

RENAULT SPORT



2010 ELF RENAULT CLIO CUP *with Michelin*

REGULATIONS

2010



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1. SPORTING REGULATIONS - GENERAL

1.1. Title and Jurisdiction

The 2010 ELF Renault Clio Cup with Michelin is registered by the BARC and administered by Renault Sport UK on behalf of the BARC in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (MSA) incorporating the provisions of the International Sporting Code of the FIA and these Championship Regulations.

MSA Permit Number: **CHR2010 / 006**
 Race Status: **National B**
 MSA Championship Grade: **B**

The Championship Organisers reserve the right to amend or vary the Sporting Regulations in accordance with MSA Regulation **D11.1** at any time before or during the Championship and further issue additional statements concerning the Regulations from time to time, subject to MSA approval, and all such statements will be issued in a Championship Bulletin to the MSA and to all registered Entrants/Drivers by posting on the official Championship website www.renaultsport.co.uk/internalnews or delivery to the Entrant/Driver by hand. All Entrants/Drivers, team members, manufacturers, and persons associated with any of the above agree to be bound by the Regulations including any amendments, variations or statements relating thereto.

1.2. Officials

1.2.1.	Championship Co-ordinator:	Pauline Platts	Renault Sport UK
1.2.2.	Series Eligibility/Safety Scrutineer:	Keith Auld	BARC
1.2.3.	Championship Stewards:	Tim Jackson	Renault UK
		Bill Coombs	BARC
		Frank Bradley	BARC
		Alan Gow	BTCC

The Championship Stewards have the rights, powers and duties specified in the General Regulations of the MSA. Any three of the Championship Stewards may reach a decision.

1.2.4.	Championship Clerk of the Course:	To be nominated for each Event	
1.2.5.	BTCC Co-ordinator:	Dan Mayo	BTCC
1.2.6.	Championship Promoter:	Simon North	Renault Sport UK
1.2.7.	Championship Technical Manager:	Allen Collen	Renault Sport UK
1.2.8.	Championship Technical Officers:	John Millett, Graeme Burnett, Shaun Chetwyn	

1.3. Entrant/Driver Eligibility

1.3.1. Drivers must be fully paid-up, valid membership card-holding members of the BARC, with the sole exception of any Driver nominated by Renault Sport UK to drive car '0', be registered by an Entrant for the Championship and be in possession of a current MSA Competition (Racing) National B Licence minimum and Medical.

1.3.1.1. Entrants must be in possession of a valid Entrant's Licence issued by the MSA (Entrants Licence). This must be presented to the Championship Co-ordinator at the first Event.

1.3.2. All necessary documentation must be presented for checking at all rounds when signing-on. Each Competition Racing Licence must be delivered to the Championship Co-ordinator at the first Event and will be held by him/her for the duration of the Championship. The licences will only be returned to the Entrant/Driver upon request and subject to the Entrant/Driver concerned signing a receipt. Thereafter, the Entrant/Driver must return any such licence to the Championship Co-ordinator at signing-on at the next Event in which he/she intends to compete.

1.3.2.1. The minimum age for a Driver is 16 (sixteen) years old. A Driver must attain the age of 16 (sixteen) before a Championship Registration can be accepted. A Driver may not take part in any official test, free practice session, qualifying session or race in the Championship until attaining the age of 16 (sixteen) years.

1.3.3. Only those cars complying with the 2010 Technical Regulations for the Championship and/or any amendments to the Technical Regulations issued from time to time by way of an official Championship Bulletin, in accordance with MSA Regulation **D11.1** will be allowed to compete in any round of the Championship.

1.3.4. Entrants/Drivers must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing.

1.3.5. At any time during an Event, the Championship Clerk of the Course can require a Driver to have a medical examination by the BTCC Medical Adviser or his nominee.

1.4. Registration

1.4.1. All Entrants must register their Driver/s for the Championship by completing the Championship Registration Form in full and returning it, together with the Registration Fee, to the Championship Promoter prior to the closing date for registrations of **Monday 11th February 2010**. Registrations are accepted on a 'first come first served basis' up to a maximum of 36 (thirty-six) prior to the first Event. The

Championship Promoter reserves the right to accept registrations after this date. Acceptance of registration and the terms thereof is at the discretion of the Championship Promoter.

1.4.2. The Registration Fee is **£13,742.50** (including VAT where applicable). Registrations will be accepted until **Monday 11th February 2010** subject to space, as the total number of registrations is to be limited.

1.4.3. Numbers and Championship Decals

Each registered Entrant/Driver will be allocated a unique permanent competition number for the season. Registration numbers will be the permanent competition numbers for the Championship. These numbers will be allocated by the Championship Promoter and recorded and will remain with the vehicle for the duration of the Championship. These numbers will be issued strictly on receipt of a fully completed registration form and fee. The only numbers available are 1-50, 55, 66, 77, 88 and 99.

1.4.3.1. The only authorised numbers are those allocated by the Championship Promoter.

1.4.3.2. The number decals will be of a special Championship standard/style and design and at all times will be subject to acceptance by the Chief Timekeeper and Chief Observer at Events.

1.4.3.3. Each car must display its allocated competition number in accordance with Appendix E during Renault Sport UK official test days, free practice, qualifying sessions and races.

1.4.3.4. Following completion of registration the Championship Organisers will supply the number panels and two complete sets of mandatory decals including the Driver name decals. After which, Entrants are responsible for supplying their own Driver name decals for the duration of the Championship, plus any front or rear windscreen decals, except where a replacement windscreen is purchased from R.Sport. In this case, the decals will be supplied.

1.4.3.5. The positions of all mandatory decals are shown Appendix E.

1.4.4. Medical

1.4.4.1. A BTCC Medical Information Sheet must be completed and returned to the BTCC Medical Adviser via the Championship Organisers, at least 7 (seven) days prior to the first Event/Renault Sport UK official test day in which a Driver intends to compete. See Appendix B.

1.4.4.2. Drivers must notify the BTCC Medical Adviser if:

(i) The Driver is involved in any serious accident at any Renault Sport UK official test day, Event or otherwise at any venue.

(ii) There is a significant change in the general physical or mental condition of the Driver.

(iii) The Driver is hospitalised for any reason.

(iv) Drugs are taken for any medical conditions that have not been previously notified.

1.5. Championship Rounds

1.5.1. The Championship will be contested over 10 Events, with two rounds at each Event as follows:

Date	Circuit	Organising Club
3 rd /4 th April	Thruxton	BARC
24 th /25 th April	Rockingham	BARC
1 st /2 nd May	Brands Hatch GP	BARC
5 th /6 th June	Oulton Park	BARC
19 th /20 th June	Croft	BARC
7 th /8 th August	Snetterton	BARC
21 st /22 nd August	Silverstone National	BARC
4 th /5 th September	Knockhill	BARC
18 th /19 th September	Silverstone World Series	BARC*
9 th /10 th October	Brands Hatch Indy	BARC

* Non-BTCC

1.5.1.1. At non-BTCC rounds (those marked with an * in Regulation 1.5.1.) all reference to BTCC or BTCC personnel contained within these Regulations may be disregarded and replaced with Renault Sport Technologies and RPM.

1.5.2. In accordance with MSA Regulation **D11.1** the Championship Organisers reserve the right to amend the composition of the Championship rounds at any stage of the season and will give as much notice as possible to all Entrants/Drivers through the issuing of a Championship Newsletter to all registered Entrants/Drivers. However, the number of Championship rounds will not be increased.

1.6. Points Scoring

1.6.1. 1st: 32 points 2nd: 28 points 3rd: 25 points 4th: 22 points 5th: 20 points 6th: 18 points 7th: 16 points 8th: 14 points 9th: 12 points 10th: 11 points 11th: 10 points 12th: 9 points 13th: 8 points 14th: 7 points 15th: 6 points 16th: 5 points 17th: 4 points 18th: 3 points 19th: 2 points 20th: 1 point
2 points will be awarded to the Driver(s) setting the fastest lap in each round.

1.6.2. Drivers shall count their results from the total number of rounds run less 2 (two).

1.6.3. Ties shall be resolved as follows:

(i) By considering the number of first places of the Drivers concerned. If this does not resolve the situation then:

(ii) By considering the number of second places, and so on, of the Drivers concerned. Should a resolution still not be reached, the Championship result will be decided:

(iii) By considering the result in the final round of the Championship of the Drivers concerned.

1.7. Awards

1.7.1. All awards are to be provided by Renault Sport UK and paid to the Entrant by cheque or bank transfer.

1.7.2. At each Championship round a trophy will be awarded to the first three finishers, the highest placed Graduate Cup Driver and the highest placed Masters Cup Driver.

ELF/Atol Best Driver of the Event Award: £200 to the Driver judged by the organisers' representatives to have made the best overall sporting performances during the round.

1.7.3. End-of-Season Prize Fund:

Champion: £1,000 and a champion's trophy

Entrants' Trophy: Awarded to the Entrant who has scored on aggregate the most points in this competition. Points will be awarded to the two highest placed cars from each Entrant (provided that they are listed as a classified finisher in the final result) in accordance with the format of the Drivers' Championship points scoring, except that the additional points for Fastest Lap will not be awarded. A trophy will be awarded to the Entrant who has scored most points in this competition.

Note. Any Entrant/Driver failing to attend the 2010 ELF Renault Clio Cup with Michelin prize-giving at the end of the season (date and venue to be announced in a Championship Newsletter) will not be eligible to receive any prizes that would otherwise have been presented at this function. Such prizes may be withheld and not re-presented to any other Entrant/Driver.

1.7.4. Graduate Cup

To be eligible for entry into the Graduate Cup, a Driver must be under the age of 23 on 1st March 2010. Eligible Drivers will be awarded points in accordance with the Driver's Championship points scoring system referred to in Regulation 1.6. except points for the fastest lap will not be awarded. Drivers shall count their best 15 (fifteen) scores towards their Graduate Cup total.

The Graduate Cup Champion will receive a 25% discount voucher from Renault Sport UK to be redeemed once the Champion has registered for the 2011 Clio Cup Championship. The 25% discount voucher can only be redeemed against the 2011 Championship registration fee.

1.7.5. Masters Cup

To be eligible for entry into the Masters Cup, a Driver must be over the age of 35 on 1st March 2010. Eligible Drivers will be awarded points in accordance with the Driver's Championship points scoring system referred to in Regulation 1.6. except points for the fastest lap will not be awarded. Drivers shall count their best 15 (fifteen) scores towards their Masters Cup total.

1.7.6. Presentations

Trophies and champagne are to be provided for podium presentation at the end of each round. Prize money shall be mailed to Entrant or paid into the Entrant's nominated bank account by credit transfer within 14 (fourteen) days of the results being declared final after each round.

1.7.7. Entertainment Tax Liability

In accordance with current government legislation, the Championship Organisers are legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women. That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire.

This means that the Championship Organisers are required to deduct tax at the relevant rate - currently 23% - from any such payments they may make to non-UK residents.

Under certain circumstances, it may be possible for an Entrant/Driver to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application must be made in writing and not later than 30 (thirty) days before the payment is due.

For further information contact:

The Inland Revenue, Foreign Entertainers Unit, Centre for Non-Residents, St John's House, Merton Road, Bootle, Merseyside, L69 9BB

Tel: +44(0)151 472 6488

Fax: +44(0)151 472 6483

1.7.8. In the event of any provisional results or Championship standings being revised after any provisional presentations and such revisions affecting the distribution of any awards, the Entrant/Driver concerned must return such awards to the Championship Co-ordinator in good condition within 14 (fourteen) days.

1.8. Paddock Regulations

1.8.1. Please refer to Regulation 6.4.

1.9. BTCC Passes

1.9.1. Please refer to Regulation 6.3.

1.10. Fuel

1.10.1. Please refer to the Technical Regulations for information regarding fuel.

1.11. Tyres

1.11.1. Please refer to the Technical Regulations for information regarding tyres.

1.11.2. Entrants/Drivers are permitted to change tyres in the Assembly Area but any such changes must be completed by the time the cars are released onto the grid in accordance with Regulation 3.7.1.

- 1.11.3.** Entrants/Drivers are allowed to change tyres on the grid but any such tyre changes must be completed by the two-minute signal and all equipment used must be removed from the grid by the one-minute signal. Failure to comply with this Regulation will result in the imposition of a 30-second penalty.

2. JUDICIAL PROCEDURES

In accordance with Section **C** of the MSA Competitors' Yearbook 2010 and these Sporting Regulations.

3. CHAMPIONSHIP EVENTS/RACE PROCEDURES

3.1. Entries

- 3.1.1.** The Championship Registration Form that includes the race Entry Form will be issued to all applicants by the Championship Organisers.
- 3.1.2.** Entrants are responsible for sending in fully completed Registration Forms, signed by the competing Entrant/Driver together with the registration fee to the Championship Promoter prior to the closing date, of **Monday 11th February 2010**. The Championship Promoter reserves the absolute right to accept registration/entries after that date.
- 3.1.3.** Any withdrawal of entry or amendments to an entry must be notified to the Championship Co-ordinator in writing. If changes are made after publication of Entry Lists with Final Instructions, the Entrant/Driver concerned must apply for approval of acceptance by the Stewards of the Meeting before signing-on.
- 3.1.4.** Entry for each round is included in the Registration Fee.
- 3.1.5.** Please refer to Regulation **6.3.10.** regarding refunds.
- 3.1.6.** The Organising Club (BARC) may accept up to 20% more entries than specified on the Track Licence for each circuit and all accepted Entrants/Drivers may participate in official qualifying. Entries will be accepted up to the total number allowed to qualify.
- 3.1.7.** The maximum number of starters permitted in each race will be in accordance with each specific Track Licence. The fastest Drivers will qualify for each race, subject to meeting the requirements of Regulation **3.5.1.**
- 3.1.8.** There is no provision for qualification races.
- 3.1.9.** There will be no reserve entries. At circuits where the MSA Track Licence permits less cars to participate in qualifying than there are registered Drivers, entries will be selected by the Championship Co-ordinator 4 (four) days prior to the commencement of the Event as follows:
- | | |
|------------------|--|
| First Priority: | Championship points scorers. |
| Second Priority: | Drivers who have competed in the most number of rounds. |
| Third Priority: | Order of receipt of fully paid up and complete registration. |
- 3.1.10.** At circuits with a track licence of less than 36 (thirty-six) cars, any Drivers failing to qualify will be placed in order as reserves according to the position achieved during qualifying.

3.2. Briefings

- 3.2.1.** Entrants/Drivers will be informed in a Championship Newsletter of the time for the Drivers' Briefing to be held at the Championship Race Centre at each Event. Additional briefings may be called during an Event and, in this case, the Championship Co-ordinator or their appointed representative will inform all concerned of the time of the Briefing. Attendance at Briefings is mandatory and failure to attend may result in a fine.

3.3. Scrutineering Protocol

- 3.3.1.** The Championship Organisers will appoint a permanent Series Eligibility/Safety Scrutineer who, with his team, will be responsible for the scrutineering of the vehicles for the qualifying sessions and races of the Championship in accordance with Regulation **1.2.**
- 3.3.2.** For scrutineering, the Entrant/Driver must present the competing vehicle and mandatory Entrant/Driver safety equipment. The vehicle must be submitted as used in the Championship and must correspond to all applicable Technical Regulations and the appropriate Technical Manual in accordance with Regulation **5.1.**
- 3.3.3.** A completed Renault Sport UK Log Book and Renault Sport UK Seal Confirmation Sheet for the vehicle must be correctly submitted in accordance with Regulation **5.4.14.**
- 3.3.4.** Following significant repair work, the vehicle should be presented to the Series Eligibility/Safety Scrutineer or his appointed representative for inspection before taking part in any Renault Sport UK official test day, free practice, qualifying session or race.
- 3.3.5.** Aside from the official safety scrutineering, the vehicles may also be eligibility scrutineered during and after the Event. Vehicles will be selected at the sole discretion of the Series Eligibility/Safety Scrutineer or his appointed representative. The Series Eligibility/Safety Scrutineer and/or his appointed representative will make random checks in addition to scheduled scrutineering checks for vehicle eligibility throughout Events. Any infringement will be subject to a report to the Championship Clerk of the Course.
- 3.3.6.** Entrants/Drivers must comply with the directives of the Series Eligibility/Safety Scrutineer and/or his appointed representative in respect of scrutineering and of re-scrutineering after the Event.

- 3.3.7.** After each qualifying session and race the vehicles must be presented directly for scrutineering. Any area deemed necessary by the Series Eligibility/Safety Scrutineer and/or his appointed representative will be subject to Parc Fermé conditions with no exceptions. This will usually include the track from the Finish Line to the scrutineering area, the waiting area in front as well as the track from the scrutineering area to Parc Fermé but all areas may be used if necessary.
- 3.3.8.** Cars will be held in Parc Fermé for a minimum of 20 minutes after each qualifying session and race until released by the Series Eligibility/Safety Scrutineer.
- 3.3.9.** At any time the Championship Organisers reserve the right to scrutineer any component or vehicle in the presence of the permanent Series Eligibility/Safety Scrutineer and one other scrutineer at the Renault Sport UK workshop or at a service partner. An invited member of the team may also be present. Removal of components from the car may be required at the Event or at the Renault Sport UK workshop at the discretion of the Series Eligibility/Safety Scrutineer. After thorough scrutineering of the parts, the result will be submitted to the Championship Clerk of the Course.
- 3.3.10.** In the case of a breach of the Technical Regulations or a breach of the procedure surrounding the Technical Regulations, any costs associated with scrutineering and/or eligibility inspections (including, but not limited to transportation, checks, inspections, rebuilds, etc.) will be the sole responsibility of the Entrant.
- 3.3.11.** The assembly and dismantling of the vehicle(s) is solely the responsibility of the Entrant/s. Reimbursement of expenses for these measures may not be claimed. Exceptions to this may include appeal/protest according to the MSA Competitors' Yearbook 2010 – K5.

3.4. Qualifying

- 3.4.1.** At each Event the minimum scheduled qualifying session will be 1 (one) x 20 (twenty) minutes. Qualification for the first Championship round of an Event will be based upon the fastest qualifying time recorded during the official qualifying session. Qualification for the second Championship round of an Event will be based upon the second fastest qualifying time recorded during the official qualifying session.
- 3.4.2.** During the course of any qualifying session, all competing cars must remain in the Pit Lane while not on the track. At no time will any competing car be allowed in the Pit Garages or Paddock areas until such time as the qualifying session has ended and the car cleared from any post-qualifying scrutineering checks and released from Parc Fermé, except with the express permission of the Championship Clerk of the Course.
- 3.4.3.** Should the need arise to stop a qualifying session, red lights will be switched on at the Start/Finish Line and Red Flags will be displayed at the Start/Finish Line and waved at all Marshals' Signalling Posts around the circuit. This is the signal for all Drivers to cease driving at racing speed and proceed slowly, without overtaking and with the maximum caution, to the Pit Lane and be prepared to stop should the track be blocked. The Championship Clerk of the Course may request the BTCC Medical Advisor to proceed onto the circuit in the BTCC Medical Car, stopping if necessary at any incident.
- 3.4.4.** After taking the Chequered Flag, Drivers are required to progressively and safely slow down, remain behind any Drivers ahead of them and proceed directly to the designated Parc Fermé area without stopping unless directed by an Official of the Meeting. Cars must remain in the designated Parc Fermé area until formally released by the Series Eligibility/Safety Scrutineer.
- 3.4.5.** Any stationary cars in the Pit Lane at the end of a qualifying session, come under Parc Fermé conditions at the showing of the Chequered Flag and should be taken directly to the designated Parc Fermé area.

3.5. Qualification

- 3.5.1.** Each Driver should complete a minimum of 3 (three) qualifying laps in the car to be raced and in the correct session in order to qualify for selection and order of precedence in accordance with MSA Regulations unless through force majeure. The Championship Clerk of the Course shall have the right to exclude any Driver whose qualifying times or driving are considered to be unsatisfactory – in accordance with MSA Regulation Q4.5.
In the case of force majeure, provided that a Driver has satisfactorily completed 3 (three) laps at a Renault Sport UK official test day in that season and in a similar car at that circuit prior to the Event, it will not be necessary to complete 3 (three) laps of qualifying to qualify for the race.
- 3.5.2.** Where, through force majeure, it is not possible to hold a qualifying session, the grid for that race will be formed according to the current Drivers' Championship points standings. Where there is a tie on points, the Driver with the best result in the previous round will take priority.

3.6. Races

- 3.6.1.** 2 (two) Championship rounds, the first covering a minimum distance of 40 (forty) miles and the second covering a minimum distance of 30 (thirty) miles wherever possible, each preceded by 1 (one) Green Flag Lap led by the Championship Safety Car, will be held per Event. The distance will be converted into a specific number of laps and announced in an official Championship Newsletter for each Event.
For the first round of the Event: If the defined race distance has not been achieved by the leading Driver after 40 (forty) minutes have elapsed, (35 (thirty-five) minutes for the rounds at Rockingham, Croft and Oulton Park) the leader will be shown the chequered flag the next time he/she passes the Start/Finish Line. The Start/Finish Line applies both to the track and the Pit Lane.

For the second round of the Event: If the defined race distance has not been achieved by the leading Driver after 30 (thirty) minutes have elapsed, (25 (twenty-five) minutes for the rounds at Rockingham, Croft and Oulton Park) the leader will be shown the chequered flag the next time he/she passes the Start/Finish Line. The Start/Finish Line applies both to the track and the Pit Lane. Note that when both rounds of an Event are held on a Sunday then both rounds will be a minimum distance of 30 (thirty) miles as per regulation 3.6.1. above.

3.6.2. At certain Events, it may only be possible to hold 1 (one) Championship race. In such cases, all other Championship Regulations will apply as normal.

3.6.3. Should any race be reduced in length at the discretion of the Championship Clerk of the Course and/or Stewards of the Meeting, it will still count as a full points-scoring round.

3.7. Start Procedure

3.7.1. When the signal is given, the cars will be released on to the circuit behind the official Championship Safety Car and led to the grid. Once the train of cars following the Safety Car has left the Assembly Area, the Assembly Area and Pit Lane Exit will be closed. During this lap the cars will keep in formation with no overtaking. The official Safety Car will set the pace. No practice starts may be executed during the course of this lap. At the end of this lap the cars will take up their grid positions. Any car unable to join the train of cars following the Safety Car shall be held in the Pit Lane and may only exit the Pit Lane after the last car has passed the Pit Lane Exit on the Green Flag Lap, but shall only do so under the instruction of the Pit Lane Marshals. The car must then join the train at the back of the grid in front of any car with a time delay.

If a car is unable to rejoin on the Green Flag Lap it shall be held in the Pit Lane and may only start the race after the last car to take the start has passed the Pit Lane Exit on the first racing lap, but shall only do so under the instruction of the Pit Lane Marshals.

3.7.2. The grid formation will be 2x2x2.

3.7.3. The Countdown Procedures/Audible Warnings sequence shall be:

2 (two) minutes to start of Green Flag Lap: Audible & Visible Warning, clear grid of all except Marshals/Officials. One mechanic allowed to stay with each car up to one-minute signal

1 (one) minute to start of Green Flag Lap: Audible & Visible Warning, clear grid

30 (thirty) seconds to start of Green Flag Lap: Audible & Visible Warning

Start of Green Flag Lap

During the Green Flag Lap the cars will keep in formation with no overtaking. The Safety Car will set the pace. No practice starts may be executed during the course of this lap. At the end of this Green Flag Lap, the cars will take up their grid positions.

3.7.4. Any cars removed from the grid after the two-minute signal or driven into the Pits on the Green Flag Lap shall be held in the Pit Lane and may only start the race after the last car to take the start from the grid has passed the Pit Lane Exit on the first racing lap, but shall only do so under the instruction of the Pit Lane Marshals.

3.7.5. Any Driver(s) unable to start the Green Flag Lap or start the race are required to indicate their situation by waving their hand in the air to alert the Start/Finish Line Marshals.

3.7.6. Any Driver(s) unable to maintain their grid position(s) on the Green Flag Lap to the extent that all other cars are ahead of him/her may complete the Green Flag Lap but must remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay. Any Driver(s) unable to maintain their grid position(s) on the Green Flag Lap, but who still has other moving competing cars behind him/her may regain their allocated grid position(s). However, this must be undertaken by exercising maximum caution.

3.7.7. Excessive weaving to warm up tyres - using more than 50% of the track width - and falling back in order to accelerate and undertake practice starts, are both prohibited.

3.7.8. At the end of this lap the cars will take up their grid positions and the Safety Car will pull off the circuit into the Pit Lane. A five-second board will be shown to indicate that the grid is complete after the Green Flag Lap and that the start light sequence is imminent. The red light will be switched on and 4 (four) to 10 (ten) seconds later the red light will be extinguished to signal the start of the race.

3.8. Start Delayed/Abort Procedure

3.8.1. If the starter deems that the start needs to be delayed, he/she will display a 'Start Delayed' board. The Countdown Procedure/Audible Warning sequence will then recommence from the one-minute board and the race may be started by use of the National Flag if all Drivers have been informed of the change of start signal. The race distance will be reduced by 1 (one) lap.

3.8.2. Any Driver(s) unable to start the race must indicate their situation in accordance with MSA Regulation **Q12.13.2.**

Any Driver(s) deemed to have caused an aborted start will be moved to the back of the grid but ahead of any cars to be started with a time delay. Depending on individual circuit layout, the car(s) will either be removed to the back of the grid before the Green Flag Lap commences or the Driver(s) will be instructed to commence the Green Flag Lap from his/her original grid position but must, during the course of the Green Flag Lap, allow any car(s) starting behind them to overtake, thus ensuring that they take the restart from the back of the grid (but ahead of any car/s to be started with a time delay). If more than one car is penalised in this way, then their order at the back of the grid will reflect their original grid positions. The

onus is on the Driver to comply and failure to do so will result in a report to the Championship Clerk of the Course who may impose a Drive Through Penalty or retrospective 30-second time penalty.

3.8.2.1. Aborted start procedure will be as follows:

- (i) The start-delayed board is displayed, engines may be switched off and team members are allowed back onto the grid.
- (ii) When the Operations Clerk and Championship Clerk of the Course are happy, the countdown restarts from the one-minute signal and the grid cleared in the usual way.
- (iii) Any car(s) that then cannot be started will be pushed to the side of the track (or Pit Lane if practical) and covered by a waved Yellow Flag. If any such car(s) at the side of the track can start unaided, it may join the Green Flag Lap under the usual restrictions.
- (iv) The remaining cars are waved off on a Green Flag Lap.
- (v) Any stalled cars are cleared to the Pit Lane if possible, or if not, to a place of safety. Cars, once within the Pit Lane, may be assisted by their team but may only start the race after the last car has taken the start and passed the Pit Lane Exit on the first racing lap.
- (vi) The race is started, if appropriate, upon return from the Green Flag Lap in the usual way. If one Green Flag Lap has already been completed before the 'start delayed' board is shown then the race is reduced by 1 (one) lap. Then, if the start is delayed again and another lap is lost or if this causes issues with the running of the timetable the Championship Clerk of the Course will set a new race distance.

3.9. Safety Car In accordance with MSA Regulations (Section Q Appendix 2)

- 3.9.1.** The Safety Car will be brought into operation to neutralise a race upon the sole decision of the Championship Clerk of the Course. The Safety Car will be driven by an experienced circuit driver (in accordance with MSA Regulation **G5.2.17**) and will carry an observer capable of recognising all competing cars and who is in permanent radio contact with race control.
- 3.9.2.** The Safety Car, yellow/amber lights illuminated, will normally join and exit the circuit from the Pit Lane and the Safety Car boards will be shown initially from the Startline. If these locations are to be varied specific written instructions and verbal briefings will be issued detailing the exact locations to be used.
- 3.9.3.** On the order from the Championship Clerk of the Course, the Safety Car will join the circuit with its revolving lights on, regardless of where the race leader is.
- 3.9.4.** When the order is given to deploy the Safety Car, a waved Yellow Flag and "SC" board will be displayed at the Start/Finish Line. The waved Yellow Flags and "SC" boards will flow around the circuit in both directions, as an adjacent post displays both their waved Yellow Flag and "SC" board. This system may be supplemented by a message being simultaneously broadcast to all Marshals' Signalling Posts, if such a communication system is available.
- 3.9.5.** Flashing yellow lights may also be used at the Startline and other points around the circuit.
- 3.9.6.** All Drivers, when notified of the Safety Car intervention (by flag signals and "SC" boards) will reduce speed and line up behind the Safety Car, no more than 5 (five) car lengths apart and maintaining the same speed as it. Overtaking and/or overlapping of any other Driver during a Safety Car intervention is forbidden. Overtaking of the Safety Car is forbidden unless the particular Driver concerned is signalled to overtake the Safety Car by the observer in the Safety Car.
- 3.9.7.** When ordered to do so by the Championship Clerk of the Course, the observer in the Safety Car will wave past any Drivers between the Safety Car and the race leader. These cars will continue at appropriate speed and without overtaking until they reach the line of cars behind the Safety Car.
- 3.9.8.** While the Safety Car is in operation, Drivers may enter the Pit Lane, but may only rejoin the track when signalled to do so and not when the Safety Car and the line of cars following it are about to pass or are passing the Pit Lane Exit. A car re-joining the track must proceed at reduced speed until it reaches the end of the line of cars behind the Safety Car.
- 3.9.9.** The Safety Car will remain in operation until at least the majority of competing cars on the circuit are lined up behind it.
- 3.9.10.** When the Championship Clerk of the Course calls in the Safety Car, the Safety Car will turn off its flashing lights prior to exiting the circuit. This would normally be such that a minimum of 25% of a lap for circuits over 2 (two) miles and 50% of a lap for circuits under 2 (two) miles should be completed by the Safety Car with its lights extinguished.
- 3.9.11.** Following the Safety Car extinguishing its lights and prior to passing the Green Flag, the race leader will dictate the pace and, if necessary, fall more than 5 (five) car lengths behind Safety Car. In order to avoid the likelihood of accidents before the Safety Car returns to the pits, from the point at which the lights on the Safety Car are extinguished, Drivers must proceed at a pace which involves no erratic acceleration or braking nor any other manoeuvre which is likely to endanger other Drivers or impede the restart.
- 3.9.12.** As the Safety Car is approaching the Pit Lane Entrance, the Green Flag will be displayed at the Start/Finish Line and the "SC" board withdrawn. Following this display of the start signal, Yellow Flags and "SC" boards at Marshals' Signalling Posts will be withdrawn and be replaced with a waved Green Flag for one lap. The waved Green Flag will flow around the circuit in both directions, as an adjacent Marshals' Signalling Post displays its waved Green Flag. This system may be supplemented by a message being simultaneously broadcast to all Marshals' Signalling Posts, if such a communication system is available. Overtaking and/or overlapping remains strictly forbidden until the start signal at the Start/Finish Line is passed.

- 3.9.13.** The first 3 (three) laps completed during the Safety Car intervention will not be counted as race laps. After the completion of the third intervention lap, any further laps undertaken will be counted as race laps.
- 3.9.14.** Under certain circumstances the Championship Clerk of the Course may ask the Safety Car to use the Pit Lane. In this case, and provided its yellow/amber lights remain illuminated, all cars must follow it into the Pit Lane without overtaking. Any car entering the Pit Lane under these circumstances may stop at its designated garage area.
- 3.9.15.** Should it be necessary to stop a race during a Safety Car deployment, the Safety Car, with all competing cars following, will pass through the Red Flag at the Start/Finish Line, complete one further lap at reduced speed and then, once the Safety Car comes to a stop at a position indicated by the Safety Car Observer (which will usually be either the Grid or Parc Ferme) all competing cars must stop behind it unless otherwise directed.
- 3.9.16.** In exceptional circumstances the following may apply:
- (i)** The race may be started behind the Safety Car. In this case its revolving yellow lights will be turned on at the two-minute signal. This is the signal to the Entrants/Drivers that the race will be started behind the Safety Car and it will remain at the front of the grid during the remainder of the countdown. When the Green Flag is shown at the Start/Finish Line, the Safety Car will leave the grid and all cars will follow in single file in grid order no more than 5 (five) car lengths apart. The race will be deemed to have started when the Safety Car leaves the grid and the Green Flag is displayed.
 - (ii)** Cars will leave the grid in single file grid order behind the Safety Car under the instruction of the Chief Start/Finish Line Marshal. Cars will remain in single file without overtaking, except that a car that falls behind may regain its grid position if the cars behind it could not avoid passing without unduly delaying the remainder of the field. In this case, Drivers may carefully overtake to re-establish their original starting grid order. If a car falls to the back of the grid, it must remain at the back of the grid.
 - (iii)** Any car(s) delayed leaving the grid may not overtake another moving car if stationary after the remainder of the cars had crossed the line. In this case the car(s) shall remain at the back of the grid, in the order they left the grid.
 - (iv)** A time penalty or Drive Through Penalty may be imposed on any Driver who, in the opinion of the Championship Clerk of the Course, unnecessarily overtakes another Driver during these laps.
 - (v)** The SC boards and Yellow Flags will be displayed at Marshals' Signalling Posts around the circuit until the Championship Clerk of the Course withdraws the Safety Car from use in accordance with Regulation **3.9.12**.
 - (vi)** All laps undertaken in this start procedure will be deemed to be counted as race laps.
- 3.9.17** Any car being driven unnecessarily slowly, erratically or in a manner which is deemed potentially dangerous to other drivers at any time whilst the Safety Car is deployed will be reported to the Clerk of the Course. This will apply whether any such car is being driven on the Track, the Pit Entry or the Pit Lane.
- 3.9.18** The Championship Clerk of the Course may impose a Drive Through Penalty or other penalty upon any Driver or Entrant who he considers has gained an unfair advantage whether inadvertently or not from a breach of these Safety Car Regulations. In the event that one Entrant/Driver breaches these Safety Car Regulations for the benefit of another Entrant/Driver then both may be penalised.

3.10. Stopping a Race

- 3.10.1.** Should the need arise to stop any race, red lights will be switched on at the Startline and Red Flags will be displayed at the Startline and at all Marshals Signalling Points around the Circuit. This is the signal for all drivers to cease circulating at racing speeds, slow to a safe and reasonable pace and to return to the starting grid, which will automatically become a Parc Fermé area. Cars should not enter the Pits unless directed to do so or unless repairs are necessary. Work on cars already in the Pits must cease when a race is stopped and may only continue under the control of Scrutineers. Cars that are in the pit lane or which enter the pit lane may only restart from the pit lane (not the grid) after all other cars have restarted. Non runners at the time of the stoppage can restart from the pit lane behind those referred to above.
- 3.10.2.** Case A - Less than two laps completed by Race Leader
The race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by nominated reserves who will start from the pit lane in reserve number order and in front of any other pit lane starter. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.
- 3.10.3.** Case B - More than two laps completed by Race Leader but less than 75% of Race Distance:
The race will restart from a grid set out by the finishing order of part one (in accordance with **Q5.4.3**). The final result of the race will be the finishing order of part two. The length of the restarted race will be determined by the Clerk of the Course.
- 3.10.4.** If the leader has completed more than 75% of the race distance or duration it shall not usually be restarted (in accordance with **Q5.4.3**). If not restarted the results will be based on the order of crossing the finish line at one lap less than at the time of first showing the Red Flag. Only cars which are under their own power at the showing of the Red Flag will be classified.
- 3.10.5.** Entrants/Drivers are advised that 2 (two) Red Flag race stoppages in any 1 (one) round may result in their race being placed at the end of the day's racing, time permitting. Similarly, Entrants/Drivers are advised that, should the timetable be running late, their race may be postponed until later in the timetable to allow

for a BTCC race to start at its scheduled start time and/or their scheduled race distance may be reduced by the Championship Clerk of the Course in consultation with the BTCC Co-ordinator and with the approval of the Stewards of the Meeting.

3.10.6. If time precludes the running of the second part of a two-part race in accordance with Regulation **3.10.2.** later in the timetable, then the terms of Regulation **3.6.3.** will be used for the purpose of determining the allocation of points for this race.

3.11. Re-Scrutiny/Entrant/Driver Availability

3.11.1. Any vehicle involved in an accident, or having been modified in any way subsequent to pre-Event scrutiny, must be re-presented to the Scrutineers for further examination.

3.11.2. At any time during an Event, the Championship Clerk of the Course may order that a vehicle be re-examined, even if this involves stopping a vehicle while qualifying or racing. Failure to comply with Regulations during a qualifying session or failure to comply with the directions of the race officials to undertake a check will result in the loss of that Driver's qualifying times to that point in the session.

3.11.3. If a Driver is involved in a collision or incident, he/she must not leave the circuit (except where medically evacuated) without the consent of the Championship Clerk of the Course, failing which, any judicial action against or relating to that Entrant/Driver may be heard in their absence.

3.11.4. Entrants/Drivers must remain available at an Event until any protest period relating to their race has elapsed, failing which, any judicial action against or relating to that Entrant/Driver may be heard in their absence.

3.11.5. Entrants'/Drivers' cars may not be removed from the Paddock during an Event after scrutineering except for the purpose of competing in the rounds comprised in the Event or with the prior written permission of the Series Eligibility/Safety Scrutineer and Championship Clerk of the Course. The Series Eligibility/Safety Scrutineer may require the Entrant's/Driver's car to be re-scrutineered at any time.

3.12. Pits & Pit Lane Safety

3.12.1. Pits – Entrants/Drivers must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.

3.12.2. Pit Lane – The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take due care and drive at minimum speeds in the Pit Lane. All equipment must be moved back towards garage entrances as soon as cars leave their Pits at the start of and during qualifying sessions and races.

3.12.3. Admission to the Pit Lane will be by means of Pit Lane Passes valid for that race only. VIP Passes do not admit to the Pit Lane. People under 16 (sixteen) years of age are not allowed in the Pit Lane.

3.12.4. Each Entrant/Driver is required to have 1 (one) fire extinguisher per car (minimum capacity 5kg or its equivalent) within their transporter/awning at each Event. This shall not include the extinguisher fitted to the car(s).

3.12.5. During qualifying sessions and races, Drivers leaving the Pit Lane will do so on their own responsibility. However, a Marshal with a Blue Flag will warn of cars approaching.

3.12.6. The Pit Lane speed limit during each Event and official test day at all times is 40mph (64km/h) with the exception of the Event and official test days at Croft where it is 30mph (48km/h) unless otherwise notified by way of a bulletin. A 'Drive Through Penalty' may be imposed for infringements during a Round but if an infringement during a Round is notified to the Championship Clerk of the Course after the end of the Round, he may levy a fine of £10 for each km/h above the speed limit or impose a retrospective time penalty. Signs and/or lines are used to indicate the beginning and end of the area to which the speed limit applies.

3.12.7. When in the Pit Lane during qualifying sessions and races, Drivers are required to park their cars nose in towards the Pit Garages at an angle of approximately 45°, with the rear of the car facing towards the Pit Lane entrance.

3.13. Race Finishes

3.13.1. After taking the Chequered Flag, Drivers are required to progressively and safely slow down, remain behind any Drivers ahead of them and proceed directly to the designated Parc Fermé area without stopping, unless directed differently by an Official of the Meeting. Cars must remain in the designated Parc Fermé area until formally released by the Series Eligibility/Safety Scrutineer. Drivers must keep their helmets on and their harnesses done up until they arrive in the Parc Fermé area.

3.13.2. Parc Fermé Regulations will apply in the area between the Start/Finish Line and the Parc Fermé Entrance.

3.13.3. Once in the Parc Fermé area, Drivers required for the podium presentations must proceed immediately to the podium. The Drivers required will be those finishing first, second and third.

3.13.4. Team personnel are only allowed into the Parc Fermé Area at the invitation of the Series Eligibility/Safety Scrutineer. Should unauthorised team personnel be present in Parc Fermé, they render their car liable to exclusion from the Event.

3.14. Results

3.14.1. All timesheets, grids and race results are deemed to be provisional until the Scrutineers have released all vehicles after technical inspections and after the completion of any judicial or technical procedures. The Championship Clerk of the Course may declare the race results provisional for a maximum of 60 (sixty) days until any investigation of video or other evidence has been completed and subsequent judicial procedures undertaken regardless of whether this investigation is as a result of a protest or merely a result of establishing if a Regulation has been broken. These results will remain provisional until such time as they are declared final by the Championship Clerk of the Course upon completion of any judicial procedures and this will be communicated to all Entrants/Drivers via a Championship Newsletter.

3.15. General Regulations

3.15.1. Timing Modules

3.15.1.1. All Entrants/Drivers will be required to fit an Electronic Self Identification Module to their car (**Q12.2.1**) for the purpose of accurate timing. Registered Entrants/Drivers will be issued with this prior to the start of the season. This module must be in place and functioning correctly for all Renault Sport UK official test days, free practice, qualifying sessions and races. The setting and servicing of this item must only be carried out by properly authorised MSA licensed Timekeepers. Entrants/Drivers will be charged for repair or replacement of the module due to accident damage, misuse or loss at any time during the season.

3.15.1.2. Entrants/Drivers may not place electronic timing equipment within 10 (ten) metres of the official Start/Finish Line or any other official timing line at any Event or Renault Sport UK official test day. Any such team equipment placed within this zone will be removed.

3.15.2. Adverse Weather

It shall be the sole responsibility of the Entrants/Drivers to judge whether the track is wet enough to justify the use of wet weather (treaded) tyres. The Championship Clerk of the Course will not judge whether the track is wet enough to justify the use of wet weather (treaded) tyres.

If weather conditions significantly change after leaving the Assembly Area and before the race start, the start will be delayed, Entrants/Drivers will be allowed to change onto tyres of their choice and the countdown will resume from a five-minute signal.

3.15.2.1. The rearward facing high intensity light must be illuminated at all times when visibility is reduced or when so instructed by the Championship Clerk of the Course.

3.15.3. Difficulty

If any Driver experiences a serious mechanical problem at any stage he/she must leave the track as soon as it is safe to do so and park in a position of relative safety. The car must be left in neutral and any removable steering wheel must be reattached before the Driver gets himself behind the protective safety barriers. The Driver should stay with the car to assist recovery crews with the task of bringing the car back to the pits at the end of the session.

3.15.4. Assistance

Regardless of the circumstances, once a Driver has received mechanical assistance to move his/her car from one position to another he/she is not permitted to continue within that particular session or race even if, after being moved into a position of safety, he/she feels he/she is able to continue.

3.15.5. Spare Cars

Replacement cars are not permitted under any circumstances and an Entrant/Driver may only use the one car that is originally scrutineered for his/her use at each Event. Furthermore the replacement of a chassis or bodyshell is not permitted during an Event.

4. CHAMPIONSHIP PENALTIES

4.1. Infringements of Technical Regulations

4.1.1. Arising from post-qualifying scrutineering or judicial action - Minimum Penalty: Any car that fails post-qualifying scrutineering will only be permitted to start the race in accordance with Regulations **4.1.1.1.**, **4.1.1.2.**, **4.1.1.3.** and Regulation **4.1.1.4.**

4.1.1.1. The car, together with the Entrant's/Driver's copy of the Technical non-compliance report, must be presented for re-scrutiny at the officially designated place of scrutiny for the Event no later than 40 (forty) minutes before the time allotted in the programme of Events for the start of the race. 'Time of the essence' and 'force majeure' do not apply.

4.1.1.2. Provided that the car passes re-scrutiny then the Driver is entitled to start the race from the back of the grid 10 (ten) seconds after the official starting signal has been given.

4.1.1.3. The Driver shall be penalised by the deduction of 6 (six) points from his/her Drivers' Championship score immediately before the commencement of the Event, even if this results in a negative score.

4.1.1.4. Any Entrant/Driver who does not submit their car for re-scrutiny, or whose car fails re-scrutiny, shall be subject to the following mandatory penalties imposed by the Championship Clerk of the Course:

(i) Exclusion from the race.

(ii) A deduction of points, equivalent to two maximum scores for both Entrant and Driver if appropriate*.

(iii) Count the race as one of the rounds contributing to the Driver's total Championship score.

*This penalty can only be varied by a Tribunal of the Motor Sports Council by application in accordance with the MSA General Regulations.

- 4.1.2.** Arising from post-race scrutineering or judicial action - Minimum Penalty: In accordance with the MSA Regulations **C3.5.1** (a) and (b). For infringements deemed to be of a more serious nature, the Championship Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of Regulation **C3.5.1** (c).
- 4.1.3.** Any Entrant/Driver whose car is deemed to be ineligible under the 2010 Technical Regulations will be subject to the penalties in accordance with the MSA Regulations, except where amended by these Sporting Regulations. In addition, the Championship Stewards may, at their discretion, apply an increased penalty that could include exclusion from part or all of the 2010 Championship.
- 4.1.4.** If a vehicle/component is sealed for subsequent technical examination the Series Eligibility/Safety Scrutineer, within the applicable time limit, will state to the Entrant/Driver that he will examine the vehicle/component on a stated date and time and at a specified location and the sealed items must be made available for his inspection. These arrangements are not negotiable. If a vehicle/component is not made available for an eligibility examination as required by the Series Eligibility/Safety Scrutineer, it will be considered as ineligible and will be reported as such to the Championship Clerk of the Course for the application of penalties laid down in the MSA Competitors' Yearbook 2010 and these Championship Regulations.
- 4.1.5** Any fire extinguisher system found to be incapable of being operated will be subject to a minimum fine of £100 being imposed upon the Entrant.
- 4.2. Infringements of non-Technical MSA Regulations and the Sporting Regulations issued for the Championship**
- 4.2.1.** Penalties will be applied in accordance with the 2010 MSA Judicial Procedures, except that any Driver excluded from the results in accordance with any non-Technical Regulation will be subject to the following additional Championship penalty, which will be applied to the Drivers' Championship.
- 4.2.1.1.** Count the race as one of the rounds contributing to his/her total Championship score.
- 4.2.1.2.** Any Driver found guilty of driving which is dangerous, reckless, careless and/or in breach of **C1.1.5**. will also have Championship points deducted commensurate with the severity of penalty imposed, i.e. formal written reprimand, 2 (two) points; fine or time penalty, 3 (three) points; exclusion from qualifying session or race, 4 (four) points; exclusion from Event/meeting, 6 (six) points. If a second/third, etc., similar offence is committed during the season, the number of Championship points deducted will be doubled/trebled, etc.
- 4.2.1.3.** Any Driver who is penalised during a Race under the Championship Sporting Regulations and receives an allocation of penalty points on their race licence in accordance with MSA regulations, will receive a grid slot penalty at the next race in which the Driver takes part. This penalty will also apply if a Driver receives an Exclusion from Qualifying or the race meeting at any time. The individual grid slot penalty will depend upon the severity of the penalty imposed under MSA Competitors' Yearbook 2010 **C2.1.4 – C2.1.8** as follows:
- (i)** Verbal warning – 0 points: No grid slot penalty
 - (ii)** Formal written reprimand – 2 points: Moved back two places
 - (iii)** Fine, time or place penalty – 3 points: Moved back three places
 - (iv)** Exclusion from Qualifying or Race – 4 points: Moved back four places
 - (v)** Exclusion from the race meeting – 6 points: Moved back six places
- The penalty will mean that a Driver will be moved back grid slot places from their lap time grid position, i.e. if a Driver with a four grid slot penalty had a qualifying time that was good enough for Pole Position then the Driver will start fifth on the grid.
- For avoidance of doubt, if the offence occurs at the Final Event no further penalty will apply
- 4.2.2.** Any Driver competing in the Championship may be called before a meeting of the Championship Stewards who, at their discretion, may take further action that could include exclusion from part or all of the 2010 Championship.
- 4.2.3.** Breaches of driving standards will be dealt with firmly. If the Championship Clerk of the Course wishes to view video evidence from the nominated TV company and/or data-logging evidence in order to assist with his enquiry into a breach of driving standards he may order that the results remain provisional and he may take judicial action at a later date. However, the use of video evidence and/or data logging evidence in all circumstances is at the sole discretion of the Championship Clerk of the Course.
- The Championship Organisers may also, within 14 (fourteen) days of an Event and provided that the results have remained provisional, be entitled to request the Championship Stewards to enquire into the matter, notwithstanding that the Championship Clerk of the Course and/or the Stewards of the Meeting may or may not have already investigated the incident. The Championship Stewards will be empowered to take further action if they deem it necessary, which could include exclusion from part or all of the 2010 Championship. In addition, the MSA may call an enquiry into the matter in accordance with MSA Regulation **A3.1 (ii)**.
- 4.2.4.** A Drive Through Penalty will be applied with the following procedures (MSA Regulation **Q12.6** applies):
- (i)** The Championship Clerk of the Course shall, wherever possible within 3 (three) racing laps of the infringement, inform the Entrant/Driver of the penalty by means of a penalty board showing the car number.
 - (ii)** After notification of the penalty the Driver may cover no more than 3 (three) racing laps before taking his/her Drive Through Penalty. The Driver must enter the Pit Lane, obeying the Pit Lane Speed

Limit and drive through the Pit Lane, without stopping at his/her pit, and rejoin the race. It is not permitted for the Driver to enter the Pit Lane to take his/her Drive Through Penalty during a Safety Car intervention period. This period is deemed to be over when the car subject to the penalty passes the Green Flag at the Start/Finish Line on the track.

(iii) Any Driver failing to comply with this Regulation may be Black-Flagged.

(iv) If an incident for which a Drive Through Penalty is imposed occurs within 6 (six) laps of the end of the race, the Championship Clerk of the Course will impose a time penalty of not less than 30 (thirty) seconds and not more than 1 (one) minute onto the total race time of the Driver.

4.2.5. Any Driver adjudged to have committed a false start or breached any part of the Start Procedure will be served with a Drive Through Penalty in accordance with MSA Regulation **Q12.6**.

4.3. Decal penalties

All cars must carry the mandatory Championship decals during qualifying sessions and races. See Appendix E. Failure to comply with this Regulation will result in a penalty of:

(i) £100 for the first infringement,

(ii) £500 for every subsequent infringement.

5. TECHNICAL REGULATIONS

5.1. Introduction

5.1.1. The following Technical Regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot.

5.1.2. Everything that is not explicitly authorised and anything that is not specified:

(i) In these Regulations,

(ii) In the Technical manual,

(iii) In the Workshop Manual/Nomenclature relating to the Clio Cup 3 UK race car,

(iv) In any official Technical Bulletin that may be published, is strictly forbidden.

The technical modifications specified in these Regulations relate to the use of the vehicle as a race car.

5.1.3. Role of the MSA

The Regulations, which govern the construction of Clio Cup 3 UK race car are issued by the MSA and are listed below.

5.1.4. Regulations that have changed in substance from the 2010 Clio Cup Technical Regulations are normally indicated by being underlined or highlighted.

5.1.5. All Entrants/Drivers are reminded that it is their responsibility to ensure that their vehicle and equipment complies with the entirety of the Technical Regulations at all times during Renault Sport UK official test days, free practice, qualifying sessions and races and that they have taken account of all the safety requirements of these Regulations and of the Regulations of the Championship and Event in which they are participating.

5.1.6. In interpreting any Regulation the word 'his' is deemed to include 'her' and persons referred to in the singular includes, where the context so admits, the plural.

5.1.7. The Championship Organisers reserve the right to issue additional statements concerning the rules and Regulations from time to time (Sporting and Technical Bulletins) in accordance with **D11.1.3**. These numbered statements will be issued to all registered Entrants/Drivers via the Championship website www.renaultsport.co.uk/internalnews or by formal communication at the Event. Changes must have the approval of the MSA. Where clarification or amendments to the Sporting or Technical Regulations are detailed against the appropriate section number in this publication, the clarification or amendment takes place immediately.

5.1.8. Nomenclature

5.1.8.1. The 2010 version of the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2010 version) incorporating all clarifications, amendments and details of updated components shall be the only active version of the document.

5.1.8.2. The parts used to build a Clio Cup 3 UK race car (2010 version) are described in the document named 'Nomenclature'.

These parts are divided into three categories:

(i) Category A: No modifications are permitted. Parts in this category must remain in their original location and fulfil the function/s for which they were originally designed,

(ii) Category B: Only such modifications as specified in the Regulations or the Clio Cup 3 UK race car (2010 version) Nomenclature are permitted,

(iii) Category C: The part is considered to be unrestricted on the express condition that the function/s for which it was originally designed is not deviated from, that it does not fulfil any additional function and that it is located in the same place as the original part.

5.1.9. Technical Queries

(i) Any matter affecting Technical Regulations must be put in writing to the Series Eligibility/Safety Scrutineer, as any claim to have received clarifications or rulings on the Regulations must be substantiated by the production, on demand, of written confirmation of such rulings. See Appendix F.

5.2. General Description

- 5.2.1.** The 2010 ELF Renault Clio Cup with Michelin is for Entrants/Drivers participating in Clio Cup 3 UK race cars (2010 version), which are front engined, front-wheel-drive saloon-cars, equipped and prepared according to these Regulations, and this shall be the only eligible vehicle.
- 5.2.2.** The car is a racing saloon-car with four road wheels, the front pair being driven and providing steering. All wheels are fully enclosed. The Driver is provided with a closed cockpit. The bodywork envelops the chassis, engine and transmission.
- 5.2.3.** Renault must supply any components supplied as part of the rolling chassis that needs to be replaced unless specifically authorised elsewhere in these Regulations.
- 5.2.4.** Only vehicles bearing a full complement of seals will be eligible for the Championship.
- 5.2.5.** The engine is the F4R engine, a high-volume series production Renault 4-cylinder unit of nominally 2.0 litres capacity incorporating a twin overhead cam, 16-valve aluminium cylinder head.
- 5.2.6.** The ignition management system is modified from production standard. In all other respects, the engine is a standard series production unit to which no additional modifications may be made by the Entrant/Driver.
- 5.2.7.** The transmission system incorporates a six-speed and reverse gearbox. The final drive gear assembly is of the limited slip, torque-biasing differential type device.
- 5.2.8.** Limited adjustments are provided for suspension geometry, suspension springs and abutments, dampers and rear brake limiter to enable the car to be tuned to the requirements of individual Drivers, different circuits and dry or wet conditions. Of these adjustments only the rear brake limiter is capable of being adjusted by the Driver while driving the car. In all other respects, modifications, changes, tuning and adjustments are strictly prohibited.

5.3. Safety Requirements

- 5.3.1.** All MSA Competitors' Yearbook 2010, Section K, Safety Criteria Regulations, apply as relevant unless stated herein.
- 5.3.2. Fire Extinguisher**
Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2010 version).
- 5.3.2.1.** Mandatory use of the fire extinguisher system as supplied.
The following information must be clearly displayed on each fire extinguisher:
capacity,
type of extinguishant,
weight or volume of extinguishant,
verification date of extinguisher, which must be less than 2 (two) years since the filling date or last verification date.
- 5.3.2.2.** The Driver when seated normally in the car with belts and steering wheel in place, must be able to activate the fire extinguisher manually, as must any person outside the car. The means of triggering the extinguisher from the outside of the car must be positioned close to the main circuit breaker and must be denoted by a red 'E' within a white circle, of at least 10cm diameter with a red edge.
The fire extinguisher must be located in the original position. Outlets must not point directly at the Driver and must be suitable for the type of extinguishant.
- 5.3.2.3. During Events**
All extinguisher systems must be in the 'ARMED' condition (i.e. be capable of being operated without the removal of any safety device) at all times while competing or practising, including post-Event scrutineering.
- 5.3.2.4.** The fire extinguisher cannot be disarmed in any Parc Fermé area without the specific permission of the Series Eligibility/Safety Scrutineer.
- 5.3.3. Main Circuit Breaker**
Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2010 version).
- 5.3.3.1.** Mandatory use of the circuit breaker supplied.
- 5.3.3.2.** The Driver when sitting normally in the car with belts fastened and steering wheel in place must be able to shut off all electrical circuits and stop the engine by means of a circuit breaker (which has been isolated to prevent arcing). The circuit breaker must also be able to be operated from the exterior of the car by means of a clearly indicated switch.
- 5.3.3.3.** The switch must be located on the left hand side scuttle panel close to the fire extinguisher trigger point. The location must be identified by a Red Spark on a white edged blue triangle with a base of at least 12cm.
- 5.3.3.4.** The circuit breaker when 'operated' must isolate all electrical circuits, data loggers, transponders, etc. in accordance with MSA Competitors' Yearbook 2010, Section K8.
When the circuit breaker is 'operated' there must be no power source capable of keeping the engine running.
- 5.3.4. Roll-Over Protection**
Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2010 version).
- 5.3.4.1.** Roll over protection consists of a fully welded steel cage.
- 5.3.4.2.** Mandatory use of the roll cage 'as supplied'. No modifications are permitted
- 5.3.4.3.** Mounting of the roll cage into the body shell must respect the requirements of MSA Competitors' Yearbook 2010, K1.3.2

The standard foam 7711 160 040 must remain in the original position [longitudinal and diagonal members] above the Driver's head.

Additional foam can be applied to other areas of the roll cage providing it is compliant with this application and MSA Competitors' Yearbook 2010 Section K

Suitable protection should be applied to the underside of the steering column bracket.

5.3.5. **Seat**

Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2010 version).

5.3.5.1. Mandatory use of the seat: 7711 160 035 or 7711 160 192

Any additional padding or covering placed on the seat must be fire retardant to FIA standard 8855 -1999.

5.3.6. **Lights**

Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2010 version).

5.3.6.1. All cars must be fitted with rear high intensity lights.

5.3.6.2. All cars must be fitted with two rear brake lights.

5.3.6.3. All cars must use the rear lights in their original configuration as defined in the Workshop Manual.

5.3.6.4. All cars must be fitted with operating headlamps, and bulbs to the original specification.

5.3.6.5. It is not permitted to tint or paint the front or rear lighting units.

5.3.6.6. All lights detailed in Regulation 5.3.6.1., Regulation 5.3.6.2. and Regulation 5.3.6.4. must be in working order throughout the entire Event and must be able to be switched on by the Driver when seated normally in the car.

5.3.7. **Fuel Tank/Fuel Lines**

Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car 2010 version).

Mandatory use of the fuel tank as supplied. The Championship Organisers reserve the right to nominate modifications to the fuel tank should the need arise.

5.3.8. **Safety Harness**

Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2010 version).

5.3.8.1. Mandatory use of the safety harness as supplied.

5.3.8.2. The wearing of two shoulder straps, one abdominal strap and two straps between the legs is mandatory.

5.3.8.3. The straps must be securely fixed to the car and the anchorage points should be arranged in accordance with the MSA Competitors' Yearbook 2010, Section K, Drawing No. FIA253-42.

5.3.8.4. Following a 'Major Impact' accident where the safety harness has been subject to high stress the complete harness must be replaced.

It is permitted to use shoulder pads on the shoulder straps of the safety harness.

5.3.9. **Rear View Mirrors**

Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2010 version).

5.3.9.1. Mandatory use of the external rear view mirrors as supplied.

5.3.9.2. All cars must be equipped with two rear view mirrors, one on each side, and one internal mirror, which offer the Driver a rearward view of either side of the vehicle.

It is permitted to fit a replacement interior mirror of different size.

5.3.10. **Glass Safety Film**

(i) It is permitted to apply a film to side and rear windows.

(ii) The film shall be 'non tinted'.

(iii) It is only permitted to use: 6000 072 744.

5.3.11. **Driver's Window Net**

(i) The mandatory window net: 7711 160 041

(ii) When fitted it must be installed in its original position and must be securely fixed utilising all fasteners.

The Driver's window net must be used at all times while the car is on the circuit, and the window is not fully closed.

If the Driver's window remains fully closed at all times while the car is on the circuit fitment of the window net is optional.

5.4. **General Technical Requirements and Exceptions**

5.4.1. All vehicles must comply with MSA general Technical Regulations and the relevant parts of Sections J & Q of the MSA Competitors' Yearbook 2010 unless otherwise stated herein.

5.4.2. All components must be homologated by Renault Sport UK for the 2010 ELF Renault Clio Cup with Michelin

5.4.3. Only organisations holding the approval of the 2010 ELF Renault Clio Cup with Michelin Organisation are allowed to manufacture and supply cars and components, including spares. The sole approved supplier for all above items unless otherwise stated shall be R. Sport Ltd.

5.4.4. All references to standard parts and/or part numbers and/or materials in these Regulations shall be interpreted as references to Renault Sport UK approved manufacturers' or partners' original specification(s) relative to the 2010 ELF Renault Clio Cup with Michelin, or to official sample parts supplied and certified by the manufacturers and builder. In the case of dispute, reference will be made to these specifications, drawings and/or samples.

5.4.5. The car must be constructed and assembled in total conformity with the original design. In particular:

- 5.4.5.1.** All components used in the construction and assembly of the car must be capable of being identified by an approved identification mark, except where modifications and adjustments are specifically permitted by these Regulations.
- 5.4.5.2.** Certain components will be identified by holograms or manufacturers' identification marks. These components will only be eligible while the tags/identification marks are intact, legible and positioned in conformance with the requirements of the Workshop Manual/Nomenclature.
If parts have been supplied without holograms the part may be authenticated and a hologram fitted, provided an audit trail and compliance with the component specification can be demonstrated.
- 5.4.5.3.** The reinforcement of any component or joint by the addition of material either separately or by increase in the gauge or section of the material is not permitted.
- 5.4.5.4.** The re-distribution of weight in the car, by reducing the gauge or section of material in any component and by adding ballast or increasing material elsewhere, is not permitted.
- 5.4.5.5.** Except where specifically permitted, the structural and aerodynamic performance of the car and performance of the engine must not be changed by modifying the shape of any component e.g. by the addition or removal of any material or by deforming the original material.
- 5.4.5.6.** The addition of any element having an aerodynamic influence is forbidden. It is emphasised that the aerodynamic shape of the car must remain absolutely standard i.e. all surfaces wetted by the air stream must not be modified in any way even by the addition of adhesive tape or other temporary materials.
It is permitted to install a spacer between the throttle pedal and the pedal plate, to adjust the height of the throttle pedal plate.
- 5.4.5.7.** Components such as pipes and hoses may be protected by wrapping in a suitable material provided such wrapping is for protection only and does not alter the function of the primary component in any way. Any protective wrapping shall be easily removable to allow inspection of the component.
- 5.4.6.** Any work on the car in the following areas:
the structure,
the bodywork,
the mechanical elements,
the electrical system,
the accessories,
must be carried out in accordance with the methods prescribed by Renault Sport UK in order to ensure that the car retains its original configuration.
- 5.4.7.** Replacement parts and technical assistance will be available at all Renault Sport UK official test days, free practice, qualifying sessions and races.
- 5.4.8.** It is the Entrant's/Driver's responsibility to ensure that only eligible components are used and that all replacement parts fitted to the vehicle comply with the Regulations before such parts are fitted.
- 5.4.9.** From time to time it will be necessary to approve alternative equivalent components. Only components approved as alternatives and published as such by the Championship Organisers and/or their appointed representatives in official amendments to these Regulations are eligible for the 2010 ELF Renault Clio Cup with Michelin.
- 5.4.10. Seal and Component Identification Record Form**
- 5.4.10.1.** All cars will be issued with Seal and Component Identification Record Forms. These will be used to record the details and location of all component sealing and identification marks.
- 5.4.10.2.** The form must be signed by the Entrant/Driver or Agent and the Series Eligibility/Safety Scrutineer or his appointed representative and deposited in the Technical Support Vehicle.
- 5.4.10.3.** The Entrant/Driver or Agent of each car will be issued with the back copy of the form and will be responsible for its safe keeping.
- 5.4.10.4.** If required, the form must be available for inspection at pre-Event scrutineering and should be a true reflection of the details.
- 5.4.10.5.** If the detail or location of any component sealing or identification mark changes, a replacement form will be issued. The only persons authorised to issue Seal and Component Identification Record Forms is the Series Eligibility/Safety Scrutineer or his appointed representative. Missing forms will be the subject of a report to the Championship Clerk of the Course.
- 5.4.11. Technical Passport**
- (i)** All cars will be issued with a Technical Passport. This will be used to record information relating to that car during the season. The Entrant/Driver of each car will be responsible for the safe keeping of the Passport, which shall be presented with the car at pre-Event scrutineering. No car will be permitted to take part in an Event unless the Passport is available for inspection at pre-Event scrutineering, and is a true reflection of the vehicle details.
- (ii)** The only person authorised to make changes to the details of the Passport is the Series Eligibility/Safety Scrutineer or his appointed representative. Missing Technical Passports will be the subject of a report to the Championship Clerk of the Course.
- 5.4.12. Repairs**
- 5.4.12.1.** The principle of the Formula requires that cars shall be of uniform performance. In all cases, the repair or replacement of body panels and chassis must be carried out in accordance with the methods prescribed by Renault Sport UK and detailed in the Repair Manual and in the Nomenclature edition of the Workshop Manual relating to the Clio Cup 3 UK race car (2010 version).

- 5.4.12.2.** Any repairs not undertaken by direct replacement with standard parts will only be permitted if it can be demonstrated that such repairs are incapable in any way of enhancing the performance of the car. It is the Entrant's responsibility to provide such demonstration to the Series Eligibility/Safety Scrutineer before the car is used but the decision of the Scrutineer whether to accept the demonstration or not will be taken as final.
- 5.4.12.3.** Any car that shows obvious signs of having been reinforced in any areas will automatically be deemed not to comply with the Technical Regulations governing the Clio Cup 3 UK race car (2010 version).
- 5.4.13. Presentation**
At the start of each free practice, qualifying session or race, the cars must be clean and in good order. The Championship Organisers reserve the right to forbid cars not meeting this requirement from taking part.
- 5.4.14. Fasteners**
- 5.4.14.1. Nuts and Bolts**
Nuts and bolts must respect the category of the Nomenclature. Nuts and bolts are classed as Category C and are unrestricted on the following conditions:
(i) That the standard diameter is retained,
(ii) That the standard thread pitch is retained,
(iii) That the original material must be retained.
Steel construction must be of equal or higher grade than the standard part.
- 5.4.14.2.** Rivets must respect Regulation **5.4.14.1.(i).** and Regulation **5.4.14.1.(iii).**
The use of additional fastening devices, e.g. bolts, screws, rivets is forbidden.
- 5.4.14.3.** The use of bonding material (adhesives, glues) to reinforce, replace or supplement any bolted, screwed or riveted joint is forbidden.
- 5.4.14.4.** It is permitted to use Loctite RC 75/AAV (Retaining Compound) or equivalent, to supplement any screw or bolt thread.
- 5.4.14.5.** It is permitted to repair faulty threads by the use of Keen Inserts/Helicoils. Where thread inserts are utilised the original thread diameter and pitch must be respected.
- 5.4.14.6.** The application/use of **Category C** fasteners will be considered as such: that the fastener must adapt to the environment and not modify the environment to the fastener.
- 5.5. Chassis**
Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2010 version).
- 5.5.1.** Cars shall be identified by chassis numbers and seals that are attached to non-detachable parts of the main structure by the Series Eligibility/Safety Scrutineer.
- 5.5.1.1.** Only authorised chassis sold by R. Sport Ltd will be eligible for competition.
- 5.5.1.2.** Only complete cars are permitted and not cars assembled from various spare parts. If doubt exists over the history or integrity of a car, the Entrant/Driver will have to provide a written audit trail of the car's history, including details of the engine, gearbox and chassis.
- 5.5.2.** The body shell may not be modified in any way, other than as specified in:
(i) These Regulations,
(ii) The Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2010 version). Whether this is by the removal or addition of material.
- 5.5.3. Towing Eyes**
The tow eyes installed as standard at the front and rear must be retained and in good condition – Renault ref: 7711 162 450
- 5.6. Bodywork and Measurements**
Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2010 version).
- 5.6.1.** The sections of bodywork may not be modified in any way other than as specified in:
(i) These Regulations,
(ii) The Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2010 version). Whether this is by the removal or addition of material.
- 5.6.2.** It is not permitted to bridge bodywork joint lines with adhesive tapes.
- 5.6.3.** Tape applied to bodywork must follow the original shape of the bodywork and must not be used to modify the standard profile.
Small strips of tape whose sole purpose is to cover and protect clips and other bodywork fasteners are permitted.
To reduce the risk of contact between the body shell and the tyre it is permitted to remove 5mm of material at the seam joint of the front inner wheel arch or to fold it back.
- 5.6.4. Crash Structure**
- 5.6.4.1.** On the grounds of safety, all cars while on the track must be fitted with a crash structure that is attached to the main structure of the vehicle, in the original position and with the correct fixings.
- 5.6.4.2.** Should the front bumper and crash structure become detached from the vehicle or sustain damage that may be considered to compromise its structural integrity, the car will immediately be shown the Black Flag with orange disc. At this point the car must call at its Pit Bay for repairs on the next lap.

5.7. Main Dimensions

Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2010 version).

The wheel base and track (front and rear) must remain within the range of permitted values using the original suspension parts.

5.7.1. Ground clearance:

(i) Over the entire surface of the vehicle must be a minimum of 4cm,

(ii) Will be measured with the Driver on board (wearing his complete racing apparel),

(iii) Will be measured with the car and Driver in the condition in which they cross the Finish Line or at any other time during an Event and without the removal of any solid or fluid matter including fuel.

5.8. Engine

Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2010 version).

NO MODIFICATIONS TO THE ENGINE AND ANCILLIARIES OR ENGINE MANAGEMENT SYSTEMS ARE PERMITTED.

5.8.1. A series production Renault F4R engine is modified and prepared to a uniform performance specification for the Championship by the designated engine supplier, which has been approved by the Championship Organisers.

Any repairs, rebuilding or tuning to the engine must be carried out by Renault Sport UK or an officially appointed representative.

5.8.2. Engine Sealing**5.8.3.1. Only engines supplied by the designated engine supplier and sealed with the 2009/2010 specification seals on behalf of Renault Sport UK are eligible for the 2010 ELF Renault Clio Cup with Michelin. Any pre-2010 engines must be presented to the Championship Organisers for validation. To validate an engine it must be presented a minimum of two weeks before the first official test session and all of the seals must be in accordance with Renault Sport UK's records from 2009.****5.8.3.2. The engine and Electronic Control Unit (ECU) are sealed using metallic and paint sealing systems. It is the Entrant's/Driver's responsibility to maintain the seals unbroken and to protect all such seals from damage or loss, as the eligibility of the relevant components and assemblies depends upon a full complement of seals being in place.****5.8.3.3. The seals may only be broken with the permission of the Series Eligibility/Safety Scrutineer and/or his appointed representative.****5.8.3.4. Only engines with a full complement of seals will be eligible for repair and rebuild.****5.8.3.5. Any engine not bearing Renault Sport UK seals, or of which one or more seals are missing, shall be considered to be non-compliant with the Technical Regulations.****5.8.3.6. In the event that one or more seals shall be found to be missing or not in compliance:**

(i) At pre-Event scrutineering: the engine must be replaced for the car to be eligible to take part in qualifying. The engine with the missing seal(s) shall be retained by the Series Eligibility/Safety Scrutineer for a thorough examination. It will be rebuilt, sealed and made available for competition use at a cost payable by the Entrant/Driver.

(ii) During the Event: this shall be considered to be a non-compliance with the Technical Regulations and will automatically be the subject of a report to the Championship Clerk of the Course.

5.8.4. At the Championship Organisers' discretion, an engine may be retained at the end of the race for further examination.

The Championship Organisers reserve the right to require an Entrant/Driver to exchange an engine for a new replacement at any time. This requirement is designed to ensure that the principle of the Championship is seen to be maintained in accordance with Regulation 5.2.

5.8.6. Lubrication System

Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2010 version).

5.8.6.1. Mandatory use of Elf Excellium 5W40 engine lubricant. The use of additional additives is strictly forbidden. The Championship Organisers reserve the right to nominate an alternative if the conditions arise.**5.8.6.2. No oil replenishment is allowed during qualifying or during the race.**

It is permitted to drill a hole of maximum diameter 3mm, in the web of the oil filler cap to facilitate the fitting of lock wire to prevent accidental opening of the cap. Any lock wire fitted must be for the sole purpose of securing the filler cap.

5.8.7. Cooling System

Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2010 version).

5.8.7.1. It is permitted to fit stone guards on the radiator air intake.

It is mandatory to have a thermostat fitted in its normal position in the cooling system at all times. It is permitted to remove the centre of the thermostat.

5.8.8. Induction System

Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2010 version).

The original engine air filter element and casing may not be modified in any way and must be fitted at all times during an Event. It may only be removed for the sole purpose of cleaning.

5.8.9. Engine Electrical System

Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2010 version).

5.8.9.1. Engine Management Computer

Only engine Electronic Control Units that are numbered and carry unbroken seals are eligible for the 2010 ELF Renault Clio Cup with Michelin. The Championship Organisers retain the right to provide replacement engine Electronic Control Units or fit data acquisition systems before free practice, qualifying session or race at any Event, or at any Renault Sport UK official test day.

- 5.8.9.2.** ECU map – the only ECU map that is permitted within the Clio Cup is defined by Renault Sport UK. The use of sparking plugs ref: 8200 492 426 / 7711 160 278 is mandatory.

5.9. Suspension

Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2010 version).

- 5.9.1.** Compulsory use of the original Clio Cup 3 UK race car (2010 version) suspension as supplied. The suspension may not be modified in any way, other than as specified in:

- (i) These Regulations,
- (ii) The Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2010 version).

5.9.2. Permitted changes to the original specification:

- 5.9.2.1.** Adjustment of the suspension geometry is free, but only within the range of adjustment provided. Adjustment of camber and tracking angles are free, but only within the range provided by the parts as detailed in the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2010 version).

5.9.2.2. Rear Camber and Tracking

- 5.9.2.2.1.** It is not permitted to place the shims in opposing planes.
5.9.2.2.2. The minimum number of shims must be used to achieve the desired adjustment. It is not permitted to use multiple smaller denomination shims to make up a larger shim. (i.e. 6x10" shims cannot be used in place of 1x1° shim).

5.9.3. Shock Absorbers

- (i) Mandatory use of shock absorbers as supplied.
 - (ii) Bump rubbers must be used as supplied: front - 35mm ± 2mm / rear - 50mm ± 2mm.
 - (iii) No modification to the damper valving is permitted.
- 5.9.4.** It is not permitted to apply any additional paint or surface treatment system to any suspension components. All components must remain as supplied.

5.9.5. Suspension Springs, Front and Rear

- 5.9.5.1.** Mandatory use of springs as supplied.
 Mandatory use of the bump rubber supplied.

5.10. Transmission

Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2010 version).

5.10.1. Clutch

- 5.10.1.2.** Mandatory use of the original Clio Cup 3 UK race car (2010 version) clutch system as supplied.

5.10.2. Gearbox

- 5.10.2.1.** Mandatory use of the six-speed and reverse sequential Clio Cup 3 UK race car (2010 version) gearbox.
5.10.2.2. Once supplied, the gearbox and ancillaries supplied with it may not be modified in any way whatsoever except with the written permission of Renault Sport UK.
5.10.2.3. All cars must be equipped with a reverse gear in normal working order. It must be selectable at any time during an Event by the Driver seated in his normal driving position, with the engine running.

5.10.2.4. Repairs

Any repairs undertaken on the gearbox unit must comply with the procedures detailed in Workshop Manual/Nomenclature for the Clio Cup 3 UK race car.

- 5.10.2.5.** Mandatory use of ELF HTX 752 75W140 gearbox lubricant.
5.10.2.6. The use of additional additives is strictly forbidden.
5.10.2.7. The Championship Organisers reserve the right to nominate an alternative gearbox lubricant if the conditions arise.

5.10.3. Differential and Final Drive

- 5.10.3.1.** It is mandatory to use the final drive as supplied.
5.10.3.2. The final drive is controlled as a sealed unit and it is the responsibility of the Entrant/Driver to maintain the seals unbroken. The seals may only be broken with the permission of the Series Eligibility/Safety Scrutineer or his appointed representative. Regular repairs must be under taken by the Nominated Agent: **SWR Motorsport – Steve Waudby**
5.10.3.3. Any final drive not bearing a full complement of seals intact, cannot be used in the 2010 ELF Renault Clio Cup with Michelin until it has been fully rebuilt and tested by Renault Sport UK or an officially appointed representative. The Entrant/Driver is responsible for any costs.
5.10.3.4. The lightening and removal of material from the transmission system is forbidden. No modification to the prevailing torque within the differential mechanism is permitted.

5.11. Electrics

Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2010 version).

5.11.1. Telemetry

During Renault Sport UK official test days, free practice, qualifying sessions and races it is forbidden to use:

- (i) Any/all telemetry systems and associated electrical equipment,
- (ii) Pit to car radios and vice versa.

5.11.2. Data Logging

- 5.11.2.1. The only data acquisition system(s), which may be fitted is that specified by Renault Sport UK.
- 5.11.2.2. The only lap timing system(s), which may be fitted is that specified by Renault Sport UK.
- 5.11.2.3. The appointed agent for data logging and lap timing systems is:

R. Sport Ltd

- 5.11.2.4. The Championship Organisers reserve the right to download, access and analyse any information at any time during an Event.
- 5.11.2.5. It is permitted to fit a manual stopwatch in the driver compartment. The stopwatch must be totally independent and require no 'beacon' signal.
It is permitted to install a temporary guard on the cockpit control panel to prevent the accidental deployment of switches.
It is permitted to apply an additional method for retaining the display, however this method must be of a temporary design.

5.11.3. Battery

- (i) Compulsory use of 12-volt battery as supplied.
- (ii) Compulsory insulation of battery terminals to protect from short-circuiting and producing sparks.
The battery earth lead, if not readily distinguishable, must be identified by a yellow marking.

5.11.4. Charging Circuit

- 5.11.4.1. Compulsory use of 12-volt (nominal) alternator as supplied.
- 5.11.4.2. Charging circuit must be operational at all times while the engine is running.

5.11.5. Starter

- 5.11.5.1. Compulsory use of the starter as supplied.
- 5.11.5.2. Entrants/Drivers must be able to demonstrate, at any time during an Event, that the starter is capable of starting the engine with electrical or other source of energy carried aboard, and able to be operated by the Driver when seated normally.

5.11.6. Wiring Loom

- 5.11.6.1. Compulsory use of the wiring loom as supplied.
- 5.11.6.2. No modifications are permitted to the wiring loom.
- 5.11.6.3. The officially appointed representative for loom repairs is:

Andrew Smith, Dataspars Acquisition Ltd.

- 5.11.7. Compulsory use of the dashboard as supplied.

5.12. Brakes

Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2010 version).

- 5.12.1. Compulsory use of the original Clio Cup 3 UK Car (2010 version) brake system.
No modifications may be made to the master cylinders, callipers, discs or any other part of the braking system.
- 5.12.2. Brake Pads
 - 5.12.2.1. Brake pads must fit in unmodified standard callipers.
 - 5.12.2.2. The mandatory brake pad is:
 - Front: R. Sport Ltd Part No. RS40 UK
 - Rear: R. Sport Ltd Part No. RS41
 No other manufacturer or friction material may be used.
- 5.12.3. The use of air cooling arrangements to the rear brakes is forbidden.
It is permitted to fit a protective covering to the front flexible brake hoses.

5.13. Wheels/Steering

Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2010 version).

- 5.13.1. Mandatory use of wheel: 7711 160 014 - 8J17
- 5.13.2. Steering Wheel
 - Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2010 version).
 - Mandatory use of steering wheel: 7711 160 037
 - Mandatory use of steering quick release mechanism: 7711 160 708
 - It is permitted to install a spacer between the steering quick release mechanism and the steering wheel.
The maximum thickness for this spacer is 60mm.

5.14. Tyres

- 5.14.1. Make: Michelin
- 5.14.2. Type & Sizes
 - 5.14.2.1. Dry (Slick):
 - Front: 20-61-17 Spec. S9B
 - Rear: 20-61-17 Spec. S9B
 - 5.14.2.2. Wet (Treaded):
 - Front: 20-61-17 Spec. P2E
 - Rear: 20-61-17 Spec. P2E

5.14.2.3. The Championship Organisers reserve the right to nominate an alternative if the conditions arise.

5.14.3. Tyre Use Regulations

5.14.3.1. The intention of these Regulations is:

- (i) To contain costs by limiting the number of tyres that can be purchased on behalf of any one Entrant/Driver during the season,
- (ii) To limit the number of tyres used per car/Driver per complete Event, 4 (four) nominated 'new' slick tyres and 4 (four) nominated 'used' tyres,
- (iii) To prohibit the use of any method of raising the temperature of tyres by adding heat artificially,
- (iv) To prohibit the application of any material to alter the standard performance of the tyres.

Any attempt whatsoever to circumvent these intentions or any fraudulent attempt to deface, re-mark, counterfeit, or otherwise circumvent the unique tyre numbering system will automatically be the subject of a report to the Championship Clerk of the Course.

5.14.3.2. Dry weather, (slick) controlled tyres for the 2010 Clio Cup will be marked on one face of the tyre by the appointed tyre marker, with an individual unique serial number that will also be recorded in the Entrant's/Driver's Tyre Purchase Record. The Entrant/Driver must also record the bar code number present on all tyres into their Tyre Purchase Record for future reference.

5.14.3.3. Wet weather (treaded) tyres will not be serial numbered and will not be subject to this number limiting Regulation.

5.14.3.4. It shall be the sole responsibility of the Entrant/Driver to judge whether the track is wet enough to justify the use of wet weather (treaded) tyres.

The Championship Clerk of the Course will not judge whether the track is wet enough to justify the use of wet weather (treaded) tyres.

5.14.3.5. 'New' tyres required for use in free practice, qualifying sessions, races and Renault Sport UK official test days may only be purchased:

- (i) From the approved supplier (Michelin UK),
- (ii) If at the time of purchase, the Entrant's/Driver's Tyre Purchase Record for the car onto which tyres are to be fitted is presented for inspection and allocation of tyre identification numbers.

5.14.4. A 'used' tyre is defined as a tyre that is visibly worn, been subjected to at least one heat cycle and nominated at a previous Event.

5.14.5. Limitation on Use

5.14.5.1. The maximum number of 'new' slick tyres permitted for the 2010 Clio Cup for each Entrant/Driver is: 60 (sixty) slick tyres.

5.14.5.2. In the event that an Entrant/Driver registers for the Championship after the first Renault Sport UK official test day, their tyre allocation will start from the average tyre number of all other registered Entrants/Drivers. Where this calculation results in a decimal point the number will be rounded up to the next whole number.

5.14.5.3. The limit on the number of tyres has been set to allow for both normal wear and for possible accident or puncture damage. Under all normal circumstances the limit of 4 (four) nominated 'new' slick tyres for each complete Event will not be exceeded. Except at the first round of the Championship, where it will be permitted for 6 (six) 'new' tyres to be presented. In the event that an Entrant/Driver registers for the Championship after the first round, the 'used' tyres will be selected at the discretion of the Series Eligibility/Safety Scrutineer or his appointed representative.

5.14.5.4. For each single race Event a maximum of 6 (six) slick (new and used) tyres must not be exceeded, and for each double race Event a maximum of 8 (eight) slick (new and used) tyres must not be exceeded.

5.14.5.5. Only in exceptional cases where, in the judgement of the Series Eligibility/Safety Scrutineer, damage to a maximum of 2 (two) nominated 'new' slick tyres makes further participation in an Event impossible, nominated 'used' tyres may be substituted. The substitution may only be authorised by the Series Eligibility/Safety Scrutineer.

5.14.5.6. In those exceptional cases where, in the judgement of the Series Eligibility/Safety Scrutineer, damage to tyres through no fault of the Entrant/Driver makes further participation in an Event impossible, supplementary front and/or rear tyres may be nominated and used. Supplementary tyres are to be selected by the Series Eligibility/Safety Scrutineer. The selection is to be entirely at the discretion of the Series Eligibility/Safety Scrutineer.

5.14.5.7. During qualifying sessions competitors are limited to changing dry weather (slick) tyres, for other dry weather (slick) tyres whether nominated or already installed on the front axle. If a technical problem is present with dry weather (slick) tyres on the rear axle it is permitted to install another dry weather (slick) tyre with the agreement by a Championship Technical Officer or the Series Eligibility/Safety Scrutineer.

5.14.5.8. It is permitted to use unmarked tyres, complying with Regulation 5.14.1. and Regulation 5.14.2. and purchased from the approved supplier (Michelin UK) at all Renault Sport UK official test days. For all free practice sessions, it is mandatory to use marked tyres from the 2010 Clio Cup tyre allocation.

5.14.5.9. In the event, that a competitor 'turns' their tyres on the wheel, they are obliged to install a specific decal, supplied by the tyre supplier on the outer face of the tyre. They are also obliged to ensure that the serial numbers for that tyre remain visible.

5.14.6. Tyre Nomination

5.14.6.1. Each Entrant/Driver must record on the Tyre Nomination Form the serial numbers and the bar code numbers of the 4 (four) 'new' nominated slick tyres and the serial numbers and the bar code numbers of the 4 (four) 'used' spare tyres that he/she intends to use in an Event.

The Tyre Nomination Form must be signed by the Entrant/Driver and submitted to the Technical Support Vehicle before the first qualifying session. The Series Eligibility/Safety Scrutineer or his appointed representative will sign for receipt and return the back copy. The onus is on the Entrant/Driver to ensure that the completed Tyre Nomination Form is deposited with the Technical Support Vehicle before the first qualifying session. Failure to do so will be the subject of a report to the Championship Clerk of the Course.

- 5.14.6.2.** The tyres nominated in accordance with Regulation **5.14.6.1.** must be tyres that have been recorded in the Entrant's/Driver's Tyre Purchase Record.
- 5.14.6.3.** During free practice, qualifying sessions and races, only tyres nominated in accordance with Regulation **5.14.6.1.** and wet weather (treaded) tyres may be kept in the pits. During Renault Sport UK official test days, only tyres from the allocation defined in accordance with Regulation **5.14.5.1.** may be kept in the pits.
- 5.14.6.4.** During an Event, checks will be made by the Series Eligibility/Safety Scrutineer or his appointed representative to ensure compliance between the tyres used and serial numbers recorded on the Tyre Nomination Form. At the end of the race all placed cars will automatically be checked for compliance with this tyre Regulation. Non-compliance at any time during an Event will be the subject of a report to the Championship Clerk of the Course.
- 5.14.7.** It is only permitted to inflate tyres with air, no other medium may be used.
- 5.14.8.** It is not permitted for any Driver to utilise a qualifying session as free practice on un-nominated tyres.
- 5.14.9.** In those exceptional cases where, in the judgement of the Series Eligibility/Safety Scrutineer, damage to tyres through no fault of the Entrant/Driver makes further participation in an Event impossible, supplementary front and/or rear tyres may be nominated and used. Supplementary tyres are to be selected by the Series Eligibility/Safety Scrutineer. The selection is to be entirely at the discretion of the Series Eligibility/Safety Scrutineer.
- 5.14.10.** It is not permitted to use any means to artificially raise the temperature of tyres above ambient at any time prior to or during an Event, other than by the natural addition of heat resulting from permitted driving on the circuit.
- 5.14.11.** Tyres must only be used in the standard condition as supplied by the manufacturer. The application of any material (liquid, solid or gas) to any part(s) of a tyre during free practice, qualifying session or race is forbidden. The only exceptions are the use of pure domestic water and lubricant applied to the tyre bead for fitting purposes. The Championship Organisers reserve the right to take samples of tyre material at any time for laboratory analysis.
- 5.14.13.** Tyre warmers or any other device intended to modify or maintain tyre temperature are forbidden. Tyre warmers found at the circuit will be judged to be available for use and appropriate action will be taken.
- 5.14.14.** Any tyre protection covers used at any time within the confines of the circuit must be of a temporary construction and must be capable of being used many times.
- 5.14.15.** A slick tyre may only be used on a car that bears the same race number as the first part of the unique identification number on that tyre.
- 5.14.16.** Pressure regulation valves are forbidden.
- 5.14.17.** As soon as the 8 (eight) tyres for an Event listed on the Tyre Nomination Form have been fitted onto the rims they will, at the discretion of the Series Eligibility/Safety Scrutineer, be retained by Michelin UK and will not be released until a minimum of 30 (thirty) minutes prior to the commencement of qualifying.
- 5.14.18.** At the Series Eligibility/Safety Scrutineer's discretion, the 8 (eight) tyres for an Event listed on the Tyre Nomination Form may be retained at the end of qualifying sessions and races until a minimum of 30 (thirty) minutes prior to next time that the tyres are required to be used.
- 5.15. Weight**
- 5.15.1.** The principle is to equalise the performance of the car and Driver combination. The minimum car/Driver weights at the completion of every free practice, qualifying session and race must be in accordance with Regulation **5.15.2.**
- 5.15.2.** (i) Minimum weight of car and Driver: 1,150kg.
(ii) Minimum weight of car minus Driver: 1,060kg.
The minimum weight is 'in the condition in which the car and Driver (wearing his complete racing apparel) crosses the Finish Line or at any other time during an Event and without the addition or removal of any solid or fluid matter including fuel.' For the purpose of the Regulation, an Event is deemed to include any transfer to a place of post-qualifying or post-race scrutiny as directed by an official.
- 5.15.3.** It is forbidden to add any liquid(s) or other material(s) to the car, or to substitute any part(s) for a heavier one during free practice, qualifying session or race.
- 5.15.4.** If ballast is required to achieve the minimum weight, this must be in the form of official ballast plates. The specific components and techniques are detailed in the Workshop Manual. It must be possible for seals to be applied to the ballast, should the Series Eligibility/Safety Scrutineer deem this necessary.
- 5.15.5.** If the car carries ballast in order to meet the weight required by the Regulations, a mandatory declaration must be made by the Entrant/Driver about this ballast to the Series Eligibility/Safety Scrutineer.

5.16. Fuel

5.16.1. The only permitted fuel shall be Unleaded Pump Fuel meeting the requirements of Section **B** of the MSA Competitors' Yearbook 2010 for fuel to BS7800 specification. The Championship Organisers reserve the right to nominate an alternative grade of fuel.

5.16.2. Once supplied, nothing may be added to the fuel.

5.16.3. Source

5.16.3.1. The Championship Organisers will designate a supplier of fuel who will be required to supply a high quality, consistent and traceable fuel for each Event and Renault Sport UK official test day. The Championship Organisers reserve the right to nominate an alternative supplier if the conditions arise.

(i) The nominated fuel supplier is: **Atol Fuel Services.**

5.16.3.2. During an Event and free practice, Entrants/Drivers may only use fuel supplied by the designated supplier, which is deemed the Renault Control Fuel.

5.16.3.3. The onus is on the Entrant/Driver to ensure that they have a demonstrable audit trail for any fuel purchased.

5.16.3.4. Refuelling is not permitted during qualifying, on the starting grid or during a race.

5.16.3.5. Any storage of fuel on board the vehicle at a temperature below ambient temperature is forbidden.

5.16.3.6. The use of any specific device (whether on board or otherwise) to decrease the temperature of the fuel below the ambient temperature is forbidden.

5.16.4. Fuel Testing

5.16.4.1. Fuel testing may be carried out at any time before, during or after an Event on the instruction of the Championship Clerk of the Course or Series Eligibility/Safety Scrutineer.

5.16.4.2. Fuel testing will be carried out in accordance with the MSA Competitors' Yearbook 2010, Regulation **D34.1**

5.16.4.3. The Series Eligibility/Safety Scrutineer or his appointed representative will take a sample of approximately 1 (one) litre of fuel from the nominated supply and will seal the container. Fuel samples taken from competing cars will be analysed against the sample taken by the Series Eligibility/Safety Scrutineer. The fuel from the cars must in all respects be identical with the original sample.

5.16.4.4. Where facilities exist to carry out comparison testing at the circuit, a sample will be taken from the car that will be retained in Parc Fermé until the results are declared. If the test shows any discrepancies then formal samples will be taken as detailed above.

5.16.4.5. After each qualifying session and race a minimum of 3 (three) litres of fuel from the fuel cell of the competing car must be made available to Series Eligibility/Safety Scrutineer or his appointed representative for analysis.

5.16.4.6. Compliance with Regulation **5.15.2.** will be checked prior to removal of the fuel.

5.16.4.7. Entrants/Drivers must ensure that no fuel contamination occurs.

5.16.4.8. No introduction into the air intake system of water, nitrous oxides or any other agent is permitted.

5.16.4.9. Failure to comply with these fuel Regulations will be the subject of a report to the Championship Clerk of the Course and the Entrant/Driver will be deemed to be in breach of these Technical Regulations.

5.17 Silencing and Exhaust

Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2010 version).

5.17.1. It is mandatory to use the standard exhaust system, catalytic converter and silencer, as supplied.

5.17.2. The exhaust system, catalytic converter and silencer must remain unmodified and be fitted at all times.

5.17.3. The complete exhaust system up to the end of the final pipe shall remain airtight at all times.

5.17.4. The catalytic converter must be in good working order.

5.17.5. All cars must conform to the current MSA noise requirements as detailed in MSA Competitors' Yearbook 2010, Regulation Section **J** Technical.

6. COMMERCIAL REGULATIONS

The following Commercial Regulations are "contractual" between the Entrant and / or Driver and the Organisers and/or **Championship Promoter** and are not considered by MSA. Accordingly, the application of these Commercial Regulations by the Organisers and/or **Championship Promoter** will not be subject to the Judicial processes of either the Championship Stewards and/or the **MSA/MSC.**

6.1. Championship Contacts**6.1.1. Governing Body**

The Royal Automobile Club Motor Sports Association Limited, Motor Sports House, Riverside Park, Colnbrook, Slough, SL3 0HG

Tel: 01753 681736 Fax: 01753 682938

Website: www.msauk.org

6.1.2. BTCC Administration

Dan Mayo, 8 Beckside, Elvington, York, N. Yorks, YO41 4BE

Tel: 01904 607320 Fax: 01904 607325 Mobile: 07941 731530

Email: danjmayo@aol.com

6.1.3. Championship Promoter

Simon North, Grovewood Sport Ltd, Salamander Quay West, Park Lane, Harefield, UB9 6NZ
 Tel: 01895 829220 Fax: 01895 829233 Mobile: 07979 498559
 Email: simon.north@grovewood.co.uk

6.1.3.1. Championship Co-ordinator

Pauline Platts, 54 Hampton Close, Forest Lea, Coalville, Leics, LE67 4DH
 Tel: 01530 830767 Fax: 01530 830767 Mobile: 07968 393184
 Email: pauline.platts@tiscali.co.uk

6.1.3.2. Media Officer

Tom Phillips, Grovewood Sport Ltd, Salamander Quay West, Park Lane, Harefield, UB9 6NZ
 Tel: 01895 829292 Fax: 01895 829233 Mobile: 07812 206260
 Email: tom@grovewood.co.uk

6.1.4. Technical Manager

Allen Collen, Collen Solutions Ltd, 34 Clewborough Drive, Camberley, Surrey, GU15 1NX
 Tel: 01276 509530 Fax: 01276 509531 Mobile: 07976 220235
 Email: allen@collen-solutions.co.uk

6.1.4.1. Series Eligibility/Safety Scrutineer

Keith Auld, 53 Orchard Drive, Ackworth, Pontefract, W Yorks, WF7 7DS
 Tel: 01977 611746 Mobile: 07778 268528
 Email: keithauld@breathe.com

6.1.4.2. Technical Support

John Millett, R.Sport Ltd, 9 Nelson Trading Est, Morden Road, S Wimbledon, London, SW19 3BL
 Tel: 0208 542 0042 Fax: 0208 542 9672
 Email: r_sport_uk@hotmail.com

6.1.4.3. Control Tyre Supplier

Shaun Chetwyn, Protyre Motorsport, Unit 1, Elswick Road, Fenton Ind Est, Fenton, Stoke-on-Trent, Staffs, ST4 2SB
 Tel: 01782 411001 Fax: 01782 411024 Mobile: 07968 307584
 Email: shaun.chetwyn@protyremotorsport.co.uk

6.1.4.4. Control Fuel Supplier

Anthony Webb, Atol Fuel Ltd, Wessex House, Cadland Rd, Hardley, Hythe, Southampton SO45 3NY
 Tel: 02380 884088 Fax: 02380 884086
 Email: sales@atolfuel.co.uk

6.1.4.5. Decal Supplier

Denise Trigg, R.Sport Ltd, 9 Nelson Trading Est, Morden Road, S. Wimbledon, London, SW19 3BL
 Tel: 0208 542 0042 Fax: 0208 542 9672
 Email: r_sport_uk@hotmail.com

6.1.4.6. Gearbox Service Agent

Steve Waudby, SWR Motorsport, Unit B1, Harlow Seedbed Centre, Cold Harbour Road, Pinnacles East Harlow, Essex, CM19 5AF
 Tel: 01279 452656 Fax: 01279 434433 Mobile: 07768 285257

6.1.5. Championship Clerk of the Course

Nominated for each race

6.1.6. BTCC Paddock Layout Team

Derek Weller, MSO, The Garden House, Cromwell Road, Great Glen, Leics, LE8 0GU
 Tel: 0116 259 3808 Fax: 0116 259 3808 Mobile: 07850 905573
 Email: barbara.weller@btopenworld.com

6.1.7. Organising/Registering Club/Circuits

British Automobile Racing Club (BARC), **Thrupton Circuit**, Andover, Hants, SP11 8PN
 Tel: 01264 882200 Fax: 01264 882233

MotorSport Vision Limited, **Brands Hatch Circuit**, Fawkham, Longfield, Kent, DA3 8NG
 Tel: 01474 872331 Fax: 01474 874766

Croft Circuit, Vince Moor East, Croft-on-Tees, North Yorkshire, DL2 2PN
 Tel: 01325 721815 Fax: 01325 721819

Donington Park Circuit, Castle Donington, Derby, DE74 5RP
 Tel: 01332 810048 Fax: 01332 850422

Knockhill Racing Circuit, By Dunfermline, Fife, KY12 9TF
 Tel: 01383 723337 Fax: 01383 620167

MotorSport Vision Limited, **Oulton Park Circuit**, Little Budworth, Tarporley, Cheshire, CW6 9BW
 Tel: 01829 760301 Fax: 01829 760378

Rockingham MotorSpeedway, Mitchell Road, Corby, Northamptonshire, NN17 5AF
 Tel: 01536 500500 Fax: 01536 500555

Silverstone Motorsport Limited, **Silverstone Circuit**, Northamptonshire, NN12 8TN
 Tel: 08704 588 200 Fax: 08704 588 250

MotorSport Vision Limited, **Snetterton Circuit**, Norwich, Norfolk, NR16 2JU
 Tel: 01953 887303 Fax: 01953 888220

6.2. Penalties

A breach of any of the Commercial Undertakings may result in a fine, up to a maximum of £1,000 for each offence, being imposed by the BTCC Co-ordinator or the Championship Co-ordinator. Championship registration will be temporarily suspended until such payment has been received. A serious or continual breach of any of the Commercial Undertakings may render the Entrant/Driver ineligible for competition, in which case, participation in the Championship by that Entrant/Driver will be entirely at the discretion of the BTCC Co-ordinator and the Championship Co-ordinator.

6.2.1. Registration

All Drivers must be registered with an Entrant. An Entrant is defined as a Clio Cup 3 UK race car owner. The Driver's registration is to be wholly owned by the Entrant. An Entrant must have an Entrant's Licence as defined in Regulation 1.3.1.1.

6.2.2. An Entrant may only change the registered Driver after the first Event scheduled in Regulation 1.5.1. Any change thereafter must be notified to the **Championship Promoter** in writing and the new Driver and Entrant **must complete and sign** a registration form. Any new Driver must be in possession of an official Renault Sport UK race suit, which must be purchased by the Entrant prior to the first Event the new Driver has entered.

6.2.3. If an Entrant fails to fulfil its entry in an Event, the **Championship Promoter** shall reserve the right to rescind that registration and offer the place to another Entrant.

6.2.4. The Championship Organisers reserve the right to add or vary the Commercial Regulations at their sole discretion.

6.3. BTCC Passes

6.3.1. BTCC passes will be issued to each registered Entrant/Driver for his/her sole use and these will be valid for every round of the Championship. Entrants/Drivers shall make applications for passes by completing the Vehicle/Staff Information Form and returning it to the **Championship Promoter** by **Monday, 15th March 2010**. See Appendix D. The BTCC Co-ordinator will not process Vehicle/Staff Information Sheets unless they are fully complete. Submission of an incomplete form or late return of the form to your **Championship Promoter**, may result in no passes being available for the first Event and the withholding of an Entrant's/Driver's entry.

6.3.2. BTCC passes are issued on condition that the person or organisation to whom they are issued waives any and all claims it may have now or in the future and releases from all liabilities and agrees not to take any legal action and to always hold harmless, BTCC and their employees, agents and representatives

and servants, the MSA, the Race Organisers, the Promoters, the Venue Owner, the **Championship Promoter**, any participating team and all employees, agents, servants and contractors thereof for any personal injury, death, damage or loss of any kind that the pass holder may sustain as a result of or in connection with the pass holder's presence within the venue. This indemnity does not apply insofar as injury or death is caused as a result of the negligence of the party seeking an indemnity.

- 6.3.3.** Entrants/Drivers will be required to sign for receipt of their BTCC passes. By accepting the issue of these passes, the Entrant/Driver is deemed to agree to abide by the pass conditions and to undertake the obligation to advise each person to whom they are issued of the pass conditions and to ensure the observance thereof.
- 6.3.4.** BTCC passes are issued subject to the following conditions:
- (i)** A BTCC pass may only be used to gain access to the areas indicated on the face of the pass. Any person found within a restricted area without the appropriate pass may be removed from the venue immediately and/or have any pass held by them withdrawn (without prejudice to any other remedy BTCC may have under the terms of Regulation **6.3.**),
 - (ii)** A BTCC Pit Lane pass may only be used by the Entrant/Driver to whom it is specifically issued. It is forbidden to alter or deface passes in any way or to allow a pass to be used to authorise the entry of more than one person at each Event,
 - (iii)** BTCC passes must not be removed from their official lanyards and must be worn around the neck of the person to whom it is issued so as to remain clearly visible at all times. It is forbidden to combine with or enclose a BTCC pass within a wallet or holder of any kind (unless supplied by BTCC or the Championship Organisers) or to attach additional items of any kind to it,
 - (iv)** BTCC reserves the right to request further proof of identity in addition to a BTCC pass,
 - (v)** BTCC at all times reserves the right to refuse admission to the venue or access to a designated area to any person, notwithstanding that such person may have been issued with an appropriate BTCC pass.
- 6.3.5.** BTCC passes remain at all times the property of BTCC and may be issued, altered or withdrawn at any time at the absolute discretion of the BTCC Co-ordinator in conjunction with the Championship Co-ordinator. Passes that have been withdrawn will not, unless under exceptional circumstances, be returned to the person to whom they were originally issued.
- 6.3.6.** BTCC, in conjunction with the Championship Co-ordinator, reserves the right to remove immediately from the venue any person who is found to have violated the pass conditions contained in these Commercial Undertakings and/or to withdraw permanently a BTCC pass issued to such person and/or to take or institute legal proceedings against that person.
- 6.3.7.** All registered Entrants/Drivers are fully liable for any personnel and vehicle passes issued to them by BTCC and/or received on the Entrant's/Driver's behalf. The misuse of any passes allocated to an Entrant/Driver will result (without prejudice to any other action which may be taken by BTCC under the terms of these Commercial Undertakings) in BTCC imposing a fine of £1,000 for each act of misuse of the pass together with the confiscation of the pass concerned for such period of time as the BTCC Co-ordinator shall deem appropriate.
- 6.3.8.** Each Entrant/Driver must attend a Renault Sport UK official pre-season test day to collect their BTCC passes in person. The date and time of collection will be advised in a Championship Newsletter.
- 6.3.9.** Each Entrant/Driver must also attend this Renault Sport UK official pre-season test day with their intended Paddock vehicle for the 2010 season and erect their awning (if applicable) for measurement by the BTCC Paddock Team. Passes will not be issued until the plot size has been measured and agreed by BTCC.
- 6.3.10.** Partial refunds will only be made if Championship Registration is withdrawn and all passes issued in connection with that Registration are returned to the Championship Promoter. Any lost/mislaid passes will be subject to a penalty of £25 per pass multiplied by the number of remaining rounds. This figure will then be deducted from any refund due.
- 6.3.11.** BTCC passes will not be replaced if they are lost/mislaid unless they have been stolen and a copy of the police report relating to that offence is submitted to the BTCC Administration Office.

6.4. Paddock Regulations

- 6.4.1.** The amount of space requested on each Vehicle/Staff Information Sheet will not necessarily be the space granted to an Entrant by BTCC, who will assess individual requirements at a Renault Sport UK official pre-season test day in accordance with Regulation **6.3.9.**, the date of which will be advised in a Championship Newsletter.
- 6.4.2.** Any amendment to the vehicle and/or awning size required must be notified to the BTCC Paddock Team for their approval prior to use.
- 6.4.3.** The space allocated by BTCC is granted for the preparation of race cars and team catering. It is expressly forbidden to use this space as a hospitality area or trade site area.
- 6.4.4.** Motorhomes/caravans and private cars are not permitted within the Paddock at any venue unless in exceptional circumstances and with the prior written approval of the BTCC Co-ordinator.
- 6.4.5.** No hospitality/entertaining will be allowed by Entrants/Drivers within the Paddock. Each team will be permitted one transporter and awning to be parked in their designated Paddock area that may contain an area at the rear specifically for team catering. Any Entrant requiring an additional awning must make a

request in writing to the Championship Co-ordinator prior to the first Event. Please refer to Regulation 3.12.4. regarding the mandatory provision of fire extinguishers.

- 6.4.6. All motorised two-wheeled transport is banned from the Paddock unless it is used for towing team equipment. Only small four-wheeled motorised Paddock vehicles that are authorised by BTCC may be used within the Paddock. Furthermore, these vehicles may only be used during authorised times and when driven by a current full road traffic licence holder for race team related business. Recreational use is strictly forbidden. Please note that private cars and vans are not considered as Paddock vehicles. Motorised Paddock vehicles may only be used within the venue during the period from 2 (two) hours prior to the first scheduled track activity until 1 (one) hour after the last track activity on each day of the Event, including the Paddock set-up day. There is a total ban on their use outside these times.
- 6.4.7. There is a speed limit of 10mph in the Paddock at each venue. The only movement of race cars permitted in the Paddock is on the way to the Assembly Area and on the way back from Parc Fermé with a current full road traffic licence holder seated in the Driver's position and in control of the car.
- 6.4.8. Tailgates on transporters must remain closed at all times except when loading and/or unloading your race cars.
- 6.4.9. Entrants/Drivers will be issued with a specific time to park up their race transporters in the Paddock at each Event. Access to the Paddock outside your parking-up time is forbidden, unless the express written permission of your Championship Co-ordinator (after consultation with the BTCC Co-ordinator) has been obtained to park up at a different time. Verbal permission from circuit employees will not be accepted.
- 6.4.10. When a race transporter is parked in position in the Paddock at an Event it is expressly forbidden to remove it from its Paddock space until after the start of the third BTCC race of an Event, unless the express permission of the BTCC Co-ordinator or his appointed representative has been obtained to remove it earlier. Awnings may not be dismantled until after the start of the second BTCC race of an Event.
- 6.4.11. Hard covers must protect any pipes, wires or cables trailing from transporters and/or generators where they will be crossed by vehicles. All Health and Safety requirements must be met at all times and warning signs must be erected where there is any danger to the public or other persons.
- 6.4.12. It is an offence for any person to ride or drive any motor vehicle on the roads or other public areas under the control of the venue promoters unless they are covered by third party insurance. It is a condition of registration that such insurance is in place. A copy of the policy must be lodged with the Championship Co-ordinator before the first Event of the season.
- 6.4.13. A fine of a minimum of £100 may be levied for any infringement of Paddock Regulations contained in these Commercial Undertakings at the absolute discretion of the BTCC Co-ordinator or the Championship Co-ordinator. Each registered Entrant/Driver is responsible for the payment of fines incurred by all vehicles entering the Paddock/Pits on their behalf. The decision of the BTCC Co-ordinator or the Championship Co-ordinator in respect of this additional penalty shall be final with no appeal to the MSC National Court.

6.5. Timetable Regulations

- 6.5.1. Should any Championship have less than 15 (fifteen) registered Drivers at an Event then BTCC reserves the right to re-schedule their race either first or last on the race day timetable at the next Event.
- 6.5.2. BTCC reserves the right to amend the race day timetable at its discretion.
- 6.5.3. Entrants/Drivers should listen carefully to the Paddock tannoy announcements and their Championship Co-ordinator regarding the time they are required in the Assembly Area. In ideal conditions the timetable may be brought forward and Entrants/Drivers may be called to the Assembly Area earlier than originally scheduled. Entrants/Drivers are warned that they will miss their qualifying session or race if they are not ready in the Assembly Area when the cars are released.

6.6. Radios

- 6.6.1. Radio frequencies used by an Entrant/Driver, team member, manufacturer and/or any of their suppliers must be licensed for use in the UK by the appropriate regional office of the Radiocommunications Agency. The BTCC Co-ordinator must be notified prior to the start of the season of the Radio Frequency to be used by the Entrant/Driver, team members, manufacturers and/or any of their suppliers. A copy of the Licence or Short Term Hire Agreement for the frequency must also be submitted. The BTCC Co-ordinator reserves the right to request production of the original Licence/Short Term Hire documentation to verify the use of any frequency by an Entrant/Driver, team member, manufacturer and/or any of their suppliers at any time during the season.
- 6.6.2. The Entrant/Driver, team member, manufacturer and/or any of their suppliers must at all times comply with the terms and conditions specified from time to time by the Radiocommunications Agency for the use of their radio frequency.
- 6.6.3. In the event that a frequency used by an Entrant/Driver, team member, manufacturer and/or any of their suppliers interferes with a frequency used by a local emergency service or other third party the Entrant/Driver, team member, manufacturer and/or supplier shall forthwith change its radio frequency to a non-conflicting frequency to the satisfaction of the BTCC Co-ordinator and in accordance with the requirements and prior approval of the Radiocommunications Agency. The Entrant/Driver, team member, manufacturer and/or any of their suppliers will be suspended from qualifying and racing until a change of

frequency has been effected and a copy of the approval of the Radiocommunication Agency submitted to the BTCC Co-ordinator.

6.6.4. If an Entrant/Driver, team member, manufacturer and/or any of their suppliers wish to change their frequency they must first obtain approval from the Radiocommunications Agency and submit a copy of such approval to the BTCC Co-ordinator.

6.6.5. It is not permitted to scramble radio speech transmissions or encode them in any way.

6.7. Advertising

6.7.1. Advertising of products that are not permitted to be advertised on UK television is forbidden. The **Championship Promoter** reserves the right to censor any advertising displayed by an Entrant/Driver during an Event on its transporter, support vehicles or race car(s) that may be deemed unsuitable.

6.7.2. Should any car carry any form of sponsorship or advertising which conflicts in any way with Renault Sport UK and/or its associate companies or sponsors, the car may not take part in the Championship. The decision of the **Championship Promoter** is final.

6.7.3. Renault Sport UK will supply each registered Driver with 1 (one) official Renault Sport UK race suit. Any new, replacement or additional Drivers must purchase an official Renault Sport UK race suit from Renault Sport UK before the first Event entered by the Driver. An official Renault Sport UK race suit must be worn during all qualifying sessions and races unless permission has been given by the Championship Co-ordinator to wear a different race suit because Renault Sport UK is unable to supply one. The position of the badges affixed to the race suit may not be altered in any way and may not be obscured. There will be an exclusion zone around each official Renault Sport UK badge of 50mm. No other badges must be affixed to the neck area of the race suit under any circumstances. Failure to comply with this Regulation will result in a fine.

6.7.4. Entrants are responsible for submitting accurate measurements of its registered Driver, which will be used in the production of the official Renault Sport UK race suit before the first Event. If incorrect measurements are submitted and an official Renault Sport UK race suit is produced using such measurements that does not fit the Driver, the Entrant will be liable for payment of a replacement race suit. Any Driver joining the Championship after the first Event will have to wear an official Renault Sport UK race suit of a standard size, supplied from stock. The Entrant/Driver must complete the Race Suit Order Form by **Monday, 2nd February** to ensure a race suit is available for the first Event. See Appendix C. If the Driver is only competing in one race meeting then the he/she must hire a suit from the Championship Organiser.

6.7.5. The decals of Renault Sport UK and its sponsor companies must be displayed in the type and size specified by the drawings in Appendix E.

6.7.6. All cars must carry the Driver's name in accordance with Appendix E.

6.7.7. All surfaces that have not been claimed for decals by Renault Sport UK, its sponsor companies or used for the application of starting numbers are free for use. The **Championship Promoter** must approve conflicting sponsors' decals in advance and the position, size and colours (if approved) will be at the discretion of the **Championship Promoter**. All reserved areas must be adhered to. See Appendix E.

6.7.8. In order to qualify for points, prize money and bonus awards, Entrants/Drivers must (provided that these items are available at an Event):

(i) Carry the correct Championship decals on their cars in the positions indicated. See Appendix E,

(ii) Wear the mandatory Renault Sport UK race suit and appropriate badges if provided, unless exemption from this clause has been obtained in writing from the **Championship Promoter**.

(iii) Have their transporters fitted with a minimum of 2 (two) flagpoles, 6m high. Prior to the start of the season Renault Sport UK will supply 1 (one) Renault Sport UK flag free of charge to each Entrant/Driver to be flown on one flagpole and the other flagpole may only carry a flag of the Championship sponsor as supplied. The only Entrants/Drivers exempt from this Regulation are those who operate a motorhome/caravan and trailer combination in the Paddock in lieu of a transporter,

(iv) All competing cars on the starting grid when the Green Flag is shown will be deemed to have come under starter's orders and are therefore eligible for prize money. Any Driver who is subsequently excluded from the race or contravenes the Championship Regulations in any way will forfeit prize money.

6.8. Testing

Testing for ELF Renault Clio Cup with Michelin Entrants/Drivers is strictly controlled by the following restrictions:

6.8.1 During Renault Sport UK official test days and free practice sessions all cars must comply with the Championship Technical Regulations. In the event of a car being deemed ineligible by the Series Eligibility/Safety Scrutineer it will not be permitted to take part in any sessions and the Entrant/Driver concerned may be called before the Championship Stewards. Furthermore the Driver's times will be deleted from the relevant session.

6.8.2. After midnight on **Sunday 14th March 2010** until all rounds of the 2010 ELF Renault Clio Cup with Michelin have been completed, no registered Entrant/Driver or any person connected with the same, may take part in any test session (exclusive or otherwise) at any licensed motorsport venue worldwide or any other venue involving a Clio Cup 3 UK race car as defined in the Technical Regulations. The only exceptions are Renault Sport UK official test days, tests under Regulation **6.8.5.** and Mallory Park and Knockhill

circuits, which may be used for testing by Entrants/Drivers but only on 'general' test dates published by the circuit owner. An Entrant/Driver cannot test at Mallory Park and/or Knockhill exclusively.

- 6.8.3.** A list of official Renault Sport UK test days will be nominated and circulated in a Championship Newsletter prior to the first Event. Renault Sport UK reserves the right to alter or amend the list of Renault Sport UK official test days and will inform all registered Entrants/Drivers of such a change by an official Championship Newsletter.
- 6.8.4.** If a Driver causes 2 (two) stoppages during the course of any Renault Sport UK official test day then his/her continued participation shall be at the discretion of the Championship Co-ordinator or an appointed representative. The Driver causing two stoppages will be subject to a penalty of an enforced 30 (thirty) minutes exclusion from the Renault Sport UK official test day.
- 6.8.5.** Entrants/Drivers registered for the 2010 ELF Renault Clio Cup with Michelin and additionally registered with Renault Sport for the European Clio Cup and/or an official overseas National Clio Cup are permitted to take part in officially sanctioned testing for that Championship. This is expressly restricted to one test, in accordance with Regulation **6.8.2.** at the circuit due to host a round as listed in the official calendar and held immediately before the round entered. No additional testing outside the United Kingdom is allowed. An Entrant/Driver may only take part in the European Clio Cup and/or overseas National Clio Cup test if he/she is entered for the round at the circuit where the test is held.
- 6.8.6.** Failure to comply with the any of the provisions of Regulation **6.8.** may result in a fine of up to £50,000 and/or exclusion from all or part of the 2010 ELF Renault Clio Cup with Michelin being imposed.

6.9. Publicity

- 6.9.1.** It is incumbent upon all persons connected with the 2010 ELF Renault Clio Cup with Michelin to promote the highest ideals of the Championship at all times. No person connected with the Championship shall bring it into disrepute by means of a statement, communication or press release given to journalists or other members of the media (both audio, visual, print and online), which may be considered negative or demeaning. Drivers may not publish press releases or make statements or comments on either their own or any third party website that refer to the Championship or their fellow Drivers in a derogatory way.
- 6.9.2.** All Drivers who are required for the podium presentations in accordance with Regulation **3.13.3.** shall attend the podium ceremony and conduct all post-race interviews wearing their official Renault Sport UK race suit and podium cap, which will be provided by the Championship sponsor.
- 6.9.3.** Drivers must take part in any autograph session or press interview wearing their official Renault Sport UK race suit should this be required by the Championship Co-ordinator.
- 6.9.4.** In signing the Championship Registration form, Entrants/Drivers agree that Renault Sport UK (and those authorised by it) and sponsors of the 2010 Championship may make use of his/her/its activities and successes in motorsport for any advertising, publicity, public relations and merchandising purposes. Entrants/Drivers also agree that in any advertising or promotion with which he/she/it is associated (relating to the Championship) the full title of the Championship (including the Championship sponsors name and the Championship logo) will be used at all times.

6.10. Miscellaneous

- 6.10.1.** At the start of each Event, qualifying session or race, each car must be clean and in good order. The Championship Clerk of the Course, in conjunction with the Series Eligibility/Safety Scrutineer and the Championship Co-ordinator, reserves the right to exclude cars not meeting this requirement from taking part and any Entrant/Driver excluded in this way will not be entitled to a refund.

6.11. Television

- 6.11.1.** By entering the Championship, Entrants/Drivers and their teams are obliged to assist Renault Sport UK in the promotion of the Championship and, in particular, the television coverage. All Entrants/Drivers are obliged to assist the Renault Sport UK nominated TV production company in the filming of the Championship by granting interviews when requested and any other reasonable request of the TV production company or Championship Co-ordinator. All television interviews shall be conducted while wearing an official Renault Sport UK race suit or team clothing, at the request of the Championship Co-ordinator.
- 6.11.2.** Cars must carry an in-car or on-board camera at the sole discretion of the Championship **Promoter** and allow this equipment to be fitted at any time at the reasonable request of the TV production company. No other in-car or on-board video or film camera will be permitted without the prior written agreement of the Championship Co-ordinator.
- 6.11.3.** Entrants/Drivers selected to carry an in-car or on-board camera may be required to display a Championship title logo in front of the camera. No other advertising will be permitted in the cockpit, or in front of the camera.
- 6.11.4.** Any Entrant/Driver and/or anyone connected with an Entrant/Driver is forbidden from trying to influence the editorial decisions of the TV production company in connection with the Championship as it is shown on television.
- 6.11.5.** All broadcast, recording, cable, satellite, digital, video, internet and interactive rights and other rights in all media to the Championship and other related events are the property of Renault Sport UK. Any recording or broadcast of the Championship and other related events, or rebroadcast or reproduction of material

without express written permission of the **Championship Promoter** is strictly forbidden. Entrants/Drivers currently registered in the Championship may, subject to the prior written permission of the **Championship Promoter** and subject to any conditions that he may impose at his absolute discretion, be granted rights to use broadcast material for their own specific promotional use within the UK without fee or charge. Rights requested for any other commercial use must be made in writing to the **Championship Promoter** and if granted will be subject to Licence, which may include a fee or charge.

- 6.11.6.** Entrants/Drivers are only permitted to fit their own in-car or on-board video camera when permission has been given by the **Championship Promoter**. A request to fit any in-car or on-board camera must be made to the **Championship Promoter** in writing, in advance of the Event. All footage remains the property of Renault Sport UK and will be removed after the Event and returned to the Entrant/Driver at a later date.
- 6.11.7.** Only in-car or on-board cameras supplied by Renault Sport UK in conjunction with the nominated television company may be used. Once fitted, the cameras must not be tampered with. The in-car or on-board camera remains the property of Renault Sport UK and will be required to be returned at the end of the Event. Entrants will be charged for repair or replacement of the cameras due to accident damage, misuse or loss at any time during the Event.
- 6.11.8.** All cars must carry a Championship in-car or on-board judicial camera. The onus is on the Entrant to ensure that this judicial camera is switched on and recording for all races. This must be done before the two-minute race start signal.
- 6.11.9.** Details of the specification, installation and operating procedures for the judicial camera will be made available to all Entrants via a Bulletin. No other in-car or on-board camera, still or motion picture camera will be permitted without the written authority of the **Championship Promoter** and such permission will usually be withheld.
- 6.11.10** Any action by an Entrant/Driver to render any in-car or on-board camera inoperable for broadcast will result in a fine imposed by the **Championship Promoter** of £500 for each and every offence at the discretion of the **Championship Promoter**.

7. DEFINITIONS

Event

An Event is defined as all free practice, qualifying sessions and races including any Green Flag Lap(s). Race meetings at which there are two races still count as one Event.

Set of Tyres

A set of tyres is defined as being two front tyres and two rear tyres.

New Tyre

A tyre that has not been nominated at a previous meeting and has not been through a heat cycle.

Used Tyre

A tyre that is visibly worn, been subjected to at least one heat cycle and nominated at a previous Event.

Car/Driver

A car/Driver is defined as a single unit identified by one competition number.

Those definitions as detailed in The Terminology Section of the MSA Competitors' Yearbook 2010 (Pages 55-64) shall apply unless otherwise stated by these regulations.

Chassis

The chassis is considered to be the main structure of the car otherwise known as the bodyshell. It must be identifiable through a unique serial number applied when manufactured and an additional seal [metallic or otherwise] applied by Renault Sport technical team.

