



SPORTING REGULATIONS OF THE INTERNATIONAL TitansRX EUROPE SERIES 2019

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1. OBJECTIVES, GENERAL CONDITIONS AND PRESCRIPTIONS

The TitansRX Europe is organised in conformity with the provisions of the FIA International Sporting Code and its appendices (the code), the FIA General Prescriptions on circuits, The FIA General Prescriptions applicable to International Rallycross events and the National Sporting Regulations of the AMF. It will be run in conformity with the TitansRX Europe Series' sporting and technical regulations, the latter being in conformity with the safety prescriptions of the FIA's Appendix J and the particular Article 279. The aim of this regulations, which are mostly based on the FIA Rallycross Offroad regulations of 2018 that are still valid in the countries where the TitansRX Europe takes place and in this way they set the conditions common to the TitansRX Europe events.

The TitansRX Europe Series is an by the AMF (ASN) approved Series run under the FIA International Series, level 2/Silver rules and organised and promoted by:

MJP Promotions GmbH & Co KG
Teinfaltstrasse 5/4, 1010 Wien.
www.titansrx.eu
office@mjp-promotions.com

The AMF visa number is SE 02/2019

The organising committee are	Max J. Pucher	CEO
	Georg Haas	Technical Director
	Jürgen Weiss	Championship Coordinator
	Eva Kerschner	Race Director

The conditions set out in Appendix H, Article 3, concerning the discipline, are applicable.

In the case of differences of interpretation as regards the terms used in these regulations, only the English text will be considered as authentic.

2. CIRCUITS

2.1. PARAMETERS

All circuits must have a valid FIA International track licence.

Divergent to the FIA International Track licence the start grid can be located on the racetrack.

2.2. COMPOSITION

Sealed surface (asphalt, concrete, etc.) between 35% and 60%.

The remainder unsurfaced (consolidated/stabilised earth or gravel). In addition to watering, anti-dust treatment is obligatory.

2.3. CIRCUIT

A Jokerlap is obligatory.

Length: must be such that the time needed to cover a lap is at least 4 seconds longer than the best lap time achieved.

Width: minimum 10m
maximum 12m

The entry and the exit cannot be on the racing line. Safety protection, to separate the two roads, must be in place. At the exit it must be possible for the cars to be driving at the same speed as on the main track.

2.4. PADDOCK

(see supplementary regulations of the event)

3. GENERAL PRESCRIPTIONS

3.1. GENERAL PROVISIONS

3.1.1. Divisions

The TitansRX Europe Series is open of the following divisions

- TitansRX Europe

3.1.2. Prescriptions

The General prescriptions will be observed for the TitansRX Europe, as will the FIA regulations for rallycross.

The Supplementary regulation of each event will conform to the regulations as published hereafter.

3.1.3. Event density

There will be a maximum of 8 events per year.

3.2. ELIGIBLE CARS

Cars eligible to compete are described in the Technical Regulations for TitansRX Europe Series, conforming to Appendix J, Articles 277. Cars must be rigidly closed non-convertible models.

3.3. TYPE OF EVENTS

The Events will take place on circuits complying with the specification of chapter 2. Circuits, articles 1 to 4 of these regulations, and appendices H and O. The events will run over two days with two independent races.

3.4. ORGANISATION OF EVENTS

3.4.1. Procedure

Each event will comprise 1 free practice session, 3 qualifying heats and semifinals and finals.

3.4.2. Starter allocation

The maximum total number of starters for all Divisions will be specified in the Supplementary Regulations of each Event.

3.4.3. Stewards

The panel of Stewards shall consist of one permanent Steward and two non-permanent Stewards. One of the non-permanent Steward will be designated by the TitansRX Europe organising committee, and one by the ASN of the event country. Their names will appear in the Supplementary regulations of each event as will the other names of all key officials.

3.4.4. Race director

The Clerk of the course shall work in permanent consultation with the Race director. The duties and decisions of the Clerk of the course and the Race director must be in accordance with the 2018 FIA Rallycross Sporting Regulations, article 6.4 – Officials.

3.4.5. Track parameters

The width of the starting grid must comply with Drawing N°1, and must be possible to accommodate five cars on the starting grid in a row on the same surface.

3.4.6. Flag signals

They must be in conformity with Appendix H to the Code and the FIA General prescriptions to International Rallycross Competitions 2018 article 3.8.3.

3.4.7. Competitor number allocation

The competition numbers will be allocated as follows:

TitansRX Europe n° 2 – 99

The current TitansRX Europe Series winner may use 1, other drivers will be allocated by request and with agreement of the TitansRX Europe committee.

Competition numbers size, style and position will be detailed in the TitansRX Europe team manual which also specify the size, style and position for the display of the drivers's name and nationality on each car. Competition numbers will be issued by the TitansRX Europe organizer.

3.5. TitansRX Europe CLASSIFICATION

3.5.1. TitansRX Europe Series driver winners:

Series Points will be awarded according to the Final Result of the TitansRX Europe of each Race. At the end of the year, the Drivers having scored the highest total of Points will be declared:

- TitansRX Europe **Series Winner**

In case of a tie, the highest number of 1st places, 2nd places, etc. will be taken into account. A Driver may not combine points scored in different divisions. If a Driver, qualified for scoring points, is disqualified by the Stewards, the Stewards shall decide if the next competitor can be moved up.

TitansRX Europe Series points are awarded for the placement in the race after the final.

P1-25 P2-22 P3-20 P4-18 P5-16 P6-14 P7-12 P8-10 P9-8 P10-6

P11-5 P12-4 P13-3 P14-2 P15-1

The Series points for the Grand Finale are doubled.

3.5.2 TitansRX Europe TEAM winner:

The TitansRX Europe TEAM Series is open for two TitansRX Europe Driver registert as a Team at the Committee. At the end of the year, the Team) having scored the highest total of Points will be declared

- TitansRX Europe **TEAM Winner**

In case of a tie, the highest number of 1st places, 2nd places, etc. will be taken into account.

Each results of each race are scored for the annual assessment.

3.5.3. Acceptance of entries

TitansRX Europe events are open to holders of a valid FIA grade D licence or higher. Acceptance of entries will be decided by each organiser in consultaion with the TitansRX Europe organising committee.

3.5.4. Classification

The classification of drivers shall be according to the following order:

Firstly, Drivers completing the stipulated number of laps in the order in which they cross the finish line.

Secondly, Drivers not completing the stipluated number of laps shall be classified in order of the number of laps completed (by the same number of laps in the order which they cross the finish line in the last completed roun. If two or more Drivers retire in the first lap of Q1, they shall be classified in relation to each other according to the distance they actually covered).

Thirdly, Drivers disqualified from the final for jumping the start shall be classified individually according to their starting order.

Fourthly, Drivers not starting shall be classified individually according to their starting order.

Fifthly, the Stewards can decide any ranking place as a punishment for unsporting behaviour.

3.5.5. Annual Series Prize Giving

The TitansRX Europe Series Prize Giving Ceremony will take place the second day of the Grand Finale event.

4. STANDARD REGULATIONS

4.1. PROGRAM

(see the Supplementary Regulations of the Event)

Friday

Adminsitrative check	12:00 – 17:00
Technical check	12:00 – 17:00
1 st Stewards meeting	17:30
Drivers briefing	18:30

Saturday

Free practice
Q1
Q2
Q3
2 nd Stewards meeting
SF1 + SF2
Finale
3 rd Stewatds meeting
Prize giving

Sunday

Free Practice
Free Practice
Q1
Q2
Q3
2nd Stewards meeting
SF1 + SF2
Finale
3rd Stewards meeting
Prize giving

TV Summary Show
(detailed schedule see the Supplementary Regulations of the Event)

4.2. ORGANISATION

4.2.1. Organising body

MJP Promotions, GmbH & Co KG, Teinfaltstrasse 5/4, 1010 Wien will organise an event counting towards the TitansRX Europe in accordance with the Code, the 2018 FIA Regulations for Rallycross, the Sporting Regulations of the International TitansRX Europe Series (and any other regulations which may be issued in writing by the organisers).

4.2.2. Organising Committee

Max J. Pucher
Georg Haas
Jürgen Weiß
Eva Kerschner

4.2.3. Officials

Chairman of the Stewards		tba
2 nd Steward		tba
3 rd Steward		tba
Race director		Eva Kerschner
Clerk of the course		tba
Assistant Clerk of the course		tba
Secretary of the Stewards		tba
Secretary of the meeting		tba
Chief scrutineer		GRC
Chief timekeeper		tba
Driver liaison officer		Sylvia Weiss
Safety officer		tba
Chief medical officer		tba
Press officer		GRC
Series coordinator		tba
Judges of fact	startline	tba
	false start	tba
	Jokerlap	tba
	finish	tba

4.2.4. Official notice board

It's location must be indicated in the Supplementary Regulations

4.3. GENERAL CONDITIONS

4.3.1. Result allocation

Race results achieved within this series by competitors will be assigned to the

- 2019 TitansRX Europe Series

4.3.3. Eligible vehicles

The TitansRX Europe Series is open to vehicles in accordance with TitansRX Europe Technical Regulations as in Annex III.

4.3.4. Eligible drivers and teams

Drivers must hold valid international driver licence of grade D as a minimum and the necessary authorisations (visas) issued by their ASN's affiliated to the FIA. Eligibility of team participation is the decision of the TitansRX Europe organisations committee.

4.3.5. Attendance of drivers and teams

The TitansRX Europe are open to:

- permanent/non-permanent Drivers entered as part of a registered Team in the series for Teams;
- permanent Drivers
- non-permanent Drivers entering the series for drivers on a competition-by-competition basis.

4.3.6. Team entries

A Team entry consists two registered cars and two registered drivers.

4.3.7. Classifying as Team

In case of doubt the decision is up to the TitansRX Europe Organisations committee. The Team must be registered with the TitansRX Europe organisation. One Driver in TitansRX Europe Titans series must be a permanent entry. It is allowed to change the second Driver during the Season. The TitansRX Europe organisation can approve possible exceptions. In case of a change, the team must inform the TitansRX Europe organisation in written form. Awarded points remain with the team.

4.3.8. Rejection of applications

The organising committee reserves the right to refuse the entry of a Competitor or a Driver, giving the reason for such refusal (Art. 3.14 of the Code).

4.3.9. Starter limits

The maximum amount of starters at a TitansRX Europe event is regulated in the Supplementary regulations.

4.3.10.

By the very fact of signing the entry form, the Competitor and all his team members agree to be bound by the prescriptions of these regulations and of the Code, by the Sporting Regulations and/or Supplementary Regulations.

4.4. REGISTRATION, ENTRY FORMS – ENTRIES

4.4.1. Registration

Anybody wishing to take part in the TitansRX Europe Series must send the TitansRX Europe registration form 2019 duly completed to the secretariat at MJP Promotions GmbH & CO KG, Teinfaltstrasse 5/4, 1010 Vienna or using a digital exchange method to be identified on the entry forms. The entry forms must be sent from 31st of May, 2019 at the latest 2 weeks before the respective event.. The entry form and the online entry will be published at www.titansrx.eu. A confirmation will be sent after the registration including the invoice.

4.4.2. Entry Fees

Annual entry fees:

- | | |
|---------------------------------------|------------------------|
| ○ Team entry (2 drivers) for 12 races | € 20.000,- (excl. VAT) |
| ○ Driver entry for 12 races | € 10.000,- (excl. VAT) |
| ○ Driver entry race by race | € 1.250,- (excl. VAT) |

The Team entry and Driver entry includes entry passes to the venue for team members. The exact details and number of passes will be specified in the team manual. The organiser will provide for the Teams, Drivers and their sponsors a variety of media services, such as introduction and race videos, live streaming, TV Live programming, access to the recorded video material and more and will provide contracts to Teams and Drivers for those services. To provide a complete and homogenous TV and media presentation, priority of participation will be given to teams and drivers who sign up for those services.

4.4.3. Entry fee refund

Entry fees may be refunded only:

- to candidate entries who are not accepted,
- in the case of the event not taking place,
- if the organiser agrees to refund part or all of the entry fee after cancellation

4.4.4. Insurance

The organiser of an event forming part of the series must procure that all Competitors, their personnel and Drivers are covered by third party insurance. The policy must comply with the national laws in force as well with the hosting ASN's requirements. Third party insurance arranged by the organiser shall be in addition and without prejudice to any drivers taking part in a TitansRX Europe event are not third parties with respect to one another.

4.5. AMENDMENTS – INTERPRETATION

4.5.1. Change of regulations

In accordance with Article 3.6. of the Code, no alterations shall be made to these regulations after the opening date for entries, unless unanimous agreement is given by all competitors already entered, or by decision of the Stewards of the meeting for reasons "force majeure" or safety.

4.5.2. Communication to competitors

Any further information will be announced to the competitors by dated and numbered bulletines which will be an integral part of these regulations. These bulletines and all decisions will be posted on the Official Notice Board and on the TitansRX Europe Homepage. Any bulletin concerning sporting matters must be signed by the Racedirector or/and the Stewards.

4.5.3. Additional competencies

The Stewards are empowered to take decisions on any case not covered by these regulations.

4.5.4. Administrative checking

The Drivers must report to administrative checking, which will be held where specified in the supplemental regulations. The check shall consist of an inspection of the documents, International Licence, ASN's authorisation when necessary, etc.

4.5.6. Scrutineering

Any car taking part in the event must be present with the Driver's safety apparel and equipment.

No car will be allowed to start unless it complies with the current FIA Safety Regulations (Appendix J).

4.6. COMPETITION NUMBERS AND ADVERTISING

4.6.1. Vehicle numbers

The entrant will provide his car with competition numbers, which must be affixed to his car in the positions stated below prior to scrutineering.

4.6.2. Application of advertising

Any advertising of the organiser which is compulsory as stated within the supplementary regulations of the event is may not be refused by the Competitors/Entrants. Detailed information will be published in the team manual.

4.6.3. Position of information on a vehicle

Position of the Drivers name and national flag as well as start number and advertisement– see team manual.

4.7. TYRES

The Type and specifications of the Tyres will be published in the Supplementary Regulations.

4.7.1. Registration

Tyres must be registered during scrutineering and/or during the time slots as defined in the Supplementary regulations.

4.7.2. Restriction of amount

The number of dry-weather tyres presented for registration by the scrutineers is limited to eight (8) per Driver and per Competition. 4 new tyres can be used for free practice. As from the Driver's second participation in the Series, only used dry-weather tyres that were previously registered for the same Driver may be used for the free practice. The number of wet-weather tyres is limited to four (4) per competition. Used wet-weather tyres previously registered to the Driver may be used in free practice and in following races.

4.7.3. Pre-heating

The use of pre-heating or heat-retaining devices is prohibited. This applies to both wet-weather and dry-weather tyres.

4.8. ENGINES AND FUEL

4.8.1. Titans

Only one PanteraRX6 standard engine and (2) turbos may be used per season. If engine failure is due to a crash or a quality issue of the engine one replacement engine is permitted without penalty. Additional engines or turbos will deduct 10 points from the Series standing.

4.8.3. Fuel control

The fuel must comply with art. 252.9.1. of the FIA Annex J. At any time during the Event, it must be possible for the Scrutineers to take at least 3 litres of fuel as a sample. The fuel will be specified in the Supplementary regulations.

4.9. RUNNING OF A COMPETITION

4.9.1. Safety

During all practice sessions and races, each Driver must wear a helmet and fire-resistant clothing as required by Appendix L - Chapter III and be properly restrained in his seat by the safety harness. Each Driver must keep the side window on his side closed. A visor or eye protectors in case that the windscreen breaks shall be provided. The use of FHR-System is mandatory for all participants.

4.9.2. Competition format

Each competition will comprise 1 Free practice session (FP), 3 Qualifying heats (Q), the Semifinals (SF) and the Finals (F).

4.9.3. Series procedure

Cars from different categories will run separately. The Jokerlap can be used in practice. A Driver who has failed to complete at least one lap in free practice may be allowed to take part in the competition at the discretion of the Race director.

4.9.4. Pre-grid

All Drivers in the subsequent race must be present in the pregrid area whilst the current grid is being assembled, in order to allow the organiser to bring forward such drivers as necessary to complete the formation of the current race.

4.9.5. Inability to participate

If a Driver is not able to drive in his race he has to inform the liaison' officer minimum 10 minutes before the start of the first race of his category. The lack of information will be punished according to article 7 - Penalties.

4.9.6. Penalty (joker) lap:

TitansRX Europe does not use the joker lap as in other Rallycross race formats. It is not required to use the joker lap once. It is however used as a penalty lap of minimum 4 (four) seconds. The penalty is decided by the Race director and the car number(s) will be shown on two large digital displays on the track. At the exit of the Joker Lap, the cars on the main track have priority, which means that the Driver coming from the joker lap must avoid car contact.

The correct information about the LED boards of the penalty lap is no longer possible (last rounds, several incidents, or any other things that make the correct information impossible), a penalty of at least 4 seconds will be imposed. In certain situations, the Penaltylap can be pronounced for the next Heat. The actual amount of the compensation or handling is at the discretion of the Racedirector. If a Driver does not use his Penaltylap or ignores the penalty, a penalty of at least 30 seconds will apply in the qualification heats. If a Driver does not use his penalty lap in a final, he will be classified last in his final (before disqualified Drivers and the nonstarter). The amount of this penalty can be changed by the Stewards at any time.

5. RACE FORMAT

5.1. PRACTICE AND QUALIFYING

5.1.1. Free practice (FP)

Multiple sessions will be run over 4 laps in each session. Each Driver can participate more than once. Each Division will be organised separately. Each Driver must complete at least one lap in practice. If not, in the first qualifying Heat he may be allowed to start at the discretion of the Race director.

5.1.2. Qualifying Heats (Q)

Cars from different divisions will run separately. There will be 3 Qualifying heats with 5 cars in a row in each race (see Drawing N°1) over 5 laps.

- Quali 1 grid: according to the draw of Drivers for Q1
- Quali 2 grid: according to the intermediate classification after Q1
- Quali 3 grid: according to the intermediate classification after Q1 and Q2

The starting grid of each race should be organised on the same basis: each race with at least 5 cars, except for the first two races which will be for the slowest Drivers. The highest qualified Driver will start from the so called "pole position" starting place, then the second, the third, etc.

If upon the composition of the first two races the total number of cars remaining is between 6 and 9, there will be two races as follows:

- 9 cars: slowest (or last drawn) 4 in the first race, next 5 in the second race
- 8 cars: slowest (or last drawn) 3 in the first race, next 5 in the second race
- 7 cars: slowest (or last drawn) 3 in the first race, next 4 in the second race
- 6 cars: slowest (or last drawn) 3 in the first race, next 3 in the second race

5.1.3. Qualifying Points

Points for all qualifications are added up for intermediate points as a sum of race position and time position points across all Drivers and Qualifying.

<u>Race position in Quali</u>	<u>Time position</u>	
30 points for P1	30 points for T1	25 points for T6
25 points for P2	29 points for T2	24 points for T7
20 points for P3	28 points for T3	...
15 points for P4	27 points for T4	
10 points for P5	26 points for T5	

The intent of this method is to create a more dense field of cars by not using the jokerlap. Longer races are meant to give more overtaking opportunities. The Drivers receive a mix of points for position and overall time to reward overtaking and to reduce the effects of track evolution, weather or the lost time in car battles. After the first qualifying, in the event of tied positions, precedence will be given according to their startposition. In the event of tie position in second and/or third qualifying, precedence will be given to the best classification in the previous qualifying.

5.1.4. DNF, DNS, DSQ procedures

After the first Stewards-meeting the number of starters are fixed on the List allowed to start. The number of starters is the reference value for the following mode. Those Drivers who did not complete a qualifying (DNF – did not finish), will be credited with 1 point less of the number of reference value (List allowed to start).

Those Drivers who did not start a qualifying (DNS – did not start) or did not cross the start line under the power of his car's engine, will be credited with 2 point less of the number of reference value.

If a race is restarted, a Driver who started in the first or subsequent starts, but was not able to start in the race that was completed, will be shown as DNF instead of DNS and will be credited with the appropriate number of points.

Those Drivers who were disqualified (DSQ) from the qualifying will not be credited with any points.

After the Qualifying, there will be an intermediate classification according to each Driver's total points scored in the 3 Qualifying. In the event of tied positions in the intermediate classification, precedence will be given to the Driver(s) who has the fastest time in any of the Qualifying. To be classified, the driver must finish a minimum of one Qualifying (by the same number of laps as the winner of this Qualifying) and must also participate in a second Qualifying.

5.2. SEMI-FINALS AND FINAL

5.2.1 Format of Semifinals and Finals

The Semi-Final will run over 6 Laps the Final over 7 laps. The 12 top-scoring Drivers from the Qualifying qualify for the Semi-Finals. The best 3 from each Semi-Final will qualify for the Final. The Semi-Finals will only be run if there are at least 8 cars able to participate. If the Semi-Finals are not run, the 6 top-scoring Drivers will progress directly to the Final.

5.2.2. Semi-Final grid

Grids for the Semi-Finals will consist of 6 cars in three rows 2-2-2. The highest qualified Driver will start from the so called "pole position" starting place, then the second, the third, etc.

5.2.3. Semi-Final allocation

In the Semi-Finals Drivers placed 1st, 3rd, 5th, 7th, 9th, 11th, will take part in Semi-Final 1, Drivers placed 2nd, 4th, 6th, 8th, 10th, 12th will take part in Semi-Final 2.

5.2.3. Final grid

Grids for the Finals will consist of 6 cars in three rows 2-2-2.

The Semi-Final winner with the highest number of points in the Competition will start on the 'pole' side of the grid, followed by the other Semi-Final winner. The same procedure will be used between the two second-placed Drivers, and two third-placed Drivers.

5.2.4. Inability to compete

If a Driver is unable to come to the grid for a (Semi) Final, his place will be taken by the best non-qualified Driver, who will take the last position on the grid, the others moving up one place on the grid. A maximum of two starters may be moved up to the Semi-final respective final if one or more Drivers are not able to start. The disposition of the grids will be as shown in drawing N° 2.

6. GENERAL REGULATIONS

6.1. DEFINITIONS AND DECISION MAKING PROCESSES

6.1.1. Starter

A starter is any driver having passed scrutineering and crossed the start line in practice under the power of his car's engine.

6.1.2. Stopping a race

Should it be necessary to stop the race in an emergency for safety reasons or because of a false start, this should be done by displaying the red flag at the start/finish line and at all marshal posts. This indicates that Drivers must immediately cease racing and proceed slowly as directed by the marshals. The Clerk of the course/Race director will decide which cars are allowed to the restart, except in the conditions set out in article 3.15.3 of the Rallycross General Prescriptions 2018.

6.1.3. Premature race stop

Should the end-of-race signal be displayed inadvertently or otherwise before the leading car completes the scheduled number of laps for that race, the Stewards may order that a re-run will take place.

6.1.4. End of race procedures

The end of the race will be indicated by the Chequered flag at the end of the distance foreseen, presented first to the leading Driver, then to all other drivers, when they pass the finish line, not considering the number of laps covered. Should the end-of-race signal be inadvertently delayed, the final classification will be established according to the positions the lap before.

6.1.5. Re-runs

Those will be permitted only:

- when a red flag has been shown during a race.
- when the end-of-race signal is displayed inadvertently or otherwise before the leading car completes the scheduled number of laps. In both cases, only the participants in the previous start are entitled to participate in the re-run and must occupy the same place as for the previous start.

In this case, any possible warnings or penalties will, however, apply for the re-run.

If a Semi-Final or a Final is stopped by a Red flag and subsequently restarted, any Driver who started in the original Final, but who is not able to start in the re-run, will be classified in front of any Drivers (DNS) who did not start at all.

All other incidents will be treated as "force majeure". If a Driver in a Race causes a re-run by crowding or obstruction, the driver concerned may be disqualified at the discretion of the Clerk of the course/Race director.

6.1.6. Start disqualification

During a start, if a driver deliberately causes a restart through crowding or obstruction, the Driver concerned may be disqualified, at the Stewards' discretion.

6.1.7. Start procedure

The start procedure begins with the showing of the letter "F" or "ready to race" board (max 5 sec.). After this, the start will be given when the green light is switched on. There must be an electronic system for each start position and there must be a margin of 12 cm +/- 2 cm between the electronic system and the car.

6.1.8. False starts

A false start will be declared if a car crosses its starting line before the green light is switched on. The system for detecting false starts, which must obligatorily be switched on before the start procedure begins. Judges will be appointed to determine false starts in case of technical breakdown of the system.

When a false start occurs, the place of the Driver who caused the false start must be indicated, clearly marked on a board. The race will still commence but the Driver responsible will receive a joker lap penalty. If the false start occurs too early to be penalized by the penalty lap the start will be cancelled. The Driver responsibly will have to drive one penalty joker lap. During the same qualifying, if the same Driver makes a second false start he will not be allowed to start again (=DNS - didn't start).

6.1.9. Timing

Timing will be done by transponders and electronic beams, to one hundredth of a second at least. The start will be given only after the system for detecting false starts has been initiated.

6.1.10. Accidents and technical failures

If two or more cars retire in the same lap, they shall be classified in relation to each other according to the positions they were in when they last crossed the finish line. If two or more Drivers retire in the first lap of Q1, they shall be classified in relation to each other according to the distance they actually covered.

6.1.11. Flag signals

Flag signals must be in conformity with Appendix H to the Code with the following exceptions:

The Yellow flag shall be shown at one post only, immediately before the accident/obstacle. After the flag, drivers shall not overtake until they have completely passed the incident for which it is shown, there being no green flag in this situation.

Red flag, Black and White flag, Black flag: the decision to show these 3 flags shall normally be taken by the Clerk of the Course/the Race director.

The Yellow flag with red stripes should always be shown after track watering.

The Black and white flag will be shown together with the starting number. Showing of the Black and white flag means that the driver whose number is shown will be under investigation.

The Black flag will be shown during two (2) laps together with a panel showing the starting number. If a black flag is shown in a Qualifying, the driver has to go immediately to the paddock; in a Final, he has to go to the Parc Fermé or such other place as specified in the Supplementary regulations. The reason for the decision to

use the Black and white and/or the Black flag must be confirmed to the driver in writing by the Clerk of the course.

7. PENALTIES

The following list of examples is not exhaustive. The Stewards of the meeting have overall authority concerning the penalties imposed. TITANSRX Europe series uses reprimand penalty points for the Series standing for repeated lack of sportive behavior or grave offences against regulation. A reprimand deducts 5 Series points.

01	Entry of a car not admitted under Article 4 of the Standard Sporting Regulations	Start refused
02	Absence of valid licences	Start refused
03	Absence of the ASN's permission on the entry form (where applicable)	Start refused
04	Failure to pay entry fees	Start refused
05	Failure to submit the homologation form	Start refused
06	Vehicles failing to conform to the Safety measures and the Regulations	Decision of the Stewards
07	Reporting late to the starting grid of the Qualifying, if the Clerk of the Course deems that this hinders the running of the Event	Disqualified from the Qualifying
08	Lack of Reporting the non starting before the start of his/her Division	Decision of the Stewards
09	Absence of the identification marks affixed by the Scrutineers	Disqualified from the meeting
10	Moving the track markers or driving outside the circuit in order to gain time	Decision of the Race director
11	Using of not correct tires for this car/Division	Disqualified from the Qualifying
12	False start False start > 4 seconds causes restart Second false start of the same driver in that Qualifying: First false start in a (Semi-) Final: First false start in SF > 4 seconds and restart Second false start of the same driver in that Final:	Penalty lap 2 x penalty lap Disqualification (DNS) Penalty lap 2 x penalty lap DQ and positioned last
13	Failure to respect instructions given by the flag signals	Decision of the Stewards
14	Driver failing to conform to the safety measures	Decision of the Stewards
15	Any tampering with or attempt to tamper with the identification marks	Disqualified from the meeting
16	Infringement of the "Parc Fermé" rules	Decision of the Stewards
17	Reporting late to scrutineering	€ 250,--
18	Not-taking a Penalty Lap - In a Qualifying - In a Final	30 seconds; Classified last in that Final before non-starters

19	Any deliberate contact between drivers/cars: - exit Joker Lap - on the race track	1 reprimand 1 x penalty lap per incident plus reprimand at discretion of stewards.
20	Incorrect use of # engines and/or turbo per incident	10 Series points
21	Incorrect temperature of the tyres	Decision of the Stewards
22	Non-compliance with judicial camera	Decision of the Stewards

Punishment by Penalty lap can not susceptible to appeal.

Moreover, the Stewards of the meeting, either themselves or upon the proposal of the Race Director or Clerk of the Course, may decide on any point which is not provided for in the Regulations and apply penalties in conformity with the criteria of the Code, of this Standard Regulations and of the Supplementary Regulations of the event.

8. AFTER RACE REGULATIONS

8.1. PARC FERME - RESULTS

8.1.1. PARC FERME

Only those cars having taken part in the Finals must be brought by the drivers to the Parc Fermé immediately after the last race for which the Driver qualified, except for cars not having completed the race. The cars shall remain in the Parc Fermé for at least 30 minutes after the publication of the provisional results and until released by decision of the Stewards. In this area, it is forbidden to make any repair to the vehicle or to carry out refuelling.

8.1.2. RESULTS

The results of each qualifying will be notified to the competitors as soon as they are complete. The composition of the Final grids will be posted before the Finals are run. All results will be posted on the Official Notice Board and in the secretariat. The end results will be drawn up from the points scored by each driver in the finals. The Stewards must sign the intermediate results and the end results after end of the protest time limit.

8.2. PROTESTS – APPEALS

8.2.1. Protest procedure

All protests will be lodged in accordance with the Code. All protests must be made in writing and handed to the Clerk of the Course or his assistant, or in their absence to any of the Stewards of the meeting, together with the sum of € 900,-. If the protest requires the dismantling and re-assembly of different parts of a car, the claimant must make a deposit the amount of which is determined by the Stewards.

8.2.2. Protest claimant

The right to protest lies only with a Competitor; nevertheless, an official acting in his official capacity may even in the absence of a protest take such official action as the case warrants. (Article 13 of the Code).

8.2.3. Protest timing

The time limits for lodging protests are those established by Article 13.3 – Protest time limit of the Code.

8.2.4. Protest without foundation

In the case of a protest without foundation, all or part of the fee may be retained. Moreover, if it is proved that the author of the protest has acted in bad faith, the ASN may inflict upon him one of the penalties indicated in the Code.

8.2.5. Appeals

Competitors have the right to appeal, as laid down in Art. 15 of the Code and as set out in the rules of the International Court of Appeal. The amount of the appeal fee is € 3.000,- for international events.

8.2.6. Prize giving ceremony

The area of the prize giving is written in the Supplementary Regulations of the event.

8.2.7. Timing of points allocation

Points will be given after qualifying, after Semi-finals (if there were running) and after the Final.

8.2.8. Judicial cameras

A judicial camera is obligatory for all categories. Throughout the competition, all Competitors must have installed in their car either a Judicial camera or a TV video system. It is the responsibility of each Competitor to ensure that the camera is positioned in such a way that the track and the steering wheel are clearly visible, that the camera batteries are sufficiently charged, and that the SD recording card is in place and has sufficient capacity to record all of the races. The penalty (up to disqualification from the Competition) for non-compliance will be at the discretion of the stewards.

9. NON-LIABILITY

The participants are aware of, understand and fully accept the risks and dangers involved in motor racing. Should a participant be injured during an event, he explicitly declares through his entry for the event that he approves all medical treatment, rescue and transportation to hospital or other emergency facilities. Such measures will be adopted by personnel appointed specifically for this purpose by the promoter, to the best of the personnel's knowledge and following their assessment of the participant's condition.

The participants undertake to assume all related costs, provided such costs are not covered by the licence accident insurance or other insurance policies.

The participants hereby waive all direct and indirect claims for compensation from AMF, its officials, the promoter and/or organiser or the racing circuit owners, from any other person or association linked with the event (including all officials and authorities or bodies who have granted licences for the event), and from other entrants and drivers/riders, hereinafter referred to as "the parties". The participants do so for themselves and their legal successors, and consequently for any insurance company with whom they may have concluded additional policies.

In submitting their entries for this event, the participants hereby declare that they irrevocably and unconditionally waive all rights, appeals, claims, demands, acts and/or proceedings which they themselves might institute or which might be instituted by third parties acting on their behalf against "the parties". The participants do so in connection with injury, loss, damage, costs and/or expenses (including lawyers' fees) which they may incur due to an incident or accident as part of the event. In submitting their entries for this event, the participants declare irrevocably that they discharge, release and relieve "the parties" for all time from any liability for such losses, and that they shall guard them against such losses and hold them harmless.

In submitting their entries for this event, the participants declare that they understand the full significance and repercussion of the present declarations and agreements, that they are entering such obligations of their own free will, and in doing so irrevocably waive all right of action for damages against "the parties", insofar as permissible as Austrian law currently stands.

The participants in any case renounce for themselves and their legal successors all claims against "the parties", therefore in particular against the AMF, its officials, the promoter and/or organiser or the racing circuit owners, and against the authorities or bodies who have granted licences for the event, regarding damage, loss, harm or injury of any kind connected with a typical sports risk, in particular any typical and foreseeable damage, loss, harm or injury. This applies also in the event of minor negligence on the part of "the parties".

Genehmigungsvermerk der AMF:
Genehmigt
am 17.04.2019
unter der Eintragsnummer: AMF-RX SE02/2019
Österreichischer
Automobil-, Motorrad- und Touring Club
Austria Motorsport
Präsident
Univ. Prof. Dr. Harald Hertz

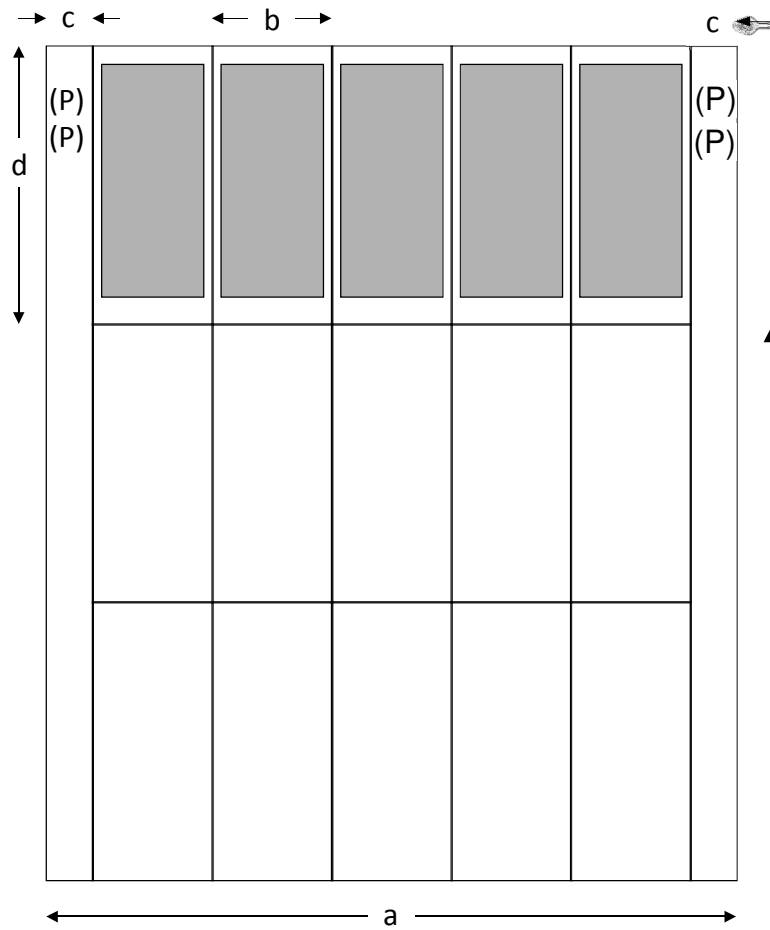
APPENDIX I - 2019 RACE SERIES CALENDAR

Date	Country	City/Circuit
29. – 30. June 2019	France	Circuit du Bois Guyon; Dreux
27. – 28. July 2019	Great Britain	Lydden Hill Race Circuit; Lydden Hill
10. – 11. August 2019	Portugal	Rallycross Circuit of Montalegre; Montalegre
07. – 08. September 2019	Austria	MJP Racing Arena; Fuglau
05. – 06. October 2019	Hungary	Nyirad Motorsport Centrum; Nyirad
19. - 20. October 2019	Germany	Estering; Buxtehude

Alterations and additions to the calendar are possible.

APPENDIX II - DESCRIPTION STARTGRID

Drawing N° 1 – Qualifying(s) / Zeichnung Nr. 1 – Qualifikationsläufe



a:	Minimum 14.5 m (minimum width of grid)
a:	Mindestens 14,5 m (Mindestbreite der Strecke am Start)

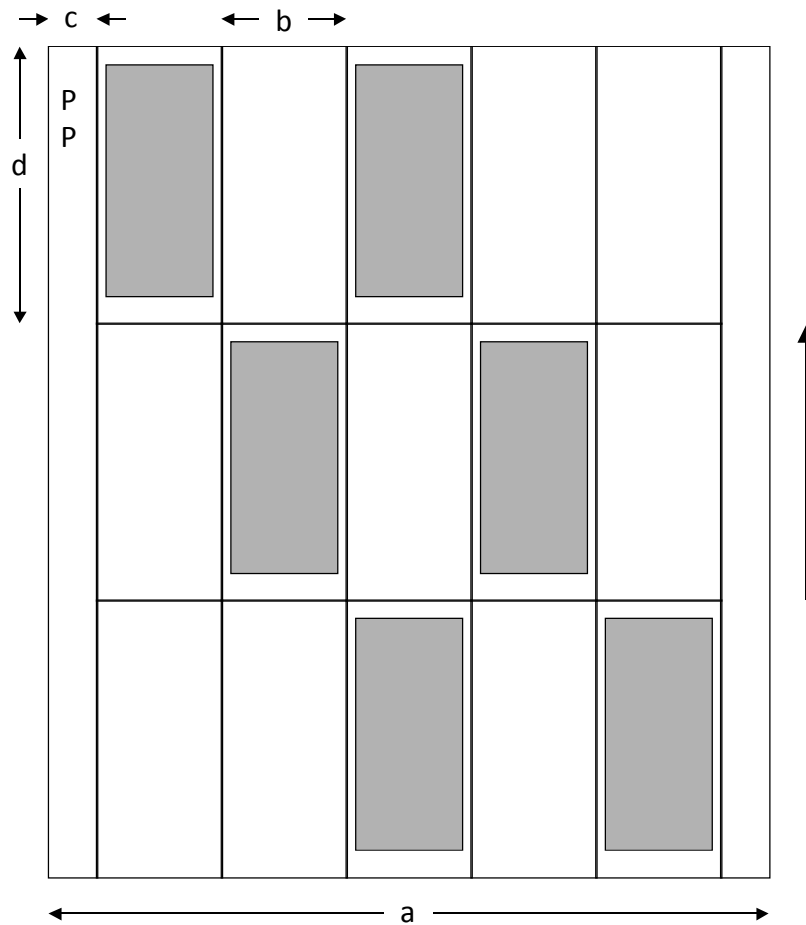
b:	Minimum 2.5 m (width of grid space per car)
b:	Mindestens 2,5 m (Mindestbreite des Startplatzes pro Auto)

c:	Minimum 1 m (minimum space to edge of track)
c:	Mindestens 1 m (Mindestabstand zum Streckenrand)

d:	6 m (length of grid space per car)
d:	6 m (Länge des Startplatzes pro Auto)

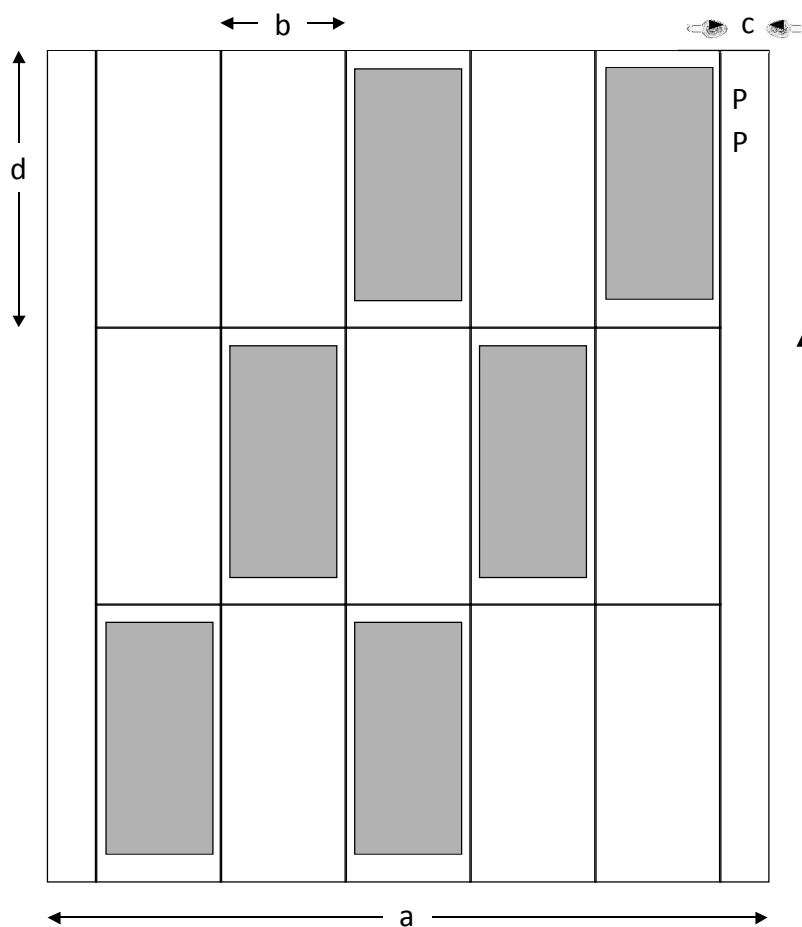
e:	The Pole Position depends on the layout of the first corner (left or right) or is defined in the track licence
e:	Die Pole Position ist von der ersten Kurve abhängig (links oder rechts) oder ist in der Rennstreckenlizenz vorgegeben

Drawing N° 2 – (Semi-) Final(s) / Zeichnung Nr. 2 – (Semi-) Finale



a:	Minimum 14.5 m (minimum width of grid)
a:	Mindestens 14,5 m (Mindestbreite der Strecke am Start)
b:	Minimum 2.5 m (minimum grid space per car)
b:	Mindestens 2,5 m (Mindestbreite des Startplatzes pro Auto)
c:	Minimum 1 m (minimum space to edge of track)
c:	Mindestens 1 m (Mindestabstand zum Streckenrand)
d:	6 m (length of grid space per car)
d:	6 m (Länge des Startplatzes pro Auto)
e:	The Pole Position depends on the layout of the first corner (left or right) or is defined in the track licence
e:	Die Pole Position ist von der ersten Kurve abhängig (links oder rechts) oder ist in der Rennstreckenlizenz vorgegeben

Drawing N° 2 – (Semi-) Final(s) / Zeichnung Nr. 2 – (Semi-) Finale



a:	Minimum 14.5 m (minimum width of grid)
a:	Mindestens 14,5 m (Mindestbreite der Strecke am Start)

b:	Minimum 2.5 m (minimum grid space per car)
b:	Mindestens 2,5 m (Mindestbreite des Startplatzes pro Auto)

c:	Minimum 1 m (minimum space to edge of track)
c:	Mindestens 1 m (Mindestabstand zum Streckenrand)

d:	6 m (length of grid space per car)
d:	6 m (Länge des Startplatzes pro Auto)

e:	The Pole Position depends on the layout of the first corner (left or right) or is defined in the track licence
e:	Die Pole Position ist von der ersten Kurve abhängig (links oder rechts) oder ist in der Rennstreckenlizenz vorgegeben

APPENDIX III - TECHNICAL SERIES REGULATION

Technical Regulations TitansRX Europe Cars

1. Technical Series Regulations

1.1 Summary of the eligible groups/classes

The TitansRX Europe Pantera RX6 is a one-make Series with no group/class classification. Only vehicles of the type/model Pantera RX6 (a special series produced by MJP), of the model year 2018 and 2019 which fully comply with these Regulations are eligible to participate. The vehicles must meet the technical specifications of these regulations and Appendix J of the International Sporting Code in full and must possess a valid and registered AMF vehicle pass.

1.2 Principles of the Technical Regulations

In accordance with:

- Art. 251–253 of Appendix J (FIA ISC)
- General provisions, definitions and clarifications regarding the technical rules (AMF Manual), see also article concerning safety equipment in events abroad
- These Technical Regulations
- Technical manuals of the eligible vehicles
- Technical information of MJP
- Spareparts catalogues of the eligible vehicles

1.3 General/preamble

Everything that is not expressly permitted in these regulations is prohibited.

Permitted modifications must not result in any illegal modifications or infringements of the regulations.

1.4 Driver equipment

It is compulsory to wear overalls in compliance with the FIA 8856-2000 standard as well as underwear (with long sleeves and legs), balaclava, socks, shoes and gloves in compliance with FIA Regulations.

Furthermore, wearing a helmet in compliance with AMF Regulations is compulsory.

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

Frontal Head Restraint System (FHR; HANS or comparable system)

The use of an FIA-approved head restraint in compliance with FIA list No. 29 is compulsory for all races and events within the TitansRX Europe as well as for all races outside the TitansRX Europe which are organised according to these regulations. Responsibility for the necessary modifications to the driver's equipment in order to enable use of such a system and installation of same in the vehicle in compliance with the manufacturer's instructions lies solely with the participant. The relevant manufacturer's certificate is to be presented during Technical Scrutineering.

1.5 General Regulations

Permitted modifications and installations

The only work which is permitted to be carried out on the vehicles is that necessary for its normal servicing, or for the replacement of parts worn through use or accident. The limits of the modifications and installations permitted are specified hereinafter.

Any part worn through use or accident may only be replaced by identical Pantera RX 6 Genuine Parts that are assigned to the eligible vehicles in compliance with Item 2.1. The Pantera RX6 Genuine Parts are specified in the valid spare parts catalogue in each case. The use of components manufactured by other Companies for other groups of vehicles is also prohibited.

The service and replacement intervals and adjustment values specified by MJP (see Technical Manual) are to be observed. The Entrant must make written application to the Series Organiser and receive written authorisation before making any such modification.

1.6 Minimum weights and ballast

It is the Entrant's responsibility to ensure that at all times during the event the mandatory minimum combined weight of the vehicle with empty fuel tank, driver equalisation weight and the driver (together with all driver equipment) of 1.150 kg is reached. At no time during an event is the vehicle weight permitted to be less than the mandatory minimum weight. The mandatory minimum vehicle weight and minimum driver weight (together with all driver equipment and equalisation weight) will be announced per bulletin at the end of technical scrutineering of the first event. The minimum vehicle weight must also be observed when the levels of operating liquids are under minimum level. The Technical Scrutineers shall specify a weigh scale for the checking of weight of the vehicles and drivers. It is referred to here as the "official scale". The official scale is located in the Series technical scrutineering tent or in an alternative designated place. This is also the weighing area.

Weight changes during the race Weekend

During the race weekend, the weight of the vehicle is only permitted to be altered by:

- Changing from slick tyres to wet tyres or vice versa;
- Consumption of consumable materials and fluids.

On the way from the circuit to the Parc Fermé and in the Parc Fermé itself, and on the way to the post-race Technical Scrutineering under no circumstances is weight permitted to be added to the vehicle or the driver.

Verification of the minimum weights by the participants on the official scale

Entrants have the opportunity to check the weight of their vehicles and drivers during the event on the official scale with the permission of the Technical Scrutineers. Only the measurements recorded by the Technical Scrutineers shall be deemed accurate for the purposes of compliance with the regulations.

Personal protective driver equipment during weighing

During the weighing, each driver must wear his/her complete driver apparel as set out in Annex L, Chapter III of the ISC, plus the mandatory head restraint system.

Weighing of vehicles

The vehicles are weighed as follows:

- Weighing of vehicles is carried out regularly on the official scale.
- During the weekend, weighing can also be done by the Technical

Scrutineers on the scale of AMF, which is at a fixed location in the race area. Any differences between these scales are taken into account by the Technical Scrutineers. If the weighing on the AMF scale indicates that the vehicle in question might be found underweight on the official scale, this vehicle, the driver and his/her protective equipment must again be weighed on the official scale which is the only result to be taken into consideration and to be binding.

- If a driver is given the signal that his/her vehicle has been selected for weighing, he/she must take the shortest route possible to the weighing area/AMF scale and turn off the engine.

Ballast

The installation of ballast is permitted.

Minimum vehicle weight

The minimum weight of a vehicle is 1.085 kg without Driver and Equipment..

- The driver or a team member will receive written confirmation of the measured weights. During weighing the driver is not permitted in any way to influence the weighing result.
- Any appeal against the observed weight must be immediately submitted to the Technical Scrutineers after receiving the report.

If a vehicle cannot reach the weighing area under its own power, it must be brought to the weighing area solely by marshals. If this is not possible, then the Technical Scrutineers can assign other persons for this purpose.

Leaving the weighing area

Without the consent of the Technical Scrutineers, the driver is not permitted to leave the weighing area and the vehicle is not permitted to be removed.

Replacement and loss of vehicle parts

All vehicle parts that were replaced during the race weekend must be presented to the Technical Scrutineers without request for inspection. The parts that were removed from the vehicle will be marked by the Technical Scrutineers if necessary and are not permitted to be modified in any way afterwards. These parts must remain in the pit or in the technical scrutineering tent in sight of the Technical Scrutineers or their assistants until released by the Technical Scrutineers. These parts can be considered when determining the weight instead of the replaced parts. In case of a loss of coolant, the final weight of the car may be only determined by draining all remaining coolant liquid (from engine, coolant reservoir, all radiators, all coolant hoses and connectors) and adding 25kg to the measured weight of the car.

Parc Fermé rules for vehicle weighing

Vehicles that have been specified for weighing are subject to Parc Fermé Regulations. It is forbidden to add or remove any substance to/from the vehicle after it has been selected to be weighed. The same applies during the weighing process and after the end of the race. Excluded are actions of the Technical Scrutineers.

Bringing the vehicle to the weighing area

It is the entrant's responsibility to ensure that the race vehicle entered by him/her can be brought directly to the weighing area when instructed by the Stewards or the Technical Scrutineers at any time during the event. In any case, Parc Fermé rules apply to the vehicle from the moment of the order until the termination of the weighing process.

Regulations on the route to and in the weighing area

Moreover, Parc Fermé rules apply to the route to the weighing area and in the weighing area itself. Only the responsible sporting marshals and their helpers are permitted to enter the weighing area. In this area, the only activities on the vehicle are those expressly permitted by the aforementioned persons. If a vehicle is not presented for weighing despite a request, the Technical Scrutineers will inform the Stewards.

1.7 Vehicle damage

Should a vehicle be presented for weighing with lost or damaged parts it shall be at the sole discretion of the Technical Scrutineers to determine the parts that should be replaced prior to the vehicle being weighed.

1.8 Noise regulations

The maximum permitted noise limits are 138 dB (A) measured in compliance with the LWA- procedure and 106 dB (A) in compliance with LP-procedure. The noise level will be determined in compliance with the AMF-pass-by measuring method (mandatory for all circuit events). The current AMF-noise regulations must be respected.

1.9 Advertising on the driver's equipment/on the race car and starting numbers

The current FIA/AMF prescriptions for starting number and for advertising on the driver's equipment/on the race car and start numbers must be respected. Under consideration of the FIA/AMF prescriptions for starting numbers and advertising on vehicles, the following advertising is compulsory on the race vehicle (see suppl):

The advertising decals, logos, driver name and starting numbers as specified in the Supplementary Regulations. Series Organiser, must be affixed to all competing vehicles during the race weekend.. The size, type, quantity and positioning are determined and announced in the "2019 Sticker Regulations". The Sticker Regulations are agreed on with the AMF. The "2019 Sticker Regulations" is specified in the Supplementary Regulations. Any breach of these Regulations may result in the participant concerned being excluded from classification. All advertising surfaces that are not occupied as specified in the Sticker Regulations are available for the entrants' own advertising labels. The clearance between such advertising and the mandatory labels and starting number

shall be a minimum of 30 mm. Vehicles of a team with virtually identical liveries must have clearly different wing mirror colouring. The mirror colours used to identify the vehicles are to be retained for the entire season. The drivers' names and starting numbers must be fixed on all competition vehicles throughout the entire event. The size, type, quantity and positioning of the identifications shall be determined by the Series Organiser and notification is given in the "2019 Sticker Regulation". The entrant is responsible for ensuring that the stickers on the entered vehicles comply with the applicable legal regulations.

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

Advertising

Entrants must not enter into partnerships with companies who are either in competition to GRC, its parent or partner companies, the official Series partners of TITANSRX or who are involved in a legal dispute with TITANSRX or a company associated with GRC. The entrants are therefore obliged to notify potential partnerships to TITANSRX in advance. TITANSRX is entitled to prohibit teams from entering into a partnership if the potential partner falls into one of the above two categories. The use of advertisements for companies, their products, services or brands that are competitor products, services or brands of GRC, their associated companies or the Series sponsors on vehicles, helmets, race suits and other driver equipment, on team vehicles or on team clothing or any other kind of advertising for these companies, products or services is strictly prohibited. The use of advertisements for companies in the tobacco and sex industry, or political or religious advertising, or private betting and gambling operators on vehicles, helmets, race suits and other driver equipment, on team vehicles or on team clothing or any kind of advertising for these companies, products or services or anything that may be deemed by TITANSRX to bring the Series into disrepute is strictly prohibited. Private betting and gambling operators may be exempt from this prohibition if they possess a valid permit from the responsible authority. The permit has to be presented to the Series Organiser in writing. The Series Organiser reserves the right to refuse the exemption.

The advertising guidelines of the FIA and AMF as well as general or legally regulated advertising bans must be observed. The entrant is obliged to notify the Series Organiser of all potential partners/sponsors and obtain written approval and obtain written approval from the Series Organiser to their use. The Series Organiser is entitled to prohibit teams from displaying or promoting in any manner the details of any unapproved partners/sponsors.

Contravention of these regulations

Contravention of any of the advertising regulations may result in a fine of at least EUR 1,000, and/or refusal to participate in any event or exclusion from the event, in each case at the discretion of the Stewards of the event.

1.10 Safety equipment

The vehicles must comply with Appendix J, Article 277, Art.2, category "II-SH" unless stated otherwise.

Note:

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

1.11 Fuel type and single fuel

The following single fuel must be used:

The only permitted fuel is commercial, unleaded fuel in compliance with Art. 252.9 of the Appendix J (ISC) which must comply with DIN EN 228 and must be from a supplier specified by the Series Organiser. A new supplier can be designated for each event (fuel pumps, tanker, or similar). Only this fuel is permitted to be used for the duration of the event.

1.11.1 Fuel controls

The Technical Scrutineers shall be entitled to take fuel from a participant's vehicle at any time during the event. At any time of the event until the end of the protest deadline (subject to removal of fuel for the weighing procedure), the entrant must ensure that a minimum amount of 2 kg of fuel can be taken from the corresponding removal point (fuel removal valve) in the luggage compartment. These samples must be

identical to the reference fuel taken from the petrol pumps designated above. If the Technical Scrutineers order to defuel the car (for example to check the minimum weight of the vehicle without residual fuel), a fuel sample must be taken prior to defueling the vehicle.

1.11.2 Refuelling, Refuelling installations and control

All additives are prohibited. All chemical changes to the fuel are forbidden. Any operations involving the handling of fuel require the proper grounding to earth of the vehicle and all equipment involved; in addition, there must be two 9kg ABC Dry Powder or alternatively two 5kg CO2 fire extinguishers present in the area of the fuel operations. Fuel may only be added or removed into or from the fuel cell of the car using a closed circuit fuelling system manufactured by a specialist company (the Series Organiser reserves the right to inspect any system being used and approve or disapprove its use). The exact specification of the closed circuit fuelling system may be chosen by the team according to their needs (size, pump speed, etc.) however no safety aspect of the system is permitted to be changed.

Should there be any circumstances where a team is unable to use the closed circuit fuelling system, then any fuel operations must be performed outside the team tent in a fenced and gated area of at least 5m in each direction of the car. All personnel working in this area must wear full fireproof clothing (including shoes, gloves, goggles, balaclavas, etc.). The car and all equipment must be grounded to earth properly and at least two 9kg ABC Dry Powder or alternatively two 5kg CO2 fire extinguishers with standby personnel (not involved in any fuel operations) must be present in this area. Under no circumstances must members of the public, team guests or unauthorised personnel be permitted in this area at any time during the fuelling operation; it is the responsibility of the team to ensure that such persons are excluded from the area. Any work requiring the fuel cell to be opened may only be performed after all fuel has been completely removed from inside the fuel cell and with appropriate protection and fire extinguishers being present at the respective work place. Smoking and hot works are prohibited when any operation involving fuel or the fuel cell is in progress.

1.12 Technical Definitions

In addition to the definitions in the "General Regulations, Definitions and Clarifications regarding the Technical Regulations" the definitions set out in Appendix J (Art. 251 ISC of the FIA) shall apply.

2. Specific Technical Regulations

2.1 General Information

Technically identical vehicles with the designation Pantera RX6 built by MJP, shall be used for the Series. Only vehicles of model year 2018 and 2019 (see following General vehicle description) are permitted.

Certain special parts used in the Pantera RX6 cannot be obtained with any dealer organisation but instead can only be obtained from the

MJP Racing GmbH & CoKG

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The vehicles must comply with the requirements of these Technical Regulations. Technical acceptance of the vehicles is undertaken by the Technical Scrutineers. In addition to the Technical Regulations according Part 2 in these Regulations, the following specific Technical Regulations are applicable.

General Vehicle Description

Pantera RX6

For further general descriptions the entrant shall refer to the respective paragraph of this technical regulations.

2.2 Engine

General Description

- Ford EcoBoost 4-cylinder front-mid transaxle engine
- PIPO Moteurs, Sealed
- 2,345 cm³; stroke 94 mm; bore 87,5 mm
- Max. power: 390 kW (530 hp) at 5250 – 7000 rpm
- Max. rpm: 7,000 rpm
- Single-mass flywheel
- Water cooling with heat management for engine and gearbox
- Four valves per cylinder
- Variable cam phasing (Intake & Exhaust)
- Multiport air intake manifold fuel injection
- Garrett Turbo, Anti-Lag System
- Required fuel quality: minimum 102 octane, unleaded
- Wet sump lubrication
- Electronic engine management (Life Racing, torque control)
- Race exhaust system with regulated race catalytic converter
- Electronic throttle pedal

The engines are sealed at MJP prior to delivery. A vehicle with an unsealed engine or with a damaged seal is not permitted to participate in the Series under any circumstances. Any work on the engine that requires the seal to be opened is only permitted to be undertaken at MJP. An engine change has to be approved in writing by the Series Organiser prior to the change. Engines can be called in and inspected at the instructions of the Stewards. Before the engines are delivered and refitted, a new seal shall be affixed at MJP.

Engine Electronic Control Units

Throughout the entire event, only the Life Racing electronic control units coded and sealed by the Series Organiser for the races are permitted to be used. The electronic control unit incl. the complete wiring harness must be used without modifications. The Series Organiser or the Technical Scrutineers reserve(s) the right to check or exchange the electronic control unit or record the engine characteristic data at any time during the event. The Series Organiser reserves the right to reprogram the electronic control units and to seal the plug-in connectors for reading the electronic control units at any time. It is thus ensured that the status of the program and data are identical for all participating vehicles.

2.2.1 Exhaust System

The race exhaust system is not allowed to be modified.

2.3 Power Transmission (gearbox/differential lock)

General Description

Unic AB five speed sequential shift, center of the car Sealed (for warranty purposes only) Adjustable preload and ramps. The gear ratios are not allowed to be changed. The differentials are not allowed to be modified in setup during a race except for adjusting the external preload settings.

Gear ratios:

Final drive z11-41 i = 3.73

1st gear z11:34 i = 3.09

2nd gear z14:32 i = 2.29

3rd gear z15:28 i = 1.87

4th gear z17:26 i = 1.53

5th gear z20:25 i = 1.25

- Pressure-oil lubrication with active oil cooling by oil-radiator
- Mechanical limited slip differential
- Double-disc sintered metal race clutch
- Sequential gear shift

2.4 Brakes

Only vehicles with the brake calipers are permitted that correspond with the delivery conditions. It is not permitted to modify the vehicle to endurance brake calipers, even if they might be listed in the parts catalogue.

General Description

Two independent brake circuits with brake pressure sensors for front and rear axle, adjustable by the driver via brake balance system.

Front axle:

Four-piston ALCON aluminium racing calipers in mono-bloc design, piston springs Ventilated and grooved steel brake disc 300 mm diameter with aluminium disc bell Racing brake pads Optimized ventilation routing.

Rear axle:

Four-piston ALCON aluminium racing calipers in mono-bloc design, piston springs Ventilated and grooved steel brake disc 300 mm diameter with aluminium disc bell Racing brake pads Optimized ventilation routing.

Front axle:

- Aluminium 4-piston fixed calipers, one piece
- Internally vented brake discs, diameter = 300 mm
- Racing brake pads

Rear axle:

- Aluminium 4-piston fixed calipers, one piece
- Internally vented brake discs, diameter = 300 mm
- Racing brake pads

The complete brake lines and all connections must remain original at all times during an race event of the Series. At the Series Organiser discretion and when being asked, every competitor must remove also the permitted components.

2.5 Steering (steering wheel/hub extension)

The position of the steering rack on the front axle control arm is determined by spacer. Hub extensions may only be used as per prior written individual approval of the Series Organiser. Furthermore, the parts used must be original MJP parts. The standard longitudinal and height adjustment facility is permitted to be used.

2.6 Wheel Suspension

General Description Front Axle

- Double wishbone suspension with 250mm travel
- Adjustable in ride height, wheel camber and toe
- Aluminium uprights milled, min. 3kg
- Forged struts optimized stiffness
- Double shear track rod connection
- Heavy-duty spherical bearings
- Racing shock absorbers
- Double-blade-type anti-roll bar

General Description Rear Axle

- Double wishbone suspension with 250mm travel
- Adjustable in ride height, wheel camber and toe
- Aluminium uprights milled, min. 3kg
- Forged struts optimized stiffness
- Double shear track rod connection
- Heavy-duty spherical bearings
- Racing shock absorbers
- Double-blade-type anti-roll bar

The suspension is permitted to be modified within the scope of the specified setting range. All genuine parts must be retained.

Additionally, the screw positions of the trailing arms at the wishbone bearing points may not be modified. The wheelbase on the left and right sides of the vehicle must be 1889 mm +/-15 mm. The measuring points are the centres of the wheel hubs.

Anti-Roll Bars

The anti-roll bars are only permitted to be unhooked provided that no parts are removed in the process. Only the setting options for which the technical specifications have been provided are permitted to be used. It is permitted to change the Anti-Roll Bars and to use the adjustable ARB-setting with 2 Servomotors (front, rear) connected to the electrical ECU-control unit. The ARB parts are not allowed to be changed.

Other shims or methods for axial clearance compensation must not be used. However, the overall axial clearance must not be less than 2 mm referred to each anti-roll bar.

Shock absorbers/springs

Only the factory-installed type Reiger 3-way adjustable actuated via pushrod shock absorbers and matching chassis springs in their original condition are permitted to be used. The bump stops are not allowed to be modified and have to be used in their standard configuration.

2.7 Rims and tyres General Description

Front axle:

Single-piece light-alloy Braid rims design, 8J x 17 ET 54

Rear axle:

Single-piece light-alloy Braid rims design, 8J x 17 ET 54

Rims

The use of any other rims than the originally specified rim is prohibited. Only the use of valve caps mentioned in the respective spare parts catalogue is permitted and strictly enforced for all races. The rims are permitted to be painted. It is prohibited to paint or treat any functional surfaces (rim bed, contact area of wheel nut, mounting surface of the wheel). Rims may be repaired. The friction strips on the inside of the rim must stay functional and must not be treated in any way.

Tyres

Only the version of tyres in the supplementary regulation are approved for the Series with the specification and supplied by the official supplier is permitted to be used for the duration of the events and the official tests.

TITANSRX suggests that all competitors follow the recommendations and instructions relating to tyre pressure and set-up. Only atmospheric air is permitted to be used to inflate the tyres. It is not permissible to rotate the tyres on the rims. Should the tyre manufacturer prescribe a rotational direction for their tires, then any departure from the manufacturer's recommendation is prohibited.

Tyre Marking

The maximum of slick tyres is defined in the regulation.

Tyre Damage

Damaged tyres must be replaced from the contingent of the tyres. The participant is responsible to report and exchange a damage tyre. The Technical Scrutineers are free to declare damaged tyres as unsafe and demand to have them replaced.

Treatment

All chemical, mechanical or thermal treatment of the tyres is prohibited. Cleaning of the rims is permitted. The usage of heat guns or any similar devices of any kind to help the removal of rubber abrasion and stones ("tyre scraping") is prohibited. The use of heated covers, materials or other means that change the temperature of

the tyres is prohibited for the entire duration of an event. From the time of the pre-start until the end of the session the for the event approved tyres are not allowed to be covered. This applies for slick as well as rain tyres.

2.8 Bodywork and Dimensions

General Description

Lightweight bodywork with smart aluminium-steel composite construction Welded-in roll cage, in compliance with FIA Homologation Regulations for safety cages. The bodykit image is created and designed by MJP according to customer requirements.

Front bonnet with air intake ducts for cockpit ventilation and quick release fasteners.

- Pre-equipped fixation point for center safety net attachment Pickup point for lifting device fenders
- rear wheel arches
- front-end with spoiler lip
- rear-end with integrated rain light, in compliance with FIA Homologation Regulations

Lightweight exterior:

- Carbon-fibre-reinforced plastic doors with sport-design rear-view mirrors
- Carbon-fibre-reinforced plastic rear engine lid with quick release fasteners
- Carbon-fibre-reinforced plastic adjustable rear wing (9 positions)
- Polycarbonate door windows and rear side windows with ventilation openings
- Polycarbonate rear window
- Rear underfloor

MJP designed bodykits are not allowed to be changed in their design, mounting points and geometry. Self-design bodykits can be used after a confirmation of MJP and have to consist all safety relevant scopes as requested. Self-designed bodykits are just allowed after an official agreement of MJP.

Cockpit:

- Ergonomic driver-oriented center console
- Steering wheel with quick release coupling, control panel
- Adjustable steering column
- Race bucket seat with longitudinal adjustment, Homologated to latest FIA requirements
- Individual padding system (delivery with size M)
- Shock absorbing roll cage safety cover for leg protection at drivers foot well
- Six-point racing safety harness
- 30 litre fuel cell (FT3 safety fuel cell) and „Fuel-Cut-O©“ safety valve in accordance with FIA regulations
- Water-based paint

Overall vehicle dimensions and overhangs:

The overall length of the vehicle depends on the MJP released Bodykit – see general description.

a) External bodywork (including windows)

The delivery status of the bodywork has to be preserved.

Windscreen

To protect the windscreen and as a safety measure, ‘tear-o©’ screens are permitted to be attached to the windscreen. Fitting will be checked during technical scrutineering and must be removed where applicable on request of the Technical Scrutineers.

b) Cockpit

The delivery status of the bodywork has to be preserved.

Seat

The seat has to exhibit all requirements of the FIA Classification and Definitions for TITANSRX Europe (Category II-SH).

Safety Nets

Additionally, every car must be equipped with a FIA confirmed safety net mounted complying with the TITANSRX mounting instructions.

2.9 Aerodynamic devices

2.10 Wing

The original position of the wing section is permitted to be changed within the specified scope for adjustment. Taping over of any slots in the bodywork, wings or other permanent parts, joints and openings is not permitted. Any alteration or amendment outside the above set parameters will render the vehicle non-compliant with the Technical Regulations and may be subject to penalties from the Stewards.

2.11 Electrical equipment

General description

- ECU Master colour display ICD with integrated fault diagnosis
- ECU Master electrical system control unit IPS32
- Electronic throttle system
- Fire extinguishing system (extinguishing agent: gas)
- Battery 12 V, 30 Ah, leak-proof
- Alternator 150 Ah
- Fan in light weight design
- Wiper with direct drive (intermittent and high speed function)

Lighting system:

LED rear lighting system and rain light in compliance with the latest FIA Regulation
CAN connection (data logger, video system)

Optionally, the usage of the following electrical equipment is permitted:

- oil level indicator, bracket
- charging cable, bracket,
- cockpit illumination

From the “pre-start” to the end of the “Parc Fermé” during the race event, only the Series Organiser and personnel nominated by the Series Organiser are permitted to connect laptops/computers to the vehicles. For the same period, no external connection (also wireless) may be made between the car and any external equipment. It is not permitted at any time for any competitor to read any sensors with any equipment, which are not allocated to the competitor’s own team. Any breach of this regulation may result in the vehicle being disqualified from qualifying or racing.

2.12 Fuel circuit

Only the fuel system permitted for the Pantera RX6 vehicles of model year 2018 and 2019 are permitted to be installed.

2.12 Lubrication system

Lubricants

Engine:

MJP Specified engine oil is compulsory. All additives are prohibited.

Transmission:

MJP specified transmission oil is compulsory. All additives are prohibited. There must be a minimum of 1.6 litres of transmission oil in the gearbox at all times during the event.

2.13 Miscellaneous Seals

The following seals are affixed:

- Engine:
- Valve cover, le. (1x)
- Valve cover, right (1x)
- Oil pump le. (1x)
- Engine control unit: Connector for control unit wiring harness (2x)

If seals and marks are applied to the vehicle by the Technical Scrutineers or GRC, these must not be damaged, changed or reproduced. If one or more damaged or missing seals or markings are discovered, the vehicle can be excluded from the event. If one of the seals on the engine control unit is opened to allow welding work to be carried out, the control unit must then be taken to the Technical Scrutineers for an additional inspection and then be resealed, without being requested to do so. The removed seal(s) must be handed over to the Technical Scrutineers. Seals that have fallen off during the race or are damaged must be notified to the Technical Scrutineers in writing no later than one hour after closure of the “Parc Fermé”.

Cameras

Only in-board or on-board cameras which have been approved by the Series Organiser for legal sporting matters and TV purposes are permitted to be used. All participants are obliged to fit and use the cameras assigned by the Series Organiser in the respective vehicle at the defined place according to the specifications of the Series Organiser. Installation shall take place in the team’s working awning by trained personnel of the Series Organiser. The memory cards can only be removed from the cameras by the personnel nominated by the Series Organiser. Any breach of this regulation can result in the vehicle and driver being disqualified from the event.

For image rights and copyright, see Sporting Rules and team manual.

The camera system provided by the Series Organiser fully remains property of TITANSRX at all times. Any damage to the camera system will be repaired at the expense of the initiator of the damage / entrant.

Notes

Everything that is not expressly permitted in these Regulations is prohibited. Any adding or removal of material, heat treatment or coating to alter a parts properties and/or dimensions is forbidden. Mounting a part in a different way or location than original delivery condition is forbidden. Any permitted changes may only serve the intended purpose. The decision of the Series Organiser shall be final regarding any interpretation of these Regulations. The Series Organiser reserves the right to amend and extend these rules (in consultation with the AMF).

