

General Regulations for Series run on Circuits / Automobile Sport

Touring Car Cup

ACCR Visa Number:

Name of the Series:

Touring Car Cup

Preface:

Krenek Motorsport in cooperation with Autoklub ČR (ACCR) is Promoter of the series „Touring Car Cup “ (TCC), reserved for Renault Clio Cup IV and Renault Clio Cup V cars. The Series comprises four titles, one for drivers, one for trophy drivers, one for junior drivers and one for gentleman drivers. The series includes 12 races at six events in 2024.

The Series is held under the FIA International Sporting Code, the Czech ASN ACCR and the present Sporting Regulations specific to the Series.

Promoter contacts:

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1. Sporting regulations

1.1 Introduction

TCC will be organised in conformity with the provisions of the International Sporting Code and its appendices (the Code), the FIA General Prescriptions on circuits and the National Sporting Regulations of the ACCR. It will be run in conformity with the Series' sporting regulations and the 2023 Technical Regulations, the latter being in conformity with the safety prescriptions of FIA Appendix J (Article 253 and 277).

The events will be organised in compliance with the ACCR General Event and Circuit Regulations unless stated otherwise in following or in the Supplementary Event Regulations of the corresponding event.

1.2 Organisation

1.2.1 Details on titles and awards of the Series

Krenek Motorsport s.r.o. organises TCC for the year 2024. There shall be a drivers, juniors and a gentleman classification in Clio Cup IV and Clio Cup V categories.

1.2.2 Name of the parent ASN

ACCR – Autoklub České republiky

1.2.3 ASN Visa/Registration Number

The series based on these Sporting Regulations has been approved by the ACCR on with visa number

1.2.4 Name of the Promoter, address and contacts (Permanent office)

KRENEK MOTORSPORT s.r.o., Revolucni 246, 250 64 Mesice, Czech Republic, Mr. Josef Krenek, Tel: +420 283 981 766, Mobile +420 602 267249, E-Mail: info@krenek.cz, www.cliocup.cz

1.2.5 List of Officials (Permanent Stewards)

N/A

The Stewards officiate as an independent body under the authority of a chairman. The interpretation of the Supplementary Event Regulations, of these Regulations and of regulation-related bulletins issued for the events shall be reserved to the Stewards and the ACCR jurisdiction.

1.2.6 ASN's Delegates

The ASN's Delegates are listed in the relevant Supplementary Event Regulations.

The role of the ACCR delegates is to help the officials of the event in their duties, to see within their fields of competence that all the regulations governing the TCC are respected, to make any comments they judge necessary and to draw up any reports concerning the event required by the ACCR.

The Technical Delegate nominated by the ACCR will be responsible for the complete scrutineering and the technical checks carried out during the TCC. He has full authority over the scrutineers and assistant scrutineers assigned to him and reports to the Race Director / Clerk of the Course and the Stewards. The Technical Delegate may at any time during an event carry out any checks or order checks to be carried out in accordance with the relevant Technical Regulations.

1.3 Regulations and Legal Basis of the Series

This series is governed by the following regulations:

FIA International Sporting Code (ISC) and its appendices

ACCR Event Regulations

ACCR Circuit Regulations

ACCR Licence Regulations

ACCR Legal System and Code of Procedure (RuVO),
FIA Judicial and Disciplinary Rules
ACCR Decisions and Provisions
ACCR Environmental Guidelines
Anti-Doping Regulations of the national and international Anti-Doping Agency (WADA/NADA Code) as well as the Anti-Doping Regulations of the FIA
Sporting and Technical Regulations of this Series and the ACCR approved modifications and supplements (Bulletins)
Supplementary Event Regulations including modifications and supplements (Bulletins)
TCC Technical Regulations
Promoter's Regulations of the TCC
FIA Code of Ethics and Code of Behaviour and ACCR Code of Ethics
Other FIA and ACCR regulations
The internal ACCR regulations for licenced stewards shall not apply.

1.3.1 Official language

English

Only the English and ACCR approved text of the Regulations will be binding. Headings and typeface in this document are for ease of reference only and do not form part of these Sporting Regulations.

The official language of the TCC Regulations is English.

1.3.2 Responsibility, modification of the regulations, cancellation of the event

The participants (entrants, drivers, passengers, vehicle proprietors and registered keepers) take part in the event at their own risks. They carry the exclusive responsibility under civil and criminal law for all the damages caused by them or the car used by them as far as no exclusion of liability has been concluded.

Modifications to these regulations may in principle be carried out only by the relevant authorities. After the beginning of the event, modifications should be carried out only by the Stewards of the event by means of bulletins, but only in case of necessity for safety reasons and/or reasons of force majeure, or by order of the authorities, or concerning the details given in the regulations about the length of the track, the duration of the races, the number of laps and the officials and marshals, or in case of an obvious mistake in the regulations. The organiser reserves the right to cancel or postpone the entire event or a particular race for the aforementioned reasons, subject to the agreement of the respective ASN and of the FIA, and as far as the calendar is concerned, claim for damages or compensation or claim to performance are in this case excluded.

1.3.3 General Definitions

Participants must ensure that their cars comply with the Sporting and Technical Regulations of the TCC at any time during the competition. It is the participants' obligation to produce evidence of conformity.

The Line is a single line which crosses both the track and the pit lane at an angle of 90° across the driving direction (hereinafter referred to as the Line). The lap times will be taken at the Line.

1.4 Entries

The total number of entries in the Championship 2024 is limited to 28 cars. Six additional entries may be accepted at the TCC at promoter discretion.

Entries for just one event/guest entries shall be possible, provided that the track licence of that event allows additional entries.

1.4.1 Registrations/entries, entry closing date and obligation to participate

The entrant and/or driver must submit his application to be admitted to the 31/03/2023 by using the online form provided by the series organiser (www.eset-V4.com)

The series organiser reserves the right to accept later applications.

1.4.2 Entry fees for the season and per event

The registration/entry fees as well as a possible deposit are payable as specified on the "Application for registration". The following registration/entry fees are payable by the participants:

5.000 € + VAT for any registration received on or before 17.03.2024 for the season

6.000 € + VAT for any registration received on or after 18.03.2024 for the season

1.200 € + VAT for one event

All the accepted participants will receive a written confirmation of their registration.

The series Sub promoter reserves the right to refuse "Applications for registration" with having to give reasons.

1.4.3 Competition-numbers

The participants will get permanent competition-numbers from the series promoter for the whole season.

1.5 Licences

All drivers, competitors and officials participating in the Series must hold current and valid national or international licences and, where applicable, valid licences and/or authorisations issued by their ASN.

1.6 Insurance; Liability exclusion and disclaimer

1.6.1 Organisers' insurance

In accordance with ACCR Event Regulations

1.6.2 Declaration by the entrant, driver and passenger on the exclusion of liability, Disclaimer of the vehicle owner

In accordance with ACRR Event Regulations

1.7 Events

1.7.1 Calendar of events

08.-09.04. Oschersleben

29.-30.04. Hungaroring

09.-11.06. SlovakiaRing

05.-06.08. Most

19-20.08. SlovakiaRing

09.-10.09. Brno

1.7.2 Running of the events

1.7.2.1 Practice

One free practice sessions of 30 Minutes are scheduled for each event.

1.7.2.2 Qualification

Any driver whose best qualifying lap exceeds 110% of the fastest lap will generally not be allowed to take part in the race. The driver may only start the corresponding race with the special approval of the Race Director. A written application must be submitted until at latest 75 minutes before the start of the formation lap.

One qualifying session of 20 minutes.

The starting grid for Race 1 as per Qualifying result (best lap time)

The starting grid for Race 2 as per race 1 result, first 4-8 positions in reverse order, specified by lot after the race.

1.7.2.3 Starting modes

The races will be started as follows:

Standing start with staggered formation (GP start)

Separate grids, Clio Cup V before Clio Cup IV.

1.7.2.4 Races

The races will run over the distance of 25 minutes.

1.8 Classification

The TCC Bohemia Drivers' title will be awarded to the Clio Cup V driver who has scored the highest number of points at the end of the last race of the year 2024. All the results obtained during the competition will be taken into consideration.

The TCC Trophy Drivers' title will be awarded to the Clio Cup IV driver who has scored the highest number of points at the end of the last race of the year 2024. All the results obtained during the competition will be taken into consideration.

The TCC Junior Drivers' title will be awarded to the "junior" driver who has scored the highest number of points at the end of the last race of the year 2024. All the results obtained during the competition will be taken into consideration.

Junior drivers are all drivers who are born in the year 2001 or later.

The TCC Gentleman Drivers' title will be awarded to the "gentleman" driver who has scored the highest number of points at the end of the last race of the year 2024. All the results obtained during the competition will be taken into consideration.

Gentleman drivers are all drivers who are born in the year 1978 or earlier.

The best-placed driver of each race of the category "junior" and "gentleman" shall receive podium honours.

1.8.1 Scale of points

The car placed first will be the one having covered the scheduled distance with his car in the shortest time, including all eventual penalties.

In order to be classified a driver who has taken the start must have completed least 70 % of the winner's race distance.

If the race lasts 50% to 70% of the indicated minimum length, ½ of the points shall be awarded.

To qualify for 50% of points a minimum of 3 starters must appear.

To qualify for 100% of points a minimum of 6 starters must appear.

The following points will be awarded:

25 – 18 – 15 – 12 – 10 – 8 – 6 – 4 – 2 – 1

Additional points will be rewarded for:

Fastest qualifying time: +2 points

Fastest race lap: +1 point

1.8.2 Equality of points

By equality of points in the final evaluation between several participants the number of 1st, then 2nd and further results is crucial.

1.9 Administrative checks

The participants shall personally submit their Driver's/Entrants' and/or Sponsor Licences as well as an ASN authorisation (approval of their own ASN for foreign competitors/drivers) as well as a valid medical certificate of aptitude.

1.9.1 Timetable administrative checks

See relevant Supplementary Event Regulations or official notice board.

1.10 Scrutineering/Technical checks

The drivers or their representatives must present their race car and the compulsory driver's safety equipment at scrutineering. The car must be presented in the configuration as it will be used in the competition (incl. competition-numbers) and it must comply with the applicable technical regulations.

The following car documents must be submitted:

- Technical passport or registration document/motor vehicle registration certificate Part I
- Homologation form
- Certificate for rollover structure

Cars which have successfully passed Scrutineering shall be provided with a special identification by the Scrutineers. Any car failing to comply with the Technical Regulations shall be rejected by the Scrutineers.

The Scrutineers may carry out any kind of checks on the race cars at any time, also immediately before a car leaves the pit lane. The competitors must take this into consideration in their schedule.

The correct presentation of the series sponsors and of the competition numbers as indicated in TCC Regulations shall be checked at Scrutineering. The participants shall have time until the first Qualifying to execute any adjustments requested.

In co-ordination with the Stewards and the Technical Delegate, the scrutineers or ACCR authorised persons may also check cars or car components after an event at a location other than the circuit area. The Stewards will be informed about the results of such checks. The race results remain provisional until the Stewards have decided.

The cost of disassembly or assembly due to post-inspection both during and after an event shall be borne by the competitor concerned.

1.10.1 Repair, sealing and marking of vehicle parts

Engines and turbo units by the Technical Delegate

1.10.2 Timetable Scrutineering/ Technical checks

See supplementary event regulations

1.11 Tyres

No tyres shall be used other than those provided by the permanent series supplier selected by the promoter which is Michelin.

Any modification or cutting of the tyre tread or the tread pattern shall be prohibited. Any chemical, mechanical or thermal treatment of the tyres shall be prohibited. This prohibition includes the use of microwaves and/or infrared systems.

Exceptions:

It shall be permitted to cool the tyres with water.

Any dirt (stones / pick-up) on the tyre tread of the dry-weather tyres may only be removed by means of thermal-mechanical scrapers.

Increasing tyre temperature above the ambient temperature by any device or fixture shall be prohibited. Tyres shall not be covered while vehicles line up in the starting grid.

The tyres may only be filled with chemically unmodified ambient air or with nitrogen.

1.11.1 Tyre marking

All dry-weather tyres shall carry a bar code label incorporated during their manufacture and allowing unambiguous identification of each tyre. Prior to the Qualifying of a TCC event, the bar code labels of the dry-weather tyres eligible for that event shall be registered by the Scrutineers.

The following must be respected:

All tyres to be newly registered must come from the stock of the tyre supplier present at the circuit.

The tyre supplier may not take back tyres which have already been registered by the Scrutineers.

Reports indicating the registered bar code numbers shall be submitted to the participants for verification and signing

1.11.2 Tyre limitation

1.11.2.1 Dry-weather tyres

Each driver shall be allocated a maximum of four tyres (of which max. 4 new) at the front axle for qualifying and the races of each event. For the rear axle are no restrictions on number of dry-weather tyres used.

1.11.2.2 Wet-weather tyres

There are no restrictions on the number of wet-weather tyres used.

1.11.3 Tyre check

At any time during an event, the Scrutineers and the official assistant Scrutineers may check the tyres in relation to their correct identification and for compliance with the regulations.

All participants must allow such checks and provide the necessary assistance for them to be carried out.

1.11.4 Tyre use

Wet-weather tyres shall only be used during Qualifying, or a Race, if the Race Director has declared the session a Wet Practice or Wet Race.

1.12. Weights and weighing

A weighing tolerance of 2 kg shall be taken into consideration for determining the actual weight. The weighing result shall be a decision of a judge of fact.

2. Technical Regulations

Anything which is not specifically allowed by the present regulations is prohibited.

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

2.1 Summary of the eligible groups/ classes

Eligible to participate in the TCC is only the vehicle Clio R.S. IV Cup/ Clio R.S.V Cup which fully comply with the technical prescriptions in these Regulations.

Eligible cars and division into classes:

Clio R.S. IV Cup

Clio R.S. V Cup (incl. Facelift)

The Clio R.S. IV Cup/ Clio R.S. V Cup must comply with all aspects of the Technical Regulations for this model.

All cars must be equipped with original safety equipment as detailed in the TCC Technical Regulations/Nomenclature. Any sort of manipulation or removal of the safety equipment is strictly forbidden.

All vehicles must be presented in an outer pristine condition. Any damages caused through accident must be repaired before the next race. The organization reserves itself the right to

refuse vehicles, which do not meet the above mentioned demands. Each participant can only register one car for each race.

2.2 General/Preamble

Anything which is not specifically allowed by the present regulations is prohibited. Permitted modifications must not result in any illegal modifications or infringements of the regulations.

2.3 Driver's equipment

The wearing of overalls homologated to the FIA 8856-2000 standard as well as underwear (with long sleeves and legs), balaclava, socks, shoes and gloves in compliance with the FIA prescriptions is compulsory.

Furthermore, the wearing of a helmet in compliance with the FIA regulations (Appendix L of the ISC) is compulsory.

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

2.4 General, Permitted modifications and installations

The only work which may be carried out on the cars is that necessary for its normal servicing, or for the replacements of parts worn through use or accident.

The limits of the modifications and installations allowed are specified hereinafter. Any part worn through use or accident may only be replaced by an original part identical to the damaged one.

With the exception of screws for the engine, axle, suspension and steering, the attachment standard parts such as nuts, bolts, washers, lock washers, spring washer, splint pins may be replaced comparable standard parts complying with the original shape. With regard to screw threads, thread type, size and pitch (e.g. M8 x 1.25) must be retained.

The technical rules and requirements for all parts that make up Renault Clio Cup are summarized in the nomenclature. The vehicle parts are grouped into the following three categories according to the degree of permissible modification:

Category A: No modifications are permitted to these original parts. The parts must remain in their original position and function as originally intended.

Category B: Only the modifications permitted in the nomenclature or the technical rules (including bulletins) are allowed to these parts.

Category C: These parts are approved under the express condition that the original function is not circumvented, no function is added and that the part is installed in the same position as the original part.

Any modification to the original parts is prohibited if not expressly permitted in the nomenclature.

All dimensions of new parts must be checked before installation.

2.5 Weights and weighing

A weighing tolerance of 2 kg shall be taken into consideration for determining the actual weight. The weighing result shall be a decision of a judge of fact.

2.5.1 Vehicle weight

The minimum weight is 1.080 kg for the Clio R.S. IV Cup.

The minimum weight is 1.025kg for the Clio R.S. V Cup.

This weight refers to the condition of the vehicle in which it participates on qualifying and races. This includes the remaining fuel. Any modification of the vehicle including the addition of material is prohibited.

2.5.2 Race weight

The minimum race weight including the driver and his/her equipment (race overall, balaclava, gloves, helmet with HANS) must not be lower than

- 1.200 kg for the Clio R.S. IV Cup
- 1.115 kg for the Clio R.S. V Cup

It refers to the weight of the vehicle including remaining fuel as after qualifying and races.

2.5.3 Ballast

Should the vehicle achieve the minimum weight only with ballast, it must be declared to and sealed by the scrutineers of the TCC Organization as well as under the condition that it has to be attached to the intended place and that it only can be removed using a tool.

It is recommended to use the weight plates supplied by Renault Sport with the following part numbers:

1 Kg: 77 11 160 299

2 Kg: 77 11 160 300

5 Kg: 77 11 160 301

2.6 Advertising on the driver's equipment/on the race car and start numbers

Mandatory advertising on competing vehicles is defined in detail in the series sticker instructions and must be followed at all times during the event.

Mandatory advertising on drivers' overalls is defined in detail in the series patch instructions and must be followed at all times during the event.

The award ceremony will take place immediately after the chequered flag. During the ceremony all drivers must wear the overall and the given official cap.

Sticker instructions and attachment stipulations are part of these rules. Infringement can result in exclusion of the participant from the event.

2.7 Safety equipment

The vehicles must comply with the following safety equipment.

The article numbers refer to the current Appendix J ISC, unless stated otherwise.

- Lines and pumps in compliance with Art. 253.3.1 and 253.3.2
- Oil catch tank in compliance with Art. 259.7.4
- Fuel cell ventilation in compliance with Art. 253.3.4
- Double circuit braking system in compliance with Art. 253.4
- Additional safety fastener in compliance with Art. 253.5
- Safety belts in compliance with Art. 253.6
- Manual extinguisher in compliance with Art. 253.7.3
- Fire extinguishing system in compliance with Art. 253.7.2 and accordingly Art. 275.14.1
- Safety cage in compliance with Art. 253.8
- Safety cage in compliance with Art. 253.8 (Appendix J 1993)
- Safety cage in compliance with Art. 277
- Rear view mirror in compliance with 253.9
- Towing-eye/device in compliance with Art. 253.10
- Safety foil on the windows

- Windshield made of laminated glass
- Door nets in compliance with Art. 253.11 or with the DMSB prescriptions
- Additional safety fixing devices for windshield in compliance with Art. 253.12
- General circuit breaker in compliance with Art. 253.13
- Safety fuel tank in compliance with FIA standard FT3/FT3-1999 and accordingly FT5 in compliance with Art. 253.14
- FIA homologated non-return valve in the filler neck in compliance with Art. 253.14.5
- Protective screen in compliance with Art. 253.15
- Seats and attachments in compliance with Art. 253.16
- FIA homologated driver seat in compliance with Art. 253.16
- Headrest in compliance with Art. 259.14.4
- Rear light in compliance with Art. 275.14.5
- Reverse gear in compliance with Art. 275.9.3
- Prohibition of pressure control valves in compliance with Art. 253.17
- In compliance with the Appendix K to the ISC*
- The vehicle must meet all of the requirements defined in the Technical Rules for its specific type (nomenclature).

Note:

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

2.7.1 Battery switch

The original installed battery switch is compulsory. It must be clearly marked on the vehicle body through a red bolt in a white hemmed blue triangle with minimum 12 cm length for each side.

2.7.2 Fire extinguisher

The original installed fire extinguisher is compulsory. Drivers are responsible for the maintenance of the fire extinguisher and has to be activated during free practices, qualifying and races. All necessary information must be well displayed and affixed on the fire extinguisher:

The fire extinguisher must be positioned as originally designed by the factory. The external switch shall be clearly marked with a red "E" in a white, red hemmed circle.

2.7.3 Tow rings

The standard front and rear tow rings must be kept in perfect condition and clearly marked by an arrow.

2.7.4 Roll cages

It is compulsory to use the original Renault Clio Cup roll cage according to FFSA certificate number 433.

2.7.5 Driver safety belt (expiration date)

Original safety belts (see Nomenclature) must be used at any time. Safety belts must be replaced after an accident or when the expiry date is no longer readable.

2.8 Fuel and single fuel

The only permitted fuel is commercial, unleaded fuel in compliance with Art. 252.9 of the Appendix J (ISC).

2.8.1 Fuel controls

At any time during the events the Technical scrutineer may extract fuel samples.

2.8.2 Refuelling, Refuelling installations and control

Fuelling and emptying the fuel tank during qualifying and racing is prohibited.

Refuelling the competition vehicles between the pre start position and the departure from the vehicle storage area (parc fermé) is prohibited during qualifying and racing.

2.9 Engine

The engine M5MA 400 (Clio R.S. IV Cup) are both allowed. Engines are sealed, exclusively seals from Renault Alpine or Oreca are allowed. Besides the seals of the 2015- 2019 season, the seals of 2020 are also allowed. Any work on engines is strictly forbidden.

The absence of a prescribed seal will lead to an exclusion from the classification. The official Renault tuner Oreca is the only authorized engine revision point. Spare engines are allowed only if delivered by Renault Sport. They also are sealed.

2.10 Transmission

Transmission and gearbox

Only the original RENAULT SPORT gears may be used.

Only gears listed in the technical requirements are allowed.

2.10.1 Reverse gear

All vehicles must have a reverse gear which can be engaged at any time during the event when the engine is running and the driver is seated in the vehicle.

2.10.2 Traction control

A system for automatic traction control is prohibited.

2.11 Braking system

Only the original braking system is allowed and cannot be changed. The brand and type of brake pads are free (the dimensions of the friction surface must be retained). The use of different brands of brake pads on the front and rear axles is permitted.

It is forbidden to insert the holes in the front bumper (air cooling brakes).

2.12 Steering

It is allowed to use a steering wheel extension with a FIA homologated adapter while retaining the original steering wheel.

2.13 Suspension

N/A

2.14 Tyres

Only tyres branded Michelin in the following sizes may be used:

Michelin 20/61-17 PilotSport Cup hard slick tyres

Michelin 20/61-17 P2H wet tyres

See sporting regulations Art. 1.12

2.15 Bodywork and dimensions

2.15.1 External bodywork (including windows)

2.15.1.1 Bonnet pins

Exclusively the original factory bonnet pins as supplied with the vehicle will be accepted.

2.15.1.2 Front and rear bumper fixation

The front and rear bumper fixation is compulsory on the Renault Clio Cup cars.

2.15.1.3 Windshield/side window

Only a Renault Clio windshield made of laminated glass may be used as replacement. Additional devices, perforations, etc. which may inhibit steaming on the windshield or improve the ventilation of the passenger cell are not allowed. The original factory mounting

method must be maintained. Cracked windscreens must be replaced when required. An antidazzle film can be fitted on the windscreen.

2.15.1.4 Windshield wipers

Windshield wipers must be positioned horizontally at each point during tests, practice and races if they are not to fulfil their purpose.

2.15.1.5 Rear view mirrors

The use of both original exterior rear-view mirrors is compulsory. Folding the mirrors during practice and races is not permitted.

2.15.1.6 Engine cooling system protection

It is permitted to fit a grid behind the lower and upper cool air intake to protect the engine radiator.

The pasting of the holes in the front bumper (air cooling radiator) is prohibited.

2.15.2 Cockpit

2.15.2.1 Seat mounting and frame

It is compulsory to use the original seat and mounting frame as supplied with the vehicle from factory.

2.15.2.2 Padding of the roll cage

The padding of the roll cage must be present in the entire area under the vehicle roof.

2.16 Aerodynamic devices

The taping of doors, hoods and bumpers to influence the aerodynamics or cooling is prohibited.

2.17 Fuel circuit

See Nomenclature

2.18 Lubrication system

See Nomenclature

2.19 Data transmission

Only the GPS System approved by Renault Sport (AIM Smarty Cam GP HD rev 2.1 with 84° lens) is permitted.

Systems for voice radio links between driver and pit or vice versa are permitted. The operator is responsible for the system.

2.20 Other

Vehicle external lay-out/appearance

The decals on the vehicle including logos must be permanently available in original condition. The complete lightning set may not be varnished or masked by stickers and it must be functioning properly at all times. Only the addition of a shatter protection film is allowed. The vehicle has to be clean during the whole event.

3. Attachments/Drawings

3.1 Nomenclature

3.2 Car layout

3.3 Driver's overall layout