



RENAULT
SPORT



Framework invitation for circuit motor racing series

Formula Renault 2.0 Finland

AKK-Motorsport ry authorisation number: Rata/FRF/10

Date: 20.10.2009

AKK-Motorsport ry are inviting applications to compete for 2010 in

Formula Renault 2.0 Finland

Organisation: AKK-Motorsport ry
Kellokukantie 7 (PO. Box 19)
FIN-01300 Vantaa

and

AKK Sports Oy
Kellokukantie 7 (PO. Box 19)
FIN-01300 Vantaa

and

Renault Deutschland AG
Abteilung Motorsport/NEC
Renault Nissan Straße 6-10
50321 Brühl

and

Pole Position Ltd
Kankurinkatu 4-6
FIN-05800 Hyvinkää

Invite tenders for the 2010 Formula Renault 2.0 Finland.

Contacts: Kalle Jokinen
+358 (0) 400658672
kalle.jokinen@autourheilu.fi

Ralph Weishaupt
+49 (0) 2232 73- 9221
+49 (0) 160 740 27 58
ralph.weishaupt@renault.de

Fax: +358 (0)207 219 440 (AKK-Motorsport ry)
+49 (0)2232 73 9574 (Renault Sport Germany)

Internet:
www.autourheilu.fi
www.renault-sport.de
www.necup.com
www.rata-sm.fi

Contents:**1. General**

- 1.1 Organisation
- 1.2 Legal framework of the series
- 1.3 Status of events

2. Calendar of events for the series**3. Sport Regulations (Conditions for the conduct of events)**

- 3.1 Participants
- 3.2 Entrants
- 3.3 Guest drivers
- 3.4 Age limit
- 3.5 Entries
- 3.6 Obligations for participants
- 3.8 Approved vehicles
- 3.9 Repairs, lead sealing, identification of vehicle parts
- 3.10 Document inspection
- 3.11 Technical inspection/ technical checks
- 3.12 Drivers' equipment
- 3.13 Advertising on drivers' equipment
- 3.14 Advertising and start numbers on vehicles
- 3.15 Conduct of the races
- 3.16 Practice
- 3.17 Qualification
- 3.18 Types of start
- 3.19 Championship races
- 3.20 Championship/Points allocation
- 3.21 Prizes
- 3.22 Title
- 3.23 Special conditions
- 3.24 Protests and appeals
- 3.25 Exclusion of legal action and limitation of liability
- 3.26 Renunciation of liability
- 3.27 Release from claims by vehicle owners
- 3.28 Responsibility, amendment to invitation, cancellation of event
- 3.29 Definitive text of regulations
- 3.30 Recognition of regulations
- 3.31 Jurisdiction
- 3.32 TV rights/Advertising and TV rights

4. Technical conditions

- 4.1 Overview of the groups/classes invited to compete
- 4.2 Basis of the Technical Conditions in accordance with:
- 4.3 General/Preamble
- 4.4 Drivers' equipment
- 4.5 General conditions, permitted alterations and additions
- 4.6 Minimum vehicle weights and ballast
- 4.7 Cubic capacity for turbocharged engines
- 3.8 Exhaust gas regulations
- 4.9 Noise regulations
- 4.10 Advertising – Regulations and start numbers on vehicles
- 4.11 Safety equipment
- 4.12 Fuel and as applicable standard fuel
- 4.13 Definitions

5. Special technical conditions

- 5.1 General
- 5.2 Engine
- 5.3 Transmission
- 5.4 Brakes
- 5.5 Steering
- 5.6 Wheel attachment
- 5.7 Wheels (Wheel dish and rims) and tyres
- 5.8 Body and dimensions
 - a) External bodywork (including windscreens)
 - b) Cockpit
 - c) Additional equipment
- 5.9 Aerodynamic aids
- 5.10 Electrical equipment
- 5.11 Fuel circuit
- 5.12 Lubrication system
- 5.13 Data transfer
- 5.14 Miscellaneous

6. Appendixes/Drawings

Nomenclature (2006/2009)

1. General

1.1 Organisation

AKK-Motorsport ry (AKK) invite entries to compete in the 2010 FORMULA RENAULT 2.0 FINLAND (henceforward referred to as FRF).

The official name is:

FORMULA RENAULT 2.0 FINLAND

All competitors, regardless of nationality, who possess an international licence and national licence with racing permit, will be permitted to race.

This FRF is intended to provide the opportunity to interested drivers to take part in motorsport at a reasonable cost and in the best competitive conditions.

The decisive factor should not be financial strength but driving ability.

The companies conducting the races for this FRF particularly want to attract young and talented drivers to motorsport and take them further.

According to previous experience such a Formula Renault 2.0 series of races can only be feasible with strict regulations regarding their conduct and technical parameters.

We ask all competitors to understand that they must accept all the sporting and technical regulations.

The series with these applicable sport and technical regulations for which applications are invited has been authorised by the AKK-Motorsport ry on the 20.10.2009 under the **registration number:** Rata/FRF/10.

Every amendment to the regulations is published on the following website <http://www.autourheilu/lajit/rata/frf>

Reproduction, only in part, is permissible with the written authorisation of AKK-Motorsport ry.

1.1 Legal framework for the series

This series is subject to the following conditions:

- International Sports Law of the FIA (ISG) with appendices
- AKK event regulations
- AKK racing circuit regulations
- Legal and procedural regulations of the AKK
- Decisions and provisions of the AKK
- Environmental regulations of the AKK
- Anti-doping regulations of the national Anti-Doping Agency (ADT code)
- Sporting and technical regulations of this series with the amendments and supplements (Bulletins) approved by the AKK
- Invitations to compete in the events with any amendments and supplements

1.3 Status of the meetings

The status of meetings will be Finnish Championship events (NEAFP), according to AKK-Motorsport General Regulations.

2. Calendar of meetings in the series

AKK-Motorsport reserves the right, under certain circumstances, to cancel events without substituting them, to replace them or to add others.

The calendar of events can be found at: <http://www.autourheilu.fi/kilpailukalenteri/>.

1	7.-8.5.2010	Knutstorp/Sweden
2	14.-15.5.2010	Kemora/Veteli
3	11.-12.6.2010	Alastaro/Virttaa
4	13.-14.8.2010	Botniaring/Jurva
5	10.-11.9.2010	Ahvenisto/Hämeenlinna
6	1.-2.10.2010	Mantorp/Sweden(+NEC*)

* =TBC

The official test days of FRF will be as follows:

1	26.4.2010	Alastaro
2	27.-28.4	Kemora

Teams must make a test entry to Kalle Jokinen (kalle.jokinen@autourheilu.fi) 30 days before the test.

3. Sports regulations (Conditions for the conduct of races)

3.1 Participants

Those entitled to participate are:

Drivers with a valid year 2010 licence, issued by AKK-Motorsport, are entitled to entry to FRF series. This entry must be confirmed in AKK-Motorsport in KITI-kisapalvelu.

The competitor will be allocated a race number which will remain valid for the whole season.

The competitor numbers will be shared from 1 on by AKK-Motorsport.

For any given event only the permitted number of competitors will be accepted for the racing circuit in question.

Note: AKK-Motorsport ry has the right to disallow entries.

A double start in the same event is permitted, but priority is for FRF.

3.2 Entrants

Companies, teams or clubs with a competitor licence can register as entrants.

3.3 Guest drivers

AKK-Motorsport ry is entitled to enter or admit guest drivers for individual events.

3.4 Age limit

The driver must be at least 16 years old during the relevant year (2010).

3.5 Entries

Entry forms must be obtained from AKK-Motorsport to KITI-kisapalvelu database.

Entry forms will be submitted in:

<http://kiti.akk-motorsport.fi/> ("sarjat" – "SM-rata 2010"- "Formula Renault 2.0")

Entry fee of EUR 3,900 (included tax) per a season (for participation in all the events) must be paid for Pole Position Ltd. There is a special discount in entry fee if you pay it earlier: EUR 3510 paid latest 31.1.2010.

Bank account number for Pole Position Ltd is Osuuspankki/506203-2129533.
IBAN: FI03 5062 0320 1295 33, SWIFT: OKOY FI HH

No fees will be refunded for whatever reason.

Entries will only be processed on receipt of the entry fee.

3.6 Obligations for competitors.

- a) Drivers will be entered for the FRF Series using the entry form submitted through KITI-kisapalvelu to AKK-Motorsport ry. Entrants or drivers cannot be entered directly with the organiser.

The entry form of FRF Series must be submitted to the AKK-Motorsport through KITI-kisapalvelu, on 31st of March 2010 at the latest.

- b) "Entry/withdrawal" form for the event:
Withdrawal is possible only in the situation of Force Majeure.

- c) Drivers who hasn't done the entry for the FRF Series, has possibility to take apart as a guest driver for the single event. The entry fee for an individual entry for the guest driver is EUR 800.00 and must accompany the entry.
- d) The invitation for each event will be send by e-mail to all the registered participants and published in KITI-kisapalvelu.
- e) Each participant may only enter one vehicle per event.
Each driver can only present for technical inspection and use one vehicle per event. (Event: = practice, qualification session and race).
The exception to this is damage to the cockpit occurring during the test and tuning runs conducted for the event.
- f) Competitors may not enter for the last event belonging to the FRF Series unless they have taken part in at least one event previously.
- g) Any amendment affecting the entry form and the personal details of the participant must be notified immediately in writing to AKK.

3.8 Approved vehicles

- a) Formula Renault 2.0, year of construction 2000 - 2006

The competitor vehicles, Formula Renault 2.0, year of construction 2000 onwards, must comply in all respects to the 2006 Technical Regulations, the 2006 nomenclature and the associated technical notes. (These notes are numbered serially and can be found on the internet at www.akk-motorsport.fi/lajit/rata/frf)

- b) Formula Renault 2.0, year of construction 2000 - 2009

The competitor vehicles, Formula Renault 2.0, year of construction 2000 onwards, must comply in all respects to the 2008 Technical Regulations, the 2009 nomenclature and the associated technical notes. (These notes are numbered serially and can be found on the internet at www.akk-motorsport.fi/lajit/rata/frf)

3.9 Repairs, lead sealing and identification of vehicle parts

See Technical Regulations.

3.10 Document inspection

The document inspection will be made by KITI-kisapalvelu (AKK licence holders) and by the local organizer at the relevant event.

3.11 Technical inspection/technical checks

Drivers or their authorised representatives must present themselves in person with the competitor vehicles and the required driver safety equipment for the Technical Inspection. The vehicle must be presented in the form in which it will be used for competition and must comply with the applicable technical regulations.

Before it is used for the first time in competition an inspector appointed by the AKK or another, who complies with the provisions of the ASN, must issue a vehicle certificate.

This certificate is to be retained by the entrant / driver and must be presented at every technical inspection.

The conditions of International Sports Law and those of the AKK shall apply.

Competitor vehicles may be inspected at any time during an event belonging to the FRF Series.

Every driver or entrant gives express permission for these inspections to take place to be specified by Renault.

These vehicles will be selected by motorsport stewards at the suggestion of the Scrutineer. Where an infringement of sporting regulations or these regulations, etc. is identified another scrutineer must be consulted in every case.

After detailed examination of the parts by scrutineers the results will be communicated to the Clerk of the Course and the motorsport stewards.

The entrant or their representative has the right to place a mark of identification on the part removed. Disputed parts may be retained by Renault. Parts conforming to the regulations will be returned to the owner as quickly as possible.

No appeal may be made regarding the origin of the parts removed.

The driver or his representative is entitled to be present at the inspection. Not included in this provision are those inspections which take place in the development and testing departments of the Renault factory. **Reassembly is the responsibility of the participant.** There will be no compensation for the braking of the engine on the test rig.

In the interests of fairness employees of the motorsport department of AKK-Motorsport are instructed not to carry out any work whatsoever on a competitor's vehicle. The only exception to this is the measurement work for the purposes of inspecting the vehicle with regard to conformity with the regulations.

3.12 Driver equipment (see Technical Regulations, Art. 4.4)

3.13 Advertising on drivers' equipment

1. The general regulations of the AKK and International Sports Law shall apply.
2. The prescribed advertising on the competing vehicles will be precisely defined by RENAULT's and AKK's instructions regarding decals and must be complied with at all times during an event.
3. At the start of the season each team will be given stickers and race numbers for the formula. These must be affixed as it will be confirmed in a Bulletin before the season starts.

3.14 Advertising and race numbers on the vehicle (see 3.13)

3.15 Conduct of the competitions

The competitions will be conducted in accordance with the event and circuit regulations of the AKK unless otherwise specified below or in the invitation of the individual event organiser.

3.15.1 Prohibition of testing

FRF Series do not have any prohibition of testing in Finland.

3.16/17 Practice/ Qualification

Practice will be conducted in accordance with the relevant event regulations.

Qualification will last 1 x 20 minutes and the fastest time is the gridposition for the first race.

The fastest laptime in the first race will give the gridposition for the second race.

Personal transponder must be connected at all times in practice and qualification.

3.18 Types of start

The FRF races will be started as follows:

Standing start from staggered line-up (GP start)

3.19 Championship races

The FRF consists of Finnish Championship races which are named in the calendar of events. Every FRF race must be at least 35 kilometres of length.

3.20 Championship/Points allocation

The points will be given on one class **FRF2.0**. Drivers who pass scrutinizing and participate in the timed practice will be counted as having started. Points will be awarded to Competitors listed as classified race finishers (completed at least 75 % of race distance) in the results for each race according to the following scale.

1 place	2 place	3 place	4 place	5 place	6 place	7 place	8 place	9 place	10 place
25	18	15	12	10	8	6	4	2	1

Fastest qualifying lap 1 point.

Fastest lap each race 1 point.

All twelve races will be added to determine the overall results.

If General Rules does not split drivers with equal points, the following will apply: The final order of drivers who scored equal points will be determined based on the order the respective drivers finished in the last race in the championship. Official overall results will be published in <http://www.autourheilu.fi/lajit/rataajo/pistetilanteet/>

3.21 Prizes

Michelin Tyre vouchers will be shared in every event.

The winner of FRF Series will have a test for WORLD SERIES by RENAULT 3.5 Formula.

The three best drivers of FRF Series will be awarded in AKK-Motorsport annual prize giving gala.

3.22 Title

The winner of the FORMULA RENAULT 2.0 FINLAND will be the competitor with the highest number of points after all the races have been completed.

In case of equal points, the number of wins will decide. If this not determine the order, then the last race counts.

Three best drivers of FRF Series will be awarded.

3.23 Special conditions

The role of RENAULT and the national sports authorities (A.S.N.)

The technical regulations which apply to the vehicles in Formula RENAULT are published in consultation with the A.S.N.

Date of publication of amendments

All amendments to these regulations will be announced by RENAULT with the authorisation of the responsible A.S.N.

Constant compliance with conditions

Vehicles must comply in their entirety and at all times during an event with the applicable regulations and their associated conditions.

Measurements

All geometric measurements must be taken when the vehicle is at rest on an even, horizontal and firm surface.

All measurements of the height of the vehicle will be carried out on the race-ready vehicle with the driver in his or her driving position.

Vehicle certificate

Before its first race a vehicle must be given a certificate by the relevant ASN.

This vehicle certificate is retained by the entrant / driver and must be produced at every technical inspection.

The special conditions applying to the series are published in the appendix.

3.24 Protests and appeals

The AKK-Motorsport National Regulations shall apply in cases of protests or appeals.

3.24 Exclusion of legal action and limitation of liability

As AKK-Motorsport National Regulations.

3.26 Renunciation of liability

As AKK-Motorsport National Regulations.

3.27 Release from claims by the vehicle's owner

As AKK-Motorsport National Regulations.

3.28 Responsibility, amendments to the invitation, cancellation of event

As AKK-Motorsport National Regulations.

3.29 Definitive text of regulations

Only the text in English approved by the AKK is legally binding.

3.30 Recognition of the regulations

On submission of their entry every entrant and participant in the FRF confirms acceptance of these regulations, the supplements/amendments, the invitation to compete issued by the organiser, the provisions of International Sports Law, those of Finnish Championship Racing Series and the AKK. The regulations will be translated into Finnish. In cases of doubt the original text in English is definitive.

3.31 Jurisdiction

As AKK-Motorsport National Regulations.

3.32 TV rights / Advertising and TV rights

All copyright and picture rights are the property of Pole Position Ltd.

4. Technical conditions

4.1 Overview of the groups/classes invited to compete not applicable

4.2 Basis of the technical conditions in accordance with:

The conditions of International Sports Law and those of the AKK shall apply.

Vehicles participating in an event belonging to the FRF Series may be inspected at any time. Every driver or entrant gives express permission for these inspections to take place to be specified by AKK.

These vehicles will be selected by motorsport stewards at the suggestion of the Chief Scrutineer. Where an infringement of sports law or these regulations, etc. is identified another AKK scrutineer must be consulted in every case.

After detailed examination of the parts by scrutineers the results will be communicated to the race organisers and the motorsport stewards.

The entrant or their representative has the right to place a mark of identification on the part removed. Disputed parts may be retained by Renault. Parts conforming to the regulations will be returned to the owner as quickly as possible.

No appeal may be made regarding the origin of the parts removed.

The driver or his representative is entitled to be present at the inspection. Not included in this provision are those inspections which take place in the development and testing departments of the Renault factory. **Reassembly costs are to be borne by the participant.**

There will be no compensation for the braking of the engine on the test rig. Employees of the motorsport department of AKK are instructed not to carry out any work whatsoever on a competitor's vehicle. The only exception to this is the dismantling work for the purposes of inspecting the vehicle with regard to conformity with the regulations.

4.3 General / Preamble

SPECIAL CONDITIONS

ANYTHING WHICH IS NOT EXPRESSLY PERMITTED

- in these regulations and Nomenclatures 2006 and 2009
- in the repair manual in the Technical Regulations of FORMULA RENAULT FRF, which is available to every participant,
- in the Technical Notes published by AKK-Motorsport during the season,

IS PROHIBITED.

All replaced parts may only be replaced by identical original parts.

The dimensions of the new parts must also be checked before they are installed. For all repair work the following are definitive:

- The technical regulations

- The Technical Notes 2006/2009 published by Renault Deutschland AG, Motorsport Department.
- The Repair Manual
- The spare part catalogue

ANY REFINISHING, ADDITION, INCLUDING ADJUSTMENT OF SEALS/WASHERS, WELDING, REINFORCEMENT, POLISHING, GRINDING; I.E. ANY POSSIBLE ALTERATION TO ANY ORIGINAL PART IS EXPRESSLY PROHIBITED, UNLESS THE NOMENCLATURE PERMITS IT.

In cases of doubt with regard to the interpretation of the Regulations entrants, tuners, drivers and technicians may consult staff in the AKK.

All amendments to these regulations must be made in writing

The technical conditions for all parts, from which a Formula RENAULT race car is assembled, are contained in the technical regulations. The parts are subdivided into three categories.

- Category A: No alterations to these original parts are permitted. The parts must remain in their original position and must perform the same function as the one for which they were originally intended.
- Category B: Only those alterations are permitted which are authorised in the technical regulations and in the supplements for Formula RENAULT cars.
- Category C: These parts are regarded as being exempt from control but under the specific condition that their original function is not circumvented, no function is added and that the part is fitted in the same place as the original part.

Bolts:

With the exception of engine, axle, suspension and steering bolts all other bolts are exempt from control subject to the following conditions. (Technical Regulations to be observed)

- Original diameter to be maintained
- Original material to be maintained
- Original thread pitch to be maintained

4.4 Driver's equipment:

1. Overalls, underwear (with long arms and legs), socks, shoes and helmet in accordance with FIA norm 8856-2000 are compulsory.
2. Gloves must comply with FIA norm 8856-2000.
3. A helmet compatible with head restraint system in accordance with the FIA norm is compulsory.
4. The use of an FIA homologated head restraint system (e.g. HANS) is compulsory.

4.5 General conditions

Permitted alterations and fittings:

Work may be carried out which is part of the normal maintenance of the vehicle or which serves to replace parts damaged by wear or accident.

Alterations and fittings may only be undertaken within the framework specified below. Parts damaged by wear or accident may only be replaced with identical original parts.

Bolts:

With the exception of engine, axle, suspension and steering bolts all other bolts are exempt from control subject to the following conditions. (Technical Regulations to be observed)

- Original diameter to be maintained
- Original material to be maintained
- Original thread pitch to be maintained

4.6 Minimum vehicle weights and ballast

4.6.1 Minimum weight

The minimum weight of a **Formula Renault 2.0, year of construction 2000 - 2009** may not be less than **490 kg**.

The minimum weight of a **Formula Renault 2.0, year of construction 2000 - 2006** may not be less than **492 kg**.

The AKK may make adjustments in writing to the weight according to the relevant situation during the course of the season.

4.6.2 Racing weight:

The minimum racing weight for a **Formula Renault 2.0 car, year of construction 2000-2009** may not be less than **565 kg** including the driver and his or her equipment (overalls, helmet, etc.). This weight applies to the condition of the vehicle in which it participated in practice runs and races. This includes remaining fuel. Any other alteration, addition or other action is prohibited subject to Article 4.1.

The minimum racing weight for a **Formula Renault 2.0 car, year of construction 2000-2006** may not be less than **567 kg** including the driver and his or her equipment (overalls, helmet, etc.). This weight applies to the condition of the vehicle in which it participated in practice runs and races. This includes remaining fuel. Any other alteration, addition or other action is prohibited subject to Article 4.1.

4.6.3 Ballast

It is permitted to carry ballast in the vehicle provided that it is placed in the position intended for that purpose and that it can only be removed with the use of tools. The facility to affix lead seals must be provided.

If the vehicle is provided with ballast in order to achieve the required weight this must be notified to the responsible Formula RENAULT scrutineers who must then apply lead seals.

The driver is responsible for ensuring that the intact seals are in place.

Ballast to which no seal has been attached is an infringement of the regulations and will be regarded as being not in place.

4.6.4 Adding weight during an event

The addition of fluids or materials or the replacement of parts with others made of a heavier material is prohibited during the course of an event (practice, qualification laps and racing).

4.6.5 Minimum racing weight - checking

The minimum racing weight must be maintained at all times during an event.

4.7 Cubic capacity for turbocharged engines

not applicable

4.8 Exhaust gas regulations

The catalytic converter in accordance with DMSB - Homologation No. ROSI 50181 must be used. The catalytic converter must be in good working order.

4.9 Noise conditions

Only the use of the original exhaust system for Formula RENAULT is permitted. In accordance with AKK-Motorsport measurement, 100 dB(A) according to the L_P-procedure must not be exceeded.

4.10 Advertising regulations and race numbers on the vehicle

see 3.13

4.11 Safety equipment

The vehicles comply with Article 277 in Appendix J to the ISG.

4.11.1 Height of rollbar

The rear rollbar must be at such a height that a line drawn from it to the front rollbar provides a clearance of 5 cm above the driver's helmet when the driver is seated and with seatbelts fastened with helmet as normal in the vehicle.

4.11.2 Fire extinguishing unit

The original and valid Formula RENAULT 2.0 fire extinguishing unit must be used.

4.11.2.1 Test mark

The following information must be visible on the fire extinguisher test mark:

- filling capacity
- product
- weight or volume of the product
- test date for the fire extinguisher. This may not be over two years since the last refill or the last inspection.

4.11.2.2 Location - fixing

The fire extinguisher must be adequately protected. The container must be located within the survival cell.

It is essential that the clamps are able to withstand a deceleration of 25g in all directions.

4.11.2.3 Activation

The driver must be in a position to manually trigger the fire extinguishing unit to discharge with seatbelts fastened and seated in a normal position in the vehicle, with the steering wheel in place. In addition a triggering mechanism must be placed on the outside of the vehicle next to the circuit-breaker or combined with the latter. This must be marked with a red letter "E" in a white circle with a red border with a diameter of 10 cm Ø.

4.11.2.4 Arrangement of the unit

The outlets must be oriented in such a way that the extinguishing agent is not aimed directly at the driver when it is emitted.

4.11.2.5 Special requirements

The extinguishing system must function in all vehicle positions even when the vehicle has overturned.

4.11.3 Circuit breaker

Only the original circuit breaker for Formula RENAULT may be used.

When seated in the normal driving position with seatbelts fastened and the steering wheel fitted, the driver must be able to interrupt every electrical circuit to the ignition system, to the fuel pumps and for the rear light by means of a completely reliable circuit breaker.

The switch must be fitted on the instrument panel and must be marked with a red lightning flash on a blue triangle with a white border with sides measuring at least 10 cm.

An external circuit breaker must also be fitted with a horizontal handle which can be activated from a distance by means of a hook. This circuit breaker must be fitted at the base of the main rollbar on the right hand side of the vehicle.

4.11.4 Rear view mirror

Only the original rear view mirrors for Formula RENAULT may be used. Every vehicle must be equipped with two rear view mirrors so that the driver can see to the rear on both sides of the vehicle.

4.11.5 Seatbelts

The original seatbelts for Formula RENAULT must be used. After an accident the belts must be replaced.

4.11.6 Rear light

Only the original rear lights for Formula RENAULT 2.0 may be used.

4.12 Standard fuel

TBC (The type of the fuel will be confirmed in SM-rata regulations)

4.12.1 Aids to combustion

Only air may be used as an aid to combustion.

4.13 Definitions

In addition to the definitions contained in the AKK-Motorsport Regulations and the definitions in accordance with Article 251 of Appendix J (ISG) shall also apply.

4.13.1 Formula RENAULT

Vehicle constructed for motor racing on circuits or closed roads.

4.13.2 Bodywork

All fully suspended components of the vehicle which are in contact with the external airflow, with the exception of the rollbar structures and the components associated exclusively with the mechanical function of the engine, the transmission and the chassis.

The radiators are regarded as being part of the bodywork.

4.13.3 Wheel

Wheel: wheel dish and rim

Complete wheel: wheel dish, rim and tyre

Wheel centre line: The wheel centre line is the line at the centre of the tyre tread which bisects the planes located vertically to the surface on which the vehicle is standing and adjacent to each side of the wheel.

4.13.4 Event

An event includes the official practice laps, timed or not, any qualification races held and the race(s).

4.13.5 Weight

The weight of the vehicle excluding the fuel and driver at all times during an event.

4.13.6 Racing weight

Weight of the race-ready car, including the driver and his or her complete racing equipment on board. This weight is applicable to the condition of the vehicle in which it participated in practice laps or races.

4.13.7 Main structure

The completely suspended part of the vehicle to which the stresses of the wheel suspension are transmitted and which extends from the foremost suspension pivot point to the rearmost suspension pivot point on the chassis.

4.13.8 Suspension

All wheels in contact with the ground and their axles must be suspended from the chassis-bodywork unit, i.e. the wheel axles may not be directly connected to the chassis-bodywork unit. Thus the steering knuckle and hubs must show free suspension travel.

4.13.9 Active suspension

All systems which make it possible to control any part of the suspension or the trim height when the vehicle is in motion.

4.13.10 Cockpit

Space in which the driver is located.

4.13.11 Survival cell

Continuous structure which contains all fuel tanks and the cockpit.

4.13.12 Telemetry

The transmission of data between a vehicle in motion and any person associated with this vehicle.

4.13.13 Padding in the cockpit

Parts within the cockpit which serve exclusively to improve the comfort and safety of the driver. It must be possible to remove these parts quickly and without the use of tools.

5. Special Technical Conditions

5.1 General:

Diverging from the Technical Regulations of Art. 4 of this invitation to compete the following Special Technical Conditions will apply.

Anything which is not specifically permitted in these regulations is prohibited.

Permitted alterations must not entail prohibited alterations or infringements of the regulations as a consequence.

5.2 Engine

Type F4R FRS RENAULT SPORT

Cubic capacity: 1998 cm³

5.2.3 Corrective maintenance of the F4R FRS RENAULT engine

The F4R FRS engine for Formula RENAULT is delivered with lead seal attached. Preparation, corrective maintenance and repairs to the engine may only be carried out by the following company: Orecia (Magny- Cours (F), sealing from 2008 is also allowed.

An engine without lead seals or an engine from a different source may not be used in the FRF.

5.3 Power transmission

5.3.1 Gearboxes and gear ratios

Only the original gearbox from RENAULT SPORT for Formula RENAULT may be used.

Only medium ratios are allowed in FRF, listed in the technical conditions for Formula RENAULT.

5.3.2 Reverse gear

All vehicles must have a reverse gear which can be selected at any time during an event with the engine running and the driver seated in position.

5.3.3 Traction control

An automatic traction control system is not allowed.

5.3.4 Corrective maintenance to gearbox

Only corrective maintenance to the gearbox in compliance with the applicable norms for Formula RENAULT is permitted.

5.4 Brakes

Only the original braking system for Formula RENAULT may be used.

The material used for the linings is exempt from control. The dimensions of the lining in contact with the brake disc must be identical to that of the original.

5.4.1 Ventilation

It is not permitted to fit any system for the purposes of ventilating the front or rear braking system (hoses, guide plates, scoops, extractors on the wheels, etc.).

5.5 Steering

The following must be used:

- The steering supplied by Renault Sport for Formula Renault
- The removable steering wheel hub

5.5.1 Steering wheel

The following must be used:

- the removable steering wheel hub supplied for Formula RENAULT,
- a steering wheel of whatever shape but with a closed steering wheel rim.

5.6 Suspension

5.6.1 Active suspension

Active suspension is not permitted.

5.6.2 Chrome plating of suspension components

Chrome plating of any suspension components is not permitted.

5.6.3 Suspension

Only original suspension components for Formula RENAULT may be used.

5.7 Wheels (wheel dish and rim) and tyres

Only tyres supplied by SeBa Team may be used.

5.7.1 Rim dimensions

- Width (front) : 8 inches
- Width (rear) : 10 inches
- Diameter : 13 inches

Aerodynamic alterations or the fitting of extractors are not permitted.

5.7.2 Tyres

	Dimensions:	Type:	
Front:	16 x 53 x 13 Michelin	Slick:	FR2.0 Michelin
Rear:	23 x 57 x 13 Michelin	Wet weather:	P220 Michelin

5.7.2 Tyre handling

The use of heating or insulating covers or other materials which alter or maintain the temperature of the tyres is not permitted during the whole period of an event.

Any alteration to the tyres, e.g. retreading, recutting or treatment (including chemical) of the treads is not permitted.

5.7.3 Limitations on the use of slick tyres

For each vehicle (race number) the following number of slick tyres may be used for the duration of an event, i.e. official timed practice, qualification races and races):

- 3 front, with race number marked.
- 3 rear, with race number marked.

5.7.4 Tyre marking and checking

At the technical inspection before each event every competitor (race number) must present his or her tyres to the nominated scrutineer or his assistant for marking.

The scrutineers/assistants will mark the outside of the tyre or, at the request of the competitor, the inside of the tyre also. The marking will include the race number and a special mark for the relevant event.

During the whole event, timed practice, qualification laps and race only these tyres marked with the competitor's race number may be used.

Every competitor is personally responsible for ensuring that his car is fitted only with the tyres identified for use at the event with a mark which is legible from the outside. These tyres must be in a condition which ensures that safety is guaranteed during timed practice, qualifications laps and the races. Where this is not the case a competitor may be barred from driving on or returning to the circuit.

5.7.5 Random allocation of slick tyres

There will be no random allocation in FRF Series.

5.7.6 Limitations on the use of wet-weather tyres

Only the Clerk of the Course will decide whether the use of wet-weather tyres is justified on the particular circuit. The decision must be communicated immediately to the competitors.

After the "WET RACE" sign has been displayed the competitor may decide which tyres to use in compliance with this Article. The competitor must assume that the Clerk of the Course will not interrupt either practice or the race.

The decision on the use of tyres must apply to the complete tyre set; the mixing of slick and wet-weather tyres is not permitted.

SPECIAL CONDITIONS

Timed practice: If timed practice is conducted in two sessions and the following points also apply:

- wet-weather tyres are used in one of the two sessions
- the starting line-up is according to placings

unmarked slick tyres may be used for the race.

Races: If a race consists of two runs and a final and wet-weather tyres were used in one of the two runs, unmarked slick tyres may be used for the final.

5.7.7 Tyre changes

Tyres on the same axle may be interchanged.

Exceptions in cases of emergency during timed practice

In the case of a defective tyre (accident/loss of pressure, not in respect of flat spots due to braking) the team/driver are allowed to use another used tyre if the technical marshal agrees. After the qualification the added tyre must be marked and the damaged tyre should be cleaned from marking

5.7.8 Joker tyres

For cases of emergency (accident, technical defect, flat spot, etc.) in which at least two tyres on the same axle have been damaged, the competitor has the opportunity to have a fourth additional tyre (joker tyre) marked for the race in question. The mark on the damaged tyres will be removed by the scrutineer or his assistant responsible for the series.

The only sense and purpose of this regulation is to enable the competitor to take part in the race which would not have been possible due to the damage to two tyres on the same axle. The competitor must not derive any competitive advantage by doing this.

The following conditions must be fulfilled for approval to be granted:

1. The damage to the tyres to be replaced must be such that further use of the tyres could not be justified for safety reasons.
The scrutineer and a member of staff from Michelin must give their approval (discretionary condition).
2. The damage must be reported to the scrutineer immediately after practice. The "burden of proof" lies with the competitor.
Only a tyre already used and marked for a previous event may be presented for re-marking.
3. A driver may use a maximum of 4 joker tyres for the season.

5.7.9 Tyre pressure control valves

The use of tyre pressure control valves is not permitted.

5.8 Bodywork and dimensions

5.8.1 Axle centre line

In order to measure the overhang the axle centre line is calculated as follows:

The wheel centre line is the line at the centre of the tyre tread which bisects the planes located vertically to the surface on which the vehicle is standing and adjacent to each side of the wheel. The calculation is as follows: vertical lines are projected from the foremost and rearmost points of the complete wheels from the centre of the tread to the ground surface. Lines are drawn on each side connecting the points thus determined. The centre of these two connecting lines produces the axle centre line.

5.8.2 Height measurements

All height measurements are taken on the race-ready car with the driver in the normal sitting position.

5.8.3 Total height

With the exception of the rollbar no part of the car must be over 90 cm above the ground level with the driver sitting in the normal position on board and the car being race-ready.

5.8.4 Height of front bodywork

To the front of the trailing perimeter of the complete front wheels and over 30 cm outside the vehicle's longitudinal central axis no part of the bodywork may be closer than 50 mm to the reference plane or higher than the front wheel rims.

5.8.5 Vehicle underside

Reference plane: This is located between the trailing perimeter of the complete front wheels and the leading perimeter of the complete rear wheels symmetrically to the longitudinal axis of the vehicle.

Stepped plane: All suspended vehicle components which are visible from below and which do not form part of the reference plane must be 50 mm above the reference plane.

5.8.6 Overhangs

No part of the vehicle may project more than 50 cm behind the centre axis of the rear wheels or more than 100 cm beyond the centre line of the front wheels.

5.8.7 Aerodynamic effects

Only the aerofoil profiles supplied by Renault for Formula Renault may be used. The addition of any parts which exert an aerodynamic effect is not permitted.

5.8.8 Wheelbase and wheel track

The wheel tracks (front and rear) must be as originally supplied.

5.8.9 Dashboard

Only the original dashboard for Formula RENAULT may be used.

5.9 Aerodynamic aids

Rear aerofoil profiles

Only the original aerofoil profiles for Formula Renault may be used.

Maximum permitted height of aerofoil from ground level: 900 mm.

5.10 Electrical equipment

5.10.1 Starter

Only the starter supplied for Formula Renault may be used. It operates using an electrical power source on board and must be capable of being operated by a driver sitting in the normal position in the vehicle.

5.10.2 External starting aids

In the pit or on the starting grid the engine may be started using an additional battery which is connected temporarily. It is essential that this connection point be located behind the rear axle.

5.10.3 Battery

Only the original battery supplied by Renault or the Odyssey Type PC 680, or the DEKA Power Sport Type ETX20L batteries may be used.

Location: Original position

Fixing: Original fixings

The "+ pole" must be shielded.

5.11 Fuel circuit

5.11.1 Fuel tank

Formula Renault Finland

6/14/2010

Formula Renault 2.0

Only the original fuel tank for Formula RENAULT may be used.

Compliance with FIA regulations

The authorised fuel tank must be marked with a printed code showing the name of the manufacturer, technical data with details of how the tank was manufactured and the date of manufacture.

Fuel tanks must not be used after a period of five years from date of manufacture, unless they are inspected by the manufacturer and approved for a further two years' use.

5.11.2 Fuel lines and connective fittings

Only original fuel lines and their connective fittings for Formula RENAULT may be used.

5.11.2.1 No fuel lines may be located within the cockpit.

5.11.2.2 All fuel lines must be routed in such a way that in the event of a leak no fuel can enter the cockpit.

5.11.2.3 No component carrying fuel may be located further than 55 cm from the longitudinal axis of the vehicle.

5.11.3 Fuelling

5.11.3.1 Filling or emptying the fuel tank is not permitted during timed practice, qualification races and the race itself.

5.11.3.2 Refuelling while entering the starting line-up is not permitted.

5.11.3.3 The fuel on board the vehicle must not be at a temperature less than 10° C below the outside temperature.

5.11.3.4 The use of any device – on board the vehicle or outside – serving to cool the fuel is not permitted.

5.12 Lubrication system

5.12.1 Location of the oil tank

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

5.12.2 Oil collector

The vehicle's lubrication system has open casing ventilation. This must terminate in the oil collector.

5.12.3 Refilling with oil

No oil may be added during a race.

5.12.4 Lubrication system pipes

Only the original pipes for Formula Renault may be used.

5.13 Data transmission / Telemetry

The following are not permitted during practice laps and races:

- All telemetry systems and associated electrical equipment
- Systems for radio communication between driver and pit or vice versa.

Only the system for data capture approved by Renault Sport is permitted.

5.14 Miscellaneous

6. Appendices/Drawings:

Appendix to rules for conduct of events

1. Bulletins

Appendix to technical regulations

1. Nomenclature (2006/2009)