

CHALLENGE FORMULA RENAULT 2.0

2010

SPORTING REGULATIONS

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ARTICLE 1**ORGANISATION**

Fast Lane Promotion Srl, holder of CSAI Promoter licence N° 241694, announces and supports the Formula Renault 2.0 Italia 2010 Challenge. The organisers of single races are Gruppo Peroni Race Srl and/or single circuits as will be indicated on each occasion in the Race Particular Regulations.

ARTICLE 2**ENTRIES****2.1 Entries to Formula Renault 2.0 Italia Challenge**

All Competitors wishing to take part in Challenge Formula Renault 2.0 Italia 2010 shall send the relative entry form by February 28th 2010.

Entry form, duly filled in every section, shall be sent to:

Fast Lane Promotion S.r.l.
Via Conca d'Oro,246 – 00141 Roma
Phone: +39.06.88644288 – Fax: +39.06.88644424
e-mail: info@fastlanepromotion.it

The driver's name shall be notified not later than 15 days before Formula Renault 2.0 Italia Challenge beginning.

Any drivers change during the season will be notified sending the nominative entry form at least 15 days before each competition (event).

Any request of cars entries after first event will be finally assessed by Fast Lane Promotion.

Fast Lane Promotion reserves the final right of not accepting entries to Formula Renault 2.0 Italia Challenge, without giving any reason.

2.2 Entries to the competitions

All competitors entrant in Formula Renault 2.0 Italia Challenge, on the occasion of each single event and for each of the Drivers entrant, shall pay to the Organisers an entry fee as stated in C.S.A.I. Yearbook 2010 (N.S. 2 – Art. 3.2).

ARTICLE 3**SPORTING CALENDAR**

Races will be entered in National Calendar with foreign participation authorized.

DATE	CIRCUIT	RACE 1 DISTANCE	RACE 2 DISTANCE
		Time	Time
April 10 th – 11 th	Monza	30'	30'
May 15 th – 16 th	Imola	30'	30'
May 29 th – 30 th	Valllunga	30'	30'
July 17 th – 18 th	Misano	30'	30'
September 11 th – 12 th	Mugello	30'	30'
October 9 th – 10 th	Imola	30'	30'

Fast Lane Promotion reserves the right to modify and/or cancel in any moment, with due advance notice, the races entered in the present Calendar.

ARTICLE 4**COMPETITORS AND DRIVERS ACCEPTED**

Formula Renault 2.0 Italia 2010 Challenge is reserved to Drivers holders of a Driver licence issued by an A.S.N. recognized by FIA and valid for the year 2010

Drivers holders of licences conform to N.S.3 will be accepted.

Drivers whose age spans between 15 (turning sixteen by December 31 2010 mandatory) and 18 years, holders of National C licence, will be accepted subject to the attendance and pass of a course at C.S.A.I. Federal School and on condition that they undergo and pass the specific qualifying test.

Furthermore holders of "A" and "B" International licence will be accepted on condition that they are not winners of a superior Formula Championship (FR V6, WSR, F 3, F 3000 etc.) in Italy and abroad.

Competitors, individual or legal persons, shall be holders of a Competitor International licence issued by an A.S.N. recognized by FIA and valid for the year 2010.

The winner of Formula Renault 2.0 Italia 2009 Edition will not be allowed to take part in Formula Renault 2.0 Italia 2010 Challenge.

Within the same event a Formula Renault 2.0 Italia Challenge Driver will not be allowed to take part in races pertaining to other trophies or single make championships distinct from Renault.

ARTICLE – 5

VEHICLES ACCEPTED

Vehicles accepted in Formula Renault 2.0 Italia 2010 Challenge are:

- Vehicles manufactured from 2000 to 2009, equipped with aerodynamic Evo Kit 2007, in compliance with 2009 Nomenclature;
- Vehicles manufactured from 2000 to 2006, not equipped with aerodynamic Evo Kit 2007, in compliance with 2006 Nomenclature.

All vehicles should be comply with 2010 Technical Regulations approved by C.S.A.I.

All vehicles will have a technical passport which will be endorsed at each event by the Scrutineer in attendance. Competitor shall comply with any note entered, under penalty of not admittance to the following event.

Vehicles will be equipped with a transponder for times transmission which will be provided for by the single circuits.

Organisers reserve the right to fit a camera on board of some vehicles which will be specified at each race. Cameras will be integral part of car weight.

ARTICLE – 6

COMMUNICATIONS AND CALLS-UP TO THE EVENTS

For each event and for each official communication concerning Formula Renault 2.0 Italia 2010 Challenge, Teams will receive from Fast Lane Promotion (by e-mail and publication on Formula Renault 2.0 Italia 2010 Challenge official web site in the area reserved to Teams) an Informative Note the contents of which will be integral part of present Regulations and therefore it shall be strictly observed by Competitors/Drivers and Teams.

ARTICLE – 7

FREE AND OFFICIAL PRACTICE

7.1 Free practice

Free practice will take place in all circuits, according to the schedule which will be notified later by means of an Informative Note and each time included into the Event Supplementary Regulations.

If two groups are anticipated, in accordance with the provisions of Art. 7.2, free practice rounds will be set out in 2 sessions.

The execution of free practice and tests, official and/or private, outside the events scheduled in the calendar, must be considered regulated as specified in Art. 18 of present Regulations.

7.2 Official practice

On each event Drivers will have available an official practice round with a minimum duration of 30'

- max. 45'

Drivers admission on starting grid will occur as follows:

Race 1 - As per best lap time achieved by each Driver during practice; if two or more Drivers will achieve the same qualifying time, priority will be given to the one who achieved first.

Race 2 – As per Race 1 order of arrival; the first 6 (six) positions will be inverted (1st = 6th ; 2nd = 5th; etc.).

If the number of entrants is higher than the number of admitted on track, on the occasion of the first race cars will be divided in two groups (A even numbers – B odd numbers).

In following races the two groups will be set out as per Formula Renault 2.0 Italia Challenge general classification related to previous race.

At each race fictitious points will be awarded to the Drivers who are not present in general classification as per the order of arrival of the same race or the standings in qualifying.

Such subdivision will be executed as follows:

Group A : 1st placed – 3rd placed etc.

Group B : 2nd placed – 4th placed etc.

If two groups are anticipated, official practice rounds will be divided in two sessions of 30' minimum – 45' maximum each and the starting grid will be set out as provided for by Art. 8.

ARTICLE – 8

STARTING GRID

All Drivers ranked in official practice will be admitted as far as the number of cars admitted on the grid is met.

Upon Stewards of the meeting decision, in accordance with the Clerk of the course, if the grid is not completed, also non qualified Drivers can be admitted.

After non qualified Drivers, also those who couldn't take part in official practice for technical problems to their cars can be admitted on condition that they took part in free practice. These Drivers will be lined up on the last places of the starting grid according to their free practice best time.

The distance of each single race will be 30'.

Save for what has been prescribed up to now about starting grid composition, it is specified what follows:

- every Competitor whose car, for any reason, is unable to take the start of a race, shall inform the Clerk of the course; in this case the ensuing unoccupied spaces will be accordingly taken up.

Whenever possible a new grid will be published before the start; otherwise the Marshals in charge, following Clerk of the course directives, will take care of pointing out to each Driver the place he must take on the grid.

The maximum number of cars admitted on the starting grid will be the one provided for by N.S. 8 – Art. 7.5.

ARTICLE – 9

START

Races start type can be:

- “STANDING”, in compliance with N.S. 16 Art. 6.2 Chap. II (C.S.A.I. Yearbook) provisions;
- “ROLLING”, in compliance with N.S. 16 Art. 6.3 Chap. II (C.S.A.I. Yearbook) provisions.

The type of start adopted will be stated each time on Event Supplementary Regulations.

At final judgement of the Clerk of the course the in line start formula, following the “Safety Car”, could be adopted with the procedures provided for by the mentioned N.S. 16.

ARTICLE – 10

PRE-GRID

It is mandatory for cars being present in pre-grid 30’ before the beginning time of official qualifying practice and races.

In the event of delay due to a technical problem or for any other reason, Competitors should inform

Scrutineers appointed by Fast Lane Promotion. They will make a final value judgement about the reasons and the possibility to keep informed the Stewards of the meeting who could resolve to apply a sanction.

Pre-grid will take place at track entrance gate, according to marshals in charge directives.

ARTICLE – 11

BRIEFING

The attendance at Clerk of the course briefing is mandatory for all Drivers admitted to the race and for a representative of each team.

Briefing will take place at the place and time specified in the call-up.

Absence from the briefing, attested by the missing signature of attendance, will be penalized with a 250 Euro fine.

ARTICLE – 12

PARC FERMÉ

At the end of the race and of the official practice (chequered flag) cars will be placed under “Parc Fermé” regime.

- Parc fermé beginning : chequered flag
- Parc fermé end : 30 minutes after the publication of race official standings and, in any case, until the car will not be released by the Clerk of the Course.

All classed cars will remain available to Stewards of the meeting and Scrutineers during “Parc Fermé” regime.

All cars or only a few of them could be subject to ex-officio scrutiny prescribed by the Stewards of the meeting in accordance with Scrutineers.

Only Team official representatives (max. three people, Competitor included) could gain access to parc fermé and/or the place where the scrutiny on their cars takes place.

Drivers who, after passing the chequered flag, will not get straight to parc fermé at the end of the race, will be sanctioned by the Stewards of the meeting.

ARTICLE – 13

SPORTING CHECKS AND SCRUTINEERING

13.1 Sporting checks

Each Driver shall come up, provided with customary documents, to undergo sporting checks at the time and place stated on call up sent before each race.

Sporting documents check (licence, fitness certificate etc) of a Competitor and/or a Driver will be executed on the occasion of his first participation to a race and will be valid for following participations too, being understood that the Competitor and/or Driver is required to ask again for a check of any document which has expired during the year and thence has been renewed.

Competitors and/or Drivers are however required to make always available their sporting documents in any moment of the event.

Each Competitor and each Driver, at the moment of each race sporting checks, shall subscribe a statement certifying the possession of all requirement provided for by the sporting rules in

force for the admission to the race.; in addition, Drivers shall hand over a statement about the protective wear usage (homologated helmet, overalls, shoes, gloves, socks etc.) as provided for by N. S. 8/2010, Art. 8 – 9. The obligation will be undertaken with the Driver signature at the foot of the statement (see App. B to N.S. 9/2010).

13.2 Scrutineering

Cars should conform to Technical Regulations.

Fast Lane Promotion and the Organiser will appoint Scrutineers for Technical Regulations implementation.

A) Preliminary scrutineering

Pre race scrutineering will take place on Friday afternoon or on Saturday morning of the event week at the time stated by the Organiser in the Event Supplementary Regulations.

Scrutineering will be carried out at first participation of each car to a Formula Renault 2.0 Italia Challenge event. Technical passport will be thence updated with the application of a stamp certifying the scrutiny and specifying its duration.

Technical passport attestation will be valid for the whole season; however the Stewards of the meeting could carry out further subsequent scrutiny and ask for technical passport in any moment of each event.

Car submission by a Competitor, at a certain time of an event, will be deemed as Technical Regulations conformity tacit statement.

B) Sealing

Being understood that cars will be equipped with engines originally sealed (as stated in 2010 Technical Regulations Art. 5.2), Fast lane Promotion reserves the right to execute engines rotations among the Competitors and/or replacements with engines supplied by Fast lane Promotion in any moment of each event. Such rotations and/or replacements will be pre-arranged with Scrutineers delegated by C.S.A.I., in cooperation with technicians appointed by Fast Lane for Formula Renault 2.0 Italia Challenge.

Upon Fast Lane or Stewards of the meeting request, some cars elements could be collected and replaced and/or sealed before each trial (“trial” meaning qualifying and races).

In such case, sealing must remain intact up to the moment of car scrutiny by Scrutineers or, in case of sealing before the race, at least up to 30 minutes after the race results posting and for all the time cars are kept in parc fermé.

Cars Drivers not complying with such provisions could be sanctioned by the Stewards of the meeting, upon Scrutineers report, up to the exclusion from classification and/or race.

C) Scrutineering after trials

Stewards of the meeting panel, in agreement with Scrutineers, will decide about ex officio checks to be carried out.

These operations or checks could be carried out BEFORE or AFTER each trial (“trial” meaning qualifying and races)

Disassembly and reassembly costs will be fully charged to Competitor.

Scrutineers reserve the right to collect one or more mechanical components, tyres included, for further checks.

Competitor or one of his representatives, provided with a written delegation, shall undersign the sealed card of the collected component. In case of not conformity, the sealed component will be detained by Scrutineers for further accomplishments (notification to Stewards of the meeting Panel).

The Panel will decide about sanctions to be inflicted. Competitor or his representative, provided with a written delegation, could attend to technical checks carried out on his car.

The non conform component will be handed back to the Competitor only in case he doesn't lodge an appeal against Stewards of the meeting decision. Otherwise it will be sent to C.S.A.I. for appeal inquest.

ARTICLE – 14

TYRES

14.1 Definitions

- **New tyres:** tyres never used before, purchased by the Michelin official retailer on the track where the race take place;
- **Registered tyres:** tyres marked in one of the current season previous races, used or not;
- **Tyre set:** a tyre set must be made up by 2 front tyres and 2 rear tyres.

14.2 Slick tyres use limits (double races)

For each event composed by: free practice (30') + official practice + 2 races, each Driver shall use:

- A) On the occasion of first calendar event **n. 2 sets** of Michelin slick **new** tyres marked with his race number.
- B) On the occasion of remaining calendar events **n. 6 (3 front + 3 rear)** Michelin slick **new** tyres marked with his race number + **n. 4 (2 front + 2 rear)** Michelin slick **registered** tyres.
- C) On the occasion of events which should allow for times in excess of those drawn up before (i.e.: a free practice supplementary round), each Driver shall use tyres allocation which will be notified by an Informative Note.

14.2.1 Marking and checking procedure (double races)

During official practice and races, in accordance with his allocation limitations, each Driver shall use only slick tyres or rain if predetermined conditions will verify.

Each Competitor shall make use, for each own Driver, of an allocation consisting only of new tyres, allotted by drawing executed by Race Officials.

New Tyres allocation shall be used during Free Practice, Official Practice and Races.

The Official Tyres Dealer, appointed by the Manufacturer, will identify tyres drawn from the new tyres allocation which will be delivered to single Competitors.

Each Competitor, before collecting his tyres, shall fill up an appropriate form made up by two identical coupons (one for Race Officials and one for Competitor), recording the registration numbers of New Tyres Allocation and hand it over to Race Officials.

Competitors will be responsible of possible mistakes in filling up New Tyres Allocation registration numbers form.

An alternative to this system could be the tyre marking by the appointed Scrutineers.

Each competitor, during free practice, official practice and races could have only his marked tyres on pit lane. Race Officials could carry out controls and/or checks by sample at any moment of the event.

Beginning from free practice, Competitors charged of mistakes and/or discrepancies will be sanctioned with the exclusion of their Drivers from the event and/or from the race classification and with reference to Sporting Judge.

Each Driver could use only his own tyres for free practice and qualifying.

Under his own responsibility, each Driver shall show a car equipped with marked tyres, able to endure free practice, qualifying and races; otherwise his entry or re-entry on track could be denied.

All Drivers tyres will be submitted to tyres parc fermé regime (**TPF**; the information about the place will be provided by the appointed Scrutineer) according to the following procedure:

at set time, after fitting tyres on their rims, Competitors could adjust their pressure in front of a Scrutineer.

One hour before free practice beginning Competitors could collect all tyres. Within 30' from parc fermé opening the marked new tyres allocation should be handed back by Competitors in **TPF**. These tyres will stay in **TPF** up to one hour before Official Practice 1. For such practice Competitors will have available all marked tyres. After Official Practice, within 30' from parc fermé opening all Competitors shall hand back those tyres in **TPF**. These tyres will stay in **TPF** up to one hour before the start of Race 1. For such race Competitors will have available all marked tyres.

After Race 1, within 30' from parc fermé opening all Competitors shall hand back those tyres in **TPF**. These tyres will stay in **TPF** up to one hour before the start of Race 2. For such race Competitors will have available all marked tyres.

The place adapted to tyres custody (TPF) could be realized with the use of containers supplied by Fast Lane and sealed by appointed Marshals. Competitors will be responsible of seals integrity.

14.3 Restrictions on rain tyres use

It is Clerk of the course responsibility, and his only, to assess if the track is damp or wet for rain tyres use. His decision will be notified to all Competitors as quickly as possible.

When "WET TRACK" board is shown, Drivers preserve their freedom to choose their tyres observing this article, being understood that practice session or race will take place on damp or wet track and that the Clerk of the course will not make provisions for any qualifying of race interruption.

14.4 Rain tyres use (double races)

For timed official practice and races each Competitor should use at least:

- **N.1 set** of MICHELIN rain 16x53x13 P220 **new** tyres marked with his race number.

ARTICLE 15

FUEL AND LUBRICANTS

15.1 Fuel

During an event - both for official practice and races - the use of only the fuel which will be specified by Fast Lane Promotion is mandatory for all Competitors.

Notice: at each race a “reference” sample will be collected during fuel distribution in order to be able to carry out, if necessary, comparison checks with the fuel used by Competitors during the race.

Therefore:

Fuel used in a previous race cannot be used during another race

Any mixture with another fuel or additives is forbidden.

15.2 Fuel control procedure

Samples for fuel control will be taken with the following modalities:

3 samples, 1 litre each, on three new metal containers;

Sample n° 1: container to analysis lab;

Sample n° 2: container for Competitor;

Sample n° 3: container for assessment test, on deposit with the Organiser.

Containers will be marked and sealed by Scrutineers in presence of competitor or his representative. No contention can be raised about samples n° 1 and 3 origin, transport or storage.

Competitor shall take all measures in order to make possible at any moment the sample of a minimum quantity of 3 litres from the car fuel tank for after practice or race checks.

In case of infringement of Art. “FUEL”, the driver will be exclude for good from Formula Renault 2.0 Italia 2010 Challenge.

15.3 Lubricant

Being understood that, as stated in Technical Regulations Art. 7.1, the use of Elf lubricant (engine oil) is only suggested, upon Fast Lane Promotion or Stewards of the meeting request, it will be possible to carry out checks on such lubricants.

Each Competitor/Driver, at the time of scrutineering before the race on each event, is bound to notify in writing appointed Scrutineers about brand and type of lubricant used (by means of an appropriate form, supplied by Fast Lane Promotion, which will be filled in duplicate – 1 copy for the Competitor and 1 for Fast Lane Promotion)

15.4 Lubricant control procedure

Samples for lubricant control will be taken with the following modalities:

3 samples, 100 ml each, on three new metal containers;

Sample n° 1: container to analysis lab;

Sample n° 2: container for Competitor;

Sample n° 3: container for assessment test, on deposit with Fast Lane Promotion.

Containers will be marked and sealed by Scrutineers in presence of competitor or his representative. No contention can be raised about samples n° 1 and 3 origin, transport or storage.

Checks will be carried out at the following laboratory

ECOCONTROL
Via Pontina Vecchia,30
00040 Pomezia (Roma)

In the event of a negative result of the check, a further check on sample n° 3 could be carried out, upon Competitor request, at a laboratory chosen by C.S.A.I.

ARTICLE 16

GENERAL ORGANISATION

16. 1 Fast Lane Promotion assistance

Fast Lane Promotion will provide for technical assistance on circuits with the presence of:

- a motor home, adapted to Formula Renault 2.0 spares supply, looked after by LRM Motors structure which will also ensure engines assistance, Spares totality however cannot be always granted.
- A vehicle for Michelin tyres supply and assistance.

16.2 Competitors assistance

A) Assistance trucks

If necessary, tractors will be parked outside the paddock.
Assistance vehicles shall be washed up and appear in flawless conditions.

They must bear Formula Renault inscriptions observing the logo and showing nationality flags.

B) Assistance teams

Teams personnel is required to wear flawless uniforms.

C) Provisions for pits or paddock

Organisers will allocate to each team an equal paddock space.

All Competitors are forbidden to use pits for all event duration (event means collective tests, free and official practice and races), with the exception of specific circumstances which will be managed by Fast Lane Promotion only.

Each Competitor will be responsible for the tidiness of the allocated space and of the discipline of any person directly or indirectly associated to his participation to Formula Renault 2.0 Italia Challenge

As per championship general classification, on each event Fast lane Promotion will allocate the pit lane space which each team shall occupy for cars assistance.

The Stewards of the meeting, in consequence of possible infringements, could impose sanctions to competitors up to the exclusion from the race of the attended car.

Each time the car stops at pits, engine shall be switched off. If the car stops past his assistance area, it must be pushed only by assistance personnel.

Refuelling in pit lane is forbidden for all event duration.

Drivers shall leave slowly from their assistance area and shall maintain a maximum speed of 60 km/h along all the pit lane.

Transmission of any signal from and to the cars during practice and/or races is forbidden, with the exception of the signal sent by possible transponders for timing.

16.3 Permanent passes

All Competitors will be given Formula Renault 2.0 Italia Challenge personalized permanent passes which shall be used on all circuits listed in events calendar.

Each Competitor, for each entrant Driver, will receive the following passes allocation:

- a) nr. 4 “Pit lane” (of which 3 valid “Pit wall”)
- b) nr. 6 passes “Paddock”
- c) nr. 1 pass “Parking” (+ nr. 1 pass “Parking –PDK” for each team) where technically possible and allowed.

ARTICLE 17

PROTEST AND APPEALS

National Sporting Regulations provisions (Art. 171/191) are in force

ARTICLE 18

PRIVATE TESTS

Competitors, Drivers and Team can freely arrange for private tests sessions on all tracks, being understood that is forbidden to carry out such tests on tracks where an event will take place, since the Friday of the week preceding the event week end.

ARTICLE 19

ADVERTISING

Advertising shall conform to FIA International Sporting Code provisions and to the laws in force in the Organising Country.

19.1 Advertising on cars

Affixing advertising provided by Fast Lane Promotion, Driver’s name, nationality flag and race number on cars competing in Formula Renault 2.0 Italia 2010 Challenge, as shown on drawing of Present Regulations Appendix 1, is mandatory.

Not reserved spaces are free on condition that the advertising doesn't deal with products competitors with those of Formula Renault 2.0 Italia 2010 Challenge organisers which are listed below:

RENAULT Company	Cars, industrial vehicles manufacturer
ELF Company	Oil products
MICHELIN Company	Tyres

Notice: the non-compliance with those provisions, verified by Steward of the Meeting Panel, will imply the non admission to the race.

19.2 Advertising on Drivers overalls

Fast Lane Promotion will provide the embroideries to be stitched on overalls as shown on drawing of Present Regulations Appendix 1

Notice: the non-compliance with those provisions, verified by Steward of the Meeting Panel, will imply the non admission to the race.

ARTICLE – 20

RACE NUMBERS

Fast Lane Promotion will assign, to each driver and for the whole season, his own race number.

Each car shall absolutely show its race number during practice, both free and official, and race.

Digits which compose the race number will be black or white; the height of the digits will be 16 cm.

Digits layout will be of classic type as follows:

1 2 3 4 5 6 7 8 9 0

On each car numbers shall be affixed on the following spaces:

- external part of each rear wing end plate
- front bonnet, readable up front.

ARTICLE – 21

POINTS ALLOCATION

Points will be awarded as follows to the first 15 placed on each of the races valid for Formula Renault 2.0 Italia 2010 Challenge:

Furthermore 2 additional points will be awarded:

- to the driver who will achieve the fastest time in qualifying (pole position);
- to the driver who will achieve the fastest lap on each of the scheduled races.

In the event of a same time, pole position and fastest lap points will be awarded to the driver who achieved it first.

In the races where the subdivision in two groups (A – B) is necessary, pole points will be awarded to the fastest time on each group.

ARTICLE 22**CLASSIFICATIONS****22.1 Provisional overall classification after each race**

Will result from the sum of points awarded to each Driver on each of the previous races.

22.2 Renault 2.0 Italia Challenge final overall classification

Renault 2.0 Italia 2010 Challenge final overall classification will be defined adding up all points pertaining to the results achieved in the races scheduled in the calendar.

Result means the placing gained in the definitive final classification at the end of a race. The winner will be the Driver who will score the highest number of points.

22.3 Teams classification

A special classification reserved to Renault 2.0 Italia 2010 Challenge Teams is introduced.

Each Team could compete in this classification with a maximum number of two cars; in the event of a Team with more than two cars competing in Renault 2.0 Italia Challenge, for each event in calendar it shall notify Fast Lane Promotion, not later than the end of sporting checks before the race, the Drivers with whom is going to compete in such classification.

Each Team points will result, race by race, from the sum of the points awarded to the single drivers.

Final classification will be defined adding up all points achieved in the races scheduled in the calendar.

The winner will be the Team which will score the highest number of points.

22.4 Dead-heat

In the event of several Drivers and/or Teams scoring the same points, the winner will be nominated by the organiser according to the following criteria.

- quality of placing achieved
- any other kind of suitable consideration if placing quality is not enough to solve the dead-heat.

ARTICLE – 23

PODIUM

The drivers finishing the race in 1st, 2nd and 3rd position and a representative of the winning Team, on each of the scheduled races, must attend the prize-giving ceremony on the podium and also make themselves available immediately thereafter for any need of present media, under penalty of losing the relevant prize.

ARTICLE 24

GENERAL PROVISIONS

Competitions of Formula Renault 2.0 Italia 2010 Challenge are regulated by present Regulations provisions and, for everything not provided for, by R.N.S. and its N.S.

C.S.A.I. APPROVAL: SCV 003 / 11.02.2010

INFORMATIVE NOTE FOR ALL COMPETITORS AND DRIVERS

Fast Lane Promotion thanks and welcomes all entrants in Formula Renault 2.0 Italia Challenge.

Fast Lane Promotion will do its best in order to assure everybody a rewarding sporting season, both under the agonistic point of view and events promotion.

One of Fast Lane Promotion main objectives is allowing Teams and Drivers to compete with a loyal competition and fair play sporting spirit, respecting opposition, vehicles, Regulations and Race Officials.

An outstanding performance and a sound competitive spirit cannot disregard the strict observance of the rules governing the behaviour during the race and in the paddock.

This is the message that Fast Lane Promotion will address to Race Officials supervising the events in order to rigorously repress unsporting behaviours and to ensure the strict observance of the rules governing sporting activities.