

## SPORTING REGULATIONS

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## **ARTICLE 1**

### **SANCTIONING BODY**

Fast Lane Promotion, holding promoters CSAI License #241694, sanctions and promotes the "Clio Cup Italia 2010" championship. The single race meetings are promoted by "Gruppo Peroni Race SRL" as well as by each racetrack, as indicated in the Specific Race Regulation.

## **ARTICLE 2**

### **ENTRIES**

#### **2.1 Entry in the Clio Cup Italia**

All the teams/drivers planning to enter the Clio Cup Italia 2010 must file the specific entry form by March 12, 2010. The duly filled out entry forms must be sent to:

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

Additional entries could be submitted after the first race, and will be reviewed by Fast Lane Promotion with an irrevocable scrutiny.

Fast Lane Promotion retains the right, not open to appeal, to refuse entry to each of the Clio Cup Italia 2010 races, without further notice or explanation.

## **2.2 Admission to race meetings**

In occasion of each round and for each driver entered, all competitors must pay down to the promoter an inscription fee as required by the CSAI 2010 Yearbook (N.S. 2 – Art. 3.2).

## **2.3 Admission of double competitor/deiver**

The Clio Cup Italia 2010 allows two drivers/competitors compete with the same car on each meeting. In this case, one driver will be able to start on Race 1, with the second entering Race 2, according to Article 7.2. Each driver will earn only the points scored in the respective race.

## **ARTICLE 3**

### **SPORTING SCHEDULE**

The races are be included in the National calendar, foreign participation is allowed.

Fast Lane Promotion retains the right to modify/cancel races previously put in calendar at any time, prior communication

## **ARTICLE 4**

### **ALLOWED COMPETITORS/DRIVERS**

The Clio Cup Italia 2010 is open to all the holders of a driver/competitor license granted by a FIA-approved A.S.N., effective 2010.

Drivers must respect all the instructions prescribed by art. 123 ter of the R.N.S., which are considered hereby quoted, and all the instructions given by the Race Director and Sporting Stewards.

All drivers and competitors must within reach of the Sporting Stewards until the classification is declared official.

## **ARTICLE 5**

### **ALLOWED CARS**

The only cars admitted to the Clio Cup Italia 2010 are the Renault Sport Clio Cup 3 racecars, complying with 2010 Technical rulebook approved by C.S.A.I.

All cars will be provided with a technical passport, which will be reviewed on each event by the dedicated Technical Steward. Each annotation will have to be fulfilled by the competitor, on pain of exclusion from the following meeting.

Cars will have to be equipped with a transponder for the transmission of lap times, which will be provided at each racetrack.

The promoters hold the right to install a video camcorder on two selected cars on each meeting. The camcorders will be included in the count of the car's minimum weight.

## **ARTICLE 6**

### **TEAM COMMUNICATION - RACE CONVOCATIONS**

Fast Lane Promotion will be providing all teams/competitors/drivers with information notes (sent out by e-mail and published in the competitors area of the Clio Cup Italia website) in occasion of each race meeting and for any official communication regarding the Clio Cup Italia 2010. The content of each information note will be considered part of this rulebook, and will have to be scrupulously respected.

## **ARTICLE 7**

### **RACE MEETING ORGANIZATION**

#### **7.1 Free Practice**

On all the race meetings, the practice sessions will be held according to the program included in the respective information note, and included in the event's specific rulebook.

The practice sessions of each round of the Clio Cup Italia 2010 will be reserved to the drivers entered in the specific meeting.

It's forbidden, for any driver/competitor entered in the Clio Cup Italia 2010, to enter free practices or races of the same category on the following meeting's racetrack, starting from the Friday of the week before the event.

#### **7.2 Qualifying**

For each meeting drivers will have a single qualifying sessions of 30 minutes minimum - 45 minutes maximum. The starting grid will be decided as follows:

Race 1: based on the best laptime clocked during qualifying - If two or more drivers will score the same laptime, priority will be given to the driver who scored it earlier.

Race 2: based on Race 2's results, with the first eight positions reverted. (1st = 8th, 2nd=7th etc.)

In case two drivers will share the same car (as allowed by Art. 2.3), both of them will enter qualifying. They will be running half session each, prior communication of who will be on-track on the respective half session. Of the two, the driver having clocked the fastest lap will be starting Race 1 according to standings, while the other will be starting Race 2 based on his team-mate Race 1 finish.

If the number of entrants will be higher than the maximum number of cars allowed on-track, entrants will be split into two groups (A, for even numbers - B, for odd numbers); each group will dispute a 30' qualifying session, and starting grids will be decided as prescribed by Art. 7.3.

### **7.3 Starting grids**

All the drivers who entered qualifying will be admitted to the grid, unless the maximum number of cars allowed on-track is reached. Drivers who did not qualify could also be admitted to races, given a decision of the Sporting Stewards after hearing the Race Director. They will be placed at the back of the grid, according to their best lap during practice. The race distance will be indicated in the calendar (see Art. 3).

Given all the rules stated so far, it's also prescribed that:

- any competitor whose racecar will be unable to start a race, will have to GIVE TEMPESTIVE NOTICE to the Race Director at least 30 minutes before the start, on pain of a 260,00 EUR fine. When possible, a revised starting grid will be made public. Otherwise, following the instructions

given by the Race Director, the Stewards will indicate drivers their respective starting position.

#### **7.4 Maximum number of cars admitted to the starting grid**

The maximum number of cars admitted to the starting grid is set by the N.S. 8 - Art. 7.5

### **ARTICLE 8**

#### **START**

The start can be given in two different ways:

- "STANDING", as prescribed by Art. 6.2 Cap. II of the N.S. 16 (C.S.A.I. yearbook);
- "ROLLING", as prescribed by Art. 6.3 Cap. II of the N.S. 16 (C.S.A.I. yearbook);

The type of start will be decided in each meeting's specific rulebook

By final decision of the Race Director, a single-file start behind the "Safety Car" as prescribed by the N.S. 16.

### **ARTICLE 9**

#### **BRIEFING**

All the competitors admitted to the race will have to participate to the briefing held by the Race Director. The briefing will be held according to the convocation. Any absence, with proof given by the lack of signature on the attendance sheet, will be fined 260,00 EUR.

## **ARTICLE 10**

### **PARC FERME**

At the end of qualifying and the two races, cars must be placed in parc fermé conditions, starting from the wave of the checkered flag, and ending 30 minutes past the publication of the official results, or otherwise according to the decision of the Race Director. The drivers who will fail to bring their cars to the parc fermé after the end of the race, will be penalized by the Race Stewards.

## **ARTICLE 11**

### **SCRUTINEERING**

#### **11.1 Administrative Scrutineering**

All drivers must show up for administrative scrutineering according to the convocation sent prior to each meeting, and carry all the necessary documents. The check made on a driver/competitor's documents (license, physical ability) at their first race will be also valid for the rest of the season. Drivers Competitors will have to provide a renewed document in case of expiration during the season.

Drivers/Competitor must have their documents available through the whole meeting. Each Competitor and each driver must sign a certification that they fulfill any requirement of the current sporting rules. Drivers must also certify the use of homologated race wear as prescribed by Art. 8 and 9 of the N.S. 8/2010. Drivers will be considered committed by signing the specific declaration. (Enc. B N.S. 9/2010).

## 11.2 Technical Scrutineering

Cars will have to comply with the technical rulebook .

### A) Pre-Race scrutineering

Pre-race checks will be held on Friday afternoon or Saturday morning before the meeting, as indicated by the Organization in the race's specific rulebook. The car's technical passport will be then updated with a certification stamp indicating the eligibility period. Race stewards may also ask to review the car's passport through the meeting at any time.

The presentation of a car to any track activity will be considered an implicit declaration of conformity to the technical passport.

### B) Engine sealing

While engines are sealed since building (as prescribed by Art. 5.1 of the technical rulebook), Fast Lane Promotion reserve the right to rotate engines between competitors and/or replace engines with ones provided by Fast Lane Promotion at any time during the meeting.

Rotation and replacements will be made in agreement with C.S.A.I.'s technical delegates in co-operation with the delegates put in charge by Fast Lane for the Clio Cup Italia.

Upon request by Fast Lane Promotion or by the stewards, some elements of the cars might be sealed before each session (qualifying, races, heats, finals). In this case, the seal will have to stay intact until the scrutineering check by the technical steward or, if put before a race, until after 30 minutes following the posting of the official race results or for the period of time the cars will be impounded in the parc fermé.

Drivers not respecting these rules will be penalized by the sporting stewards upon request by the technical stewards, with the exclusion from the final standings or race.

### C) Post-session scrutineering

The sporting stewards board will decide, after having heard the technical stewards, what kind of scrutineering will be conducted. These operations could be done BEFORE OR AFTER each session (qualifying, races, heats, finals).

Any disassembling/assembling cost will be at the competitor's charge. Only official representatives of teams (maximum three people per team including the competitor) might be accessing to the parc fermé and/or in any place in which scrutineering will take place.

The technical stewards have the right to collect mechanical components, tires included, for further analysis. The competitor, or one of his representatives (with a written proxy) must sign the sealed component's label. In case of non-compliance, the part will be impounded by the technical stewards for the necessary actions (communications to the sporting stewards board). The board will decide penalties. The competitor, or one of his representatives (with a written proxy) could attend the technical scrutineering on the respective car. The non-compliant part will be given back only in case of appeal of the competitor against the sporting stewards board's decision.

## **ARTICLE 12**

### **TYRES**

#### **12. 1 Definitions**

- New tires: never used before, bought through the official supplier Michelin on the meeting's racetrack and carrying the identification mark "EUROCUP".

- Registered tires: tires marked in one of the previous races of the season, bot already used or yet unused.
- Spare tires (JOLLY): new tires to be used to replace a deteriorated tire.

## **12.2 LIMITS TO THE USE OF SLICK TIRES**

A) On the 2010 events' free practice session, each driver can use:

- maximum 12 new MICHELIN Slick tires 20x61x17, marked with the respective race number
- registered MICHELIN Slick tires 20x61x17, coming out of the respective supply for the season.

For the first meeting, any kind of tire complying with the criterias will be accepted.

B) On qualifying and on the races (2 of 30 minutes each per meeting) of the 2010 schedule, each driver can use MAXIMUM 8 MICHELIN Slick tires 20x61x17 as follows:

- Max. 6 new MICHELIN Slick tires 20x61x17, marked with the respective race number
- Min. 2 registered MICHELIN Slick tires 20x61x17, marked with the respective race number.

For the first meeting, any kind of tire complying with the criterias will be accepted.

### 12.3 Marking and scrutineering procedure

Each driver must use, during qualification practice or the race, only slick tires, being limited by the maximum supply number, or rain tires, where condition will require.

Each driver will dispose of a supply of **new** tires, distributed through a blind draw which will be carried on by the Race Stewards.

The driver will have to use the aforementioned supply of new tires during qualifying practices and the races.

No limitations are in place for the races.

The Official Tires Distributor, nominated by the Manufacturer, will identify the drawn new tires, that will be delivered to the drivers.

Each driver must, before being able to collect his/her tires, fill out a specific form including two identical tickets (one for the Race Official, one for the driver) writing down the serial numbers of the new tires, and then delivering it to the Race Stewards.

Drivers will be considered responsible for any kind of mistake in filling out the new tires supply form.

As an alternative to the aforementioned system, a marking procedure can be put in place by the Technical Stewards.

Each driver must carry to the pit lane only his/her slick, marked tires. Race Steward will randomly perform checks at any time.

The driver being disputed for having committed mistakes and/or for mismatches in the forms will be ejected from the meeting after the start

of the qualifying sessions, and will be deferred to the Sporting Authority for further penalties.

For qualifying and the races, each driver must use only the respective tires, marked or identified by the declared serial number.

Each driver is responsible of presenting a car fitted with marked tires able to complete the session or the races. Otherwise, the on-track access could be refused.

#### **12.4 SPARE TIRES (JOLLY)**

Drivers will have the chance to have two spare slick tires ("Jolly")

These tires must only be used as spare, for only one time each during the season, and according to the following rules.

- In qualifying, their use will be permitted only in case of dangerous wear and tear of a tire, prior approval by a Technical Steward and only if the driver have not clocked any lapttime yet. The damaged tire will then be impounded by the Technical Steward.
- during the races, their use will be allowed only in case of dangerous wear and tear of a tire, prior approval by a Technical Steward.

The use of spare tires will be logged on the car's technical passport and on a specific list held by the Technical Steward.

#### **12.5 PARC FERME FOR SLICK TIRES (PCP)**

Starting from the second round (meeting) on the series' schedule, the first ten drivers in the general Clio Cup Italia standings will be put in **PARC FERME FOR SLICK TIRES** conditions according to the following procedure:

One hour before the start of qualifying, competitors will be able to retire their tires from the **PARC FERME FOR SLICK TIRES (PCP)** location (location info will be provided by the respective Technical Steward).

Before 30 minutes from the end of qualifying, all the mentioned competitors must bring the marked tire supply back to the PCP. The tires will be held in the PCP until one hour before the start of Race 1, when competitors will have all their new, marked tires back at their disposal.

After Race 1, before 30 minutes from the opening of the Parc Fermé, all competitors must bring the aforementioned tires to the PCP. The tires will be held in the PCP until one hour before the start of Race 2, when competitors will have all their new, marked tires back at their disposal.

## **12.6 RAIN TIRES USE RESTRICTIONS**

The Race Director is the only authority allowed to decide if the track is wet and suitable for the use of wet tires. The decision will be communicated to competitors as soon as possible. When the "WET TRACK" sign is exposed, drivers can still choose tires included in the present article, though if the WET TRACK sign has been showed, the Race Director will no longer interrupt qualifying or the races.

## **ARTICLE 13**

### **FUEL AND LUBRICANTS**

#### **13.1 Fuel**

On race meetings all the competitors must use - for qualifying and the races - only the fuel mandated by Fast Lane Promotion.

**IMPORTANT NOTE:** on each race meeting, a reference sample will be collected in order to perform comparative checks on the fuel used during the races by the competitors. The fuel used in one event won't be allowed in the following meeting.

Any kind of mixture with other fuels or additives is forbidden.

### **13.2 Fuel check procedure**

The collection of fuel for scrutineering checks will be conducted as follows:

Three 1-liter collections in new, metal recipients.

Sample #1: sent to the analysis facility

Sample #2: recipient for the competitor

Sample #3: recipient for comparison. PERIZIALE. To be deposited at the promoters base.

The recipients will be labeled and sealed by the Technical Stewards in presence of the competitor or an authorized representative. Protest over the origin, the transport and the conservation of samples #1 and #3 won't be allowed.

The competitor must make possible the collection of at least 3 liters of fuel at any time, after the race or qualifying, from the car's tank, on pain of the loss of all the qualifying lap times or the exclusion from the race's standings.

In case a competitor will violate the "FUEL" #13 article, the driver will be excluded from the Clio Cup Italia 2010 indefinitely.

### 13.3 Lubricants

While - like reported by the Technical Regulation - the use of Elf engine oil is only recommended, checks on lubricants will be performed upon request by Fast Lane Promotion or by the Technical Stewards.

Each competitor/driver, in occasion of each meeting's pre-race scrutineering, must communicate (on a specific written form provided by Fast Lane Promotion in two copies - one for the competitor and one for Fast Lane Promotion) the brand and the type of the lubricant to be used.

The collection of fuel for scrutineering checks will be conducted as follows:

Three 0.1-liter collections in new, metal recipients.

Sample #1: sent to the analysis facility

Sample #2: recipient for the competitor

Sample #3: recipient for comparison. PERIZIALE. To be deposited at Fast Lane Promotion.

The recipients will be labeled and sealed by the Technical Stewards in presence of the competitor or an authorized representative. Protest over the origin, the transport and the conservation of samples #1 and #3 won't be allowed.

Checks will be performed in the following facility

ECOCONTROL

Via Pontina Vecchia 30

00040 Pomezia (Roma)

In case of non conformity, a control check over the sample # 3 could be performed, upon competitor's request, in a facility chosen by C.S.A.I.

## ARTICLE 14

### GENERAL ORGANIZATION

#### 14.1 Assistance by Fast Lane Promotion

Fast Lane Promotion will provide technical assistance on racing grounds through the presence of:

- a motorhome for the supply of Renault Clio Cup spare parts (which won't be always able to guarantee the supply of all spare parts), managed by LRM Motors, who'll also provided engine servicing.
- a MEZZO for the supply and the service of Michelin tires.

#### 14.2 COMPETITORS ASSISTANCE

##### A) Assistance trucks

If necessary, tractors must be parked outside the paddock  
The assistance vehicle must be clean and in perfect conditions.

##### B) Assistance trucks

The team's wear must be in perfect conditions

##### C) Paddock disposition

The promoters will assign an equal space of the paddock to all the teams. Each competitor will be responsible for the state of the respective space, and of the discipline of all the people directly and non directly connected with the team's entry in the Clio Cup Italia.

In case of non compliance, the Sporting Stewards will be able to penalize the competitor up to the exclusion from the race of the assisted car.

Any car stopped in the pits must switch the engine off. If a car run farther than its assistance space, it must be only moved by pushing from the respective technical assistance crew.

Refueling on the pit lane are forbidden through all the meeting

Drivers must take off slowly from their assistance space, and keep through all the pit-lane a maximum speed of 60 Kilometers per hour. Any kind of signal transmission from and to the cars, except from the timekeeping transponder is forbidden.

### **14.3 Permanent passes**

All the competitors and drivers will be provided with permanent Renault Clio Cup Italia passes, that must be used on all the track composing the racing schedule. Each competitor will be provided, for each driver entered, with the following pass allowance:

- a) 4 "Pit lane" passes (three of them also valid for the "Pit wall")
- b) 6 "Paddock" passes
- c) 1 "Parking" pass (plus one "Parking PDK" pass for each team) if allowed and technically possible

## **ARTICLE 15**

### **PROTESTS AND APPEALS**

The rules of the "Regolamento Nazionale Sportivo" (National Sporting Rulebook) are applicable (Art. 171/191)

## **ARTICLE 16**

### **PUBLICITY**

Publicity must comply with the FIA International Sporting Code, and with all the applicable laws of the promoting country.

#### **16.1 Publicity on cars**

All the cars entered in the Clio Cup Italia 2010 must be fitted with the promotional stickers provided by Fast Lane Promotion, with the driver's name, his/her national flag and the race number, as reported by Appendix "1" of this regulation.

The unreserved spaces will be at disposal, except if the supported products are competing with the ones publicized by the Clio Cup Italia 2010 promoters, as follows:

Company RENAULT Car and commercial vehicle constructor  
Company ELF Petroleum products  
Company Michelin Tires

The non conformity to the aforementioned rules, when assessed by the Sporting Stewards Board, will bring to the non-admission to the race.

#### **16.2 Publicity on the driving suits**

Fast Lane Promotion will provide the patches that must be sewed on the driving suits as reported by Appendix "2" of this regulation.

The non conformity to the aforementioned rules, when assessed by the Sporting Stewards Board, will bring to the non-admission to the race.

**ARTICLE 17****RACE NUMBERS**

Fast Lane Promotion assigns to each driver a race number, for the whole season. Every car must display its race number during free and qualifying practices and during the races.

The numbers are of white color

A classic number scheme will be used, as follows:

1 2 3 4 5 6 7 8 9 0

On each car, numbers will be put

On both the rear windows

On the windscreen

**ARTICLE 18****POINTS ATTRIBUTION**

The points will be awarded on all the race meetings valid for the Clio Cup Italia 2010 as follows

POSITION	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	PP	GPV
POINTS	30	24	20	16	12	10	8	6	4	2	2	2

In case two drivers will clock the same lapttime, the points for the Pole Position (PP) and the Fastest Lap of the Race (GPV) will be given to the driver who had clocked them first.

In case a split in two groups (A-B) will be necessary, the points for the Pole Position (PP) and the Fastest Lap of the Race (GPV)

## **ARTICLE 19**

### **19.1 Race Standings**

Three types of Standings will be issued on each race

#### **A - GENERAL STANDINGS - FINAL**

Published at the end of scrutineering and after the allowed time for appeals has passed, except for its suspension due to incumbent appeals.

#### **B - JUNIOR STANDINGS**

The JUNIOR STANDINGS will be extracted from the A - standings. All drivers who'll have not yet reached the age of 25 on December 31, 2010, will be considered JUNIORS.

#### **C - ROOKIE STANDINGS**

The ROOKIE STANDINGS will be extracted from the A - standings. All drivers who have not yet raced with Renault Clio cars will be considered ROOKIES.

#### **D - GENTLEMEN STANDINGS**

The GENTLEMEN STANDINGS will be extracted from the A - standings. All drivers who have reached the age of 40 before the start of the season will be considered GENTLEMEN.

#### **E - TEAMS STANDINGS**

Specific standings will be reserved to the teams of the Clio Cup Italia  
2010

Each team can score point on the TEAMS STANDINGS with a maximum two cars. In case a team fields more than two cars, the two drivers running for the TEAMS STANDINGS on each meeting must be communicated to Fast Lane Promotion before the end of the pre-race scrutineering.

The team will score points with the two chosen drivers. The points scored by the eligible drivers in the season meeting will be tallied, and the team having totaled the most points will be declared the winner.

### **19.2 - Final standings**

The final standings of the Clio Cup Italia 2010 (General, Junior, Rookies, Gentlemen, Teams) are built by tolling all the points scored in all the season's meeting. The drivers and the team having totaled the highest number of points will be declared the winners.

### **19.3 - EX-Aequo**

In case more then one driver or team will total the same amount of points, the winner will be declared according:

- a- to the number of wins, second places, third places and so on...
- b- if necessary - to the total points scored in the last race, the penultimate races and so on...

## **ARTICLE 20**

### **PODIUM**

The winner, the runner-up and the third classified driver must show up for the podium prize ceremony together with one representative of the winning team. They also must be available in the aftermath to fulfill any media request, on pain of loss of the respective prize.

## **ARTICLE 21**

### **PURSE**

The purse of the Clio Cup Italia 2010 will be defined and communicated through a newsletter.

## **ARTICLE 22**

### **GENERAL RULES**

The meetings of the Clio Cup Italia 2010 are disciplined by all the aforementioned rules and, if applicable, by the R.N.S and its N.S.

approved outgoing reference C.S.A.I.: SCV - 004 /11.02.2010

APPENDIX "1"  
APPENDIX "2"