he deems it necessary, the formulation of any proposal to the Stewards to modify the timetable in accordance with the Code or Sporting Regulations,

- b) the stopping of any car in accordance with the Code or Sporting Regulations,
- c) the stopping of practice or the race in accordance with the Sporting Regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out,
- d) the starting procedure,
- e) the use of the safety car.

29. The Race Director, the Clerk of the Course and the Technical Delegate must be present at the Event from the beginning of initial scrutineering, and the Stewards from 14.30 on the same day.

30. The Race Director must be in radio contact with the Clerk of the Course and the chairman of the Stewards at all times when cars are permitted to run on the track. Additionally, the Clerk of the Course must be in race control and in radio contact with all the marshals' posts during these times.

COMPETITORS' APPLICATIONS

31. a) Applications to compete in the Drivers' Championship must be submitted to the FIA, no later than 28 February 2004, on an entry form as set out in Appendix 2 hereto, accompanied by the set entry fees specified below (Article 31 c).

The application shall include:

1) confirmation that the applicant has read and understood the Code, the Technical Regulations and the Sporting Regulations and agrees, on its own behalf and on behalf of everyone associated with its participation in the Championship, to observe them,

2) the name of the team,

3) the make of the competing car(s),

4) the name of the driver(s),

b) A competitor can enter as many cars as he wishes.

c) The sum of the Championship entry fee is 31,000 Euros.

d) Teams may enter the Championship on a race-by-race basis and may announce their entries in each Event concerned, to the organisers of the Event concerned and to the FIA, accompanied by the entry fees paid to the FIA, no later than seven days prior to the Event, it being understood that the Event starts with scrutineering. The sum of the race entry fee is 4000 Euros.

e) Applications to compete in the Manufacturers' Championship must be submitted to the FIA, each year on an entry form as set out in Appendix 3 bis hereto, accompanied by the set entry fees.

The application shall include:

1) confirmation that the applicant has read and understood the Code, the Technical Regulations and the Sporting Regulations and agrees, on its own behalf and on behalf of everyone associated with its participation in the Championship, to observe them,

2) the name of the Manufacturer,

3) the model(s) of the competing car(s).

f) Manufacturers wishing to enter the Championship must announce their entry to the FIA, accompanied by the entry fee paid to the FIA, no later than 28 February 2004,

g) The sum of the Manufacturers' Championship entry fee is 250,000 Euros.

32. If, in the opinion of the FIA, a competitor fails to operate his team in a manner compatible with the standards of the Championship or in any way brings the Championship into disrepute, the FIA may exclude such competitor from the Championship forthwith.

PASSES

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

INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

34. In exceptional circumstances, the Stewards may give instructions to competitors by means of special circulars in accordance with the Code. These circulars will be distributed to all the competitors who must acknowledge receipt.

35. All classifications and results of practice and the race, as well as all decisions issued by the officials, will be posted on the official notice board.

36. Any decision or communication concerning a particular competitor must be given to him within twenty-five minutes of such decision and receipt must be acknowledged.

INCIDENTS

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

- necessitated the stopping of a race under Article 144;
- constituted a breach of these Sporting Regulations or the Code;
- caused a false start by one or more cars;
- caused a collision;
- forced a driver off the track;
- illegitimately prevented a legitimate overtaking manoeuvre by a driver;
- illegitimately impeded another driver during overtaking.

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

b) If an incident forms the subject of a Stewards' enquiry, a message will be taken to the competitor who has to countersign it.

c) If a driver is involved in a collision or Incident (see Article 37), and has been informed of this by the Stewards no later than 30 minutes after the 2nd race has finished, he must not leave the circuit without the consent of the Stewards.

39. The Stewards may impose any one of the two 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 rejoin the race without stopping in the pits.

b) A 10-second time penalty. The driver must enter the pit lane, stop at his pit for at least 10 seconds and then rejoin the race.

However, should either of the above penalties be imposed and notified in writing to the team representative during the last five laps, or after the end of the race, Article 40b) below shall not apply and a 30 second time penalty shall be added to the elapsed time of the car concerned.

40. Should the Stewards decide to impose a time penalty, the following procedure shall be applied:

a) The Stewards shall give written notification of the time penalty which has been imposed to an official of the team concerned and shall make sure that this information is countersigned and the time noted on the notification. Simultaneously, if the facilities on the circuit so permit, they shall ensure that this information is also displayed on the timing monitors.

b) From the time the Stewards' decision is notified to the team(s) concerned, whether in writing or via the timing monitors, (the procedure described below will be initiated as soon as one or other of the notification procedures has been implemented), the relevant driver may cover no more than three complete laps before entering the pits and proceeding to the time penalty area where he shall remain for the period of the time penalty. During the time the car is stationary for the time penalty, it may not be worked on. However, should the engine stop, it may be started only after the time penalty period has elapsed, if necessary with the help of an external source of energy.

c) A pit stop due to a time penalty can under no circumstances be used for carrying out any activity whatsoever on the car. When the time penalty period has elapsed the driver may rejoin the race.

d) Any breach of or failure to comply with Articles 40 b) or 40 c) may result in the car being excluded.

PROTESTS

41. Protests shall be made in accordance with Article 172 of the International Sporting Code. Protests for both Races will be heard after Race 2.

SANCTIONS

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

43. Any questions concerning penalties, protests and appeals must be in accordance with Chapters XI, XII and XIII of the International Sporting Code.

DRIVERS

44. After the closing time for scrutineering, a driver change may only take place with the consent of the Stewards.

In all other circumstances, competitors will be obliged to use the driver they nominated at the time of scrutineering for the Event except in cases of "force majeure" which will be considered separately. Any new driver may score points in the Championship.

NUMBER OF CARS PARTICIPATING

45. The number of cars allowed to practice and to start the race is as provided for in supplement n°2 of Appendix O to the Code.

RACE NUMBERS AND NAME OF CAR

46. Each car will carry the race number of its driver. Race numbers must be in conformity with the provisions of the Code (see Chapter XVII).

47. The name or the emblem of the make of the car must appear on the car. The name of the driver must also appear on the bodywork (rear lateral windows), on the outside of the cockpit, and be easily legible (see Chapter XVII of the Code).

SPORTING CHECKS

48. Each competitor must have all documents required by Article 8 available for inspection at any time during the Event.

49. At each Event, the organiser will check all licences.

50. No competitor, driver or other person concerned with a car can be required to sign any waiver.

SCRUTINEERING

51. The list of cars allowed to take part in qualifying practice will be published on the day before qualifying practice.

All cars must be weighed before participating in practice.

Competitors must present a technical passport for each of their cars entered in the Event.

52. Initial scrutineering of the car and competitors sporting checks will take place:

Prescrutineering: two days before the race from 14.30 to 18.30

Scrutineering: one day before the race from 8.00 to 13.00, technical scrutineering will take place in the garage assigned to each team. Unless a waiver is granted by the Stewards, competitors who do not keep to these time limits will not be allowed to take part in the Event.

No car may take part in the Event until it has been passed by the Scrutineers.

53. The Scrutineers may:

a) Check the eligibility of a car or of a competitor at any time during an Event.

At scrutineering for the first race at the latest, all participants must submit the following items to the scrutineer who will keep them throughout the entire season:

- Homologation form,
- Homologation form for the rollcage,
- Certification for the catalytic converter,
- A diagram/drawing of the complete fuel system.

These documents must clearly indicate all the elements containing fuel (connecting pieces, pumps, filter, control devices, pipes, etc.) and all the screwing connections, T fittings, reductions and filling caps. Furthermore, the contents of the different assemblies (catch tanks, radiator, filter, etc.) must be defined in the drawing.

The following must also be made available:

- Fuel pipe with cutoff device for taking fuel samples. This pipe must be about 2m long.

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

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

d) Require a competitor to supply them with such parts or samples as they may deem necessary.

At any time, the car must contain at least 3 litres of petrol for the taking of fuel samples.

54. Rev Limiting Device

1 - An FIA homologated rev limiting device with data storage must be used in the Championship. The devices will exclusively be used as data storage devices.

The installation of the devices must be made in strict accordance with the corresponding instructions. It is compulsory to use one of the sensors listed in the installation instructions.

All participants are themselves responsible for obtaining the device, for the correct installation and the correct functioning as well as the compliance with the rev limits according to the FIA Regulations.

Participating cars must be equipped with a rev limiter.

It will be the participants responsibility to ensure that the engine does not exceed the maximum rate of 8500 rpm.

2 - All costs connected with the check of the rev limiting device with data storage, must be completely borne by the participants.

3 - At the end of each free practice or qualifying practice session, the cars must be available for checking. After the finish of each race, all classified cars will be placed in the Parc Fermé for checking. The presence of a team official is required.

55. Any car which, after being passed by the Scrutineers, is 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 re-presented by the competitor for scrutineering approval.

56. The Race Director or the Clerk of the Course may require that any car involved in an accident be stopped and checked.

57. Checks and scrutineering shall be carried out by duly appointed officials who shall also be responsible for the operation of the Parc Fermé and who alone are authorised to give instructions to the competitors.

58. The Stewards will publish the findings of the Scrutineers each time cars are checked during the Event. These results will not include any specific figure except when a car is found to be in breach of the Technical Regulations.

TYRE LIMITATION DURING THE EVENT

59. The FIA will specify control tyres for the Championship (one dry and one wet).

60. All the tyres that a competitor plans to use must be marked or remarked before the free practice sessions. All new tyres must be collected from the supplier during the relevant Event.

The number of tyres is limited as follows:

For the 1st Event:

- 16 new dry-weather tyres may be used.

For the other Events:

For the free practice, qualifying and races a maximum of 12 new and 4 previously marked dry weather tyres will be permitted to be used.

NB: Previously marked tyres must always be remarked when used at another Event.

61. It is the competitors' responsibility that the tyres are appropriately registered by the Scrutineers. Competitors must accept any possible disadvantages resulting from non-appropriate registering of the tyres.

62. The use of tyres without appropriate identification for the corresponding car for the corresponding Event is forbidden. If the Race Director/Clerk of the Course declares that it is a "wet

race" or "wet practice", the use of wet-weather tyres in compliance with the prescriptions of Article 59 only for this particular practice session or race is permitted.

63. If dry-weather-tyres (slicks) are used during a wet race/wet practice, only tyres registered for the Event are admissible.

64. These tyres must nevertheless comply with the specification determined by the control tyres for this Event as specified in Article 59.

65. It is forbidden to proceed from the pits to the starting grid with unmarked tyres. Any chemical and/or mechanical treatment of the tyres is prohibited. The original tyre tread and profile may not be modified or cut. The use of tyre-warmers is allowed.

WEIGHING

66. The weight of any car may be checked during the Event as follows:
All drivers entered in the Championship will be weighed, wearing their complete racing apparel, at the first Event of the season. If a driver is entered later in the season, he will be weighed at his first Event. The weights of the drivers will then be entered into a list which is under the control of the FIA Technical Delegate. To identify which driver is on board the car, each driver of one and the same car will bear on both sides of his helmet a numbered sticker.

a) During and after qualifying practice:

1) the FIA Technical Delegate will install weighing equipment, in the pit lane in an area as close to the first pit as possible; this area will be used for the weighing procedure;

2) the FIA Technical Delegate after consultation with the Stewards will select cars to undergo the weighing procedure. The FIA Technical Delegate will inform the driver that his car has been selected for weighing;

3) having been informed that his car has been selected for weighing, the driver will proceed directly to the weighing area and stop his engine;

4) the car will then be weighed and the result given to the driver in writing;

5) if the car is unable to reach the weighing area under its own power it will be placed under the exclusive control of the marshals who will take the car to be weighed;

6) a car or driver may not leave the weighing area without the consent of the FIA Technical Delegate;

b) After the race:

The Stewards will instruct the Technical Delegate to weigh cars classified in the first three.

c) Should the weight of the car be less than that specified in the Technical Regulations when weighed under a) or b) above, the car and the driver will be excluded from the Event save where the deficiency in weight results from the accidental loss of a component of the car due to force majeure.

d) No solid, liquid, gas or other substance or matter of any nature whatsoever may be added to, placed on, or removed from a car after it has been selected for weighing or has finished the race or during the weighing procedure.

e) Only Scrutineers and officials may enter the weighing area. No intervention of any kind is allowed there unless authorised by such officials.

f) A car must carry either an on-board camera or equivalent ballast that is situated in the same location as the camera would have been.

g) A car may be equipped with an additional unit to transmit data from the unit supplied by the organiser to the designated television broadcaster, or with equivalent ballast which will be installed in its place.

67. Any breach of these provisions for the weighing of cars may result in the exclusion of the car concerned.

HANDICAP WEIGHT

68. Ballast weight handicaps will be applied and may be amended by the World Motor Sport Council at any time – including during the Championship – in order to maintain the equality of performance between the cars:

a) To the drivers finishing in the first three places of each Championship race meeting, according to the total number of points scored in the two races.

In the case of drivers having scored the same number of points at the end of an Event, the highest place in the official qualifying session will be used to separate them.

Weight handicaps are imposed according to the following scale:

1st : 30 kg

2nd : 20 kg

3rd : 10 kg

b) To the drivers classified in the first three places of the Championship classification after the previous race meeting.

In the case of drivers having scored the same number of points in the classification, they will equally share the total weight of the relevant weight handicaps.

Weight handicaps are imposed according to the following scale:

1st : 30 kg

2nd : 20 kg

3rd : 10 kg

c) Handicap weights a) and b) will be cumulative; at the end of each race meeting, the previous weight handicaps will be scratched and new ones applied.

However, the maximum handicap weight, when the above two handicaps are applied, shall not exceed 40 kg.

69. In the case of drivers having scored the same number of points at the end of an Event, the following criterion will be applied to determine their positions for weight handicap purposes:

- Highest placed driver in the official qualifying session.

70. The weight handicap specified will be applied at the following Event. This includes scrutineering, timed practice, qualifying and the race. Should an Event be cancelled, the weight handicaps foreseen for that Event will be carried over to the next Event.

71. This weight handicap is applied to the minimum weight of the cars as defined in Article 263-5 of Appendix J. The ballast must be attached and positioned in accordance with the provisions of that same Article.

VEHICLES

72. The FIA Technical Regulations for Super 2000, Diesel 2000 cars and Super Production apply for the Championship if not otherwise stated in the present Regulations.

a) In case a Manufacturer homologates an extension on the homologation form or a new car (different homologation form), a competitor can start using it at any Event during the season. However he cannot revert back for the rest of the season to the previous one.

b) A driver is only permitted to make one change during the season from a 5-speed to a 6-speed sequential gear box or vice versa. Once he has made the change, he cannot change back.

c) After free practice, the competitor must declare the transmission ratios of each of his cars. These ratios must be used throughout the remainder of the Event.

73. Only one single car may be entered per driver at each Event. T-cars/spare cars are prohibited. The driver/car attribution applicable for the whole Event will be made at scrutineering before the beginning of the first free practice.

ENGINE

74. Each engine must be used for a minimum of two consecutive Events. The marking of the engine will be carried out by the Scrutineers before the free practice session of the first Event. It is the responsibility of each competitor to ensure the marking remains unharmed. The engine is related to the driver's race number.

75. Save for a technical failure, with the beginning of the qualifying practice session the change of the engine is forbidden. If however an engine has already completed at least two consecutive Events, it may be changed. It is up to the FIA Technical Delegate or, in his absence, the Chief Scrutineer to determine a technical failure.

Due to a technical failure, an engine change may be applied for after the qualifying practice session. The request has to be submitted in writing, for a decision by the Stewards.

The FIA Technical Delegate or, in his absence, the chief scrutineer will precede the written application with a note regarding the marking and identification of the replaced engine to the Stewards before the first race.

76. The approval of the engine change will become valid after the marking of the replaced engine by the Scrutineer.

77. If an engine change is approved by the Panel of the Stewards of the meeting, the relevant car will have its qualifying times disallowed and will be placed at the back of the starting grid for the race 1 of the corresponding Event.

GENERAL CAR REQUIREMENTS

78. No signal of any kind may pass between a moving car and anyone connected with the car's entrant or driver save for the following:

a) legible messages on a pit board;

b) body movement by the driver;

c) lap trigger signals from the pits to the car. Lap marker transmitters shall be battery-powered and once operating must be free-standing (not attached to any other pit equipment by means of wires or optical fibres) and incapable of receiving external information.

Such lap triggers shall use a transmitter operating with a carrier frequency above 10 GHz (radio or optical) and a beam half angle of no more than 36° when measured at the 3dB point, and shall not be used for the transmission of any data from pit to the car other than the lap mark. Lap mark data must be transmitted repeatedly and must be demonstrably consistent;

d) verbal communication between a driver and his team by radio;

e) electromagnetic radiation between 2.0 and 2.7 GHz is forbidden save with the written consent of the FIA.

GENERAL SAFETY

79. Official instructions will be given to drivers by means of the signals laid out in the Code. Competitors must not use flags similar in any way whatsoever to these.

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

81. Any driver intending to leave the track or to go to his pit or the paddock area must signal his intention to do so in good time, making sure that he can do this without danger.

82. During practice and the races, drivers may only use the track and must at all times observe the provisions of the Code relating to driving behaviour on circuits.

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

84. Repairs to a car may only be carried in the paddock, pits or on the grid.

85. The organiser must make at least two fire extinguishers of 5 kg capacity available at each such pit and ensure that they work properly.

86. Save as specifically authorised by the Code or these Sporting Regulations, no one except the driver may touch a stopped car unless it is in the pits or on the starting grid.

- 87.** At no time may a car be reversed in the pit lane under its own power.
- 88.** During the periods commencing 15 minutes prior to and ending 5 minutes after every practice session and the period between the green lights being illuminated and the opening of the track by the Clerk of the Course or his nominee, no one is allowed on the track with the exception of:
a) marshals or other authorised personnel in the execution of their duty;
b) drivers when driving or under the direction of the marshals.
- 89.** During a race, the engine may only be started with the starter, except in the pit lane where the use of an external starting device is allowed under the conditions provided for in Article 102.
- 90.** Drivers taking part in practice and the race must always wear the clothes and helmets specified in the Code. The checking of the drivers' equipment is carried out when the cars are weighed.
- 91.** A speed limit of 60 kph in practice, warm-up and the race will be enforced in the pit lane. During practice and reconnaissance laps, any driver who exceeds the limit will be penalised. During the race, the Stewards may impose any penalty on any driver who exceeds the limit.
- 92.** If a driver has serious mechanical difficulties during practice or the race he must leave the track or return to his pit as soon as it is safe to do so.
- 93.** The car's rear light must be illuminated at all times when it is running on wet-weather tyres.
- 94.** Only six team members per participating car (all of whom shall have been issued with and shall be wearing special identification) are allowed in the signalling area during practice and the race. People under 16 years of age are not allowed in the pit lane or on the pit wall.
- 95.** Animals, except those which may have been expressly authorised by the FIA for use by security services, are forbidden in the pit area and on the track and in any spectator area.
- 96.** The Race Director, the Clerk of the Course or the FIA Medical Delegate can require a driver to undergo a medical examination at any time during an Event.
- 97.** Failure to comply with the general safety requirements of the Code or these Sporting Regulations may result in the exclusion of the car and driver concerned from the Event.

PIT LANE

- 98.** **a)** For the avoidance of doubt and for description purposes, the pit lane shall be divided into two lanes. The lane closest to the pit wall is designated the "fast lane", and the lane closest to the garages is designated the "inner lane", and is the only area where any work may be carried out on a car.
b) Competitors must not paint lines on any part of the pit lane.
c) No equipment may be left in the fast lane. A car may enter or remain in the fast lane only with the driver sitting in the car behind the steering wheel in his normal position, and under its own power.
d) 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 complete. The supporting arms may not exceed 4 metres in length (measured from the inner lane pit wall) and they must be positioned at least two metres above the ground.

FUEL, REFUELLING AND PIT ASSISTANCE

- 99.** Throughout the duration of the Event, all competitors must use the fuel supplied by the organiser.
- 100.** All cars must be fitted with a self-sealing connector which can be used by the Scrutineers to remove fuel from the tank. This connector must be the type approved by the FIA. It must be possible for a pipe to be fitted to this connector. This pipe must reach the ground outside the car and be fitted with a cut-off device. The sampling connection must be placed in an unlockable area between the injection strip and the fuel pipe in the engine compartment. This installed device may be used for the sampling and for the simulation of a pipe rupture.

101. Except when work is carried out on a car, all personnel must remain inside the pit. There is no limitation on the number of mechanics.

102. During any pit stop, the driver is obliged to turn off his engine.

103. Any breach of the provisions of the Code or these Sporting Regulations relating to pit assistance and refuelling may result in the exclusion of the car and driver(s) concerned from the Event.

FREE PRACTICE, QUALIFYING PRACTICE AND WARM UP

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

105. No driver may start in a race without taking part in qualifying practice, except in a case of force majeure duly recognised as such by the Stewards.

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

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

107. The time schedule and the running of the practice will be published separately.

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

From the 1st event right through to the last, no private testing is permitted with cars completely or partly complying with the Super 2000 and Diesel 2000 Technical Regulations on any circuit prior to its hosting a qualifying round.

108. There are two free practice sessions of 30 minutes which take place one day before the race.

109. There is one 30-minute qualifying practice session which takes place the day before race day.

110. Warm-up: a free practice session will take place on race day it will last 15 minutes.

111. Under no circumstances can a delay in the free practice session (warm-up) or other difficulty on race morning result in a change to the starting time of the races

112. 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.

113. Practice may be interrupted as often and for as long as deemed necessary to clear the track or to allow the recovery of a car. In the case of free practice only, 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.

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

115. Should one or more sessions be thus interrupted, no protest can be accepted as to the possible effects of the interruption on the qualification of drivers admitted to start.

116. All laps covered during qualifying practice will be timed to determine the car's position at the start of race 1 in accordance with the prescriptions of Article 121.

With the exception of a lap in which a red flag is shown (see Article 144), each time a car crosses the Line it will be deemed to have completed one lap.

STOPPING THE PRACTICE

117. Should it become necessary to stop the practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the red flag and the abort lights will be shown at the Line. Simultaneously, red flags will be shown at all the marshals' posts. When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly back to their respective pits, and all cars abandoned on the track will be removed to a safe place. At the end of each practice session, all drivers may only cross the Line once.

PRESS CONFERENCES

118. A minimum of three and a maximum of six drivers and/or team personalities will be chosen by ballot or rota by the FIA press delegate during the Event and must make themselves available to the media for a press conference in the media centre for a period of one hour, at a time to be specified in the Event Regulations.

119. Immediately after qualifying practice, the first three drivers in qualifying in each class will be required to make themselves available for television interviews in the unilateral room and then attend a press conference in the media centre for a maximum period of 30 minutes.

THE GRID

120. At the end of qualifying practice, the fastest time achieved by each driver will be published officially.

121. The starting grid for Race 1 will be drawn up in the order of the fastest time achieved by each car. Should two or more cars have set identical times, priority will be given to the one which set it first.

122. The fastest car will start the race from the position on the grid which was the pole position in the previous year or, on a new circuit, has been designated as such by the FIA.

123. Any driver whose best qualifying lap exceeds 107% of the fastest time will not be allowed to take part in the warm up or in the race. Under exceptional circumstances however, which may include setting a lap time in a previous free practice session, the Stewards may permit the car to start the race. Should more than one driver be accepted in this manner, their order will be determined by the Stewards.

In neither case may a team appeal against the Stewards' decision.

124. The final starting grid of Race 1 will be published 30 minutes after the warm-up on race day; the provisional starting grid of Race 2 will be published after Race 1.

The starting grid for Race 2 will be determined by the provisional results of Race 1.

a) The first 8 cars classified will be placed in reverse order of the provisional classification of Race 1.

b) The rest of the cars will start as follows:

- the 9th placed car in Race 1 will start 9th in Race 2

- the 10th placed car in Race 1 will start 10th in Race 2

and so on until the last placed car in Race 1.

c) The cars not classified in race 1 will be placed on the starting grid after those regularly classified, according to the number of laps covered (e.g.: the first car retired in race 1 will occupy the last spot of the grid, the second retired will occupy the last-but-one spot, and so on).

d) Between the 2 races, any competitor who wishes the Parc Fermé rules to be neutralised must submit a request to this effect to the Stewards of the Meeting.

e) All the cars that have lost the right to line up according to the positions obtained in Race 1 (for engine change, neutralisation of the Parc Fermé or decisions by the Stewards of the Meeting) will line up at the back of the starting grid in the order of their qualifying position.

f) This same procedure will apply to any car that was in the pits at the end of the Race 1 and did not take the chequered flag and has been worked on during the Parc Fermé between the two races.

g) Any competitor whose car(s) is (are) unable to start for any reason whatsoever (or who has good reason to believe that their car(s) will not be ready to start) must inform the Clerk of the Course accordingly at the earliest opportunity and, in any event, no later than 45 minutes before the start of the race. If one or more cars are withdrawn, the grid will be closed up accordingly.

125. The rows on the grid will be separated by at least 4 metres.

BRIEFING

126. A briefing by the Race Director will take place preferably on the day before the race. All drivers entered in the Event, and their competitors' appointed representatives must be present throughout the briefing; any absence may result in exclusion from the race. If the Race Director considers that another briefing is necessary, this will take place after the end of the warm-up. The competitors will be informed accordingly.

STARTING PROCEDURE

127. 15 minutes before the time for the start of the formation lap of the first race and 20 minutes before the time of the start of the formation lap of the second race, the cars will leave the pits to cover a reconnaissance lap. At the end of this lap they will stop on the grid in starting order with their engines stopped.

Before race 1 only should they wish to cover more than one reconnaissance lap, this must be done by driving through the pit lane at a greatly reduced speed between each of the laps.

128. 12 minutes before the starting time, a warning signal announcing the closing of the pit exit in 2 minutes will be given. 10 minutes before the starting time, the pit exit will be closed and a second warning signal will be given. Any car which is still in the pits can start from the pits, but only under the direction of the marshals. It may be moved to the pit exit only with the driver in position.

Where the pit exit is immediately after the Line, cars will join the race when the whole field has passed the pit exit on its first racing lap. 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.

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

130. The approach of the start will be announced by signals shown five minutes, three minutes, one minute and thirty seconds before the start of the formation lap, each of which will be accompanied by an audible warning.

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

When the five-minute signal is shown, all cars must have their wheels fitted. After this signal wheels may only be removed in the pits. Any car which does not have all its wheels fitted at the five-minute signal must start the race from the back of the grid or the pit lane. Tyre-warmers may be used until the three-minute board. At the three-minute signal, the cars must be resting on their wheels.

When the one-minute signal is shown, engines will be started and all team technical staff must leave the grid.

Fuelling on the grid is prohibited.

131. Thirty-second board: 30 seconds after this board a green flag will be shown at the front of the grid where upon the cars will begin a formation lap, maintaining their starting order. The cars will be followed by a race-closing car. During this lap, practice starts are forbidden and the formation must be kept as tight as possible.

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

Any driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must start the race from the back of the grid. If more than one driver is affected, they must form up at the back of the grid in the order in which they left to complete the formation lap. If the Line is not situated in front of the pole position, for the purposes of this Article only, it will be deemed to be a white line one metre in front of pole position. Yellow flags will be displayed at all observation posts.

132. Any driver who is unable to start the formation lap must indicate this and, after the remainder of the cars have crossed the Line, his mechanics may attempt to rectify the problem under the supervision of the marshals.

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

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

134. If a car stops on the starting grid after the start and is unable to re-start whilst it is being pushed, the marshals will if possible push it to the pit lane where the mechanics may attempt to start it. If the car then starts, it may rejoin the race from the pit lane once the whole field has taken the start.

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

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

137. A time penalty will be imposed for a false start if so reported by start line judges or judges of fact.

138. Only in the following cases will any variation in the starting procedure be allowed:

a) If it starts to rain after the five-minute board but before the green light and, in the opinion of the Race Director, the teams should be given the opportunity to change tyres, a "START DELAYED" sign will be shown on the Line and the starting procedure will begin again 15 minutes before the next start time. If necessary the procedure set out in Article 130 will be followed.

b) If the start of the race is imminent and, in the opinion of the Race Director, the volume of water on the track is such that it cannot be negotiated safely even on treaded tyres, the Race Director may delay the start of the race by causing the "START DELAYED" board to be shown simultaneously with a "10" board with a red background.

This "10" board with a red background will mean that there is to be a delay of ten minutes before the starting procedure can be resumed. If weather conditions have improved at the end of that ten-minute period, a "10" board with a green background will be shown. The "10" board with a green background will mean that the green flag will be deployed in ten minutes.

Five minutes after the "10" board with the green background is shown, the starting procedure will begin and the normal starting procedure boards (i.e. 5, 3, 1 min., 30 second) will be shown.

If however, the weather conditions have not improved within ten minutes after the "10" board with the red background was shown, the "10" board with the red background will be shown again which will mean a further delay of ten minutes before the starting procedure can be resumed.

This procedure may be repeated several times.

At any time when a "10" board (with either a red or green background) is shown, it will be accompanied by an audible warning.

c) If any other problem arises which leads to a start being delayed, the Race Director/Clerk of the Course will take the following action:

1 – If the red light has not been switched on, a red flag and a "Start Delayed" board will be shown at the Line.

2 – If the red light has already been switched on, the yellow revolving lamp (or yellow flashing lights) will be switched on at the Line and the "start delayed" board will be shown.

In both cases 1 and 2, the cars remain at their respective grid positions. The engines must be stopped.

3 – The starting procedure will recommence upon instruction of the Race Director/Clerk of the Course at the five-minute point (begin of countdown). Generally, there will be no additional formation lap.

4 – If the start is delayed at the end of the formation lap, the race distance is reduced by one lap.

5 – Any driver responsible for a delayed start will be brought to the end of the starting grid for the re-start.

6 – It is strongly recommended to show the "Start Delayed" board and the countdown boards again to the cars positioned in the second half of the starting grid.

If the race is started behind the safety car, refer to Article 5, Chapter II of Appendix H.

139. The Stewards may use any video or electronic means to assist them in reaching a decision. The Stewards may overrule judges of fact. A breach of the provisions of the Code or these Sporting Regulations relating to starting procedure may result in the exclusion of the car and drivers concerned from the Event.

THE RACE

140. A race will not be stopped in the event of rain unless the circuit is blocked or it is dangerous to continue (see Article 144).

141. If a car stops during the race, it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him. If any such assistance results in the engine starting and the driver rejoining the race, the car will be excluded from the results of the race.

142. During the race, drivers leaving the pit lane will do so only when the light at the pit lane exit is green and under their own responsibility. A marshal with a blue flag, or a blue flashing light, will also warn the driver if cars are approaching on the track.

SAFETY CAR

143. Refer to Article 5, Chapter II of Appendix H.

STOPPING THE RACE

144. Should it become necessary to stop 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 shall order a red flag and the flashing yellow lights to be shown at the Line. Simultaneously, red flags will be shown at all marshal posts.

When the signal is given to stop, all cars shall immediately reduce speed in the knowledge that:

- the race classification will be that at the end of the lap two laps prior to that during which the signal to stop the race was given,
- race and service vehicles may be on the track,
- the circuit may be totally blocked because of an accident,
- weather conditions may have made the circuit undriveable at racing speed,
- the pit lane will be open.

145. The procedure to be followed varies according to the number of laps completed by the race leader before the signal to stop the race was given:

Case A: Less than two full laps. If the race can be restarted, Article 146 will apply.

Case B: Two or more full laps but less than 75% of the race distance (rounded up to the nearest whole number of laps). If the race can be restarted, Article 147 will apply.

Case C: 75% or more of the race distance (rounded up to the nearest whole number of laps). The cars will be sent directly to the Parc Fermé and the race will be deemed to have finished when the leading car crossed the Line at the end of the lap two laps prior to that in which the signal to stop was given.

RESTARTING A RACE

146. Case A

a) The original start shall be deemed null and void.

b) The length of the restarted race will be the full original race distance.

c) The drivers who are eligible to take part in the race shall be eligible for the restart in their original car.

d) Any driver who was forced to start from the back of the grid or the pit lane during the original start may start from his original grid position;

e) After the signal to stop the race has been given, all cars able to do so will proceed directly but slowly to either:

- the pit lane or;

- if the grid is clear, to their original grid position or;
- if the grid is not clear, to a position behind the last grid position as directed by the marshals.
- f)** Cars may be worked on in the pits or on the grid. If work is carried out on the grid, this must be done in the car's correct grid position and must in no way impede the re-start.
- g)** Refuelling will be allowed until the five-minute signal is shown.

147. Case B

- a)** Other than the race order at the end of the lap two laps prior to that during which the signal to stop was given and the number of laps covered by each driver, the original race will be deemed null and void.
- b)** The length of the re-started race will be three laps less than the original race distance less the number of classified laps completed by the leader before the signal to stop was given.
- c)** The grid for the re-started race will be arranged in the race order at the end of the lap two laps prior to that during which the signal to stop was given.
- d)** Only cars which took part in the original start will be eligible for the re-start and then only if they returned under their own power by an authorised route to either :
 - the pit lane or ;
 - to a position behind the last grid position as directed by the marshals.
- e)** Cars may be worked on in the pits or on the grid. If work is carried out on the grid, this must be done in the car's correct grid position and must in no way impede the re-start.
- f)** Refuelling is only permitted in the pits. If a car is refuelled it must take the re-start from the back of the grid and, if more than one car is involved, their positions will be determined by their race order at the end of the lap two laps prior to that during which the signal to stop was given. In this case their original grid positions will be left vacant.

148. In both Case A and Case B:

- a)** 10 minutes after the stop signal, the pit exit will close.
 - b)** 15 minutes after the stop signal, the five-minute signal will be shown, the grid will close and the normal start procedure will recommence.
 - c)** Any car which is unable to take up its position on the grid before the five-minute signal will be directed to the pits. It may then start from the pits as specified in Article 128.
- The Organiser must have sufficient personnel and equipment available to enable the foregoing timetable to be adhered to even in the most difficult circumstances.

SHORTENING OF A RACE DISTANCE

- 149.** 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 points
- 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.

FINISH

- 150.** The end-of-race signal will be given at the Line as soon as the leading car has completed the full race distance.
- 151.** After receiving the end-of-race signal, all cars must proceed on the circuit directly to the Parc Fermé without stopping, without receiving any object whatsoever and without any assistance (except that of the marshals if necessary). Any classified car which cannot reach the Parc Fermé under its own power will be placed under the exclusive control of the marshals who will take the car to the Parc Fermé.

PARC FERME

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

153. When the Parc Fermé is in use, Parc Fermé Regulations will apply in the area between the Line and the Parc Fermé entrance.

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

Parc Fermé between the races:

154.A From the moment the end-of-race signal for race 1 is shown, 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.

Team personnel can push cars to their position in front of their pit. The organiser will make every effort to bring back to the pits as quickly as possible any cars which stopped on the track during the race as a result of technical problems.

154. B. The Parc Fermé will end 25 minutes before the time of the formation lap for Race 2. An audible warning signal from the starter's platform will announce the end of this Parc Fermé.

154. C. 5 minutes after the end of the Parc Fermé, the green pit light will be switched on for 10 minutes. During this period, 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 Article 128.

154. D Possible protests and/or appeals do not affect the starting grid for Race 2.

CLASSIFICATION

155. The car placed first will be the one having passed the Line in the lead at the end of the race. 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.

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

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

PODIUM CEREMONIES

158. The drivers finishing the in 1st, 2nd and 3rd positions, and a representative of the winning Manufacturer, must attend the prize-giving ceremony on the podium and abide by the podium procedure set out in Appendix 4, and immediately after race 2 thereafter make themselves available for a period of 90 minutes for the purpose of unilateral television interviews and the press conference in the media centre.

APPENDIX 1

INFORMATION REQUIRED UNDER ARTICLE 18

PART A

1. Name and address of the National Sporting Authority (ASN).
2. Name and address of the organiser.
3. Date and place of the Event.
4. Start time of the race.
5. Address and telephone, fax number and E-mail to which enquiries can be addressed.
6. Details of the circuit, which must include:
 - location and how to get there,
 - length of one lap,
 - number of laps in the race,
 - direction (clockwise or anti-clockwise),
 - location of pit exit in relation to Line.
7. Precise location at the circuit of:
 - Stewards' office,
 - FIA office,
 - Parc Fermé,
 - drivers' and competitors' briefing,
 - official notice board,
 - winner's press conference.
8. List of any trophies and special awards.
9. The names of the following officials of the Event appointed by the ASN :
 - Stewards of the meeting,
 - Clerk of the Course,
 - Secretary of the meeting,
 - Chief National Scrutineer,
 - Chief National Medical Officer.

PART B

1. FIA Stewards of the meeting,
2. Race Director,
3. Technical Delegate,
4. Press delegate.

And if appropriate,
Medical delegate.

APPENDIX 2

FEDERATION INTERNATIONALE DE L'AUTOMOBILE

ENTRY FORM FOR THE 2004 FIA EUROPEAN TOURING CAR CHAMPIONSHIP

THE APPLICANT

Full Company Name

Country of Incorporation

Registration Number

Date of Incorporation

Country of Residence

Registered Office

Trading Address

Tel.....

Fax.....

E-Mail

Directors

Team Principal

Team Manager

Authorised Representatives Title

with sole power to bind the company Title

Team Name

National Competition Licence Number Issued by

Driver

National Competition Licence Number Issued by

Car Manufacturer

Car model

We, the Applicant, hereby apply to enter the 2004 FIA European Touring Car Championship:

We confirm that we have read and understood the provisions of the International Sporting Code, the Super 2000, Diesel 2000 and Super Production Car Technical Regulations and the Touring Car Championship Sporting Regulations and we agree, on our own behalf and on behalf of everyone associated with our participation in the 2004 FIA European Touring Car Championship, to observe and be bound by them (as supplemented or amended). We declare that we have examined this Entry Form and that the information given is true, correct and complete. We understand that any change to the details given on this Entry Form must be notified to the FIA in writing within 7 days of such change so that the FIA may reappraise our entry.

Without prejudice to compliance with the other regulatory conditions mentioned elsewhere, this entry cannot be definitively accepted unless the applicant for entry supplies proof that he has concluded an agreement with the promoter of the FIA European Touring Car Championship for the season concerned. The term "Promoter" means the company K.S.O., Kigema Sport Organisation Ltd, 4th Floor Buckingham Gate, London SW1E 6LB, England, represented by Mr Marcello Lotti, marcello.lotti@eurostc.com.

PLEASE NOTE THAT FAILURE TO NOTIFY THE FIA OF ANY CHANGES MADE TO THE DETAILS SUPPLIED ON THIS FORM MAY RESULT IN YOUR EXCLUSION FROM THE CHAMPIONSHIP.

SIGNED BY(SIGNATURE)
.....(PRINT NAME OF THE PERSON SIGNING)
being a person duly authorised
to sign for and on behalf of

.....(PRINT FULL NAME OF APPLICANT)

Date

APPENDIX 3

FEDERATION INTERNATIONALE DE L'AUTOMOBILE

ENTRY FORM FOR THE 2004

FIA EUROPEAN TOURING CAR CHAMPIONSHIP FOR MANUFACTURERS

THE APPLICANT

Full Company Name

Country of Incorporation

Registration Number

Date of Incorporation

Country of Residence

Registered Office

Trading Address

Tel.....
Fax.....
E-Mail

Directors

Authorised Representatives Title
with sole power to bind the company Title

The model(s) of the competing car(s)
.....
.....

We, the Applicant, hereby apply to enter the 2004 FIA European Touring Car Championship for Manufacturers

We confirm that we have read and understood the provisions of the International Sporting Code, the Super 2000, Diesel 2000 and Super Production Car Technical Regulations and the Touring Car Championship Sporting Regulations and we agree, on our own behalf and on behalf of everyone associated with our participation in the 2004 FIA European Touring Car Championship, to observe and be bound by them (as supplemented or amended). We declare that we have examined this Entry Form and that the information given is true, correct and complete. We understand that any change to the details given on this Entry Form must be notified to the FIA in writing within 7 days of such change so that the FIA may reappraise our entry.

Without prejudice to compliance with the other regulatory conditions mentioned elsewhere, this entry cannot be definitively accepted unless the applicant for entry supplies proof that he has concluded an agreement with the promoter of the FIA European Touring Car Championship for the season concerned. The term "Promoter" means the company K.S.O., Kigema Sport Organisation Ltd, 4th Floor Buckingham Gate, London SW1E 6LB, England, represented by Mr Marcello Lotti, marcello.lotti@eurostc.com.

PLEASE NOTE THAT FAILURE TO NOTIFY THE FIA OF ANY CHANGES MADE TO THE DETAILS SUPPLIED ON THIS FORM MAY RESULT IN YOUR EXCLUSION FROM THE CHAMPIONSHIP.

SIGNED BY(SIGNATURE)

.....(PRINT NAME OF THE PERSON SIGNING)

being a person duly authorised
to sign for and on behalf of

.....(PRINT FULL NAME OF
APPLICANT)

Date

APPENDIX 4 - PODIUM CEREMONY

A ceremony must be provided for the FIA European Touring Car Championship classification in accordance with the conditions set out below.

1. MASTER OF CEREMONIES

A master of ceremonies will be appointed by the FIA to conduct the entire podium ceremony.

2. PODIUM

a) ROSTRUM AND DAIS

The dimensions of the dais must follow those found in the FIA graphic design manual.

The distance between the edge of the winners' dais and the retaining barrier of the podium should be a minimum of 120 cm to provide a walkway.

The place where each person presenting a trophy should stand must be marked on the floor of the podium.

Trophies must be laid out on a single table on one side of the podium. The champagne must be on the dais.

b) FLAGS

Olympic Games style "flat flags" should be used. There must be a minimum space of 50 cm behind the podium structure for the flag men.

c) FLOOR

The podium and steps should be covered in green or dark blue carpet.

3. ANTHEMS

a) A suitable sound system should be installed to ensure that national anthems (initiated by the master of ceremonies) are clearly heard with an audio link to the TV broadcast.

b) When the champagne shower begins, music should be played. This should not start until the presenters have left the podium.

c) A commentary of the podium ceremony should be broadcast to the general public from the platform erected for the TV cameras.

4. TROPHIES

4 trophies will be presented during the podium ceremony:

a) winning driver

b) second driver

c) third Driver

d) a representative of the winning Manufacturer

The trophies, which must be in the form of traditional cups, will be provided by the ASN and must show:

a) the FIA European Touring Car Championship official logo

b) the official name of the Event

c) the crew's position.

The height of the trophies shall be:

a) winners' and winning Manufacturer's trophies - no less than 50 cm and no more than 65 cm high

b) second and third drivers' trophies - no less than 35 cm and no more than 45 cm high

The maximum weight per trophy must not exceed 5 kilos. Trophies must be of a design that is capable of being handled and transported without damage.

5. SCENARIO

a) Only three persons should be on the podium to present the trophies. In exceptional circumstances, the master of ceremonies may increase this to four.

b) No police, bodyguards or persons not authorised by the master of ceremonies are allowed on the podium.

c) The master of ceremonies will inform the TV and public address commentator of the names of the persons presenting the trophies.

d) The master of ceremonies must be on the side of the podium where the trophies are located. The persons presenting the trophies will be on the other side. The master of ceremonies will hand the trophies to those presenting them.

6. TELEVISION

The ideal position for the TV camera is immediately opposite the podium and at the same height. Under no circumstances must there be a TV cameraman on the podium.

7. PARC FERME

The Parc Fermé must be positioned as close as possible to the podium, preferably immediately below, with direct access.

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

The drivers must not be delayed in the Parc Fermé. One person, nominated by the master of ceremonies and in radio contact with him, will be responsible for moving the drivers from the Parc Fermé to the podium without delay. Only persons authorised by the master of ceremonies may make contact with the drivers before the end of the TV unilateral interviews.

8. UNILATERAL ROOM

The unilateral room must be adjacent to the podium. The master of ceremonies will see that the drivers proceed there immediately after the podium ceremony. The room should be suitably ventilated (or air conditioned if the temperature is above 25°C).

9. PRESS ROOM

Immediately after the TV interviews, drivers must go to the press room for interviews.

10. WATER + TOWELS

3 bottles of water must be put in the Parc Fermé (no identification).

3 bottles in the unilateral room (no identification).

3 towels must be available in the unilateral room.

No other drinks are permitted in the Parc Fermé or unilateral room.

11. PODIUM PROTOCOL

The winning crew's award may only be presented by a prominent person within the host country, or a celebrity of international status should be invited. Should neither of the former be available, the President of the ASN may be invited to present the winners' trophy.

The team's award must be presented by the official representative of the naming rights sponsor of the Event. In the absence of a naming rights sponsor, the master of ceremonies will select a suitable person.

The second and third crews' awards must be presented by the President of the ASN. Should he or she be unavailable or presenting the winning crew's trophy, the master of ceremonies will select a suitable replacement.

An invitation will be issued to each person attending the podium ceremony, with clear instructions as to the procedure to follow.