



## General Regulations for Series run on Circuits / Automobile Sport

(as on 10.10.2014)

Name of the Series:

**Formula Renault 2.0 Northern European Cup**

DMSB Visa Number:

**403/15**

### Status of the Events

International (registered in the FIA-calendar)     National A (incl. NEAFP)     National A

The status of the event will be specified in the corresponding Supplementary Event Regulations.

Preface:

The Northern European Cup Formula Renault 2.0 (NEC) will be hosted according to globally uniform technical rules and the given sporting conditions of the respective country and its motor sport authorities.

RENAULT brand cups have been successful for over 30 years thanks to our many years of experience, our strict application of the rules and their supplements, and cooperation and continual involvement with well-known partners and sponsors. The worldwide exchange of information among the countries active in Renault sports activities will ensure the continued success of our series.

While operating vehicles of equal quality, talented young drivers learn to make their mark in terms of sportsmanship and driving skills, giving consideration to weaker drivers and measuring their own sports skills against stronger competitors. Strict compliance with sporting and technical rules ensures fair conditions for all participants.

At the end of the year, a champion in the Northern European Cup Formula Renault 2.0 will be selected according to the official point tally.

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Mdh Consultants AG

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## **Part 1: Sporting Regulations**

### **1. Introduction**

The series Formula Renault 2.0 Northern European Cup is 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 (ASN). It will be run in conformity with the Series' sporting and technical regulations, the latter being in conformity with the safety prescriptions of FIA Appendix J (Article 277).

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

### **2. Organisation**

#### **2.1 Details on titles and awards of the Series**

The ISM International Sport Management GmbH, hereinafter referred to as series organiser, organises the Formula Renault 2.0 Northern European Cup for the year 2015.

#### **2.2 Name of the parent ASN**

DMSB – Deutscher Motor Sport Bund e.V.

#### **2.3 ASN Visa/Registration Number**

The series based on these Sporting and Technical Regulations has been approved by the Deutscher Motor Sport Bund on 12.01.2015 with visa number 403/15.

#### **2.4 Name of the Organiser/Promoter, address and contacts (Permanent office)**

ISM International Sport Management GmbH  
Ralph Weishaupt  
Ziegenhainer Str. 57  
D-60344 Frankfurt am Main

#### **2.5 Composition of the organising committee**

Ralph Weishaupt, Werner Aichinger, Mick de Haas

#### **2.6 Names of the Permanent Stewards**

N/A

#### **2.7 ASN's Delegates**

N/A

## **2.8 Series Delegates**

N/A

## **2.9 List of Officials**

Werner Aichinger (Race Director) SPA1058607

Ralph Weishaupt (Technology Manager) SPA1076911

Further officials see relevant Supplementary Event Regulations

## **3. Regulations and Legal Basis of the Series**

This series is governed by the following regulations:

- FIA International Sporting Code (ISC) and its appendices
- DMSB Event Regulations
- DMSB Circuit Regulations
- DMSB Legal System and Code of Procedure (RuVO)  
FIA Legal System and Code of Procedure
- DMSB Decisions and Provisions
- DMSB 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 DMSB approved modifications and supplements (Bulletins)
- Supplementary Event Regulations including modifications and supplements

### **3.1 Official language**

German

Only the German text of the Regulations, approved by the DMSB, is binding.

### **3.2 Responsibility, modification of the regulations, cancellation of the event**

- (1) 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.
- (2) 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.
- (3) 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.

### 3.3 General Definitions

N/A

## 4. Entries

### 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 Formula Renault 2.0 Northern European Cup until 01/04/2015 by using the form provided by the series organiser "Application for registration".

The series organiser reserves the right to accept late application.

The completely filled in and signed application must be sent to the following address:

Address of the series organiser

With the submission of the "Application for registration", entrant and driver charge and authorise the series organiser to submit entry forms on his behalf for those events which form part of the series Formula Renault 2.0 Northern European Cup (block entry).

With the registration, entrant and/or driver undertake to participate in all the qualifying events.

### 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:

Each participant must transfer the entry fee of **€17,500.00 plus tax** (to participate in all events) to the following account with "**NEC 2015**" as reference:

MdH Consultants AG

Bank: UBS AG

Baarerstr. 14a

6300 Zug

Switzerland

IBAN: CH74 00273273 2772 7175W

BIC: USBWCHZH80A

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

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

### 4.3 Competition-numbers

- The participants will get permanent competition-numbers from the series organizer for the whole season
- The participants will get new competition-numbers for every event by the event organizer



## 5. Licences

### 5.1 Required grade of licence

#### a) Drivers

##### International Series:

- Drivers holding an International valid entrant's and driver's licence 2015 issued by the DMSB or by another ASN affiliated to the FIA Grade
- A,  B,  C,  D,  H (historic),  
and valid for the year 2014 who are registered for the Formula Renault 2.0 Northern European Cup and have paid the registration fees are eligible.

#### b) Entrants

- Entrants wishing to register with the driver must be in possession of an *international* commercial or club licence issued by the DMSB or by another AS affiliated to the FIA and valid for the year 2015 and have paid the registration fees.

#### c) Guest drivers

- The Formula Renault 2.0 Northern European Cup may admit guest drivers with a valid
- International entrant's and driver's licence or
  - National Licence Grade A
  - National Junior-Licence

for its qualifying events. They may take part without being eligible for the points and prize money classification on condition that they comply with the conditions of the relevant Supplementary Event Regulations.

Priority in the acceptance of entries will be given to the registered participants.

It is possible to participate to a single race as a guest driver. The entry fee for each single event is 2,500 € plus tax. Guest drivers are entitled to points.

During the season final (the last event of the season) guest drivers will no longer be admitted. This means that only those drivers, who are registered to the Formula Renault 2.0 Northern European Cup or have already competed in one race as guest driver during the season, may take part in the season final.

#### d) Age regulations

In accordance with the valid DMSB Licence Regulations (min. 16 years)

### 5.2 Conditions for entrants outside their national territory

Foreign competitors/drivers have to present the approval of their own ASN according Art. 3.9.4 of the ISC.

## **6. Insurance; Liability exclusion and disclaimer**

### **6.1 Organiser's/promoter's insurance**

in accordance with DMSB Event Regulations article 35

### **6.2 Declaration by the competitor, driver and passenger (= participant) on the exclusion of liability**

Participants take part in the event at their own risk (= untimed and timed practice, qualifying, warm-up, test and reconnaissance/inspection laps, races, heats, special stages to achieve maximum speeds or shortest driving times). They bear the sole responsibility under civil and criminal law for any damage caused by them.

By submitting their entries, they waive any claims or rights to pursue action for damages in connection with the event against:

- the own participants (barring any other special agreements between the participants),
- the other participants respectively, the owners and proprietors of all the cars participating in the event (as far as the event takes place on a permanent or temporary closed track) and their assistants,
- the FIA, the CIK, the DMSB, the DMSB affiliated and member organisations, the Deutsche Motor Sport Wirtschaftsdienst GmbH, their presidents, executive bodies, managing directors, secretaries general,
- the ADAC e.V., the ADAC regional clubs, the ADAC local clubs and the corporations associated with the ADAC, their presidents, executive bodies, managing directors, secretaries general, staff and members,
- the promoter/series organiser,
- the Organiser, the officials and marshals, the circuit owners, the authorities' entities, racing services and all other persons involved with the organisation of the event,
- the organisation responsible for the construction and maintenance of roads, and
- the agents and other persons employed to perform an obligation, the legal representatives, the full-time employees and volunteers of all the above persons and entities as well as their members.

The disclaimer does not apply for damages or harm to life, body or health or any other damage resulting from the deliberate or negligent breach of duty, and not for any other damage resulting from the breach of a material contractual obligation committed by the group of persons released from liability. In the case of damages resulting from a slightly negligent breach of duty of a material contractual obligation, the liability for financial loss and for damage to property is limited to the typical foreseeable damage.

The disclaimer applies to claims for any legal reason whatsoever, so in particular to claims for damages based on contractual and non-contractual liability and to claims from tortuous acts.

Implied exclusions from liability shall remain unaffected by the above non-liability clause.

With the submission of the entry form, the participants understand that there is no insurance coverage within the framework of the motor traffic insurance (automobile liability, physical damage insurance, car occupant accident insurance) for any damages sustained during an event that is based on the achievement of maximum speeds.

If an injury occurs or is detected during an event or in the case of health detriment which could temporarily or permanently call into question the fitness to participate in motor sport events, the undersigned – under consideration of the possible safety risk which might result not only for him/her but also for third parties – releases all treating doctors from their duty to treat medical record confidentially amongst each other and with regard to the clerk of the

course, the chief rally doctor, the stewards, the chief medical officer, the DMSB doctors, coordination automobile sport (DMSB) and the insurance claims administration.

I agree to the storage, transmission and administration of my personal data in accordance with the DMSB Data Protection Provisions, under consideration of the German Data Protection Act. I have at all times the possibility to request information from the DMSB Data Protection Officer on these data and/or to make use of my right of objection.

The data protection provisions are available under [www.dmsb.de](http://www.dmsb.de) and/or from the organiser on-site.

### **6.3 Disclaimer of the vehicle owner**

(Only required, if competitor, driver and passenger are not the owner of the entered car, see specifications above)

I agree with the participation of the vehicle specified on the entry form in the event (= untimed and timed practice, qualifying, warm-up, test and reconnaissance/inspection laps, races, heats, special stages to achieve maximum speeds or shortest driving times) and confirm to waive any claims or rights to pursue action for damages in connection with the event against

- the own participants and assistants,
- the other participants respectively, the owners and proprietors of all the cars participating in the event (as far as the event takes place on a permanent or temporary closed track) and their assistants,
- the FIA, the CIK, the DMSB, the DMSB affiliated and member organisations, the Deutsche Motor Sport Wirtschaftsdienst GmbH, their presidents, executive bodies, managing directors, secretaries general,
- the ADAC e.V., the ADAC regional clubs, the ADAC local clubs and the corporations associated with the ADAC, their presidents, executive bodies, managing directors, secretaries general, staff and members,
- the promoter/series organiser,
- the Organiser, the officials and marshals, the circuit owners, the authorities' entities, racing services and all other persons involved with the organisation of the event,
- the organisation responsible for the construction and maintenance of roads, and
- the agents and other persons employed to perform an obligation, the legal representatives, the full-time employees and volunteers of all the above persons and entities as well as their members.

The disclaimer does not apply for damages or harm to life, body or health or any other damage resulting from the deliberate or negligent breach of duty, and not for any other damage resulting from the breach of a material contractual obligation committed by the group of persons released from liability. In the case of damages resulting from a slightly negligent breach of duty of a material contractual obligation, the liability for financial loss and for damage to property is limited to the typical foreseeable damage.

The disclaimer applies to claims for any legal reason whatsoever, so in particular to claims for damages based on contractual and non-contractual liability and to claims from tortuous acts.

## 7. Events

### 7.1 Calendar of events (provisional calendar possibly)

#### Provisional calendar:

12.04.2015	Monza (I)
24.05.2015	Silverstone (GB)
07.06.2015	Red Bull Ring (AUT)
25.07.2015	Spa Francorchamps (B)
02.08.2015	Assen (NL)
20.09.2015	Nürburgring (D)
04.10.2015	Hockenheim (D)

### 7.2 Eligible cars and maximum number of cars authorised

- Eligible to participate in the Formula Renault 2.0 Northern European Cup are only vehicles FR2.0, 2010 model and 2013 model which fully comply with the technical prescriptions in these Regulations.
- Eligible cars and division into classes

#### **Formula Renault 2.0, 2010 model**

Formula Renault competition vehicles built in or after 2010 must comply with all aspects of the Technical Rules 2012 for this model, the applicable nomenclature and the relevant technical notes. These notes are numbered consecutively and are accessible on the Internet at [www.necup.com](http://www.necup.com).

#### **Formula Renault 2.0, 2013 model**

Formula Renault competition vehicles built in or after 2013 must comply with all aspects of the current Technical Rules, the current nomenclature and the relevant technical bulletins. These notes are numbered consecutively and are accessible on the Internet at [www.necup.com](http://www.necup.com).

The maximum number of cars is defined in the circuit licence and listed in the Supplementary Event Regulations of the event.

### 7.3 Running of the events

#### **a) Practice**

- One or several (number: 2) free practice session/s of 45 Minutes and one or several (number: 2) timed practice sessions/s of 20 Minutes are scheduled for each event.
- Each driver must complete at least 2 timed practice lap/s. Failure to provide evidence may result in the non-admission to start.

#### **b) Qualification**

The minimum qualification to be admitted to the start results from the fastest lap time/s in the official timed practice (practice result position Nr.1) plus 30 %.

Any driver failing to comply with these criteria will generally not be admitted to the start. The final decision shall be taken by the race director.

### c) Starting modes

The races will be started as follows:

- Flying start (Indianapolis start)
- Standing start with staggered formation (GP start)

### d) Races

The races will run over the distance of 25 minutes.

The finish line applies both to the track and to the pit lane.

## 8. Classification

### 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 at least 75 % of the winner's race distance.

The following points will be awarded if a race is shortened or stopped and not resumed:

At least 75% of the scheduled distance	=	full points
At least 50% of the scheduled distance	=	half of the points
Less than 50% of the scheduled distance	=	no points

The following points will be awarded for the races:

1 <sup>st</sup> place:	30 points	11 <sup>th</sup> place:	10 points
2 <sup>nd</sup> place:	24 points	12 <sup>th</sup> place:	9 points
3 <sup>rd</sup> place:	20 points	13 <sup>th</sup> place:	8 points
4 <sup>th</sup> place:	17 points	14 <sup>th</sup> place:	7 points
5 <sup>th</sup> place:	16 points	15 <sup>th</sup> place:	6 points
6 <sup>th</sup> place:	15 points	16 <sup>th</sup> place:	5 points
7 <sup>th</sup> place:	14 points	17 <sup>th</sup> place:	4 points
8 <sup>th</sup> place:	13 points	18 <sup>th</sup> place:	3 points
9 <sup>th</sup> place:	12 points	19 <sup>th</sup> place:	2 points
10 <sup>th</sup> place:	11 points	20 <sup>th</sup> place:	1 points

All the results achieved in the qualifying races will be taken into consideration for the classification established at the end of the year. There are no void results.

### 8.2 Equality of points

By equality of points in the final evaluation between several participants the number of 1<sup>st</sup>, then 2<sup>nd</sup> and further results is crucial (in accordance with DMSB Event Regulations).

## 9. Private practice and testing

### 9.1 General conditions

Registered drivers are not permitted to test on any track for 14 days prior to a NEC event. This also applies to other identical vehicles (Formula Renault) with a different chassis number.

The stewards will move drivers who are in violation of these rules back minimum five places in the starting positions at the respective event(s).

### 9.2 Authorised period(s)

N/A

## 10. Administrative checks

The following documents must be presented by the driver/entrant:

- Entry confirmation
- Entrant's/sponsor's licence (if present)
- Driver's licence
- ASN confirmation, if applicable
- Medical aptitude form

### 10.1 Timetable administrative checks

See relevant Supplementary Event Regulations or official notice board.

### 10.2 Drivers meeting/briefing

- The location of drivers meeting/briefing will be published in the Supplementary Event Regulations of the event
- An established non-participation or incomplete participation (according to the list of signatures) attracts a fine of 250.00 Euro (without any particular penalty-procedure)

## 11. 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*
- Technical passport
- Registration document *or motor vehicle registration certificate Part I*
- Copy of the vehicle title *or motor vehicle registration certificate Part II*
- Homologation form
- Copy with extract of G vehicle list

Certificate for rollover structure

For each participant only one car/ monocoque can be verified. The monocoque could be changed if it is damaged and the scrutineers exclude further use. The new car must be verified before using.

### **11.1 Repair, sealing and marking of vehicle parts**

All required seals must be present.

### **11.2 Scrutineering before the start and final scrutineering: Place and timetable**

Participants' vehicles may be subject to technical inspections performed by the scrutineer(s) and officials of ORECA (F-Magny-Cours) at any time during an event that is part of the NEC.

Every driver or entrant expressly agrees that these inspections can be performed at a location determined by the ISM. Transportation costs will not be reimbursed.

Vehicles are selected by the scrutineer(s) at the proposal of the responsible technical commissioner or the ISM representative. The results of a thorough parts inspection performed by the scrutineer(s) are given to the stewards of the meeting.

The entrant or a representative of the entrant is entitled to label the removed parts. Rejected parts should be clearly labeled so as to avoid confusion and may be retained by ISM. Parts that comply with the rules are returned to the owner as quickly as possible.

**There can be no objection to the place of origin of removed parts.**

The drivers or their representatives have the right to be present when their parts are being checked.

**Reassembly is the responsibility of the participant.** There is no compensation for checking the engine on the power testing station.

For the sake of fairness, ISM GmbH employees from the "MotorSport" department are not to perform any work on a participant's vehicle, with the exception of taking measurements for the purpose of verifying that the vehicle conforms to the rules.

## **12. Fuel**

### **12.1 Type of fuel and single fuel**

See Technical Regulations Art. 1.12

### **12.2 Fuel controls**

Fuel samples may be taken by the scrutineer(s) at any time during an event. The DMSB guidelines are applicable for taking fuel samples.

## **13. Refuelling**

### **13.1 Refuelling installations and control**

Fuelling and emptying the fuel tank during qualifying and racing is prohibited. (Article 5.11.3.1.).

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

The fuel is tested using a conformity test with fuel from a specific filling station for the event specified in the rules.

## **14. Practice sessions**

see Art. 7.3 a) and event timetable

## **15. Free practice**

see Art. 7.3 a)

## **16. Qualifying practice/Timed practice**

Qualifying should be at least 2 x 20 minutes with a break of 5 minutes.

The official result from the first qualifying determine the starting position for the first race, based on the fastest lap time.

The official results from the second qualifying determine the starting position for the second race, based on the fastest lap time.

The official result from the first qualifying determine the starting position for the third race, based on the second fastest lap time.

## **17. Race**

### **17.1 Use of wet-weather tyres**

The race director decides on the admission of wet-weather tyres. The decision must be announced to the participants promptly.

After the "WET RACE / WET PRACTICE" board is displayed, the participants are free to choose the type of tyres. The participant must assume that the race director will not interrupt the practice or race.

The decision to change tyres can apply only for the complete set of tyres; a mixture of wet and slick tyres is not permitted.

The Michelin tyre service has one set of wet tyres per weekend available for each participant. If more are needed, the participant must order and transport the wet tyres in advance. The use of wet tyres is limited to a maximum of two sets per vehicle at each event (qualifying and racing). As with slick tyres, the wet tyres must be presented to the scrutineer(s) for marking in the predetermined time slot.

### **17.2 Maximum number of persons working on a car and safety equipment**

N/A

### **17.3 Pit stop safety and competitor's responsibility when starting from the pit area**

The allocation of the pit lane determined by the series organization for every event must be complied with. Further details see in the relevant Supplementary Event Regulations.

## **18. Title, prize money and trophies**

### **18.1 Title overall winner**

The title

**Champion of the Formula Renault 2.0 Northern European Cup 2015**

will be awarded to the driver who has scored the highest number of points after all the qualifying events of the **Formula Renault 2.0 Northern European Cup 2015**.



## 18.2 Prize money and trophies

N/A

## 19. Advertising

### 19.1 Advertising on the driver's equipment

- There is no compulsory advertising to be placed on the driver's equipment.
- The following advertising prescriptions are mandatory for the driver's equipment (see Technical Rules 1.10)
- see attachment

### 19.2 Advertising and start number on the race car *(see Technical Regulations Art. 1.10)*

ATTENTION: Any variations of the FIA/DMSB Regulations are subject to a special waiver issued by the DMSB.

## 20. Protests and appeals

The FIA International Sporting Code as well as, for series which are not international, the DMSB Legal System and Code of Procedure are applicable.

Protest fee:

International licence sport: 500 €

International appeal fee against sports-court-decisions (DMSB) 1,500 €

International appeal fee (FIA) 6,000 €

plus DMSB-fee for international appeal 3,000 €

(Protest and appeal fees are exempt from VAT)

## 21. Exclusion of jurisdiction of a court and limitation of liability

- (1) The jurisdiction of a court is excluded for decisions of the FIA, the DMSB, their jurisdictions, the stewards, the series organiser or the organiser as judge in terms of § 661 German Civil Code.
- (2) No claim for compensation of whatever kind may be derived from actions and decisions of the DMSB or its jurisdiction as well as of DMSB representatives or the series organiser, except in the case of a damage caused on purpose or by gross negligence.

## 22. Acceptance of the regulations

With the signature on the "Application for registration" each entrant and driver of the Formula Renault 2.0 Northern European Cup confirms the acceptance of these regulations as a whole, including the DMSB provisions and the FIA International Sporting Code and appendices.

### **23. Place of jurisdiction**

As far as there is no exclusion of jurisdiction and claims against the ISM are asserted und a jurisdiction clause pursuant to § 38 ZPO is admissible, Frankfurt am Main is herewith agreed as place of jurisdiction.

### **24. TV rights/ Advertising and television rights**

All the copyright and picture rights lie with ISM, including the pictures which are adopted by television broadcasts on the Formula Renault 2.0 Northern European Cup.

All television rights of the Formula Renault 2.0 Northern European Cup, including terrestrial broadcast as well as cable and satellite television broadcast, all video rights and all rights on the use of the complete electronic media, including internet, lie with ISM.

Any kind of recording, broadcast, repetition or reproduction for commercial purpose without written agreement of the ISM is prohibited.

### **25. Specific regulations**

- The Specific Series Regulations are published in Part 2.
- There are no additional Specific Series Regulations.

## **Part 2 Technical Regulations**

### **1. Technical Series Regulations**

#### **1.1 Summary of the eligible groups/ classes**

- a) Formula Renault 2.0, 2010 model
- b) Formula Renault 2.0, 2013 model

#### **1.2 Principles of the Technical Regulations in conformity with**

- Art. 277 of the Appendix J (FIA ISC)
- Technical regulations for DMSB group/s:
- General regulations, definitions and clarifications with regard to technical regulations (DMSB Yearbook, blue part)
- These Technical Regulations
- Technical Rules of Formula Renault 2.0 from 2012 for the 2010 model

#### **1.3 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.**

#### **1.4 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 DMSB regulations
- in compliance with the FIA regulations (Appendix L of the ISC) is compulsory.

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

- recommended
- compulsory.

DMSB Note: Since **01.01.2010**, the use of a head restraint (e.g. HANS) is mandatory for all drivers in circuit races and *performance tests (exclusive of Appendix K)*.

#### **1.5 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 Formula RENAULT 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.

## 1.6 Minimum weights and ballast

(Weight, determination, reference scales if applicable, attachment of ballast)

### - Minimum weight

The minimum weight of a Formula Renault 2.0, 2010 model must be no less than 520 kg

The minimum weight of a Formula Renault 2.0, 2013 model must be no less than 506 kg

### -Racing weight

The minimum racing weight of a **Formula Renault 2.0, 2010 model** may be no less than **595 kg**, including the driver and his/her equipment (according to Section 4.4).

This weight refers to the condition of the vehicle during test runs, qualifying and races. This includes residual fuel. Any modification to the vehicle, including the addition of material, is prohibited.

The minimum racing weight of a **Formula Renault 2.0, 2013 model** may be no less than **582 kg**, including the driver and his/her equipment (according to Section 4.4).

This weight refers to the condition of the vehicle during test runs, qualifying and races. This includes residual fuel. Any modification to the vehicle, including the addition of material, is prohibited.

### -Ballast

Vehicle ballast is permitted, on the condition that it is attached in the position intended for this purpose and that it can be removed only by using tools. It must be possible to apply seals to it. If the vehicle is equipped with ballast to meet the stipulated weight, this must be reported to the scrutineer(s) responsible for the NEC and sealed by them.

Ballast that is not sealed properly is against the rules and will be deemed non-existent. Maintenance of the intact seals is the responsibility of the driver.

### -Adding weight during an event

Adding liquids, materials or replacing parts with others made from heavier material is prohibited during the event (according to the definition in Article 4.13.2).

### - Checking the minimum racing weight

The minimum racing weight must be adhered to at all times during the event. The official scale is the scale used by the NEC organization: (Captels VPN MVN/797). Any changes will be announced in a bulletin.

### **1.7 Equivalence formula for supercharged engines**

N/A

### **1.8 Exhaust prescriptions**

The current DMSB exhaust prescriptions (see DMSB Manual, blue part) must be respected.

- The cars must be equipped with a catalytic converter in compliance with the DMSB exhaust prescriptions.
- The cars must be equipped with a single catalytic converter with the following specifications:
- The cars must be equipped with a DMSB homologated particle filter (applicable for Diesel cars).
- Exhaust regulations:

The DMSB-authorized catalytic converter in accordance with FFSA homologation no. 003; ROSI 50181/METALCAT must be used. The catalytic converter must always be functional.

The catalytic converter/exhaust silencer system manufactured by HJS with homologation number FR 1112/10 (HJS system) may be used as an alternative. When the HJS system is being used, the exhaust silencer is no longer required (ref.: 77 11 166 123/ ref.: 77 11 166 124) and the catalytic converter (ref.: 77 11 166 121/ ref.: 07 11 166 121) may be used cleared out. The HJS system must be used if specific circuit regulations require it.

No protest against the conversion rate is allowed.

## 1.9 Noise regulations

The maximum permitted noise limits are 132 dB(A) measured in compliance with the LWA procedure and 100 dB(A) in compliance with the LP procedure.

This noise level will be determined in compliance with the:

- DMSB short distance measuring method (in addition to the pass-by measuring method)
- DMSB pass-by measuring method (mandatory for all circuit events)

The current DMSB noise regulations (see DMSB Yearbook, blue part) must be respected.

## 1.10 Advertising prescriptions and start numbers on the vehicles

The current FIA/DMSB prescriptions for start number and for advertising on the vehicles (see DMSB Yearbook, blue part) must be respected.

- There are no special advertising prescriptions issued by the series organiser.
- Under consideration of the FIA/DMSB prescriptions for start number and advertising on the vehicles, the following advertising is compulsory on the race car.
  1. Mandatory advertising on competing vehicles is defined in detail in the series sticker instructions and must be followed at all times during the event.
  2. Mandatory advertising on drivers' overalls is defined in detail in the series patch instructions and must be followed at all times during the event.
  3. On the rear of the team truck, the team must attach a flag pole extending two meters above the roof of the truck, flying at least one **sponsor** flag (provided and determined by ISM by paying a fee of 70.- Euro) during the entire duration of the event. A second flag pole can be used for team advertising.  
An established non-participation attracts a fine of 300.-Euro pronounced by the Stewards of the meeting (without any particular penalty- procedure).
  4. Advertising on the vehicles is allowed under the condition that the advertisements are not for products which are from competitors of the official sponsors of the series. The official sponsors of the NEC are:
    - Renault, automobile
    - Elf, petrol + lubricant
    - Michelin, tyres
    - Racecom, radio
    - Oreca, engines
    - Tba

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

All surfaces that – according to the sticker instructions – are not covered by the companies mentioned above or used for attaching the start numbers are free for other use.

The distance between the start numbers and the mandatory advertising must be at least 10 cm.

Advertising on the vehicle or on drivers' clothing for competing brands or products of the mentioned companies is not permitted.

**ISM has the right at all times to reject inappropriate advertising on vehicles, on driver clothing and in the driver's area assigned by Renault without providing a reason.**

It is important to ISM that the vehicles do not damage the image of automotive sports, and ISM reserves the right to deny technical acceptance of vehicles that do not comply.

By submitting the registration, the entrants and participants acknowledge that both ISM and the series sponsors reserve all rights to use of any sporting achievements for advertising purposes, both in writing and in images, without having to pay additional fees.

### 1.11 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 and accordingly Art. 259.6.2
- 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 and accordingly. Art. 259.14.2.1
- 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 and accordingly Art. 275.14.3
- Towing-eye/device in compliance with Art. 253.10 and accordingly Art. 259.14.6
- Safety foil on the windows in compliance with the DMSB prescriptions
- 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 and accordingly 259.6.3
- FIA homologated non-return valve in the filler neck in compliance with Art. 253.14.5
- Protective screen in compliance with Art. 253.15 and accordingly Art. 259.16.6
- 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
- Article 277*
- 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).

## 1.12 Fuel and single fuel

The only permitted fuel is commercial, unleaded fuel in compliance with Art. 252.9 of the Appendix J (ISC) which must comply with DIN EN 228. Any additive other than air is prohibited.

The following single fuel must be used:

The participant may only use fuel from a supplier appointed by the NEC organization. Different suppliers can be appointed for each race (filling station, filling truck, or similar). Normally the supplier is the filling station in the paddock area at the specific event. Any changes will be announced in a bulletin. Fuel samples are taken from the respective supplier prior to the start of the event.

The fuel tank of each vehicle must be emptied prior to the start of each event.

When the fuel pump in the tank is used to empty the fuel tank, residual fuel remains in the tank. The tank must be completely emptied to ensure the result of a fuel test is not falsified. Ensure maximum safety when emptying the tank using the external fuel pump.

ISM is entitled to take fuel samples from participating vehicles at any time during the event.

The participant must ensure that, at all times during the event until the end of the protest period, at least one liter of fuel can be taken from the tank.

Fuelling and emptying the fuel tank during qualifying and racing is prohibited. (Article 5.113.1)

Refueling the competition vehicles between the pre start position and the end of parc fermé time is prohibited during qualifying and racing.

The fuel will be tested by using a conformity test with fuel from the specific filling station for the event appointed by the NEC organization.

## 1.13 Technical definitions

In addition to the definitions in compliance with the present Article and Article 3.3 (Part 1) of these Regulations, the "General regulations, definitions and clarifications to the Technical Regulations" (DMSB Yearbook, blue part) as well as the definitions according to Art. 251 of the Appendix J (ISC) are applicable.

## 2. Specific technical regulations

### 2.1 General

In addition to the Technical Regulations according Part 2 in these Regulations, the following specific technical regulations are applicable.

**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.**

### 2.2 Engine

#### 2010/2013 models:

RENAULT SPORT Type F4R 832

Engine capacity: 1,998 cm<sup>3</sup>

#### 2.2.1 Exhaust system

N/A



## 2.3 Transmission

### **-Transmission and gearbox**

Only the original RENAULT SPORT gears for the NEC may be used.

Only gears listed in the technical requirements for the NEC are allowed.

### **-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.

### **-Traction control**

A system for automatic traction control is prohibited.

### **-Transmission maintenance**

The transmission may only be maintained in accordance with valid NEC standards.

## 2.4 Braking system

Only the original brake system may be used.

Only the pads supplied by Renault Sport Technologie (RST) and marked accordingly are permitted.

## 2.5 Steering

Only the original steering may be used.

The following is mandatory:

- a steering wheel, irrespective of shape and design, with closed steering wheel rim,
- the original removable steering wheel hub.

## 2.6 Suspension

All wheels that come into contact with the ground and their axles must be suspended in relation to the chassis/bodywork unit. In other words, the axles must not be directly connected to the chassis/bodywork unit. Accordingly, the axle stubs and hubs must have free spring deflexion.

### **-Active suspension**

Active wheel suspensions are prohibited.

### **-Chrome-plating of suspension**

Chrome-plating of any wheel suspension parts is prohibited.

### **-Suspension**

Only original parts may be used.

## 2.7 Wheels (Flange + rim) and tyres

**Only tyres from Deutsche Michelin Reifenwerke KgaA, or a service commissioned by it, with the side inscription "NEC" may be used.**

## **-Wheel rim dimensions**

### **2010/ 2013 model:**

Width at front: 9 inches

Width at rear: 10.5 inches

Diameter: 13 inches

Aerodynamic modifications or installation of extractors is prohibited.

## **-Tyres**

### **2010/ 2013 model:**

	Dimensions		Type
Front:	20 x 54 x 13	Slick:	S 412
Rear:	24 x 57 x 13	Wet:	RST 2.0R

## **-Tyre Treatment**

Use of tyre warmers or insulating covers or any other materials to modify or maintain tyre temperature is prohibited throughout the entire duration of the event.

All modifications to tyres, including precutting, retreating or surface treatment (including chemical) are prohibited.

## **-Restrictions on use of slick tyres**

The use of any air cooling system for ventilating the front and rear brakes is prohibited (hoses, scoops, ducts, extractors fitted to the wheels, etc.).

The following new slick tyres may be used per vehicle (start number) for the duration of the event with 2 or 3 races (i.e. free test, qualifying and all races):

- 6 front, registered with start number.
- 6 rear, registered with start number.

All in 2015 registered Slick tyres from a previous event can be reused. However the registered starting number per tyre must correspond to the drivers' starting number. On a test-day registered Slick tyres can only be used like new tyres.

## **-Restrictions on use of rain tyres**

The use of any air cooling system for ventilating the front and rear brakes is prohibited (hoses, scoops, ducts, extractors fitted to the wheels, etc.).

The following rain tyres may be used per vehicle (start number) for the duration of the event with 2 or 3 races (i.e. qualifying and races 1, 2 and 3):

- 4 front, registered with start number.
- 4 rear, registered with start number.

## **The following new, registered slick tyres may be used for a test during the official test runs:**

For a test over **one** day:

- 4 front, registered with start number.
- 4 rear, registered with start number.

The driver is responsible for marking the tyres.

For a test over **two** days:

- 6 front, registered with start number.
- 6 rear, registered with start number.

The driver is responsible for marking the tyres.

**All slick tyres, already registered from a previous NEC 2015 event, may be used for a test.**

**Used slick tyres without the NEC marking can be authorized for use during the first test or run (kick-off event).**

**-Marking/ recording and checking tyres**

Tyres for the respective vehicle must be inspected for technical acceptance before the event. The scrutineers/assistants mark the outside of the tyre or, at the request of the participant, the inside as well. Marking includes the start number and a special symbol for the respective event.

Only these tyres marked with start numbers may be used during the entire event (according to the definition in Article 4.13.4).

Each participant is personally responsible for mounting tyres on the vehicle; these tyres are marked legibly on the outside for the event. These tyres must be designed to ensure safety during the entire event. In case that tyres are found to be unsafe, the driver can be banned from entering or re-entering the track.

**-Tyre parc fermé**

The three participants with the highest score and two other participants chosen by the scrutineers must submit their new slick tyres to the tyre parc fermé during the event.

These tyres are mounted by Michelin technicians and then marked as described in Article 5.7.4. Participants are issued the eight wheels before free test, qualification and the races.

**-Tyre pressure control valve**

Use of tyre pressure control valves is prohibited.

**2.8 Bodywork and dimensions**

**a) External bodywork (including windows)**

**- Overhang and vertical axis**

To measure the overhang, the vertical axis is determined as follows:

The vertical axis of the wheel is the line which is perpendicular to the vehicle base on each side of adjacent levels in the middle of the tyre's rolling surface. This is determined by projecting vertically to the ground the foremost and rearmost points of the complete wheel at the median plane of the rolling surface. The two points determined in this manner are connected to each other on the right and left sides. The middle of these two points is the vertical axis.

**- Height measurement**

All height measurements are performed on the race-ready vehicle with the driver in normal driving position.

**- Total height**

Not applicable.

**- Front bodywork height**

No part of the bodywork forward of the rearmost part of the complete front wheels and more than 30 cm from the longitudinal axis of the vehicle may be located closer than 50 mm to the reference plane or higher than the front wheel rims.

**- Reference planes/vehicle underbody**

Reference plane: located between the rear edge of the complete front wheels and the forward edge of the complete rear wheels, symmetrical to the longitudinal axis of the vehicle.

Stepped plane: all suspended vehicle parts that are visible from below and are not in the reference plane must be located 50 mm above the reference plane.

### **-Overhangs**

#### 2010 model

No part of the vehicle may protrude more than 643 mm beyond the centre line of the rear wheels and more than 1001.8 mm beyond the centre line of the front wheels.

#### 2013 model

No part of the vehicle may protrude more than 615,6 mm beyond the centre line of the rear wheels and more than 907,8 mm beyond the centre line of the front wheels.

### **-Wheel base and tracks**

The tracks (front and rear) must remain original.

## **b) Cockpit**

Dashboard:

Only the original RENAULT dashboard may be used.

## **c) Additional accessories**

Padding in the cockpit:

Parts within the cockpit that are used solely to improve the comfort and safety of the driver are allowed. It must be possible to remove these parts quickly and without the need for tools.

Any padding used may not impair the function of the extractable seats.

## **2.9 Aerodynamic devices**

### **- Aerodynamic influence**

Only wing profiles supplied by RENAULT may be used.

Adding parts which exert an aerodynamic effect is prohibited.

### **- Aerodynamic aids**

Rear wing profiles

Only original profiles from RENAULT may be used for the NEC.

Max. permissible wing height from the ground: 900 mm

## **2.10 Electrical equipment**

### **-Starter**

Only the original starter may be used. It works with the on-board electrical source and must be operated by the driver in normal driving position.

### **- External starting devices**

The engine can be started in the pit or at the starting position using an additional battery that is temporarily connected. This plug must be installed behind the rear axle.

### **-Battery**

Only the original battery supplied by RENAULT or by Odyssey, type PC 680 or DEKA Power Sport, type ETX20L may be used.

Location: original  
Mounting bracket: original  
The positive pole must be shielded.

#### **-Transponder**

The transponder must be secured on the left side behind the front pivot point of the suspension arm.

### **2.11 Fuel circuit**

#### **-Fuel tank**

Only the original fuel tank may be used.

The approved fuel tank must have a code printed on it with the manufacturer's name and technical specifications stating how the tank was manufactured and clearly displaying the manufacturing date.

Fuel tanks may not be used more than five years after the manufacturing date, unless they are inspected and approved for another two years by the manufacturer.

#### **- Lines and their connecting parts**

Only original lines and connectors may be used for the NEC.

- No fuel lines may be fed through the cockpit.
- All lines must be installed in such a way as to ensure that no liquid can enter the cockpit in the event of a leak.
- No part containing fuel may be positioned more than 55 cm from the longitudinal axis of the vehicle.

#### **-Refueling**

- Fueling and emptying the fuel tank during qualifying and racing is prohibited.
- Refueling upon entering the pre-grid is prohibited.

### **2.12 Lubrication system**

Only the oils specified by Renault Sport Technologie (RST) are permitted:

Engine oil: ELF Excellium NF 5W40  
Transmission oil: ELF HTX 755 (80W140)  
Brake fluid: Caparo replacement part no.: 7711 166 127  
Clutch: Castrol SRS

#### **- Location of the oil tank**

Only the original tank located in the clutch bell housing may be used.

#### **- Oil catch tank**

The vehicle's lubrication system has an open housing breather. This breather must vent into the catch tank.

#### **- Oil replenishment**

Oil replenishment is not allowed during a race.

#### **- Oil lines**

Only the original lines for the NEC are permitted.

### **2.13 Data transmission**

All telemetric systems and their associated electrical equipment are forbidden during the test runs, qualifying and during the races.(Def. Art. 4.13.7)

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

Only the on-board data recording system approved by Renault Sport is permitted.

Video camera and video acquisition system (only video+ sound) are only allowed during practice sessions. Any acquisition system logging other informations than video is strictly forbidden

## **2.14 Other**

N/A

## **Part 3 Attachments/Drawings**

Appendix for the Technical Regulations

1. Nomenclature (2012 and 2015)
2. Spare parts manual (2012 and 2015)
3. Technical bulletins (2012 and 2015)
4. **Sticker/Batches- Regulations 2015**