

## TECHNICAL REGULATIONS

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Whatever is not expressly specified: in these Regulations; in Maintenance Manuals edition 2010 submitted to all Competitors entrant; in Nomenclatures edition 2010 and in contingent Technical Bulletins released by FASTLANE PROMOTION during the season 2010 IS FORBIDDEN

## **ARTICLE 1 - DEFINITIONS**

### **1.1 – Type of car to be used**

RENAULT SPORT CLIO CUP 3, left-hand drive. Built by and carrying plates by RENAULT SPORT, and reserved to the circuit competition used, compliant to this Technical Rulebook The RENAULT SPORT CLIO CUP 3 is provided race-ready. The cars built before 2010 will have to be upgraded according to this technical rulebook, including a complete 2008 Kit and the 2009 Ph2 Kit.

### **1.2 – MINIMUM WEIGHT**

The minimum weight is the weight of the RENAULT SPORT CLIO CUP, in the same conditions it has entered qualifying practice or races, with empty tank and excluding other addition or intervention.

### **1.3 - RACE WEIGHT**

The race weight is the weight of the RENAULT SPORT CLIO CUP, in the same conditions it has entered qualifying practice or races, with the remaining fuel and with the driver on-board. Like in Art. 1.2, excluding other addition or intervention.

### **1.4 - TELEMETRY**

The transmission of data between a moving car on track and any point external and independent from the car position.

## ARTICLE 2 – REGULATIONS

### 2.1 – PRINCIPLE OF TECHNICAL REGULATIONS

The technical regulations are as follows: particulars component RENAULT SPORT CLIO CUP are gathered in a document named “Nomenclature”, delivered to each competitor, and are divided in three categories.

Category A:

Category B:

Category C:

No modification allowed. Particulars of this category must remain in their original position and perform functions set for them at the origin. These particulars must be original RENAULT parts. No adapted parts are allowed.

Only modifications provided for in the Regulations or in RENAULT SPORT CLIO CUP nomenclature, edition 2010, are allowed. These particulars must be original RENAULT parts. No adapted parts are allowed

Particulars considered free on condition that their original function is not disrupted, that no other function is added and that they remain in the same position of the original particular which they replace. Their presence is mandatory. Modified particulars are admitted subject to Fast Lane Promotion appointed Scrutineers approval.

Except bolts in the "A" category, engine, transmission, suspension and steering bolts, all bolts are free on condition that:

- their original diameter is retained;
- the original pitch and thread are retained;
- the original material is retained (i.e. a steel bolt might be only replaced by a steel bolt)
- the original mechanical properties are retained (i.e. an 8.8 bolt can be replaced by a 10.8 bolt, not the opposite)

## **2.2 - CONTINUED RULEBOOK conformity**

During the whole race meeting duration, including free practices in the meeting's context, cars must entirely respect this rulebook. The competitor will be responsible for the permanent conformity of his car.

## **2.3 - REPAIRS**

All spare parts must respect all the previous categories' criteria (art. 2.1) in which the replaced part is classified. The parts classified in the "A" or "B" categories must be original RENAULT SPORT parts, and have to appear in the 2010 spare parts catalogue for the RENAULT SPORT CLIO CUP, while the bodywork parts (sheet metal). The competitor is responsible for his car's conformity, as well as all the spare parts used's. The competitor must check their complicity before use.

Any intervention on the car must be executed in respect of all the methods indicated in the documents provided by RENAULT SPORT and by this Rulebook, in order to maintain the original configuration of the car. The technical scrutineering over conformity might be done to compare the part or the scrutineered element on the competitor's car and the original, mint part.

## **2.4 - TELEMETRY, RADIO AND PHONE SYSTEMS - DURING QUALIFICATIONS AND RACES ARE FORBIDDEN**

All the telemetry system and their relative electric equipments

All the radio and/or phone communication systems between the car and any fixed place and vice versa, or between cars

Only the timing devices (transponders) are allowed on board.

## **2.5 - DATA ACQUISITION SYSTEM**

The RENAULT SPORT CLIO CUP is equipped with WINTAX 3 JUNIOR data acquisition system enabling to record and analyze in another moment the parameters of the engine's work, of the transmission, and of some car's parameters. The car can be equipped with an additional WINTAX 3 data acquisition kit (ref. 77 11 160 377) that can upgrade the original system with more parameters of the vehicle. The reported data acquisition systems are the only allowed. Any other system is forbidden, even if completely independent from the car's original cable system. The original cable system's scheme cannot be modified. Additional cables over the original connections are forbidden. The Technical Stewards have free access to all the data recorded from the acquisition system, and might be using the data for scrutineering. Stewards can acquire the data first. The lack or the inability to connect of the data acquisition system will be considered as a non conformity.

## **2.6 - TECHNICAL PASSPORT**

All the cars must have a C.S.A.I. technical passport that will be reviewed at each meeting by the Technical Steward's. The Competitor must respect all the annotations put on the technical passport on pain of not admission to the following race.

## **ARTICLE 3 – BODYWORK**

### **3.1 - RECOMMENDATIONS TO REPAIR OR REPLACE WELDED BODY PARTS**

The replacement or the repair of body parts must be always completed according the procedures defined by RENAULT SPORT and explained in the Maintenance Manual 2010 Edition of the RENAULT SPORT CLIO CUP or RENAULT SPORT CLIO production version

Any evident reinforcement between junctures of welded parts will be considered a non conformity to the Renault Clio Cup Italia 2010 rulebook.

### **3.2 - GLASSES**

No stickers or promotional logos will be allowed on glasses except the ones indicated by the guidelines (Sporting regulations art. 16.1).

Glasses cannot be painted. A transparent sun strip can be fitted to the windscreen, under the windscreen's official sticker. The sun strip can't be higher than the half of the windscreen's height. The use of colored glasses and/or safety films is allowed on the side and rear glasses only if a person, placed 5 meters far of the car, can see the driver and what is inside the car. The rear glass is mandatory at any time. If the rear glass is broken due to an incident during sessions or races will bring to a definitive stop by the Race Director.

## ARTICLE 4 – WEIGHTS

### 4.1 - MINIMUM WEIGHT

The minimum weight must be 1050 kgs. (one thousand and fifty kilograms). The reported weight refers to the RENAULT SPORT CLIO CUP after having taken part to qualifications or races, but with an empty tank. Any other addition or intervention is excluded.

### 4.2 - RACE WEIGHT

The minimum race weight must be 1135 kgs. (one thousand a hundred thirty five kilograms). The reported weight refers to the RENAULT SPORT CLIO CUP after having taken part to qualifications or races, with the remaining tanks and driver on board. Any other addition or intervention is excluded, as reported by art. 4.1.

### 4.3 - BALLAST

The use of ballast to reach race weight is allowed. The ballast must be built using the following plates

1 kg: ref. **77 11 160 299**, 2 kg: ref. **77 11 160 300**, 5 kg: ref. **77 11 160 301**.

The addition and the car must be made using mandatory of holed head bolts ref. **77 11 160 302**. These plates must be placed at the right of the drivers, where the passenger's seat is supposed to be.

The presence of ballast must be declared by the driver to the Technical Stewards and added to the passport. The ballast might be sealed by the Technical Stewards.

#### **4.4 - ADDING DURING THE RACE OR QUALIFYING**

The adding to the car during the race or qualifying of any liquid or other material whatsoever or the replacement of any element of the car with another heavier is forbidden.

#### **4.5 - WEIGHT CHECK**

Weight checks can be performed at any time during the meeting, complying with art. 1.2, 1.3, 4.1, 4.2.

### **ARTICOLO 5 – ENGINE**

#### **5.1 - ENGINE**

Every engine repair, overhaul or preparation must be exclusively carried out by LRM Motors organisation officially appointed by Fast Lane Promotion. Any engine not sealed by the afore mentioned organization or of unknown origin could not be used in any case within CLIO CUP ITALIA 2010.

Each engine not sealed by the afore mentioned organisation or if one or more seals are missing or are not original, will be considered a non conformity.

**In the Clio Cup Italia 2010, the only allowed engine is the RENAULT SPORT F4R 832.**

By keeping the aforementioned rules, Fast Lane Promotion reserves the right to authorize for the Clio Cup Italia 2010 cars fitted with engines prepared and sealed by ORECA organisation, officially recognized by Renault Sport Technologies.

Competitors must communicate to the Technical Stewards, at the pre-race scrutineering, the serial number of the engine to be used.

Any engine replacement during a meeting is forbidden with the exception of evident technical reasons (defects, failures, performance fading). The reasons will be evaluated by the Technical Stewards who, after having heard the engine builder, might be giving the all-clear for the replacement.

The competitors engine list will be added on the Championship Info board.  
e informazioni del campionato.

## **5.2 - ENGINE MANAGEMENT CONTROL UNIT**

In the Clio Cup Italia 2010, the engine management electronic control unit and the engine cable system upgrade is mandatory. The upgrade will be performed by Renault Sport Technologies. Nell'ambito della Clio Cup Italia 2010 è obbligatorio

Only the RENAULT SPORT CLIO CUP engine management electronic control unit is allowed. Any modification of the electronic engine management module is forbidden. Seals missing on the box will be considered a technical non conformity.

As from second race cars control units of the first five Drivers in Challenge general standings will be object of a drawing which will be carried out as follows:

1) The Technical Steward, during pre race scrutineering, will withdraw the afore mentioned control units and, after a drawing, will redistribute random to drivers.

- 2) The use of received control unit on the cars will be mandatory for the whole duration of the event. Not abiding by this rule will be considered a technical non conformity.
- 3) Competitors will be accountable for the received control unit. They should hand back in good working order, otherwise the original control unit will be given to the owner of the damaged one.
- 4) The Technical Steward will hand back Control units to respective owners at the end of last race parc fermé
- 5) Fast Lane Promotion reserves the right to extend this rule to further cars at its choice.

### **5.3 – EXHAUST SYSTEM**

The use of the original exhaust system provided with the car is mandatory. The catalytic converter must be in working order. The measurement will be taken according to N:S: 9 Art. 10,1 methodology and the maximum noise limit provided for N.S. 9 Art. 10 should be respected.

## **ARTICLE 6 – FUEL TANK**

### **6.1 – FUEL TANK**

The fuel lines and the fuel tank used on the cars must be the one specified in the Spare Parts Manual Edition 2010 of the RENAULT SPORT CLIO CUP.

Refueling during the whole meeting on the starting grid and on the pitlane is forbidden

## **ARTICLE 7 - LUBRICATION SYSTEM**

### **7.1 - LUBRICATION SYSTEM**

The original lubrication system must not be modified in any way. The oil filter must be original too.

### **7.2 - LUBRICANT**

The use of the following lubricant is suggested - Engine lubricant: Elf Exelcium 5W50 - Any mixture with additives is forbidden

## **ARTICLE 8 - STARTING**

The engine can only be started, on both the grid and the pit lane, using the original starting device actioned by the driver while in his/her regular position inside the car.

## **ARTICLE 9 - TRANSMISSION**

The gearbox must be original and repaired only following the RENAULT SPORT procedures, described in the Repairs Manual Edition 2010 of the RENAULT SPORT CLIO CUP.

The reverse gear must be fully working

## **ARTICLE 10 - SUSPENSIONS/STEERING**

All the modifications not included in the Maintenance Manual edition 2010 of the RENAULT SPORT CLIO CUP are forbidden

## **ARTICLE 11 - BRAKES**

All the modifications not included in the Maintenance Manual edition 2010 of the RENAULT SPORT CLIO CUP are forbidden

## **ARTICLE 12 – WHEELS AND TIRES**

### **12.1 - WHEELS**

Only wheels provided on the RENAULT SPORT CLIO CUP or provided as RENAULT SPORT CLIO CUP spare parts can be used.

Dimensions: 8J x 17

The addition of aerodynamic parts or extractors is forbidden. The use of bleeding valves on tires is forbidden.

### **12.2 - TYRES**

The fitting of MICHELIN tyres with the following characteristics is mandatory:

Slick    type: S9B    dimension: 20/61-17

Rain     type: P2E     dimension: 20/61-17

Any activity of alteration, modification or remodeling of tyre tread and any other kind of tyres processing with the purpose of improving or altering their performances is forbidden; the use of thermal covers and of any other means with the purpose of altering or maintaining tyres temperature is forbidden.

### **ARTICLE 13 - COCKPIT**

Door panels must be the original ones. The instrument panel must be the original one.

### **ARTICOLO 14 – SAFETY EQUIPMENT**

#### **14.1 - FIRE EXTINGUISHER**

Each car is fitted with a fire extinguisher. The driver is responsible to make sure the fire extinguisher is fully working.

Capacity Type of extinguishant

Weight or volume of extinguishant

Date the container has been checked last time which must be no more than two years after the date of filling or of the last check.

Date the container must be checked next time

Homologation number

**ANY FIRE EXTINGUISHER NOT COMPLYING WITH THE  
AFOREMENTIONED RULES WILL BE REJECTED**

Plastic lines are forbidden and metal lines are required. The fire extinguisher and its commands must be mounted in the places they were originally required to be. The fire extinguisher must work if actioned inside the car, or outside the car. The external command must be marked with a red "E" inside a white circle with a red border of at least 10 centimeters.

A normally seated driver, with seat belts fastened and with the steering wheel in place must be able to manually activate all the fire extinguishers.

## **14.2 – MASTER SWITCH**

The original master switch must be kept. The working condition of the master switch will be tested during the pre-race scrutineering. The master switch must be able to stop all the electric circuits (battery, alternator, started, electric accessories, etc.) and also shut the engine down.

The master switch must be also engageable from outside the car. The external master switch must be identified with a blue triangle with a red lightning inside. The driver is responsible to make sure the master switch is fully working.

## **14.3 – REARVIEW MIRRORS**

The two external rearview mirrors originally provided must be fitted on the car.

## **14.4 – DRIVERS SEAT BELTS**

The RENAULT SPORT CLIO CUP cars are provided with 6-point seatbelts FIA 8853/90 compliant. The driver is responsible to make sure the seat belts are in good conditions. In case of accident, seat belts must be replaced.

The lateral and inguinal stripes must not pass over the seat's sides, but through the site, in order to go around and keep the pelvic region firm over the highest possible extension. The lateral stripes must be firm in the gap between the edge of the pelvic bone and the upside part of the thigh. Belts must not pass over the abdomen region in any case. Particular attention must be given to the threat of the stripes being damaged by moving over edgy surfaces.

### Use of seatbelts

Seatbelts must be used in its homologation configuration, without any modification or parts removal, and in conformity to the constructor's instruction. The effectiveness and the durability of seatbelts is strictly related to the way they are mounted, used and maintained.

Seatbelts must be replaced after any heavy collision and whenever the fabric is cut, fringed, weaken due to chemical agents or sunlight.

Steel parts or buckles must be replaced if bent, deformed, or rusty. Any seat belt not working perfectly must be replaced.

Fixing points. The fixing points must be the original ones.

### **14.5 – SEATS, SUPPORTS, BRACKETS**

The driver is responsible to make sure the seat and its junctions are in good conditions. The RENAULT SPORT CLIO CUP cars are provided with one FIA 8850 compliant seat. Seats (in origin ref. 77 11 160 035, XL version ref. 77 11 160 192) and seat belts ( ref. 77 11 160 036) are compatible with the HANS® device.

It is possible to replace the original seat with another one, homologated by FIA with n. 8855, if compatible with the HANS® device.

### Labeling

The label on the seat must be clear to read. All the seats not complying with this rule will be rejected and must be replaced. In case of an incident would put the future efficiency of the seat in jeopardy, the Technical Stewards reserve the rights to remove or make the label not valid.

#### Seat duration:

The maximum duration of a FIA-homologated seat is 5 years from the production date as written on the seat's label. An extension up to two years can be granted if the seat is sent back to the constructor for further approval. The extension will be put on an additional plate, fixed to the seat, indicating the expiration date of the seat and marked with quality control stamp by the constructor.

#### Fixing points

The fixing points of the seat must be the ones originally prescribed.

#### **14.6 - BONNET AND TRUNK GATE FASTENERS**

The safety fasteners provided in origin must be used.

#### **14.7 - WINDSHIELD**

In case of a windshield replacement, an original one with laminated glass must be used. The original fixing systems must be used. The use of heated windscreens listed by RENAULT SPORT is recommended. Only one external protective film is allowed.

In case the interior lamination is deteriorated, the windscreen will be rejected

#### **14.8 – LATERAL NET**

A lateral retaining net placed under the lateral arch - drivers side - is mandatory. (ref. 77 11 160 041).

#### **14.9 - TOW HOOKS**

The front and rear tow hooks must be in perfect conditions and clearly indicated on the bodywork panel with a yellow or orange fluorescent circle, or arrow with a minimum diameter of 5 centimeters. Hooks must be colored in red, or yellow, or orange.

**14.10 - LIGHTS**

All the lights (illumination lights, brake lights, indicators, and red light) must be able to work at any time. The ability to work correctly will be checked during pre-race scrutineering.

**ARTICLE 15 – ROLLOVER STRUCTURE**

The use of the RENAULT SPORT CLIO CUP rollcage is mandatory. Any modification is forbidden. Procedures for repairs are provided by the Maintenance Manual edition 2010 of the RENAULT SPORT CLIO CUP.

It's mandatory to cover with sponge (ref. 77 11 160 040) all the rollcage parts the driver's helmet could collide with. The use of another type of sponge is allowed, if compliant to the FIA 8857-2001 rule.

**ARTICLE 16 – HANS DEVICE®**

Driver must be equipped with a correctly attached HANS® device homologated according FIA standard 8858-2002. Such device must be matched to a compatible helmet. Both the device and the compatible helmet must be chosen among those listed in FIA technical list n. 29 ( Ref.: Annex L Chap. III Art. 1.2 of International Sporting Code)

## ARTICLE 17 – FREE PARAMETERS

The following parameters are free

- the brand of the engine cooling fluid
- the car's color, if the official Renault Clio Cup 2009 official partner strickers schemes are respected.

approved outgoing reference CSAI/0001896/10.