



DRIVE THE CHANGE



Renault Clio Cup Bohemia Sporting Regulation 2013

Article 1 Organization

Renault Sport Deutschland and Krenek Motorsport s.r.o., hereafter termed "CCB Organization", will administer the Clio Cup Bohemia during year 2013 jointly.

Article 2 Validity

The present regulation of the Clio Cup Bohemia is valid for the Sporting Season 2013 and is approved by ACCR under the VISA number: **ZAO 00713**.

The International series Clio Cup Bohemia were approved by WMSC of FIA on 7th December 2012.

The Clio Cup Bohemia is organised in conformity with the provisions of the FIA 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 and technical regulations, the latter being in conformity with the safety prescriptions of the FIA's Appendix J and in particular Article 277.

The final text of these Sporting Regulations shall be the German version which will be used should any dispute arise as to their interpretation.

Article 3 Entrants

Drivers must possess at least a National Driver's Licence of grade C issued by ACCR or one issued by any other National Sports Authority (ASN) associated to the FIA valid for the current year. Entrants must hold a Competitors' Licence issued by ACCR or one issued by any other National Sports Authority (ASN) associated to the FIA valid for the current year. Foreign drivers/entrants must exhibit the authorization to compete abroad from their respective parent ASN for each single foreign race. The minimum age of the drivers is 16 years (date of birth). The minimum age for the event Nürburgring Nordschleife is 18 years (date of birth). The CCB Organization reserves the right to refuse the registration without giving further reasons.

Article 3.1 Registration

The driver must be registered together with his/her vehicle.

Each registered entrant/driver will be allocated a competition number for the season. Should the driver be replaced during the season, he/she must inform the CCB Organization with the appropriate registration form at least 14 days prior the official deadline of the event the driver wants to participate in. Any driver registered after the official deadline will be charged a fee of € 200 for extra administration expenses. The registration fee for each driver of the Clio Cup Bohemia amounts to € 5.100 plus 20% VAT. Payment of the above mentioned fee will validate the registration. Drivers, who have not bank wired to Krenek Motorsport the registration fee 14 days prior to the first race deadline, will not be admitted to the race.

Every single competitor commits himself to fulfil the rules and standards of the present Regulation as well as the supplementary regulations established by each respective organizer. Entrants must fill in the registration form – one each - by typewriter or in block letters, being accurate and thoroughly, and send it within and not later than the 31st January 2013 to the following address:



DRIVE THE CHANGE



Krenek Motorsport s.r.o.
Revolucni 246
CZ 25064 Mesice
Fax N.: +420 283981673
info@krenek.cz

or

Renault Deutschland AG
Abt. Motorsport
Renault Nissan Straße 6-10
D 50321 Brühl
Fax +49 2232 739574
Ralph.weishaupt@renault.de

After the 31st January 2013 any entrant/driver wishing to register must pay a registration fee of € 6.100 plus 20% VAT.

Drivers, who have not bank wired to Krenek Motorsport the registration fee 14 days prior to the first race deadline, will not be admitted to the race.

Article 3.2 Guest drivers

It is possible to partake to a single race as a quest driver. The entry fee for each single event is 1200,- € plus 20%VAT. Guest drivers are entitled to points.

Article 3.3 Guest drivers at the season final

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 Clio Cup or have already competed in a race as guest driver during the season, may take part to the season final.

Article 4 Registration to single races

Each driver wishing to participate in a race counting to the Clio Cup Bohemia needs to complete the general formalities at the RCCB Organization. Registration and entry fee are at the entrant's cost.

Should the Organizer require an own Administrative Check, then all entrants are bound to appear.

Each driver registered at the Clio Cup Bohemia may participate with a different vehicle at a different event or at a race of the same event. In case of overlapping races, the Clio Cup Bohemia has top priority!

Article 5 Admitted Vehicles

Participation to the Clio Cup Bohemia is allowed exclusively with the below specified vehicle:



DRIVE THE CHANGE



Renault Clio Cup

Model 2006 – 2013 with KIT Phase II bodywork as of 2013 according to the definition in the Technical Regulations of Clio Cup Bohemia, nomenclature, workshop manual and the technical Bulletins emitted during Season 2013.

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

All vehicles participating at the Clio Cup Bohemia 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 driver can register one car only to each race.

Drivers may not exchange cars. Even if all competitors should agree to it, this will not authorize the driver to change vehicle, respectively employ a different vehicle.

Article 6 Event Calendar

1 st event	06 th - 07 th April	Hockenheimring
2 nd event	29 th – 30 th April	Slovakiaring
3 rd event	18 th – 19 th May	Nürburgring (Nordschleife - 1 race)
4 th event	15 th – 16 th June	Lausitzring
5 th event	06 th – 07 th July	Oschersleben
6 th event	31 st August - 01 st Sept.	Most
7 th event	04 th – 05 th October	Brno

Article 7 Practice, starting grid and race

Circuit events will follow the below pattern:

- 1 - 2 x 30 min. free practice (depending on the event)
- Compulsory scrutineering
- 30 min. qualifying
- Race 1, 30 min.
- Race 2, 30 min.
- The starting grid for race 1 will be determined by the results obtained during the qualifying session.
- The starting grid for race 2 will be determined by race 1 ranking and the first 5 up to 10 drivers of the overall ranking will start in reversed order. The precise number of drivers starting in reversed order will be drawn after the finalization of the Parc Ferme of race 1.

Article 8 Classification/standing including 1 worst result cancellation

The official result of the organizer is the basis for the standing. The 12 best races out of the 13 competed races will be used to determine the overall standing, i.e. the worst result will be cancelled. Points will be added together in the Clio Cup Bohemia ranking table after each event. Points will be attributed to drivers on condition that he/she is ranked and has displayed the mandatory logos on the race suit according to the CCB Organization.



DRIVE THE CHANGE



Article 8.1 Junior Classification

The official result of the organizer is the basis for the Junior classification/standing. The 12 best races out of the 13 competed races will be used to determine the standing, i.e. the worst result will be cancelled. Points will be added together in the Clio Cup Bohemia ranking table after each event. Drivers born after the 31st December 1992 are eligible to score points.

Article 8.2 Gentleman Classification

The official result of the organizer is the basis for the Gentleman classification/standing. The 12 best races out of the 13 competed races will be used to determine the standing, i.e. the worst result will be cancelled. Points will be added together in the Clio Cup Bohemia ranking table after each event. Drivers born after the 31st December 1972 are eligible to score points.

Article 8.3 Nation Classification

The official result of the organizer is the basis for the standing. The 12 best races out of the 13 competed races will be used to determine the standing, i.e. the worst result will be cancelled. Points will be added together in the Clio Cup Bohemia ranking table after each event. The three (3) best placed drivers of each respective Nation are eligible to score points. The license Nation will determine the ranking.

Article 9 Points

Points will be attributed as follows:

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

Additional points will be rewarded for:

- fastest practice time + 2 points
- fastest race lap + 1 point

Article 10 Overall standing

There are three (3) annual rankings in the CCB. The title “Clio Cup Bohemia-Champion”, “Junior Clio Cup Bohemia-Champion” and “Gentleman Clio Cup Bohemia-Champion” will be awarded to the drivers who have achieved the highest point score. Should there be dead heat, the CCB Organization will decide considering:



DRIVE THE CHANGE



1. Standing at the final grid at final race
2. Sum of the best results at each race
3. Other considerations which Renault Sport Deutschland will deem as appropriate.

Article 11 Advertising

Article 11.1 Display of advertising/partner logos on vehicles

Advertising on cars is allowed in so far as it does not display competing products in contrast with the official Clio Cup Bohemia Sponsors. The official Sponsors of the Clio Cup Bohemia are:

- Renault, Automobile
- Elf, petrol and lubricants
- Dunlop, tyres

Advertising stickers supplied by the CCB Organization, start numbers and signatures are compulsory and must be displayed according to the official identification layout. All vehicles with wrong or missing stickers/logos will be rejected during the technical scrutineering. The CCB Organization is entitled to remove, without notice and at any time, advertising/logos displayed on vehicles, drivers equipment and paddock assigned to Renault, if judged as inconvenient (ex.: immoral, unethical, etc.).

Article 11.2 Display of advertising/partner logos on race overall

The compulsory advertising partner logos on the race suit will be defined by the CCB organization and must be displayed and visible at any time during the whole event in accordance with the official design artwork.

Article 11.3 Display of advertising/partner logos on Team Truck

Two flagpoles - height 4 meters - must be affixed on the truck roof at the rear of the Team truck and be equipped with at least one (1) RENAULT-flag (available from CCB) during the complete duration of the event. The second pole can be used for the own Team advertising.

Article 12 Driver's equipment

All Clio Cup drivers must wear during the race a race overall, underwear (long sleeves shirt and long bottom), socks, shoes, balaclava and gloves according to the FIA 885x-2000 standard. It is compulsory to wear a FHR-compatible helmet according to the current FIA standard. It compulsory to wear a FHR-Device during all events.

Article 13 Award ceremony

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

Article 14 Briefing

A compulsory briefing will take place at each event. The driver must inform himself about date and time. Drivers who do not attend or arrive late to the briefing are punished with a fine of € 250.



DRIVE THE CHANGE



Article 15 Race service

At each Clio Cup Bohemia event the driver have at their disposal:

- Renault Sport Deutschland with original spare parts. Available spare parts may be purchased by any entrant and paid cash or with credit card (Mastercard).
- Tyre race service.

For the sake of fairness, Renault Sport Technicians should not perform any kind of work on the entrants' vehicle, except for disassembly works for technical scrutineering and providing assistance as advisors.

Article 16 Technical scrutineering

All Clio Cup Bohemia approved vehicles must comply in all points the guidelines as in the Technical Regulation/ Nomenclature/ Workshop manual/ Bulletins. The CCB Organization will name the Technical Scrutineers who are entrusted to perform the below listed tasks:

- Compulsory inspection of the vehicle before the first official practice session according to the official Renault Sport timetable.
- The vehicle must be presented according to the prescribed Technical Specifications and as used during the race itself.

After each race one or more vehicles will undergo a technical scrutineering according to the technical Race Officials instructions. At the end of both Official Practice/ Qualifying sessions and races, drivers must immediately drive their cars to the Parc Fermé without stopping en route. Exceptions – technical defects/accident damages – must be acknowledged by the CCB Technicians. The same requirements as in the official Parc Fermé apply to all vehicles parked in any other place than the Parc Fermé.

A vehicle inspection can take place during the event at any time and place.

The above mentioned inspection can be conducted in presence of:

- responsible persons of the Renault Clio Cup
- the driver
- an entrant or his appointed person
- maximum two entrants or their appointed mechanics as representatives
- ASN representatives

No other person can take part except the above mentioned.

Technical Scrutineers reserve the right to carry out any technical check they might consider necessary, as well as to ask for one or more mechanical parts to be removed for examination. In this case an appropriate original spare part can be mounted.

The entrant or his/her appointed representative can mark the removed parts.



DRIVE THE CHANGE



Should the driver, the entrant or his/her representative not be present during the agreed technical inspection, it will be reported to the Race Direction of the event, who will decide on the sanctions to be applied.

In case of discrepancies, the aforementioned parts will be permanently withheld by the responsible persons for the Clio Cup Bohemia.

Article 17 Data logging / Telemetry

During practice sessions and races it is forbidden to use:

- All telemetry systems and associated electrical equipment.

The only data acquisition system which may be used is that supplied Renault Sport.

Article 18 Reservation / Penalties / Discipline

In case of one or more exclusions from classification, unsporting conduct and breaches of the present Regulations or image damage to the Series, Renault Sport is entitled to exclude the involved participants. The suspension will automatically follow the withdrawal of the license through ASN. Should the Organizer reduce the number of participants, so will the drivers leading the intermediate ranking benefit of the advantage.

Article 19 Advertising

Renault Sport reserves the right to use results, names and pictures of all participants for advertising purposes without any compensation.

Article 20 Liability and Insurance

Competitors (Entrants, Drivers) will take part to the event at their sole own risk. They will carry the sole civil and penal liability for any and all damages caused by them or by the vehicle they are driving. Each single driver is obliged to effect/hold his/her own Accident Insurance.

Article 21 Fuel

The type of fuel allowed during the race is described in Article 5 of the Technical Regulations 2013. Any breach of this article can lead to disqualification.



DRIVE THE CHANGE



Renault Clio Cup Bohemia Technical Regulations 2013

Anything not expressly authorized by the present Sporting and Technical Regulations, by the Workshop manual and the Nomenclature for the Renault Clio Cup Bohemia approved Vehicles and by the relevant Technical Bulletins and Documentation is strictly prohibited.

Article 1 General principles

A Renault Clio Cup vehicle fulfilling the standards required in Article 2 may participate in the Clio Cup Bohemia.

Any alteration, addition, gasket adjustment, welding, enhancement, polishing, drilling – ex.: alteration of original parts – not expressly authorized by the Regulations, Workshop manual, Nomenclature or in the Technical Bulletins and Documentation is strictly forbidden.

Repairs:

All parts built as replacement must be approved by Renault Sport for the Clio Cup Bohemia and sealed – when provided – with the relative hologram. The driver is in all cases responsible for the technical conformity of all spare parts built in his/her vehicle. Any operation performed on the vehicle must be done according to the prescribed Repair Work Method of Renault Sport or Renault Sport Deutschland in order to maintain the original factory characteristics of the vehicle.

If repairs involving the car body need to be done, the complete vehicle serial number and badge must be transferred to the exact same place.

Article 2 Compulsory safety equipment

Conformity to FIA annex J is compulsory.

2.1 Driver safety belt (expiration date)

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

2.2 Battery switch

The factory 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.

2.3 Fire extinguisher

The factory installed fire extinguisher is compulsory. Drivers are responsible for the maintenance of the fire extinguisher. The following information must be well displayed and affixed on the fire extinguisher:



DRIVE THE CHANGE



- Net capacity
 - Extinguishing agent description
 - Extinguishing agent weight or volume
 - Inspection date, which cannot be older than two (2) years
- Maintenance premises: **Nimex - Motorsport**
Am Wald 11
40789 Monheim
Deutschland
Tel.:+49 2173-51088
Fax:+49 2173-51089
Hans Georg Alleröder
e-mail: info@nimex-motorsport.de
www.nimex-motorsport.de

Krenek Motorsport s.r.o
Revolucni 246
CZ 25064 Mesice
Tel. +420 283981766
Fax. +420 283981673
Josef Krenek
e-mail: info@krenek.cz
www.racingshop.cz

The fire extinguisher must be positioned as originally designed by the factory.

2.4 Seat mounting and frame

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

2.5 Bonnet pins

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

2.6 Windshield/side window

Only a Renault Clio windshield made of laminated glass may be used as replacement. Additional devises, 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. No further antidazzle features are allowed on the vehicle

Protection film for windshields and side windows supplied by Renault must be used at all times. No other films or tinted sheets than the original will be tolerated! Only the Clio Cup Bohemia sun visor strips for windshields are allowed to be mounted on vehicles.



DRIVE THE CHANGE



2.6.1 Windshield wipers

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

2.7 Rear view mirrors

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

2.8 Tow rings

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

2.9 Rollcages

It is compulsory to use the original Renault Clio Cup rollcage as supplied from factory.

2.10 Hubs / steering wheel

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

Article 3 Compulsory equipment, accessories and mass

3.1 Electronic control unit/data transmission

Only the special control unit and data transmission system for Clio Cup Bohemia are allowed. Any modification to the control unit and transmission system is forbidden. Renault Sport reserves the right to exchange control units with each other.

3.2 Engine

The new engine F4R 832 and the old engine F4R 830 are both allowed. Engines are sealed, exclusively seals from Renault Alpine or Oreca are allowed. Any work on engines is strictly forbidden. Should the Renault Sport sealing be missing, the competitor will be automatically excluded from the ongoing championship. 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. Each registered driver can purchase, by filling an additional order form in, a new engine at the special price. Only ELF Excellium NF 5W40 without additives may be used as engine oil.

3.3 Exhaust and cooling system

3.3.1 Exhaust system

The exhaust system delivered with the vehicle must be used at any time. The original catalytic system must always function well. The catalytic system must be in excellent working condition at all times. A protest against the conversion rate is not allowed.

3.3.2 Engine cooling system protection

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



DRIVE THE CHANGE



3.4 Weight

The minimum race weight must be maintained during the whole event. The official scale is that used by the CCB Organization: (Captels VPN MVN/797). Any modification will be published on a bulletin.

3.4.1 Vehicle weight

The minimum weight is 1060 kg. It refers to the finishing weight of all vehicles in the Clio Cup Bohemia in trainings and races (Oil change, refuelling, tyre change, etc. are forbidden in Parc Fermé).

3.4.2 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 1140 Kg. It refers to the weight of the vehicle including remaining fuel as after trainings and races.

3.4.3 Ballast

Should the vehicle achieve the minimum weight only with ballast, it must be declared to and sealed by the technical scrutineers of the CCB Organization. Only weight plates supplied by Renault Sport with the following part number may be used:

1 Kg: 77 11 160 299

2 Kg: 77 11 160 300

5 Kg: 77 11 160 301

3.5 Tyres

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

Dunlop 205/620 R17 A46D (LA720) slick tyres

Dunlop 205/620 R17 A22W (404 CR9000) rain tyres

Any kind of tyre warming (electrical, chemical, etc.) as well as any kind of modification of the tyre tread is forbidden. It is also prohibited to clean the tread of used tyres by means of hot air blower. Both during practice and race, the four (4) tyres must always be of the same type. The use of pressure release valves is strictly forbidden. Any violation of article 3.5 will lead to the exclusion from the point system.

3.5.1 Slick tyres for circuit races

Each driver and vehicle is provided with max. 8 slick tyres (of which max. 6 new) for each double event. The driver must bring the slick tyres at each event for registration. During practice and races he/she may use only the registered tyres. Only the following tools are allowed for wheel change during trainings and races:

- Hydraulic car-jack
- wheel spinder
- cordless screwdriver
- torque wrench

Any other (pneumatic) tools are forbidden.

3.5.2 Joker tyres

Cancelled



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3.5.3 Rain tyres DUNLOP

There is no limitation as to the number of rain tyres. These will not be marked by the technical scrutineers but must have the mark of the Bohemia Cup. The tyre service will keep in the truck one set of rain tyres for each registered vehicle. Should there be a higher demand; the driver must take care of the supply himself/herself.

3.5.4 Wet Race / Wet Practice

When displaying the signboard "WET RACE/WET PRACTICE" the driver can freely choose between slick or rain tyres. The competitor must assume that the Race Director will not suspend the practice or the race. The tyre choice will be applied to the complete set of tyres as the mixture of rain and slick tyres is not allowed.

Article 4 Gearbox

The gearbox must comply on all points to the current nomenclature.

Article 5 Fuel

Before the beginning of any event, the fuel tank of each vehicle must be emptied. Fuel residues may remain while emptying the fuel tank with the inner fuel pump. In order not to contaminate the results in case of a fuel test, the tank must be completely empty.

If emptying the tank with the external fuel pump, maximum security must be observed.

Fuel will be checked through a test of conformity with the fuel from the petrol station defined for each event through a bulletin.

Generally the petrol station inside the paddock is to be used. Any variation will be communicated through a bulletin.

The fuel supplier will be designated by the series organization (generally the petrol station in the paddock). This fuel alone is approved for racing vehicles participating to any activities during a race event. The driver must ensure that at any point of the event a minimum quantity of 1 litre fuel from the tank is available to the organization for control purposes. Emptying or refuelling the racing vehicle is forbidden from the grid formation during qualifying or race sessions until the end of the Parc Fermé period.

Article 6 Brakes

The original braking system shall not be modified. Exclusively braking pad brand and type can be changed if maintaining original mass of the friction surface. The use of different braking pad brands on front and rear axle is allowed.

Article 7 Optional equipment

According to current Renault Clio Cup Workshop Manual.

Article 8 Compulsory equipment

According to Nomenclature 2013

Free are:

- Vehicle colour, considering the official Sponsors.



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Article 9 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.

Article 10 Technical information

The Regulation and the technical information will be translated in Czech and English. Should any doubt arise, the German text shall prevail. Additions or modifications of this Regulation will be found during the Race Season 2013 on www.cliocup.cz in the numbered "Technical Bulletins".