



MICHELIN CLIO CUP SERIES SPORTING AND COMMERCIAL REGULATIONS 2019

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1. SPORTING REGULATIONS - GENERAL

1.1. Title and Jurisdiction

The **2019 MICHELIN CLIO CUP SERIES** is registered and organised by the British Automobile Racing Club (BARC) in accordance with the General Regulations of Motorsport UK incorporating the provisions of the International Sporting Code of the FIA and these Championship Regulations.

Motorsport UK Permit Number: **CH2019/R023**
 Race Status: **National B**
 Motorsport UK Championship Grade: **C**

The Organisers reserve the right to amend or vary the Sporting Regulations in accordance with Motorsport UK Regulation D11.1 at any time before or during the Championship and further issue additional statements concerning the Regulations from time to time, subject to Motorsport UK approval, and all such statements will be issued in a Clio Cup Series Bulletin to the Motorsport UK and to all registered Entrants/Driver. All Entrants/Drivers, team members, manufacturers, and persons associated with any of the above agree to be bound by the Regulations including any amendments, variations or statements relating thereto.

1.2. Officials

1.2.1.	Series Administrator	Pauline Hillon	BARC
1.2.2.	Race-day Coordinator	Pauline Hillon	BARC
1.2.2.	Series Eligibility Scrutineer	Keith Auld (or rep.)	BARC
1.2.3.	Series Stewards:	Dennis Carter	BARC
		Dale Wells	BARC
		Bill Coombs	BARC
		Guy Woodward	BARC

The Series Stewards have the rights, powers and duties specified in the General Regulations of the Motorsport UK. Any three of the Clio Cup Series Stewards may reach a decision.

1.3. Competitor Eligibility

1.3.1. Entrants must be fully paid-up, valid (Racing) membership card-holding members of the BARC, be registered as an Entrant for the Clio Cup Series and be in possession of a current Motorsport UK Entrants Licence.

1.3.2. Drivers must be fully paid-up, valid membership card-holding racing members of the BARC be registered as an Entrant for the Clio Cup Series and be in possession of a current Motorsport UK Competition (Racing) National B Licence minimum and Medical. **Note: Drivers racing at Zandvoort will need to be in possession of a current Motorsport UK Competition (racing) National A Licence minimum and Medical.**

1.3.3. Only those cars complying with the **2019** Technical Regulations for the Clio Cup Series and/or any amendments to the Technical Regulations issued from time to time by way of an official Series Bulletin, in accordance with Motorsport UK Regulation D11.1 will be allowed to compete in any round of the Clio Cup Series.

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

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

1.4. Registration

1.4.1. All Entrants must register their Driver/s for the Championship by completing the Championship Registration Form in full and returning it, together with the Registration Fee, to the Series Administrator prior to the closing date for registrations of **Friday 1st March 2019**. Registrations are accepted on a 'first come first served basis' up to a maximum of 32 (thirty-two) prior to the first Event. The Series Administrator reserves the right to accept registrations after this date, acceptance of registration and the terms thereof is at their discretion.

1.4.2. The Series Registration Fee is £600 (+VAT at the applicable rate) for all classes. Total payable £720.00. **For Registrations received on or before Thursday 31st January 2019 the fee will be discounted to £416.67 (plus VAT at the applicable rate. Total payable £500.00)**

1.4.3. Numbers and Clio Cup Championship Decals

Each registered Driver will be allocated a unique permanent competition number for the season. Registration numbers will be the permanent competition numbers for the Series. These numbers will be

allocated by the Series Administrator and recorded and will remain with the Driver for the duration of the 2019 Clio Cup Series. These numbers will be issued strictly on receipt of a fully completed registration form and fee.

- 1.4.3.1. The only authorised numbers are those allocated by the Series Administrator.
- 1.4.3.2. The number decals will be either a standard style and design or alternatively if a Driver wishes to supply their own they must comply with Motorsport UK Regulation J4.1.
- 1.4.3.3. Each car must display its allocated competition number in accordance with the 6.12 during Clio Cup Championship official test days, free practice, qualifying sessions and races.
- 1.4.3.4. Following completion of registration the Series Organisers will supply the number panels and one complete set of mandatory decals including the Driver name decals. After this, Entrants/Drivers are then responsible for supplying their own Driver name decals which must be the same as the Series design.
- 1.4.3.5. The positions of all mandatory decals are shown in 6.7.

1.5. Clio Cup Series Rounds

- 1.5.1. The 2019 Michelin Clio Cup Series will be run over 7 (seven) events as follows:

Round	Date	Circuit	Organising Club (Centre)
1&2	March 30/31	Silverstone International	BARC
3&4	May 11/12	Brands Hatch Indy	BARC
5,6&7	July 5/7	Zandvoort (TBC)	BARC
8&9	August 10/11	Snetterton 300	BARC
10&11	August 24	Donington Park National	BARC
12&13	September 21/22	Croft	BARC
14&15	October 26	Oulton Park Island	BARC

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

1.6. Points Scoring

- 1.6.1. Points will be awarded to classified finishers in "Race", "Road" and "Sport" Divisions as follows:
 1st: 15 points 2nd: 12 points 3rd: 10 points 4th: 9 points 5th: 8 points 6th: 7 points 7th: 6 points
 8th: 5 points 9th: 4 points 10th: 3 points
 All other finishers 2 points. All non-finishers 1 point.
- 1.6.2. If there are less than 6 (six) starters in either Class, the points scoring will be:
 1st: 10 points 2nd: 7 points 3rd: 5 points 4th: 4 points 5th: 3 points
- 1.6.3. 1 (one) points will be awarded to the Driver(s) setting the fastest lap in each round.
- 1.6.4. Drivers shall count their results from all races run.
- 1.6.5. Ties shall be resolved as follows:
 - (i) by considering the number of first places of the Drivers concerned. If this does not resolve the situation then:
 - (ii) by considering the number of second places, and so on, of the Drivers concerned. Should a resolution still not be reached, the Championship result will be decided:
 - (iii) by considering the result in the final round of the Championship of the Drivers concerned.

1.7. Divisions and Classes

- 1.7.1. Clio Cup Series 'Division' Eligibility
 - (i) Race – Competitors driving a Clio Cup 3 UK race car
 - (ii) Road – Competitors driving a Renaultsport Clio 197 or 200 car converted from a road car.
 - (iii) Sport – Competitors driving a Renault Clio 2, 3 or 4 derived car meeting the requirements of the Sport Regulations using treaded tyres as defined in those regulations
- 1.7.1.1 For the avoidance of doubt Competitors driving a Renaultsport Clio 197 or 200 "Road" Division car will use only treaded tyres as defined in the Technical Regulations for this Championship.

1.8. Awards

- 1.8.1. All awards are to be provided by BARC.
- 1.8.2. Per race: Garland to outright Race Winner in Road, Race and Sport Class.
 Trophies to first, second and third place finishers in Road, Race and Sport Class.
- 1.8.2.1. End of Season: Trophy to Champion in each class and trophies to both second and third place finishers in each class subject to there being a minimum of 8 (eight) cars in the class.

1.8.2.2 Road Division Only: Michelin Raffle – Tyre Bonus – 2 (two) tyres per round drawn at the Drivers Briefing.

1.8.3. Presentations

Trophies and champagne are to be provided for podium presentation at the end of each race.

1.8.4. Entertainment Tax Liability

In accordance with current government legislation, the Organisers is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women. That is, those persons who do not have a normal permanent residence in the UK and the UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, the BARC is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents. Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due

For further information contact:

HMRC, Personal Tax International, Foreign Entertainers Unit, St John's House, Merton Road, Liverpool L75 1BB Tel: +44(0)151 472 6488 Fax: +44(0)151 472 6483

1.8.5. In the event of any provisional results being revised after any provisional presentations and such revisions affecting the distribution of any awards, the Competitor concerned must return such awards to the Clio Cup Series Co-ordinator in good condition within 7 (seven) days

1.9. Tyres

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

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

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

2. JUDICIAL PROCEDURES

In accordance with Section **C** of the current Motorsport UK Yearbook and these Sporting Regulations

3. SPORTING REGULATIONS – CLIO CUP SERIES RACE EVENTS & PROCEDURES

3.1. Entries

3.1.1. Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing dates that shall be 20 days before each round. Entries must be submitted to the address provided on the relevant entry form.

3.1.2. Incorrect or incomplete entries (including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.

3.1.3. Any withdrawal of Entry or Driver changes made after acceptance of any entry must be notified to the Organisers in writing (D25.1.12 applies).

3.1.4. The Maximum Entry Fee for each race shall be as detailed in the Supplementary Regulations for each Event. Plus a Late Entry Surcharge imposed by the Race Meeting Organisers for any entry received after the closing date specified in the Regulations for each round.

3.1.5. There is no provision for qualification races.

3.1.6. There will be no reserve entries.

3.1.7. At circuits with a track licence of less than 32 (thirty-two) cars, any Drivers failing to qualify will be placed in order as reserves according to the position achieved during qualifying.

3.2. Briefings

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

3.3. Qualifying

3.3.1. At each Event the minimum scheduled qualifying session will be 1 (one) x 20 (twenty) minute session. Qualification for the first round of an Event will be based upon the fastest qualifying time recorded during the official qualifying session. Qualification for the second round of an Event will be based upon the second fastest qualifying time recorded during the official qualifying session.

At the triple header events where three races are to be held the qualifying procedure may be 2 (two) sessions of 15 (fifteen) minutes. The fastest time recorded in the first 15 minute session will set the grid position for race 1 (one). The second fastest qualifying time in the first session will set the starting grid position for race 2 (two). The fastest qualifying time recorded in the second session will set the grid position for race 3 (three). The qualifying procedure will be confirmed to all Entrants/Drivers via a Series newsletter issued prior to each Event.

- 3.3.2. During the course of any qualifying session, all competing cars must remain in the Pit Lane while not on the track. At no time will any competing car be allowed in the Pit Garages or Paddock areas until such time as the qualifying session has ended and the car cleared from any post-qualifying scrutineering checks and released from Parc Fermé, except with the express permission of the Clerk of the Course.
- 3.3.3. Should the need arise to stop a qualifying session, red lights will be switched on at the Start/Finish Line and Red Flags will be displayed at the Start/Finish Line and waved at all Marshals' Signalling Posts around the circuit. This is the signal for all Drivers to cease driving at racing speed and proceed slowly, without overtaking and with the maximum caution, to the Pit Lane and be prepared to stop should the track be blocked.
- 3.3.4. After taking the Chequered Flag, Drivers are required to progressively and safely slow down, remain behind any Drivers ahead of them and proceed directly to the designated Parc Fermé area without stopping unless directed by an Official of the Meeting. Cars must remain in the designated Parc Fermé area until formally released by the Series Eligibility Scrutineer.
- 3.3.5. Any stationary cars in the Pit Lane at the end of a qualifying session come under Parc Fermé conditions at the showing of the Chequered Flag and should be taken directly to the designated Parc Fermé area.
- 3.3.6. Should any Qualifying Session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the Clio Cup Series criteria and the decision of the Clerk of the Course shall be final.

3.4. Qualification Criteria

- 3.4.1. Each Driver should complete a minimum of 3 (three) qualifying laps in the car to be raced and in the correct session in order to qualify for selection and order of precedence in accordance with Motorsport UK Regulations unless through force majeure. The Clerk of the Course shall have the right to exclude any Driver whose qualifying times or driving are considered to be unsatisfactory – in accordance with Motorsport UK Regulation Q4.5.3.
- 3.4.2. In the case of force majeure, provided that a Driver has satisfactorily completed 3 (three) laps at an official Clio Cup Series test day in that season and in a similar car at that circuit prior to the Event, it will not be necessary to complete 3 (three) laps of qualifying to qualify for the race – in accordance with Motorsport UK Regulation Q4.5

3.5. Races

- 3.5.1. 2 (two) rounds will be held per Event, each covering a minimum duration of 25 (twenty five) minutes, each preceded by 1 (one) Green Flag Lap led by the Series Safety Car. **At Brands Hatch Indy and Silverstone International circuits there will be 2 (two) Green Flag Laps.** The exact duration for each race at each event will be confirmed and announced in an official Series Newsletter for each Event.
- 3.5.2. At certain Events, it may only be possible to hold 1 (one) Championship race. In such cases, all other Championship Regulations will apply as normal.
- 3.5.3. Should any race be reduced in length at the discretion of the Series Clerk of the Course and/or Stewards of the Meeting, it will still count as a full points-scoring round.

3.6. Start Procedure

- 3.6.1. When the signal is given, the cars will be released on to the circuit behind the official Series Safety Car and led to the grid. Once the train of cars following the Safety Car has left the Assembly Area, the Assembly Area and Pit Lane Exit will be closed. During this lap the cars will keep in formation with no overtaking. The official Series Safety Car will set the pace. No practice starts may be executed during the course of this lap. At the end of this lap the cars will take up their grid positions. Any car unable to join the train of cars following the Safety Car shall be held in the Pit Lane and may only exit the Pit Lane after the last car has passed the Pit Lane Exit on the Green Flag Lap, but shall only do so under the instruction of the Pit Lane Marshals. The car must then join the train at the back of the grid in front of any car with a time delay.
If a car is unable to re-join on the Green Flag Lap it shall be held in the Pit Lane and may only start the race after the last car to take the start has passed the Pit Lane Exit on the first racing lap, but shall only do so under the instruction of the Pit Lane Marshals.
- 3.6.2. The grid formation will be **2x2x2.**

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

<u>Signal:</u>	<u>Instruction:</u>
I. 1 minute	Start engines and clear the grid.
II. 30 Seconds	Be prepared for start of Green Flag Lap
III. Green Flag	Complete one lap of the circuit and reform into grid positions
IV. 5 Seconds	The grid is complete
V. The red lights will be switched on five seconds after the 5 second board is withdrawn and will be extinguished between 2 and 7 seconds later to indicate the start of the race.	

3.6.4. During the Green Flag Lap the cars will keep in formation with no overtaking. The Safety Car will set the pace. At the end of this Green Flag Lap, the cars will take up their grid positions.

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

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

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

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

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

3.7. Start Delayed/Abort Procedure

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

3.7.2. Any Driver(s) unable to start the race must indicate their situation in accordance with Motorsport UK Regulation Q12.13.2. Any Driver(s) deemed to have caused an aborted start will be moved to the back of the grid but ahead of any cars to be started with a time delay. Depending on individual circuit layout, the car(s) will either be removed to the back of the grid before the Green Flag Lap commences or the Driver(s) will be instructed to commence the Green Flag Lap from his/her original grid position but must, during the course of the Green Flag Lap, allow any car(s) starting behind them to overtake, thus ensuring that they take the restart from the back of the grid (but ahead of any car/s to be started with a time delay). If more than one car is penalised in this way, then their order at the back of the grid will reflect their original grid positions. The onus is on the Driver to comply and failure to do so will result in a report to the Clerk of the Course who may impose a Drive-Through Penalty or retrospective 30-second time penalty.

3.7.2.1. Aborted start procedure will be as follows:

(i) the start-delayed board is displayed, engines may be switched off and team members are allowed back onto the grid.

(ii) when the Clerk of the Course is happy, the countdown restarts from the one-minute signal and the grid cleared in the usual way.

(iii) any car(s) that then cannot be started will be pushed to the side of the track (or Pit Lane if practical) and covered by a waved Yellow Flag. If any such car(s) at the side of the track can start unaided, it may join the Green Flag Lap under the usual restrictions.

(iv) the remaining cars are waved off on a Green Flag Lap.

(v) any stalled cars are cleared to the Pit Lane if possible, or if not, to a place of safety. Cars, once within the Pit Lane, may be assisted by their team but may only start the race after the last car has taken the start and passed the Pit Lane Exit on the first racing lap.

(vi) the race is started, if appropriate, upon return from the Green Flag Lap in the usual way. If one Green Flag Lap has already been completed before the 'start delayed' board is shown then the race is reduced by 1 (one) lap. Then, if the start is delayed again and another lap is lost or if this causes issues with the running of the timetable the Clerk of the Course will set a new race distance.

3.8. Safety Car

- 3.8.1.** The Safety Car will be brought into operation and will be run in accordance with Section Q, Appendix 2
- 3.8.2.** The first 3 (three) laps completed during the Safety Car intervention will not be counted as race laps. After the completion of the third intervention lap, any further laps undertaken will be counted as race laps.

3.9. Stopping a Race

- 3.9.1** Should the need arise to stop any race or practice, red lights will be switched on at the Startline and red flags will be displayed at the Startline and at all Marshals Signalling Points around the Circuit. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials.
- 3.9.2** Cars may not enter the Pits unless directed to do so or repairs are necessary. Work on cars already in the Pits must cease when a race is stopped and may only continue under the control of a Scrutineer. Cars in the Pits may not re-join the grid.
- 3.9.3** All Competitors who are able to take part in any restarted race may do so in accordance with Q5.4 and Q5.5
- 3.9.4** Entrants/Drivers are advised that 2 (two) Red Flag race stoppages in any 1 (one) round may result in their race being placed at the end of the day's racing, time permitting. Similarly, Entrants/Drivers are advised that, should the timetable be running late, their race may be postponed until later in the timetable to allow other races to start at their scheduled start time and/or their scheduled race distance may be reduced by the Clerk of the Course in consultation with the Series Co-ordinator and with the approval of the Stewards of the Meeting.

3.10. Pits & Pit Lane Safety

- 3.10.1.** Pits – Entrants/Drivers must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 3.10.2.** Pit Lane – The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take due care and drive at minimum speeds in the Pit Lane. All equipment must be moved back towards garage entrances as soon as cars leave their Pits at the start of and during qualifying sessions and races.
- 3.10.3.** Admission to the Pit Lane will be by means of Pit Lane Passes valid for that race only. VIP Passes do not admit to the Pit Lane. People under 16 (sixteen) years of age are not allowed in the Pit Lane.
- 3.10.4.** Each Entrant/Driver is required to have 1 (one) fire extinguisher per car (minimum capacity 5kg or its equivalent) within their transporter/awning at each Event. This shall not include the extinguisher fitted to the car(s).
- 3.10.5.** During qualifying sessions and races, Drivers leaving the Pit Lane will do so on their own responsibility. However, a Marshal with a Blue Flag will warn of cars approaching.
- 3.10.6.** The Pit Lane speed limit during each Event and official Clio Cup Series test day, at all times, is 40mph (64km/h) with the exception of the Event and official Clio Cup Series test days at Croft where it is 30mph (48km/h) unless otherwise notified by way of a bulletin. A 'Drive Through Penalty' may be imposed for infringements during a Round but if an infringement during a Round is notified to the Clerk of the Course after the end of the Round, he may levy a fine of £10 for each km/h above the speed limit or impose a retrospective time penalty. Signs and/or lines are used to indicate the beginning and end of the area to which the speed limit applies.
- 3.10.7.** When in the pit Lane, during all Championship official tests, qualifying sessions and races, Drivers are required to park their cars nose in towards the Pit Garages at an angle of approximately 45°, with the rear of the car facing towards the Pit Lane entrance. Cars should reverse out of the pit lane strictly under the direction of a mechanic or other team personnel.

3.11. Race Finishes

- 3.11.1.** After taking the Chequered Flag, Drivers are required to progressively and safely slow down, remain behind any Drivers ahead of them and proceed directly to the designated Parc Fermé area without stopping, unless directed differently by an Official of the Meeting. Cars must remain in the designated Parc Fermé area until formally released by the Series Eligibility Scrutineer. Drivers must keep their helmets on and their harnesses done up until they arrive in the Parc Fermé area.
- 3.11.2.** Parc Fermé Regulations will apply in the area between the Start/Finish Line and the Parc Fermé Entrance.
- 3.11.3.** Once in the Parc Fermé area, Drivers required for the podium presentations must proceed immediately to the podium. The Drivers required will be those finishing first, second and third.
- 3.11.4.** Team personnel are only allowed into the Parc Fermé Area at the invitation of the Series Eligibility Scrutineer. Should unauthorised team personnel be present in Parc Fermé, they render their car liable to exclusion from the Event.

3.12. Results

- 3.12.1.** All timesheets, grids and race results are deemed to be provisional until the Scrutineers have released all vehicles after technical inspections and after the completion of any judicial or technical procedures. The Clerk of the Course may declare the race results provisional for a maximum of 60 (sixty) days until any investigation of video or other evidence has been completed and subsequent judicial procedures undertaken regardless of whether this investigation is as a result of a protest or merely a result of establishing if a Regulation has been broken. These results will remain provisional until such time as they are declared final by the Clerk of the Course upon completion of any judicial procedures and this will be communicated to all Entrants/Drivers via a Clio Cup Series Newsletter. (Motorsport UK regulation D26.3)

3.13. Timing Modules

- 3.13.1** It is the Competitors responsibility to ensure that a working transponder is fitted to the vehicle in accordance with (Q) 12.2.1. No electronic equipment may be placed within five metres of any official timing line and any breach of this may result in the confiscation of the equipment concerned.

3.14 Adverse Weather

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

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

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

SPECIFIC CHAMPIONSHIP REGULATIONS**3.15 Difficulty**

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

3.16 Assistance

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

3.17 Spare Cars

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

3.18 Scrutineering Protocol

- 3.18.1.** The Organisers will appoint a permanent Series Eligibility Scrutineer who, with his team, will be responsible for the scrutineering of the vehicles for the qualifying sessions and races of the Clio Cup Series in accordance with Regulation 1.2.

- 3.18.2.** For scrutineering, the Entrant/Driver must present the competing vehicle and mandatory Entrant/Driver safety equipment. The vehicle must be submitted as used in the Clio Cup Series and must correspond to all applicable Technical Regulations and the appropriate Technical Manual in accordance with Regulation 5.1.

- 3.18.3.** A completed Technical Passport and Seal and Component Identification Record Form for the vehicle must be correctly submitted in accordance with Regulation 3.3.12 and Regulation 3.3.13.

- 3.18.4.** Following significant repair work, the vehicle should be presented to the Series Eligibility Scrutineer or his appointed representative for inspection before taking part in any Clio Cup Series official test day, free practice, qualifying session or race.

- 3.18.5.** Aside from the official Clio Cup Series safety scrutineering, the vehicles may also be eligibility scrutineered during and after the Event. Vehicles will be selected at the sole discretion of the Series Eligibility Scrutineer or his appointed representative. The Series Eligibility Scrutineer and/or his appointed representative will make random checks in addition to scheduled scrutineering checks for vehicle eligibility throughout Events. Any infringement will be subject to a report to the Clerk of the Course.

- 3.18.6. Entrants/Drivers must comply with the directives of the Series Eligibility Scrutineer and/or his appointed representative in respect of scrutineering and of re-scrutineering after the Event.
- 3.18.7. After each qualifying session and race the vehicles must be presented directly for scrutineering. Any area deemed necessary by the Series Eligibility Scrutineer and/or his appointed representative will be subject to Parc Fermé conditions with no exceptions. This will usually include the track from the Finish Line to the scrutineering area, the waiting area in front as well as the track from the scrutineering area to Parc Fermé but all areas may be used if necessary.
- 3.18.8. Cars will be held in Parc Fermé for a minimum of 20 minutes after each qualifying session and race until released by the Series Eligibility Scrutineer.
- 3.18.9. At any time the Organisers reserve the right to scrutineer any component or vehicle in the presence of the permanent Series Eligibility Scrutineer and one other scrutineer at the workshop or at a service partner. An invited member of the team may also be present. Removal of components from the car may be required at the Event or at the workshop at the discretion of the Series Eligibility Scrutineer. After thorough scrutineering of the parts, the result will be submitted to the Clerk of the Course.
- 3.18.10. In the case of a breach of the Technical Regulations or a breach of the procedure surrounding the Technical Regulations, any costs associated with scrutineering and/or eligibility inspections (including, but not limited to transportation, checks, inspections, rebuilds, etc.) will be the sole responsibility of the Entrant.
- 3.18.11. The assembly and dismantling of the vehicle(s) is solely the responsibility of the Entrant/s. Reimbursement of expenses for these measures may not be claimed. Exceptions to this may include protest/appeal according to the Motorsport UK Yearbook 2019 – C5, C7

3.19 Seal and Component Identification Form

- 3.19.1. All cars will be issued with Seal and Component Identification Record Forms. These will be used to record the details and location of all component sealing and identification marks.
- 3.19.2. The form must be signed by the Entrant/Driver and the Series Eligibility Scrutineer or his appointed representative and deposited in the Technical Support Vehicle.
- 3.19.3. The Entrant/Driver of each car will be issued with the back copy of the form and will be responsible for its safekeeping.
- 3.19.4. If required, the form must be available for inspection at pre-event scrutineering and should be a true reflection of the details.
- 3.19.5. If the details or location of any component sealing or identification mark changes, a replacement form will be issued. The only person authorised to issue Seal and Component Identification Record forms is the Series Eligibility Scrutineer or his appointed representative. Missing or incorrect forms will be the subject of a report to the Clerk of the Course.

3.20. Technical Passport

- (i) All cars are issued with a Log Book for the season. This is used to record information relating to that car during the season. The Entrant/Driver is responsible for the safe keeping of this Log Book, which shall be presented with the car at pre-event scrutineering. No car is permitted to take part in an Event unless the Log Book is available for inspection at pre-event scrutineering and is a true reflection of the vehicle details.
- (ii) The only person authorised to make changes to the details in the Log Book is the Series Eligibility Scrutineer or his appointed representative. Missing Log Books will be the subject of a report to the Clerk of the Course.

4. CLIO CUP SERIES PENALTIES

4.1. Infringements of Technical Regulations

- 4.1.1.** Arising from post-qualifying scrutineering or judicial action - Minimum Penalty: Any car that fails post-qualifying scrutineering will only be permitted to start the race in accordance with Regulations 4.1.1.1., 4.1.1.2., 4.1.1.3. and Regulation 4.1.1.4.
- 4.1.2.** The car, together with the Entrant's/Driver's copy of the Technical non-compliance report, must be presented for re-scrutiny at the Clio Cup Series' officially designated place of scrutiny for the Event, no later than 40 (forty) minutes before the time allotted in the programme of Events for the start of the race. 'Time of the essence' and 'force majeure' does not apply.
- 4.1.3.** Provided that the car passes re-scrutiny then the Driver is entitled to start the race from the back of the grid 10 (ten) seconds after the official starting signal has been given.
- 4.1.4.** Any Driver who does not submit their car for re-scrutiny, or whose car fails re-scrutiny, shall be excluded by the Clerk of the Course:
- 4.1.5.** Arising from post-race scrutineering or judicial action - Minimum Penalty: In accordance with the Motorsport UK Regulations C3.5.1. (a) and (b). For infringements deemed to be of a more serious nature, the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of Regulation C3.5.1 (c).
- 4.1.6.** Any Driver whose car is deemed to be ineligible under the 2019 Technical Regulations will be subject to the penalties in accordance with the Motorsport UK Regulations, except where amended by these Sporting Regulations. In addition, the Series Stewards may, at their discretion, apply an increased penalty that could include exclusion from part or all of the 2019 Clio Cup Series.
- 4.1.7.** If a vehicle/component is sealed for subsequent technical examination the Series Eligibility Scrutineer, within the applicable time limit, will state to the Driver that he will examine the vehicle/component on a stated date and time and at a specified location and the sealed items must be made available for his inspection. These arrangements are not negotiable. If a vehicle/component is not made available for an eligibility examination as required by the Series Eligibility Scrutineer, it will be considered as ineligible and will be reported as such to the Clerk of the Course for the application of penalties laid down in the Motorsport UK Yearbook 2019 and these Championship Regulations.
- 4.1.8.** Any fire extinguisher system found to be incapable of being operated will be subject to a minimum fine of £100 being imposed upon the Driver.

4.2. Infringements of non-Technical Motorsport UK Regulations and the Sporting Regulations issued for the Clio Cup Series

- 4.2.1.** Penalties will be applied in accordance with the 2019 Motorsport UK Judicial Procedures, except that any Driver excluded from the results in accordance with any non-Technical Regulation will be subject to the following additional Championship penalty, which will be applied to the Drivers' Championship.
 - 4.2.1.1.** Count the race as one of the rounds contributing to his/her total Championship score.
- 4.2.2.** Any Driver competing in the Clio Cup Series may be called before a meeting of the Series Stewards who, at their discretion, may take further action that could include exclusion from part or all of the 2019 Clio Cup Series.
- 4.2.3.** Breaches of driving standards will be dealt with firmly. If the Clerk of the Course wishes to view video evidence and/or data-logging evidence in order to assist with his enquiry into a breach of driving standards he may order that the results remain provisional and he may take judicial action at a later date. However, the use of video evidence and/or data logging evidence in all circumstances is at the sole discretion of the Clerk of the Course.
The Series Organisers may also, within 14 (fourteen) days of an Event and provided that the results have remained provisional, be entitled to request the Series Stewards to enquire into the matter, notwithstanding that the Clerk of the Course and/or the Stewards of the Meeting may or may not have already investigated the incident. The Series Stewards will be empowered to take further action if they deem it necessary, which could include exclusion from part or all of the 2019 Clio Cup Series
- 4.2.4.** A Drive-Through Penalty will be applied in accordance with Q12.6
- 4.2.5.** Any Driver adjudged to have committed a false start or breached any part of the Start Procedure will be served with a ten second penalty in accordance with Motorsport UK Regulation Q12.5.

5. TECHNICAL REGULATIONS

TECHNICAL REGULATIONS – RACE CARS

5.1. Introduction

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

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

- (i) In these Regulations,
- (ii) In the Technical manual,
- (iii) In the Workshop Manual/Nomenclature relating to the Clio Cup 3 UK race car,
- (iv) In any official Technical Bulletin that may be published,

is strictly forbidden.

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

5.1.3. Competitors will be personally and solely responsible for ensuring that their cars comply with these regulations for each Event at which they are entered. Queries concerning eligibility should be referred in writing to the Clio Cup Series Eligibility Scrutineer at least seven days prior to an Event entered, to permit a ruling in advance of any meeting at which it is intended to compete.

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

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

5.1.6. The Clio Cup Series Organisers reserve the right to issue additional statements clarifying the Regulations from time to time (Technical Bulletins). These numbered statements will be issued to all registered Entrants/Drivers by email or by formal communication at the Event.

5.1.7. Nomenclature

5.1.7.1. The 2013 version of the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2012 & 2009 versions) incorporating all clarifications, amendments and details of updated components shall be the only active of the documents.

5.1.7.2. The parts used to build a Clio Cup 3 UK race car are described in the document named 'Nomenclature'.

These parts are divided into three categories:

- (i) Category A: No modifications are permitted. Parts in this category must remain in their original location and fulfil the function/s for which they were originally designed,
- (ii) Category B: Only such modifications as specified in the Regulations or the Clio Cup 3 UK race car (2012 & 2009 versions) Nomenclature are permitted,
- (iii) Category C: The part is considered to be unrestricted on the express condition that the function/s for which it was originally designed is not deviated from, that it does not fulfil any additional function and that it is located in the same place as the original part.

5.1.8. Technical Queries

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

5.1.9. Parts & Technical Information

R.Sport Ltd. Contact John Millett or Denise Trigg. Email: r_sport_uk@hotmail.com

John Millett: Mobile 07990 520010

5.2. General Description

5.2.1. The 2019 Michelin Clio Cup Series for Entrants/Drivers participating in Clio Cup 3 UK race cars (2012 & 2009 versions), which are front engine, front-wheel-drive saloon-cars, equipped and prepared according to these Regulations, and this shall be the only eligible vehicle. As there are two definitions of the vehicle, they must respect the appropriate documentation, and cannot be an amalgamation of the two definitions.

5.2.2. The car is a racing saloon-car with four road wheels, the front pair being driven and providing steering. All wheels are fully enclosed. The Driver is provided with a closed cockpit. The bodywork envelops the chassis, engine and transmission.

5.2.3. Renault must supply any components supplied as part of the rolling chassis that needs to be replaced unless specifically authorised elsewhere in these Regulations.

- 5.2.4.** Only vehicles bearing a full complement of seals will be eligible for the Clio Cup Series.
- 5.2.5.** The engine is the F4R engine, a high-volume series production Renault 4-cylinder unit of nominally 2.0 litres capacity incorporating a twin overhead cam, 16-valve aluminium cylinderhead.
- 5.2.6.** The ignition management system is modified from production standard. In all other respects, the engine is a standard series production unit to which no additional modifications may be made by the Entrant/Driver.
- 5.2.7.** The transmission system incorporates a six-speed and reverse gearbox. The final drive gear assembly is of the limited slip, torque-biasing differential type device.
- 5.2.8.** Limited adjustments are provided for suspension geometry, suspension springs and abutments, dampers and rear brake limiter to enable the car to be tuned to the requirements of individual Drivers, different circuits and dry or wet conditions. Of these adjustments only the rear brake limiter is capable of being adjusted by the Driver while driving the car. In all other respects, modifications, changes, tuning and adjustments are strictly prohibited.
- 5.3. Safety Requirements**
- 5.3.1.** All Motorsport UK Yearbook **2019**, Section K Safety Criteria Regulations, apply as relevant unless stated herein.
- 5.3.2. Fire Extinguisher**
Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2012 & 2009 versions).
- 5.3.2.1.** Mandatory use of an Motorsport UK compliant electrically operated plumbed in fire extinguisher system with a minimum capacity of 2.25kg.
- 5.3.2.2.** The Driver when seated normally in the car with belts and steering wheel in place, must be able to activate the fire extinguisher manually, as must any person outside the car. The means of triggering the extinguisher from the outside of the car must be positioned close to the main circuit breaker and must be denoted by a red 'E' within a white circle, of at least 10cm diameter with a red edge. The fire extinguisher must be located in the original position. Outlets must not point directly at the Driver and must be suitable for the type of extinguisher.
- 5.3.2.3. During Events**
All extinguisher systems must be in the 'ARMED' condition (i.e. be capable of being operated without the removal of any safety device) at all times while competing or practicing, including post-Event scrutineering.
- 5.3.2.4.** The fire extinguisher cannot be disarmed in any Parc Fermé area without the specific permission of the Clio Cup Series Eligibility/Safety Scrutineer.
- 5.3.3. Main Circuit Breaker**
Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2012 & 2009 versions).
- 5.3.3.1.** Mandatory use of the circuit breaker supplied.
- 5.3.3.2.** The Driver when sitting normally in the car with belts fastened and steering wheel in place must be able to shut off all electrical circuits and stop the engine by means of a circuit breaker (which has been isolated to prevent arcing). The circuit breaker must also be able to be operated from the exterior of the car by means of a clearly indicated switch.
- 5.3.3.3.** The switch must be located on the left hand side scuttle panel close to the fire extinguisher trigger point. The location must be identified by a Red Spark on a white edged blue triangle with a base of at least 12cm.
- 5.3.3.4.** The circuit breaker when 'operated' must isolate all electrical circuits, data loggers, transponders, etc. in accordance with Motorsport UK Yearbook **2019**, Section **K8**.
When the circuit breaker is 'operated' there must be no power source capable of keeping the engine running.
- 5.3.4. Roll-Over Protection**
Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2012 & 2009 versions).
- 5.3.4.1.** Roll over protection consists of a fully welded steel cage.
- 5.3.4.2.** Mandatory use of the roll cage 'as supplied'. No modifications are permitted
- 5.3.4.3.** Mounting of the roll cage into the body shell must respect the requirements of Motorsport UK Yearbook **2019**,
K1.3.2.
The standard foam 7711 160 040 must remain in the original position [longitudinal and diagonal members] above the Driver's head.
Additional foam can be applied to other areas of the roll cage providing it is compliant with this application and Motorsport UK Yearbook **2019** Section **K**.
Suitable protection should be applied to the underside of the steering column bracket.
- 5.3.5. Seat**
Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2012 & 2009 versions).

- 5.3.5.1.** Mandatory use of a race seat to FIA design 8855-1999 approved.
- 5.3.5.2.** Any additional padding or covering placed on the seat must be fire retardant to FIA standard 8855 - 1999.
- 5.3.6. Lights**
Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2012 & 2009 versions).
- 5.3.6.1.** All cars must be fitted with rear high intensity lights.
- 5.3.6.2.** All cars must be fitted with two rear brake lights.
- 5.3.6.3.** All cars must use the rear lights in their original configuration as defined in the Workshop Manual.
- 5.3.6.4.** All cars must be fitted with operating headlamps, and bulbs to the original specification.
- 5.3.6.5.** It is not permitted to tint or paint the front or rear lighting units.
- 5.3.6.6.** All lights detailed in Regulation **5.3.6.1.**, Regulation **5.3.6.2.** and Regulation **5.3.6.4.** must be in working order throughout the entire Event and must be able to be switched on by the Driver when seated normally in the car.
- 5.3.7. Fuel Tank/Fuel Lines**
Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2012 & 2009 versions). Mandatory use of the fuel tank as supplied. The Clio Cup Series Organisers reserve the right to nominate modifications to the fuel tank should the need arise.
- 5.3.8. Safety Harness**
Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2012 & 2009 versions).
- 5.3.8.1.** Mandatory use of an FIA approved 6 (six) point harness compatible with the HANS device.
- 5.3.8.2.** The wearing of two shoulder straps, one abdominal strap and two straps between the legs is mandatory.
- 5.3.8.3.** The straps must be securely fixed to the car and the anchorage points should be arranged in accordance with the Motorsport UK Yearbook **2019**, Section Q19.14.2 (K2.1), and Drawing No. FIA 253-42.
- 5.3.8.4.** Following a 'Major Impact' accident where the safety harness has been subject to high stress the complete harness must be replaced.
It is permitted to use shoulder pads on the shoulder straps of the safety harness.
- 5.3.9. Rear View Mirrors**
Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2012 & 2009 versions).
- 5.3.9.1.** Mandatory use of the external rear view mirrors as supplied.
- 5.3.9.2.** All cars must be equipped with two rear view mirrors, one on each side, and one internal mirror, which offer the Driver a rearward view of either side of the vehicle.
It is permitted to fit a replacement interior mirror of different size.
- 5.3.10. Glass Safety Film**
- (i) It is permitted to apply a film to side and rear windows.
 - (ii) The film shall be 'non tinted'.
 - (iii) It is only permitted to use: 6000 072 744.
- 5.3.11. Driver's Window Net**
- (i) The mandatory window net: 7711 160 041
 - (ii) When fitted it must be installed in its original position and must be securely fixed utilising all fasteners.
- The Driver's window net must be used at all times while the car is on the circuit.
- 5.4. General Technical Requirements and Exceptions**
- 5.4.1.** All vehicles must comply with Motorsport UK general Technical Regulations and the relevant parts of Sections **J & Q** of the Motorsport UK Yearbook **2019** unless otherwise stated herein.
- 5.4.2.** All components must be homologated by the organiser for the **2019** Renault Clio Cup
- 5.4.3.** Only organisations holding the approval of the **2019** Renault Clio Cup Organisation are allowed to manufacture and supply cars and components, including spares. The sole approved supplier for all above items unless otherwise stated shall be R. Sport Ltd.
- 5.4.4.** All references to standard parts and/or part numbers and/or materials in these Regulations shall be interpreted as references to approved manufacturers' or partners' original specification(s) relative to the **2019** Michelin Clio Cup Series, or to official sample parts supplied and certified by the manufacturers and builder. In the case of dispute, reference will be made to these specifications, drawings and/or samples.
- 5.4.5.** The car must be constructed and assembled in total conformity with the original design. In particular:
- 5.4.5.1.** All components used in the construction and assembly of the car must be capable of being identified by an approved identification mark, except where modifications and adjustments are specifically permitted by these Regulations.
- 5.4.5.2.** Certain components will be identified by holograms or manufacturers' identification marks. These components will only be eligible while the tags/identification marks are intact, legible and positioned in

conformance with the requirements of the Workshop Manual/Nomenclature.

If parts have been supplied without holograms the part may be authenticated and a hologram fitted, provided an audit trail and compliance with the component specification can be demonstrated.

- 5.4.5.3.** The reinforcement of any component or joint by the addition of material either separately or by increase in the gauge or section of the material is not permitted.
- 5.4.5.4.** The re-distribution of weight in the car, by reducing the gauge or section of material in any component and by adding ballast or increasing material elsewhere, is not permitted.
- 5.4.5.5.** Except where specifically permitted, the structural and aerodynamic performance of the car and performance of the engine must not be changed by modifying the shape of any component e.g. by the addition or removal of any material or by deforming the original material.
- 5.4.5.6.** The addition of any element having an aerodynamic influence is forbidden. It is emphasised that the aerodynamic shape of the car must remain absolutely standard i.e. all surfaces wetted by the air stream must not be modified in any way even by the addition of adhesive tape or other temporary materials.
It is permitted to install a spacer between the throttle pedal and the pedal plate, to adjust the height of the throttle pedal plate.
- 5.4.5.7.** Components such as pipes and hoses may be protected by wrapping in a suitable material provided such wrapping is for protection only and does not alter the function of the primary component in any way. Any protective wrapping shall be easily removable to allow inspection of the component.
- 5.4.6.** Any work on the car in the following areas:
The structure,
The bodywork,
The mechanical elements,
The electrical system,
The accessories,
Must be carried out in accordance with the methods prescribed by BARC in order to ensure that the car retains its original configuration.
- 5.4.7.** It is the Entrant's/Driver's responsibility to ensure that only eligible components are used and that all replacement parts fitted to the vehicle comply with the Regulations before such parts are fitted.
- 5.4.8.** From time to time it will be necessary to approve alternative equivalent components. Only components approved as alternatives and published as such by the Clio Cup Series Organisers and/or their appointed representatives in official amendments to these Regulations are eligible for the 2019 Michelin Clio Cup Series.
- 5.4.9. Repairs**
- 5.4.9.1.** The principle of the formula requires that cars shall be of uniform performance. In all cases, the repair or replacement of body panels and chassis must be carried out in accordance with the methods prescribed by the Clio Cup Series Organisers and detailed in the 2013 nomenclature and in the Nomenclature edition of the Workshop Manual relating to the Clio Cup 3 UK race car (2012 & 2009 versions).
- 5.4.9.2.** Any repairs not undertaken by direct replacement with standard parts will only be permitted if it can be demonstrated that such repairs are incapable in any way of enhancing the performance of the car. It is the Entrant's responsibility to provide such demonstration to the Clio Cup Series Eligibility/Safety Scrutineer before the car is used but the decision of the Scrutineer whether to accept the demonstration or not will be taken as final.
- 5.4.9.3.** Any car that shows obvious signs of having been reinforced in any areas will automatically be deemed not to comply with the Technical Regulations governing the Clio Cup 3 UK race car (2012 & 2009 versions).
- 5.4.10. Presentation**
At the start of each free practice, qualifying session or race, the cars must be clean and in good order. The Clio Cup Series Organisers reserve the right to forbid cars not meeting this requirement from taking part.
- 5.4.11. Fasteners**
- 5.4.11.1. Nuts and Bolts**
Nuts and bolts must respect the category of the Nomenclature. Nuts and bolts are classed as Category C and are unrestricted on the following conditions:
(i) That the standard diameter is retained,
(ii) That the standard thread pitch is retained,
(iii) That the original material must be retained.
Steel construction must be of equal or higher grade than the standard part.
- 5.4.11.2.** Rivets must respect Regulation **5.4.12.1.(i).** and Regulation **5.4.12.1.(iii).**
The use of additional fastening devices, e.g. bolts, screws, rivets is forbidden.
- 5.4.11.3.** The use of bonding material (adhesives, glues) to reinforce, replace or supplement any bolted, screwed or riveted joint is forbidden.

- 5.4.11.4. It is permitted to use Loctite RC 75/AAV (Retaining Compound) or equivalent, to supplement any screw or bolt thread.
- 5.4.11.5. It is permitted to repair faulty threads by the use of Keen Inserts/Helicoils. Where thread inserts are utilised the original thread diameter and pitch must be respected.
- 5.4.11.6. The application/use of **Category C** fasteners will be considered as such: that the fastener must adapt to the environment and not modify the environment to the fastener.

5.5. Chassis

Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2012 & 2009 versions).

- 5.5.1. Cars shall be identified by chassis numbers and seals that are attached to non-detachable parts of the main structure by the Clio Cup Series Eligibility/Safety Scrutineer.
 - 5.5.1.1. Only authorised chassis sold by Renault Sport Technologies will be eligible for competition.
 - 5.5.1.2. Only complete cars are permitted and not cars assembled from various spare parts. If doubt exists over the history or integrity of a car, the Entrant/Driver will have to provide a written audit trail of the car's history, including details of the engine, gearbox and chassis.
- 5.5.2. The body shell may not be modified in any way, other than as specified in:
 - (i) These Regulations,
 - (ii) The Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2012 & 2009 versions).
 Whether this is by the removal or addition of material.

5.5.3. Towing Eyes

The tow eyes installed as standard at the front and rear must be retained and in good condition – Renault ref: 7711 162 450

5.6. Bodywork and Measurements

Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2012 & 2009 versions).

- 5.6.1. The sections of bodywork may not be modified in any way other than as specified in:
 - (i) These Regulations,
 - (ii) The Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2012 & 2009 versions).
 Whether this is by the removal or addition of material.
- 5.6.2. It is not permitted to bridge bodywork joint lines with adhesive tapes.
- 5.6.3. Tape applied to bodywork must follow the original shape of the bodywork and must not be used to modify the standard profile.

Small strips of tape whose sole purpose is to cover and protect clips and other bodywork fasteners are permitted.

To reduce the risk of contact between the body shell and the tyre it is permitted to remove 5mm of material at the seam joint of the front inner wheel arch or to fold it back.

5.6.4. Crash Structure

- 5.6.4.1. On the grounds of safety, all cars while on the track must be fitted with a crash structure that is attached to the main structure of the vehicle, in the original position and with the correct fixings.
- 5.6.4.2. Should the front bumper and crash structure become detached from the vehicle or sustain damage that may be considered to compromise its structural integrity, the car will immediately be shown the Black Flag with orange disc. At this point the car must call at its Pit Bay for repairs on the next lap.

5.7. Main Dimensions

Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2012 & 2009 versions). The wheel base and track (front and rear) must remain within the range of permitted values using the original suspension parts.

- 5.7.1. Ground clearance:
 - (i) Over the entire surface of the vehicle must be a minimum of 4cm,
 - (ii) Will be measured with the Driver on board (wearing his complete racing apparel),
 - (iii) Will be measured with the car and Driver in the condition in which they cross the Finish Line or at any other time during an Event and without the removal of any solid or fluid matter including fuel.

5.8. Engine

Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2012 & 2009 versions).
NO MODIFICATIONS TO THE ENGINE AND ANCILLIARIES OR ENGINE MANAGEMENT SYSTEMS ARE PERMITTED.

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

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

5.8.2. Engine Sealing

i) Engines supplied by the designated engine supplier (Renault Sport France) and sealed with the 2009/2010/2011/2012/2013/2014/2015/2016/2019 specification seals are eligible for the 2019 Michelin Clio Cup Series and are deemed to be compliant and will not be subject to the dyno check process. All engines must be presented to the Clio Cup Series Organisers for validation. Seals previously exchanged by the eligibility scrutineer and documented as such in the log book will be deemed to be compliant.

ii) Engines may be repaired / rebuilt by the competitor to the exact specification of the original using only standard parts / components supplied by Renault Sport, however these engines will be subject to the dyno check process as listed below to preserve complete parity. No alteration is permitted to any part. For the avoidance of doubt the competitor assumes all responsibility for the engine's compliance regardless of any third party involvement in the repair.

Components:

STANDARD: The word 'standard' used within these technical regulations as a description of components is to be interpreted as: - 'The specified component from the manufacturers parts list for the model / engine shown on the entry form or registration form. No modifications permitted beyond the repair or adjustment processes specifically specified by the manufacturers' workshop manual or microfiche or electronic parts system, subject to any consolidation of parts records which incorrectly implies that such parts were used for period manufacture.' Checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance. Where parts have been superseded on the manufacturer's parts list, approval must be given by the Clio Cup Series Organisers before the new part can be used.

STANDARD PART: Is a part, the specification, features, location and method of operation of a part are as provided when new by the motor manufacturer for the model and date of car as shown on the entry form. Homologation papers, including VO, VK or ES extensions, will not be accepted as proof of specification of any components.

The Clio Cup Series Organisers reserve the right to issue additional statements clarifying the Regulations from time to time (Technical Bulletins). These numbered statements will be issued to all registered Entrants/Drivers by email or by formal communication at the Event.

For clarity on Parts and Technical see 5.1.9

Dyno Check Process:

Any engine that has had Renault Sport (designated engine supplier) seals removed for the purpose of repair / rebuild prior to the start of the season will be sealed by the Eligibility Scrutineer at the first round where the car is entered and thereafter these may only be removed in the presence and agreement of the Clio Cup Series Eligibility Scrutineer or his appointed deputy. These engines shall be subject to dyno testing by Renault Sport France at any point throughout the racing season, which includes following the final event of the championship in which the car takes part. Should the Scrutineer request a dyno test this shall be made following the final race of the weekend and the Entrant /Drivers will be expected to remove the engine assembly in Parc Ferme for removal by the Scrutineer / organiser for testing. Engines must be presented to the scrutineer together with the engine wiring loom and ECU which may be checked for compliance also.

Failure to present the engine / ECU / Wiring loom in Parc Fermé shall be deemed as technical non conformity and dealt with as such for all events prior to the request (as stated in 4.1)

Engines / ECU / wiring loom will be dyno tested for compliance and if compliant will be returned to Renault Sport in the UK for collection by the competitor. For the avoidance of doubt it is the entrant/competitor's responsibility to meet all costs associated with the removal, refitting and collection of the engine unit.

Should the engine / ECU / wiring loom be deemed to be non-compliant a technical non conformity will be raised and penalties will apply as in 4.1 Infringement of Technical Regulations.

All reports will be published and shared with all participants of the 2019 Michelin Clio Series for transparency.

Repairs in season:

Engine may be returned to Renault Sport France at any point throughout the season for repair and or rebuild – engines repaired through this process will be resealed by Renault Sport and deemed to be compliant for as long as the seals remain intact.

Seals may be removed at events in the presence of and with the agreement of the Clio Cup Series Eligibility Scrutineer or his appointed deputy for short duration with all repairs witnessed by the Scrutineer. If the seal replaces a Renault Sport seal this must be documented in the log book to preserve the engine's compliance and to avoid the dyno testing regulations.

Should an engine seal be removed for remedial work not carried out at the circuit (other than by Renault Sport France) the engine will fall into category where dyno testing regulations apply.

- 5.8.2.1.** The engine and Electronic Control Unit (ECU) are sealed using metallic and paint sealing systems. It is the Entrant's/Driver's responsibility to maintain the seals unbroken and to protect all such seals from damage or loss, as the eligibility of the relevant components and assemblies depends upon a full complement of seals being in place.
- 5.8.2.2.** The seals may only be broken with the permission of the Clio Cup Series Eligibility/Safety Scrutineer and/or his appointed representative.
- 5.8.2.3.** Only engines with a full complement of seals will be eligible for repair and rebuild.
- 5.8.2.4.** Any engine not bearing the Clio Cup Organiser's seals, or of which one or more seals are missing, shall be considered to be non-compliant with the Technical Regulations.
- 5.8.2.5.** In the event that one or more seals shall be found to be missing or not in compliance:
- (i) At pre-Event scrutineering: the engine must be replaced for the car to be eligible to take part in qualifying. The engine with the missing seal(s) shall be retained by the Clio Cup Series Eligibility/Safety Scrutineer for a thorough examination. It will be rebuilt, sealed and made available for competition use at a cost payable by the Entrant/Driver.
- (ii) During the Event: this shall be considered to be a non-compliance with the Technical Regulations and will automatically be the subject of a report to the Clio Cup Series Clerk of the Course. At the Clio Cup Series Organisers' discretion, an engine may be retained at the end of the race for further examination. The Clio Cup Series Organisers reserve the right to require an Entrant/Driver to exchange an engine for a replacement at any time.
- 5.8.3 Lubrication System**
- Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2012 & 2009 versions).
- 5.8.3.1.** Mandatory use of standard engine lubricant specification is free. The use of additional additives is strictly forbidden. The Clio Cup Series Organisers reserve the right to mandate a specific oil if the conditions arise.
- 5.8.3.2.** No oil replenishment is allowed during qualifying or during the race. It is permitted to drill a hole of maximum diameter 3mm, in the web of the oil filler cap to facilitate the fitting of lock wire to prevent accidental opening of the cap. Any lock wire fitted must be for the sole purpose of securing the filler cap.
- 5.8.4. Cooling System**
- Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2012 & 2009 versions).
- 5.8.4.1.** It is permitted to fit stone guards on the radiator air intake. It is mandatory to have a thermostat fitted in its normal position in the cooling system at all times. It is permitted to remove the centre of the thermostat.
- 5.8.5. Induction System**
- Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2012 & 2009 versions). The original engine air filter element and casing may not be modified in any way and must be fitted at all times during an Event. It may only be removed for the sole purpose of cleaning.
- 5.8.6. Engine Electrical System**
- Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2012 & 2009 versions).
- 5.8.7. Engine Management Computer**
- Only engine Electronic Control Units that are numbered and carry unbroken seals are eligible for the 2019 Michelin Clio Cup Series. The Clio Cup Series Organisers retain the right to provide replacement engine Electronic Control Units or fit data acquisition systems before free practice, qualifying session or race at any Event, or at any official test day.
- 5.8.7.1.** ECU map – the only ECU map that is permitted within the Clio Cup is defined by BARC and which may be checked at any time.
- 5.8.7.2.** The use of sparking plugs ref: 8200 492 426 / 7711 160 278 is mandatory.

5.9. Suspension

Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2012 & 2009 versions).

- 5.9.1.** Compulsory use of the original Clio Cup 3 UK race car (2012 & 2009 versions) suspension as supplied.
The suspension may not be modified in any way, other than as specified in:
- (i) These Regulations,
 - (ii) The Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2012 & 2009 versions).
- 5.9.2. Permitted changes to the original specification:**
- 5.9.2.1.** Adjustment of the suspension geometry is free, but only within the range of adjustment provided. Adjustment of camber and tracking angles are free, but only within the range provided by the parts as detailed in the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2012 & 2009 versions).
- 5.9.2.2. Rear Camber and Tracking**
- 5.9.2.2.1.** It is not permitted to place the shims in opposing planes.
- 5.9.2.2.2.** The minimum number of shims must be used to achieve the desired adjustment. It is not permitted to use multiple smaller denomination shims to make up a larger shim. (i.e. 6x10" shims cannot be used in place of 1x1⁰ shim).
- 5.9.3. Shock Absorbers**
- (i) Mandatory use of shock absorbers as supplied.
 - (ii) Bump rubbers must be used as supplied: front - 35mm ± 2mm / rear - 50mm ± 2mm.
 - (iii) No modification to the damper valving is permitted.
- 5.9.4.** It is not permitted to apply any additional paint or surface treatment system to any suspension components. All components must remain as supplied.
- 5.9.5. Suspension Springs, Front and Rear**
- 5.9.5.1** Mandatory use of springs as supplied.
Mandatory use of the bump rubber supplied.
- 5.10. Transmission**
Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2012 & 2009 versions).
- 5.10.1. Clutch**
- 5.10.1.1.** Mandatory use of the original Clio Cup 3 UK race car (2012 & 2009 versions) clutch system as supplied.
- 5.10.2. Gearbox**
- 5.10.2.1.** Mandatory use of the six-speed and reverse sequential Clio Cup 3 UK race car (2012 & 2009 versions) gearbox.
- 5.10.2.2.** Once supplied, the gearbox and ancillaries supplied with it may not be modified in any way whatsoever except with the written permission of the Organisers
- 5.10.2.3.** All cars must be equipped with a reverse gear in normal working order. It must be selectable at any time during an Event by the Driver seated in his normal driving position, with the engine running.
- 5.10.2.4. Repairs**
Any repairs undertaken on the gearbox unit must comply with the procedures detailed in Workshop Manual/Nomenclature for the Clio Cup 3 UK race car.
- 5.10.2.5.** Mandatory use of ELF HTX 755 gearbox lubricant.
- 5.10.2.6.** The use of additional additives is strictly forbidden.
- 5.10.2.7.** The Clio Cup Series Organisers reserve the right to nominate an alternative gearbox lubricant if the conditions arise.
- 5.10.3. Differential and Final Drive**
- 5.10.3.1.** It is mandatory to use the final drive as supplied.
- 5.10.3.2.** The final drive is controlled by the specification in the Nomenclature.
- 5.11. Electrics**
Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2012 & 2009 versions).
- 5.11.1. Telemetry**
During official test days, free practice, qualifying sessions and races it is forbidden to use:
- 5.11.1.1.** Any/all telemetry systems and associated electrical equipment,
 - 5.11.1.2.** Pit to car radios and vice versa.
- 5.11.2. Data Logging**
- 5.11.2.1.** The only data acquisition system(s), which maybe fitted is that specified by BARC.
 - 5.11.2.2.** The only lap timing system(s), which may be fitted is that specified by BARC.
 - 5.11.2.3.** The Clio Cup Series Organisers reserve the right to download, access and analyse any information at any time during an Event.
 - 5.11.2.4.** It is permitted to fit a manual stopwatch in the Driver compartment. The stopwatch must be totally

independent and require no 'beacon' signal.

It is permitted to install a temporary guard on the cockpit control panel to prevent the accidental deployment of switches.

It is permitted to apply an additional method for retaining the display, however this method must be of a temporary design.

5.11.3. **Battery**

(i) Use of a motorsport 12v battery of non spillable design suitable for location within the cockpit. The standard battery cover must be retained.

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

5.11.4. **Charging Circuit**

5.11.4.1. Compulsory use of 12-volt (nominal) alternator as supplied.

5.11.4.2. Charging circuit must be operational at all times while the engine is running.

5.11.5. **Starter**

5.11.5.1. Compulsory use of the starter as supplied.

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

5.11.6. **Wiring Loom**

5.11.6.1. Compulsory use of the wiring loom as supplied.

5.11.6.2. No modifications are permitted to the wiring loom.

5.11.7. Compulsory use of the dashboard as supplied.

5.12. **Brakes**

Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2012 & 2009 versions).

5.12.1. Compulsory use of the original Clio Cup 3 UK Car (2012 & 2009 versions) brake system.

No modifications may be made to the master cylinders, callipers, discs or any other part of the braking system.

5.12.2. **Brake Pads**

5.12.2.1. Brake pads must fit in unmodified standard callipers.

5.12.2.2. The mandatory brake pad is:

Front: 7711160428

Rear: 7711160429

No other manufacturer or friction material may be used.

5.12.3. The use of air cooling arrangements to the rear brakes is forbidden.

It is permitted to fit a protective covering to the front flexible brake hoses.

5.13. **Wheels/Steering**

Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2012 & 2009 versions).

5.13.1. Mandatory use of wheel: 7711 160 014 - 8J17

5.13.2. **Steering Wheel**

Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2012 & 2009 versions).

Mandatory use of steering wheel: 7711 160 037

Mandatory use of steering quick release mechanism: 7711 160 708

It is permitted to install a spacer between the steering quick release mechanism and the steering wheel. The maximum thickness for this spacer is 60mm.

5.14. **Tyres**

5.14.1. Make: Michelin

5.14.2. **Type & Sizes**

5.14.2.1. Dry (Slick):

Front: 20-61-17 Spec. S9M

Rear: 20-61-17 Spec. S9M

5.14.2.2. Wet (Treaded):

Front: 20-61-17 Spec. P2G

Rear: 20-61-17 Spec. P2G

5.14.2.3. The Clio Cup Series Organisers reserve the right to nominate an alternative if the conditions arise.

5.14.3. **Tyre Use Regulations**

5.14.3.1. The intention of these Regulations is:

(i) To contain costs by limiting the number of tyres that can be purchased on behalf of any one Entrant/Driver during the season,

(ii) To limit the number of tyres used per car/Driver per complete Event, 3 (three) nominated 'new' slick tyres and 1 (one) nominated 'used' slick tyres,

(iii) To prohibit the use of any method of raising the temperature of tyres by adding heat artificially,

(iv) To prohibit the application of any material to alter the standard performance of the tyres.

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

- 5.14.3.2.** Dry weather, (slick) controlled tyres for the 2019 Clio Cup Series will be marked on one face of the tyre by the appointed tyre marker, with an individual unique serial number that will also be recorded in the Entrant's/Driver's Tyre Purchase Record. The Entrant/Driver must also record the bar code number present on all tyres into their Tyre Purchase Record for future reference.
- 5.14.3.3.** Wet weather (treaded) tyres will not be serial numbered and will not be subject to this number limiting Regulation.
- 5.14.3.4.** It shall be the sole responsibility of the Entrant/Driver to judge whether the track is wet enough to justify the use of wet weather (treaded) tyres.
The Clio Cup Series Clerk of the Course will not judge whether the track is wet enough to justify the use of wet weather (treaded) tyres.
- 5.14.3.5.** 'New' tyres required for use in free practice, qualifying sessions, races and official test days may only be purchased:
- (i) From the approved supplier (Protyre Motorsport UK)
 - (ii) If at the time of purchase, the Entrant's/Driver's Tyre Purchase Record for the car onto which tyres are to be fitted is presented for inspection and allocation of tyre identification numbers.
- 5.14.4.** A 'used' tyre is defined as a tyre that is visibly worn, been subjected to at least one heat cycle and nominated at a previous event.
- 5.14.5. Limitation on Use**
- 5.14.5.1.** The maximum number of 'new' slick tyres permitted for the 2019 Clio Cup Series for each Entrant/Driver is: 3 (three) slick tyres per Event. Tyres cannot be exchanged between the front and rear of the car during qualifying and races.
- 5.14.5.2.** The limit on the number of tyres has been set to allow for both normal wear and for possible accident or puncture damage. Under all normal circumstances the limit of three (three) nominated 'new' slick tyres for each complete Event will not be exceeded.
- 5.14.5.3.** For each single race Event a maximum of 6 (six) slick (new and used) tyres must not be exceeded.
- 5.14.5.4.** Only in exceptional cases where, in the judgement of the Clio Cup Series Eligibility/Safety Scrutineer, damage to a maximum of 3 (three) nominated 'new' slick tyres makes further participation in an Event impossible, nominated 'used' tyres may be substituted. The substitution may only be authorised by the Clio Cup Series Eligibility/Safety Scrutineer.
- 5.14.5.5.** In those exceptional cases where, in the judgement of the Clio Cup Series Eligibility/Safety Scrutineer, damage to tyres through no fault of the Entrant/Driver makes further participation in an Event impossible, supplementary front and/or rear tyres may be nominated and used. Supplementary tyres are to be selected by the Clio Cup Series Eligibility/Safety Scrutineer. The selection is to be entirely at the discretion of the Clio Cup Series Eligibility/Safety Scrutineer.
- 5.14.5.6.** During qualifying sessions Competitors are limited to changing dry weather (slick) tyres, for other dry weather (slick) tyres whether nominated or already installed on the front axle. If a technical problem is present with dry weather (slick) tyres on the rear axle it is permitted to install another dry weather (slick) tyre with the agreement by the Clio Cup Series Eligibility/Safety Scrutineer.
- 5.14.6. Tyre Nomination**
- 5.14.6.1.** Each Entrant/Driver must record on the Tyre Nomination Form the serial numbers and the bar code numbers of the 3 (three) 'new' nominated slick tyres and the serial numbers and the bar code numbers of the 1 (one) 'used' slick tyres that he/she intends to use on the front axle in an Event. The use of rear tyres is free in quantity.
The Tyre Nomination Form must be signed by the Entrant/Driver and submitted to the Technical Support Vehicle before the first qualifying session. The Clio Cup Series Eligibility/Safety Scrutineer or his appointed representative will sign for receipt and return the back copy. The onus is on the Entrant/Driver to ensure that the completed Tyre Nomination Form is deposited with the Clio Cup Series Eligibility/Safety Scrutineer before the first qualifying session. Failure to do so will be the subject of a report to the Clio Cup Series Clerk of the Course.
- 5.14.6.2.** The front tyres nominated in accordance with Regulation 5.14.6.1. must be the front tyres that have been recorded in the Entrant's/Driver's Tyre Purchase Record.(Log Book)
- 5.14.6.3.** During free practice, qualifying sessions and races, only front tyres nominated in accordance with Regulation 5.14.6.1. and wet weather (treaded) tyres may be kept in the pits.
- 5.14.6.4.** During an Event, checks will be made by the Clio Cup Series Eligibility/Safety Scrutineer or his appointed representative to ensure compliance between the front tyres used and serial numbers recorded on the Tyre Nomination Form. At the end of the race all placed cars will automatically be checked for compliance with this tyre Regulation. Non-compliance at any time during an Event will be the subject of a report to the Clio Cup Series Clerk of the Course.

- 5.14.7. It is only permitted to inflate tyres with air. No other medium may be used.
- 5.14.8. It is not permitted for any Driver to utilise a qualifying session as free practice on un-nominated tyres.
- 5.14.9. In those exceptional cases where, in the judgement of the Clio Cup Series Eligibility/Safety Scrutineer, damage to tyres through no fault of the Entrant/Driver makes further participation in an Event impossible, supplementary front and/or rear tyres may be nominated and used. Supplementary tyres are to be selected by the Clio Cup Series Eligibility/Safety Scrutineer. The selection is to be entirely at the discretion of the Clio Cup Series Eligibility/Safety Scrutineer.
- 5.14.10. It is not permitted to use any means to artificially raise the temperature of tyres above ambient at any time prior to or during an Event, other than by the natural addition of heat resulting from permitted driving on the circuit.
- 5.14.11. Tyres must only be used in the standard condition as supplied by the manufacturer. The application of any material (liquid, solid or gas) to any part(s) of a tyre during free practice, qualifying session or race is forbidden. The only exceptions are the use of pure domestic water and lubricant applied to the tyre bead for fitting purposes. The Clio Cup Series Organisers reserve the right to take samples of tyre material at any time for laboratory analysis.
- 5.14.12. Tyre warmers or any other device intended to modify or maintain tyre temperature are forbidden. Tyre warmers found at the circuit will be judged to be available for use and appropriate action will be taken.
- 5.14.13. Any tyre protection covers used at any time within the confines of the circuit must be of a temporary construction and must be capable of being used many times.
- 5.14.14. A slick tyre may only be used on a car that bears the same race number as the first part of the unique identification number on that tyre.
- 5.14.15. Pressure regulation valves are forbidden.

5.15. Weight

- 5.15.1. The principle is to equalise the performance of the car and Driver combination. The minimum car/Driver weights at the completion of every free practice, qualifying session and race must be in accordance with Regulation 5.15.2 and 5.15.3.
- 5.15.2. Prior to the first on-track activity of the season in which the vehicle / Competitor is entered the Driver will be weighed. For the 2019 season a specific allowance of 100kg will be made for the Driver weight unless this is subsequently amended by an Official Clio Cup Series Bulletin. Where the Driver weight is below the specified allowance the weight difference involved must be carried within the vehicle at all times.
- 5.15.3. The minimum weights will be as follows:
 - (i) Minimum weight of car and Driver: 1,160kg.
 - (ii) Minimum weight of car minus Driver: 1,060kg plus any difference calculated in 5.15.2. above.
 The minimum weight is 'in the condition in which the car and Driver (wearing his complete racing apparel) are presented at any other time during an Event and without the addition or removal of any solid or fluid matter including fuel. For the purpose of the Regulation, an Event is deemed to include any transfer to a place of post-qualifying or post-race scrutiny as directed by an Official.
- 5.15.4. It is forbidden to add any liquid(s) or other material(s) to the car, or to substitute any part(s) for a heavier one during free practice, qualifying session or race.
- 5.15.5. If ballast is required to achieve the minimum weight, this must be in the form of official ballast plates. The specific components and techniques are detailed in the Workshop Manual. It must be possible for seals to be applied to the ballast, should the Clio Cup Series Eligibility/Safety Scrutineer deem this necessary.
- 5.15.6. If the car carries ballast in order to meet the weight required by the Regulations, a mandatory declaration must be made by the Entrant/Driver about this ballast to the Clio Cup Series Eligibility/Safety Scrutineer.

5.16. Fuel

- 5.16.1. The only permitted fuel shall be Unleaded Pump Fuel meeting the requirements of Section B Nomenclature and Definitions of the Motorsport UK Yearbook 2019 for fuel to BS7800 (Super Unleaded) specification. The Clio Cup Series Organisers reserve the right to nominate an alternative grade of fuel.
- 5.16.2. Once supplied, nothing may be added to the fuel.
- 5.16.3. Source
 - 5.16.3.1. The Clio Cup Series Organisers may designate a supplier of fuel who will be required to supply a high quality, consistent and traceable fuel for an Event. The Clio Cup Series Organisers reserve the right to nominate an alternative supplier if the conditions arise.
 - 5.16.3.2. The onus is on the Entrant/Driver to ensure that they have a demonstrable audit trail for any fuel purchased.
 - 5.16.3.3. Refuelling is not permitted during qualifying, on the starting grid or during a race.
 - 5.16.3.4. Any storage of fuel on board the vehicle at a temperature below ambient temperature is forbidden.

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

5.16.4. Fuel Testing

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

5.16.4.2. Fuel testing will be carried out in accordance with the Motorsport UK Yearbook **2019**, Regulation **D34**.

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

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

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

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

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

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

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

5.17 Silencing and Exhaust

Refer to the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (2012 & 2009 versions).

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

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

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

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

5.17.5. All cars must conform to the current Motorsport UK noise requirements as detailed in Motorsport UK Yearbook **2019**, Regulation Section **J** Technical.

5.17 Lubricant Testing

Specified lubricants can be found within the Workshop Manual/Nomenclature for the Clio Cup 3 UK race car (**2013** version). Once supplied, nothing may be added to the lubricants.

5.17.1. Lubricant sampling may be carried out at any time before, during or after an Event on the instruction of the Clio Cup Series Clerk of the Course or Clio Cup Series Eligibility / Safety Scrutineer

5.17.2. The procedure for sampling will be that four samples will be taken and placed in four new containers. These will be identified and allocated as:

One for the analysis laboratory specified by the Organisers
One for the Competitor

One for the Organisers

One which may be sent to the Motorsport UK, either via an Motorsport UK Official or registered carrier

5.17.3. Containers will be identified and sealed by the Clio Cup Series Scrutineer in the presence of the Competitor.

5.17.4. Testing of the lubricant sample will be performed by a specialist analysis laboratory nominated by Renault Sports Technologies and transported by registered carrier or a Clio Cup Series Technical Official.

5.17.5. The sample reserved for the Motorsport UK will only be used to give a second expert opinion in case of any dispute between the Competitor and the Organisers

TECHNICAL REGULATIONS – ROAD CARS

5.1. Introduction

5.1.1. The following Technical Regulations are set out in accordance with the Motorsport UK specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it, you should work on the principle that you cannot. All cars must comply to the current Motorsport UK Year Book section J, K and Q

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

- (i) In these Regulations,
- (ii) In the Technical manual,
- (iii) In any official Technical Bulletin that maybe published, is strictly forbidden.

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

5.1.3. Competitors will be personally and solely responsible for ensuring that their cars comply with these regulations for each Event at which they are entered. Queries concerning eligibility should be referred in writing to the Clio Cup Series Eligibility Scrutineer at least seven days prior to an Event entered, to permit a ruling in advance of any meeting at which it is intended to compete.

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

5.1.5. Components

5.1.5.1. STANDARD: The word 'standard' used within these technical regulations as a description of components is to be interpreted as: - 'The specified component from the manufacturers parts list for the model / engine shown on the entry form or registration form. No modifications permitted beyond the repair or adjustment processes specifically specified by the manufacturers' workshop manual or microfiche or electronic parts system, subject to any consolidation of parts records which incorrectly implies that such parts were used for period manufacture.' Checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance. Where parts have been superseded on the manufacturer's parts list, approval must be given by the Clio Cup Series Organisers before the new part can be used. Where specifications for parts, e.g. final drive, gear ratios etc. are stated within **5.22.** of these regulations, they are mandatory for that make and model of car.

5.1.5.2. STANDARD PART: Is a part, the specification, features, location and method of operation of a part are as provided when new by the motor manufacturer for the model and date of car as shown on the entry form.

5.1.5.3. STANDARD PATTERN PART: Replacement part that has a similar form shape and features as the standard part and is made using similar materials and manufacturing processes e.g. A standard part manufactured by a non-original equipment supplier that is fully interchangeable with the standard part.

5.1.5.4. Homologation papers, including VO, VK or ES extensions, will not be accepted as proof of specification of any components.

5.1.6 The Clio Cup Series Organisers reserve the right to issue additional statements clarifying the Regulations from time to time (Technical Bulletins). These numbered statements will be issued to all registered Entrants/Drivers by email or by formal communication at the Event.

5.2. General Description

5.2.1. The Clio Cup Series is for Competitors participating in right AND left hand drive, front-wheel drive Renaultsport Clio 3 vehicles. The eligible models are:

Model	Model Designation	Model year
Renault Sport Clio 197	CR1P	2006 - 2009
Renault Sport Clio 200	CR18	2010 - 2013

5.2.1.1. For avoidance of doubt, 'standard specification' will always be made with reference to vehicles sold through the applicable time periods. Special edition models are not eligible. Overseas models, or special order versions are not deemed to constitute a specification reference source for the purposes of these regulations.

5.2.1.2. Motorsport-type bodyshells (as often but not exclusively denoted via blank chassis plates, lack of underseal, lack of wax injection, lack of production bracketry etc.) are prohibited. Acid dipping, shot blasting or media blasting of bodyshells is prohibited.

- 5.2.2..** It is the intention of the Clio Cup Series Organisers to equalise the performance of the cars by setting minimum weights **(5.16.1)** The Clio Cup Series Organisers reserve the right to amend any of the minimum weights specified in **5.16.1** at any stage of the season. The minimum weights will be reviewed after each Clio Cup Series round. If changes are to be made subsequent to this review, seven days' notice will be given. There is no appeal against the application or addition of ballast or other restrictions.
- 5.3. Proof of Performance**
It is the intention of the Clio Cup Series Organisers to rigorously monitor the performance levels of vehicles which take part in the Events and compliance with these regulations will be checked and documented as follows:
- 5.3.1. Competitor Declaration**
It is the Competitors responsibility to ensure the registered / competing vehicle complies with the 2019 Michelin Clio Cup Series championship specification.
- 5.3.2. Data Logger**
The Clio Cup Series Organisers may introduce a Clio Cup Series data logger to ensure compliance with the agreed power: weight ratio. This logger will calculate the BHP of the vehicle and the data generated will be downloaded and checked by the Clio Cup Series Organisers at every round to ensure compliance with these regulations.
Competitors will be advised by a technical bulletin in the advent of a mandatory Clio Cup Series data logger during all qualifying and race sessions. Failure to fit or ensure correct operation of this device will lead to exclusion.
- 5.3.3. Examination of Vehicles**
- 5.3.3.1.** The Clio Cup Series Organisers (in addition to any other powers they may have under these regulations) reserve the right before or after any race in the Clio Cup Series to designate any one or more of the competing cars for special eligibility scrutineering.
- 5.3.3.2.** Competitors must be prepared, with tools and spare parts as necessary, to enable inspection of components, or to have units sealed at the circuit for later inspection by an Eligibility Scrutineer at the Competitor's expense.
- 5.3.3.3.** Upon such selection being made the Competitor shall immediately place the car under the control of the Clio Cup Series Organisers and be deemed to have permitted all such scrutineering, examination and testing as the Clio Cup Series Organisers may responsibly require to undertake. The Clio Cup Series Organisers have the right to:
- (i)** Examine the car at the circuit for such period as they may reasonably require and take fuel samples.
 - (ii)** Retain the car for detailed examination at premises chosen by the Clio Cup Series Organisers. If the Clio Cup Series Organisers elect to retain the car they shall make it available for collection by the Competitor at least seven days prior to the qualification session for the next race in the Clio Cup Series unless the car is found to be in breach of these regulations.
 - (iii)** Seal the car and its components in such a manner as they may choose and require the Competitor at their own expense to present the car at any other premises chosen by the Clio Cup Series Organisers for detailed examination within a specified period and / or remove the car by transporter at no expense to the Competitor to an appointed location. The Competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.
 - (iv)** Any vehicle may be subject to ECU map testing at any time. For the avoidance of doubt this may be either at or away from the circuit at the Clio Cup Series Organisers designated tester. This process will require the removal of the ECU which will subsequently returned to the competitor via post or courier within five working days.
- 5.3.3.4.** The overseen stripping of the engine or any required component will be undertaken by the Competitor and / or mechanic / technician nominated by the Competitor.

5.4. Safety Requirements

5.4.1. Roll Over Protection System (ROPS)

The following Articles of Motorsport UK Safety Criteria Regulations will apply:- Section K Appendix 2 drawing 5 or 6 (preferably with the upper mounting of the diagonal to be on the Driver's side of the cage) and compulsory horizontal side entry bars as per K 1.3.5 (b); 1.3.6; K 2.1.2 or K2.1.4; K 9; K 12 – K 14.3;

Use of a harness bar as defined in K1.1.13 is compulsory and this must be fitted as defined in K1.3.9. Recommended use of the Safety Devices RO19 roll cage 'as supplied' although others meeting the requirements are permissible. Mounting of the roll cage into the body shell must respect the requirements of Motorsport UK Yearbook 2019. The use of FIA protection foam is mandatory and must remain in the original position (longitudinal and diagonal members) above the Driver's head, additional foam may be used providing it is compliant with section K of the Motorsport UK Blue Book 2019.

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

5.4.2. Seat belts must be FIA homologated in accordance with K2.1 of the 2019 Motorsport UK Blue Book using a six bolt harness (as defined in K2.1.4) and fitted to Blue Book regulations. The Driver's seat must be replaced with a competition seat meeting all requirements of the 2019 Motorsport UK Blue Book section K.2.2.

5.4.3. Fire extinguishers must be plumbed in and comply with K3.1.2 or K3.1.3. of the 2019 Motorsport UK Blue Book.

5.4.4. Towing eyes; the use of 'soft' towing eyes, front and rear, compliant to Motorsport UK regulations is mandatory and these should be fixed to the original manufacturers position.

5.5. General Technical Requirements and Exceptions

5.5.1. All cars must comply with the requirements of sections J and Q 19.1.1 – Q 19.16 of the current Motorsport UK Yearbook. All vehicles must be of sound construction and mechanical condition and be well maintained. There is no requirement for an MOT certificate, Road Tax or Insurance.

5.5.2. **5.22.** Lists Technical Specifications applicable to the models of car permitted to participate; those listed must comply with those specifications.

5.5.3. The presentation of the car is fundamental to the image of the Clio Cup Series. Thus cars entered must be of a standard specification appearance and exhibit all items of external trim associated with the appropriate eligible model (see **5.2.**).

5.5.4. In case of serious accident, an alternative age or model body shell may be used provided:

(i) no weight or other benefit is derived,

(ii) the finished car's appearance corresponds with that of the eligible model. The age of the replacement bodyshell dictates the type of external trim to be fitted in order that the car does not present the image of a hybrid, and

(iii) the use of titanium, ceramics, carbon fibre, Kevlar, composites thereof (with the exception of the Drivers' seat) and magnesium is prohibited.

5.5.5. Only parts listed on the Renault parts system at the time of manufacture of the vehicle may be used. If parts have been superseded on the Renault parts system since the date of vehicle manufacture the replacement part may not be used without prior consent from the Clio Cup Series Organisers.

5.6. Chassis

5.6.1. No chassis stiffening is permitted except that derived from the fitting of a roll cage. Only the six mounting feet inside the car are permitted, and a 3mm thick plate welded to the chassis to which the cage should be bolted K 1.3.2. Seam welding, strengthening of mounting points and changes in component material of the bodyshell or panels is prohibited. Bodywork repairs to be conducted in structural areas should involve Competitor dialogue with the Clio Cup Series Eligibility Scrutineer to ensure ongoing bodyshell compliance. Front & rear strut braces are not permitted.

5.6.2. The following modifications are prohibited:

(i) Unless specifically authorised in these regulations, the lightening of components or panels in any way, whether via removal of metal or otherwise is prohibited. Specifically but not exclusively this includes removal of any unused bracketry welded to the bodyshell or other components: seat rails, seat front cross member, rear seat base frame, roof tin supports, seat belt anchor backplates, rear seat hinge and retaining brackets. Removal of any unused bracketry rear of the main roll over bar is permitted.

(ii) Inner wheel arch modification is prohibited and material may not be removed to allow clearance for suspension components, driveshafts and linkages. The seam between the inner wing and chassis may be dressed back to prohibit tyre interference.

(iii) Front turret central cone repositioning.

(iv) Removal of the spare wheel well.

(v) Removal of bonded metal plugs in the floorplan or other areas of the interior and exterior.

5.7. Bodywork and Measurements

5.7.1. Modifications Permitted

- 5.7.1.1. General:** Must be of the standard specification for the vehicle, with no additions or omissions. Mandatory fitment of laminated windscreen. Seam welding, strengthening of mounting points and changes in component material are prohibited. Sunroofs must be replaced as per Motorsport UK regulation Q 19.14.6.
- 5.7.1.2. Interior:** Must be of the standard specification for the vehicle. Door trims and weather proofing plastic sheets must be removed. Rear quarter panel trims, boot side panels, tailgate trim panel and weather proofing plastic sheets must be removed. A basic door trim manufactured from plastic or aluminium only must be fitted to the inside of the Driver's door – this must be to a high standard with no sharp edges and a smooth surface. Windows must be fully operable – either manual or electric types allowed. Driver's seat must be replaced with the competition seat fitted in accordance with K 2.2.
- 5.7.1.2.1. Passenger and rear seats** must be removed. Headlining and carpets must be removed. The inner sunroof steel sleeve and mechanism may be removed provided the orifice is covered in accordance with Motorsport UK regulation Q 19.14.6. Dashboard fascia must remain standard with the exception of minimal material trimming to accommodate rollcage fitment around the A-pillars, but must otherwise remain as originally fitted. The car must retain the standard de-misting and air conditioning system, which includes an operative interior fan, heater matrix, supplied by water from the car's cooling system. An interior rear view mirror must be fitted
- 5.7.1.3. Exterior:** As per standard specification for the eligible vehicle as manufactured.
- (i) The bonnet must be secured by surface-mounted bonnet pins; the rear hatch must be secured either by surface-mounted bonnet pins and locks can be removed.
 - (ii) Unless specifically authorised in these regulations, the use, substitution of, and / or addition of, any parts, material or processes is prohibited, other than welding or repairing material or the fitting of standard replacement parts, for the sole purpose in every respect of restoring the vehicle to the manufacturer's standard specification or to comply with safety requirements.
 - (iii) Plastic rear wheel arch liners must be left in place. External 'Bitumen' sound deadening patches may not be removed.
 - (iv) Towing eyes must be a contrasting colour to its background, and if located within the vehicle periphery, the location must be clearly marked (Motorsport UK Regulation Q 19.1.3).
 - (v) All, door rubbing strips, weather strips/channels must be retained.
 - (vi) Two external rear-view mirrors, one on the left hand side and one on the right hand side must be fitted and be a standard part pertaining to that model.
 - (vii) External fire extinguisher and electrical cut out switches are mandatory, marked as per Motorsport UK regulations. Minimum bodywork apertures are permitted for this purpose.
 - (viii) Exterior must display all Clio Cup Series sponsors' decals correctly as communicated by the Clio Cup Series Organisers.
 - (ix) Bumper mountings are free provided the bodywork and the shape and position of the bumpers remain unchanged.
- 5.7.1.4. Silhouette:** As per standard specification.
- (i) The exterior of the car must be standard for the model being raced.
 - (ii) Only the standard apertures in the bodywork may be used for the passage of cooling air. 'Standard apertures' are defined as existing apertures in the bodywork which are open or partially or completely covered by parts authorised for removal in these regulations.
 - (iii) It is not permitted to fit any under-body/under-engine protection other than a fuel tank skid plate (MOTORSPORT UK regulation Q 19.1.4).
- 5.7.1.5. Ground Clearance:** It is permitted to alter the ride height. Under no circumstance can any part of the bodywork, or of the suspended part of the car including the exhaust system, be below a horizontal plane passing 40mm above the ground, the car being in normal racing trim with the Driver in the normal seated position. A gauge of 40mm may be used by Scrutineers before or after races or practice to check the ground clearance; the vehicle may be stationary or moving during any testing.
- ### **5.7.2. Modifications Prohibited**
- 5.7.2.1. General:** The exterior of the car must be of standard specification for the model being raced. Any replacement body panels must be of standard shape, material and thickness. No modifications may be made to, or material removed, from the bodywork or any of its panels including internal stiffeners other than as repairs, apart from the modifications permitted to the sunroof cage in **5.7.1.2.**; exterior trim must be standard.
- 5.7.2.2. Interior:** Window winding mechanisms may not be removed. Any other modification in contravention of **5.7.1.2.** is also prohibited. The Driver's window net must be used at all times while the car is on the circuit.
- 5.7.2.3. Exterior:** It is not permitted to increase the width of the wheel arch by the addition of material to, or the deformation of, the outside or inside of the wheel arch. No additional holes may be cut into the bodywork or spoiler to aid cooling, brake ducting, air intake etc. Apertures may not be enlarged. Bonnet / engine cover must remain in the normal position and, when closed, must not have any non- standard gaps at any of their edges. Fitment of tape etc. to close body gaps (e.g. bonnet to wing) is prohibited. The removal of underseal from vehicle wheel arches, and any areas outside the vehicle wheelbase is

prohibited. It is not permitted to add ducting to feed cool air to the intake system, or braking systems.

- 5.7.2.4. **Silhouette:** Any in contravention of 5.7.1.4.
- 5.7.2.5. **Ground Clearance:** Any in contravention of 5.7.1.5.

5.8. Engine

Must be of the standard type and specification for the exact vehicle – see 5.20 - and made of the standard material. All components must be used in their standard positions, with no additions or omissions unless expressly stated in these regulations. No modifications are permitted. It is the Competitor's responsibility to ensure that no prohibited modifications have been carried out, even if they are using an engine not assembled by them.

5.8.1. Modifications Permitted

- 5.8.1.1. Reciprocating parts may not be altered in anyway, this includes lightening or balancing.
- 5.8.1.2. The cylinder head may have material removed from the combustion face up to a maximum of 0.005 inch from standard height.
- 5.8.1.3. Replacement valves & valve guides may be fitted but must be standard or standard pattern (in shape, profile and material).
- 5.8.1.4. Fitment of oil catch tank, of minimum capacity 2 litres (Motorsport UK regulation Q 19.9.2 & 3).
- 5.8.1.5. The fitting of higher specification grade conrod cap bolts. Type ARP216-6301

5.8.2. Modifications Prohibited

Any other than those permitted in 5.8.1. For clarity:

- 5.8.2.1. Cylinder head - MUST remain to standard specifications. No material may be added to or removed from the cylinder head; inlet and exhaust ports may not be modified in any way and must remain as cast and as per standard specification.
- 5.8.2.2. Aside from 5.8.1.2. & 5.8.1.3. above, the head casting material cannot be ground, smoothed, welded or in any way altered, whether to achieve optimisation of gas flow or otherwise. Any attempt to alter the shape of the ports, valve throats or the valve seats is prohibited.
- 5.8.2.3. Standard pistons may not be replaced by forged pistons or 'machined-from-billet' pistons. Piston crowns must not be machined from standard in shape or profile.
- 5.8.2.4. Valve sizes must not be altered from standard specification.
- 5.8.2.5. Uprated lifters and lightweight spring caps are prohibited.
- 5.8.2.6. Fitment of an oil pump from a different production model is prohibited.
- 5.8.2.7. Modification of oil pick-up pipe prohibited.
- 5.8.2.8. Fitment of a nonstandard head gasket whether sourced from other vehicles within the Renault model range or elsewhere is prohibited.
- 5.8.2.9. The use of higher grade aftermarket fasteners for cylinder head, main bearing caps and flywheel – e.g. ARP or similar – is prohibited.
- 5.8.2.10. Fuel injectors cannot be substituted for non-standard parts.
- 5.8.2.11. The swapping of engine components or any ancillary components between models is prohibited. This is inclusive of any components in the engine bay such as, but not exclusively, pistons and electronics.
- 5.8.2.12. Standard inlet manifold must be retained and may not be modified by the removal or addition of material.

5.8.3. Location

Position and mounting method must be of standard specification. All engine mounts must be of standard design and material rigidity grade. Voids in these standard engine mounts cannot be filled with any material to attempt to stiffen the mounts. No additional engine/transmission supports may be fitted, whether chassis mounted, or otherwise.

5.8.4. Oil Water Cooling

Water radiators must remain of standard specification for the model being raced, in design, size and position. The standard radiator fan and fan cowling must also be retained.

5.8.4.1. Modifications Permitted

No modifications are permitted.

5.8.4.2. Modifications Prohibited

- 5.8.4.2.1. Elimination of water feed to heater matrix.
- 5.8.4.2.2. Electric coolant pumps are not permitted.
- 5.8.4.2.3. Aftermarket lightweight cooling fans.

5.8.5. Induction Systems

The complete induction system must be of the standard specification for the vehicle, and be retained in its entirety; Components must be used in their standard positions, with no additions or omissions except for the following:

- 5.8.5.1. Clio Cup Series control air filter see (5.19.1) must be used to replace the standard part. This must be obtained from the designated supplier detailed in 5.19 and be of the correct specification for the model to which it is fitted. Disconnection of the noise reduction butterfly is permitted.
- 5.8.5.2. No other modifications are permitted.

5.8.6. Exhaust Systems

- 5.8.6.1. Standard exhaust manifold must be retained.

- 5.8.6.2.** All vehicles must be fitted with either the standard system or the appropriate control exhaust system obtained from the designated supplier detailed in **5.19**. This includes the following components:
- (i) Clio Cup Series control: Milltek Clio 197 manifold back race exhaust.
 - (ii) 'Sports' catalytic converters and modified downpipes are expressly excluded.
- 5.8.7. Engine Management – Fuelling, Ignition & Valve Timing**
Components must be of standard specification for the vehicle and used in their standard positions, with no additions or omissions. Secondary electronic engine management systems are prohibited. The use of 'piggy-back' devices in conjunction with the standard ECU to modify ignition timing and/or fuelling is prohibited.
- 5.8.8. Engine mapping**
The engine map must remain standard. Prior to any car taking part in the Clio Cup Series the competitors ECU will be checked for compliance by the Clio Cup Series organisers designated tester. (Note cars that have been previously tested and have retained the ECU identification seal undamaged do not need to be re checked). An identification seal will be added as part of the check to confirm compliance at that time. This seal must remain intact and any attempt to tamper or break the seal will be classed as a technical non-conformity and the appropriate penalty applied by the Clerk of the Course. The Clio Cup Series Organiser reserves the right to introduce a designated engine map to all cars at any time during the season.
Competitors should send their ECU by registered post or courier to the designated tester allowing five working days for its return. The ECU should be labelled by the competitor with their name, return address, chassis number and variant (197 or 200) of the car it is to be fitted. The testers details can be found in section 6.1 of these regulations.
- 5.8.9. Lubricants**
Engine and transmission lubricants must be used but specification is free (**see 5.19**)
- 5.9. Suspension**
The standard specification suspension configuration must be retained and the standard mounting points and position of the suspension components to the bodyshell and related suspension units must be used and remain as standard. All suspension components (uprights, wishbones, hubs, bottom ball joints, suspension top mounts, steering arms, rear beams, anti-roll bars, supports bolted to the bodyshell or subframe) must be standard, unmodified and remain in their standard position, with no omissions, additions, lightening or modifications allowed to the mounting points and be manufactured from the standard material type except where specifically allowed in these regulations. No additions or modifications may be made to the mounting points. Suspension must be controlled to avoid fouling of wheels on chassis or bodywork (MOTORSPORT UK regulation J 5.5.). Permitted specifications for camber and toe are detailed in the tables in **5.20.2**
- Modifications Permitted**
The front spring 7711160993, rear spring 7711160994 and damper units must be fitted along with the associated parts included in the Renaultsport R3 Access front and rear suspension kit It is permitted to alter the ride height within the constraints of **5.71.5**
Front camber and castor may only be adjusted by using the optional Powerflex bushes. Standard bushes must not be modified.
- 5.9.1.1.** Control Powerflex polyurethane bushes maybe fitted (**see 5.19.**)
5.9.1.2. Control Renaultsport shims may be fitted to the rear beam only for adjustment of toe only **not** camber (**see 5.19**).
- 5.9.2. Modifications Prohibited**
- 5.9.2.1.** Modifications to the suspension pick up points are prohibited.
 - 5.9.2.2.** Offset and/or non-standard adjustable suspension strut mounts, other than those listed in **5.19** are prohibited.
 - 5.9.2.3.** Modification of the engine subframe or its mounting position prohibited.
 - 5.9.2.4.** Spherical joints, rose joints and rod ends are prohibited.
 - 5.9.2.5.** Seam welding of front wishbones or engine subframe is prohibited.
 - 5.9.2.6.** Dampers other than the control items, or control items with identification tags missing are prohibited.
 - 5.9.2.7.** Any mechanism for changing the suspension geometry, other than ride height and camber as specified in **5.2.**, is prohibited
 - 5.9.2.8.** No additional springing medium may be utilised.
 - 5.9.2.9.** Rear suspension and stub axles must remain standard and have geometry as specified in **5.2.**; no strengthening or addition / removal of material is permitted.
- 5.9.3. Wheelbase/Track**
Wheelbase and track must remain as standard for the vehicle, subject to **5.12.1.** and separately, the acceptance of any minute changes arising solely from adjusting ride height and camber, within the scope of these regulations. Wider front or rear axles from other Renault models are prohibited.
- 5.10. Transmissions**
Must be of the standard coded type and specification for the vehicle. See Table **5.20.1** for permitted ratios and final drive.

5.10.1. Modifications Permitted

- 5.10.1.1. Clutch cover plate may be changed for the updated parts **See 5.19**. Flywheel and clutch assemblies may not be balanced.

5.10.2. Modifications Prohibited

- 5.10.2.1. The method of clutch actuation must not be altered in any way.
- 5.10.2.2. Limited slip and any other methods of locking or pre-loading the differential are prohibited.
- 5.10.2.3. The use of any electronic traction control device is allowed but must operate to standard specification.
- 5.10.2.4. No nonstandard electrical connections, switches or sensors may operate on any part of the clutch or gear controls or linkages.
- 5.10.3. For clarity, final drive and gear ratios must remain as per standard specification as per **5.2**. and it is prohibited to mix and match any components. Gearbox casing codes must correspond with the gear ratios contained within.
- 5.10.4. Gearbox casings cannot be altered by the addition or removal of material, internally, or externally. No modifications to driveshafts or constant velocity joints are permitted. The gearbox must always include a reverse gear, which can be engaged by the Driver sitting in his/her seat with his/her safety harness fastened.

5.11. Electrics

- 5.11.1. **Exterior Lighting:** To standard manufacturer's specification for the vehicle which must all be fully functional. Front lights must be protected in accordance with MOTORSPORT UK regulation Q19.14.4. Spotlights and bumper mounted side lights may be removed.
- 5.11.2. **Batteries:** To standard manufacturers specification for the vehicle, inclusive of external dimensions and weight; location must be as standard. A battery and electric starter motor must be fitted and be capable of repetitive starts. No external (slave) batteries may be used.
- 5.11.3. **Generators:** A fully working standard alternator and standard pulley must be fitted and electrically connected so that the standard battery charging function is providing a charge to the onboard battery.
- 5.11.4. **Electrical and Electronic Systems**
 - 5.11.4.1. **Modifications Permitted**
 - 5.11.4.1.1. The rear wiper, motor, mechanism and wiring may be removed. Rear washer, plumbing, bottle, wiring and switch may be removed.
 - 5.11.4.1.2. Removal of interior light electric components.
 - 5.11.4.1.3. Addition of auxiliary gauges and switches. The main speedometer binnacle must be standard. Any openings which result from alterations must be covered.
 - 5.11.4.1.4. The standard wiring loom must be retained
 - 5.11.4.1.5. The vehicle air bags must be disabled and may be removed.
 - 5.11.4.2. All other electrical and electronic systems must remain in their standard positions and be of standard specifications.
 - 5.11.4.3. **Modifications Prohibited**
 - 5.11.4.3.1. Substitution of ignition coils with high power ignition coils.
 - 5.11.4.3.2. Fitment of non-standard distributors.
 - 5.11.4.3.3. It is not permitted to install floor or tunnel mounted instrument, fuse and/or switch binnacles.
 - 5.11.4.3.4. Additional electronic devices.

5.12. Brakes

- 5.12.1. Must be of the standard type and specification for the vehicle and manufactured from the standard material except for the following:
 - 5.12.2. Rubber flexible brake hoses maybe replaced with metal braided versions.
 - 5.12.3. The standard ABS system must be retained in standard form.
 - 5.12.4. Control brake pads must be fitted: **See 5.19**
- 5.12.5. **Modifications Permitted**
 - 5.12.5.1 Only standard or standard pattern front and rear brake discs must be used.
 - 5.12.5.2. Front and rear brake disc backing plates may not be removed or deformed.
 - 5.12.5.3. The standard rear brake pads must be substituted with updated versions of the standard size and shape, fitted in the standard position. **See 5.19**
- 5.12.6. **Modifications Prohibited**
 - 5.12.6.1. The fitting of any ducting to the brakes is prohibited.
 - 5.12.6.2. Machining of the discs, except as permitted above, is prohibited. Grooved or drilled brake discs are prohibited.
 - 5.12.6.3. Removal of handbrake system

5.13. Wheels

- 5.13.1. Only standard 7.5 J 17 inch rims with 68mm offset are permitted.
- 5.13.2. Wheel retention method must be via bolts. Stud and nut conversions are not permitted.
- 5.13.3. Magnesium replica wheels are prohibited.

- 5.13.4.** The wheels must remain standard – lightening or the removal of material is not allowed.
- 5.13.5.** Competitors are required to have one spare set of wheels mounted with the control tyres at the circuit during qualifying and races. The designated spare wheels will be marked at a pre-season test day by the Series Eligibility Scrutineer.
- 5.14. Steering**
- 5.14.1. General:** All suspension and steering components must remain in their standard position, with no omissions, additions or modifications allowed to the mounting points, except for 'Modification Permitted below, and be manufactured from the standard material type. The standard rack and rack ratio, must be retained. The Power steering rack must be fully functional. Motorsport UK regulation **Q19.6.** Steering Wheels and boss; see section K14.1.3. of the 2019 Motorsport UK Blue Book. If the standard steering wheel is used the air bag must be removed. If the standard steering wheel is replaced only a bolt on boss may be employed and a suitable 'motorsport' style steering wheel used. Wooden steering wheels are not permitted.
- 5.14.2. Modifications Permitted**
- 5.14.2.1.** Front camber castor and toe may be changed from standard specification only by means of the adjustable front suspension strut top mount as listed in 5.19. No modification may be made to the top mount
- 5.14.3. Modifications Prohibited**
- 5.14.3.1.** Rear camber must remain within the manufacturers tolerances for the standard road car. For clarification, changes in rack ratio are prohibited. The bending of steering arms at the hub or any other attempt to manipulate bump steer is prohibited.
- 5.15. Tyres**
- 5.15.1. Specifications**
The control tyres, which **MUST** be fitted during all qualifying and races are:
Manufacturer: Michelin
Type: Michelin Pilot Sport Cup 2
Size: 215/45 - 17
- 5.15.2.** Nominated supplier: Protyre Motorsport
- 5.15.3. Tyre Use Regulations**
- 5.15.3.1.** The intention of these Regulations is:
- (i) To contain costs by limiting the number of tyres that can be purchased on behalf of any one Entrant/Driver during the season.
 - (ii) To prohibit the use of any method of raising the temperature of tyres by adding heat artificially
 - (iii) To prohibit the application of any material to alter the standard performance of the tyres.
 - (iv) Tyre tread depth must be above the 1.6mm legal limit prior to commencement of qualifying or races.
- Tyre buffing is strictly prohibited.** The tyre specification when new must be as supplied by the manufacturer. Any attempt whatsoever to circumvent these intentions or any fraudulent attempt to deface, re-mark, counterfeit, or otherwise circumvent the unique tyre numbering system will automatically be the subject of a report to the Clio Cup Road Series Clerk of the Course.
- 5.15.3.2.** The tyres will be marked on both sides accordingly to certify that they have been supplied by Protyre Motorsport. These tyres must remain road legal with a minimum tread depth of 1.6mm at all times, both during competition and during presentation for post-event scrutiny. This tyre will be used for both wet and dry track conditions.
- 5.15.3.3.** 'New' tyres required for use in free practice, qualifying sessions, races and official test days may only be purchased from the approved supplier Protyre Motorsport UK.
- 5.15.3.4.** A 'used' tyre is defined as a tyre that is visibly worn, been subjected to at least one heat cycle and nominated at a previous event.
- 5.15.4. Limitation on Use**
- 5.15.4.1.** Only the tyres fitted to the front of the vehicle are limited for usage. Rear tyre usage is free. The maximum number of 'new' tyres permitted for the **2019** Clio Cup Road Series for each Entrant/Driver is 14 (fourteen) for all seven championship Events. Only tyres bearing the Protyre Motorsport official marking for that Entrant/Driver can be used.
- 5.15.4.2.** The limit on the number of tyres has been set to allow for both normal wear and for possible accident or puncture damage.
- 5.15.4.3.** Only tyres from the Entrants/Driver's allocation of 14 (fourteen) tyres may be used in qualifying or races. It is the Entrant/Driver's responsibility to ensure eligibility markings are maintained on the tyres and to bring to the attention of the eligibility scrutineer any damage that would prevent a tyre being identified as part of the allocation
- 5.15.4.4.** Each competitor will be allowed the use of 2 spare tyres for the event. These may be brand new or used at the start of the weekend and will be marked up as spare tyres and mounted on rims marked by the Clio Cup Road Series Eligibility Scrutineer.
- 5.15.4.5.** Only in exceptional cases where, in the judgement of the Clio Cup Road Series Eligibility/Safety Scrutineer, damage would prevent an Entrant/Driver taking further part in an event will the maximum allocation of tyres be exceeded. For the avoidance of doubt this rule is solely for damaged tyres and

not tyres worn to excess.

- 5.15.4.6. Only in exceptional cases where, in the judgement of the Clio Cup Road Series Eligibility/Safety Scrutineer, damage would prevent an Entrant/Driver taking further part in an event will the maximum allocation of tyres be exceeded. For the avoidance of doubt this rule is solely for damaged tyres and not during free practice tyres worn to excess.
- 5.15.4.7. Spare tyres not used during a meeting may be carried over to the next round. The Clio Cup Road Series Eligibility Scrutineer has final say on the condition of a tyre.
- 5.15.4.8. Bar-coding and/or permanent paint and/or serial numbering will be used to control tyre use. It is the competitor's responsibility to ensure that all tyres are marked before use.
- 5.15.4.9. During qualifying sessions and races only SPARE marked tyres in accordance with Regulation 5.15.3.2. may be kept in the pits.
- 5.15.4.10. During an Event, checks will be made by the Clio Cup Road Series Eligibility/Safety Scrutineer or his appointed representative to ensure compliance between the tyres used and serial numbers recorded by Protyre Motorsport. At the end of the qualifying session or race all placed cars will automatically be checked for compliance with these tyre regulations. Non-compliance at any time during an Event will be the subject of a report to the Clio Cup Road Series Clerk of the Course.
- 5.15.4.11. It is only permitted to inflate tyres with air. No other medium may be used.
- 5.15.4.12. It is not permitted for any Driver to utilise a qualifying session as free practice on un-marked tyres.
- 5.15.4.13. It is not permitted to use any means to artificially raise the temperature of tyres above ambient at any time prior to or during an Event, other than by the natural addition of heat resulting from permitted driving on the circuit.
- 5.15.4.14. Tyres must only be used in the standard condition as supplied by the manufacturer. The application of any material (liquid, solid or gas) to any part(s) of a tyre during free practice, qualifying session or race is forbidden. The only exceptions are the use of pure domestic water and lubricant applied to the tyre bead for fitting purposes. The Clio Cup Road Series Organisers reserve the right to take samples of tyre material at any time for laboratory analysis.
- 5.15.4.15. Tyre warmers or any other device intended to modify or maintain tyre temperature are forbidden. Tyre warmers found at the circuit will be judged to be available for use and appropriate action will be taken.
- 5.15.4.16. A tyre may only be used on a car that bears the same race number as the first part of the unique identification number on that tyre.
- 5.15.4.17. Pressure regulation valves are forbidden. 5.15.5.22 At the Clio Cup Road Series Eligibility Scrutineer's discretion, the 6 tyres marked for the event may be retained at the end of official qualifying and race(s) until a minimum of 30 minutes prior to next time that the tyres are required to be used.
- 5.15.4.18. Tyres used outside of qualifying and races are unregulated.

5.16. Vehicle Weight

- 5.16.1. Minimum Weight (excluding Driver) = 1160 kilograms (Renault Clio Sport 197) or 1180 kilograms (Renault Clio Sport 200)
- 5.16.1.1. The principle is to equalise the performance of the car and Driver combination. The minimum car/Driver weights at the completion of every free practice, qualifying session and race must be in accordance with Regulation 5.16.2. and 5.16.3.
- 5.16.2. Prior to the first on-track activity of the season in which the vehicle / Competitor is entered the Driver will be weighed. For the 2019 season a specific allowance of 100kg will be made for the Driver weight unless this is subsequently amended by an Official Clio Cup Series Bulletin. Where the Driver weight is below the specified allowance the weight difference involved must be carried within the vehicle at all times.
- 5.16.3. The minimum weights will be as follows:
 - (i) Minimum weight of car and Driver: 1260 kilograms (Renault Clio Sport 197) or 1280 kilograms (Renault Clio Sport 200)
 - (ii) Minimum weight of car minus Driver: 1160 kilograms (Renault Clio Sport 197) or 1180 kilograms (Renault Clio Sport 200) plus any difference calculated in 5.16.2. above. The minimum weight is 'in the condition in which the car and Driver (wearing complete racing apparel) are presented at any other time during an Event and without the addition or removal of any solid or fluid matter including fuel. For the purpose of the Regulation, an Event is deemed to include any transfer to a place of post-qualifying or post-race scrutiny as directed by an Official.
- 5.16.3.1. The minimum weights must be respected at all times during an Event. Ballast must only be added inside the car in the passenger side seat mounting points using all four fixing bolts. Individual ballast plates must not exceed 10kg. Ballast plates are available from Renault Sport if required and part numbers are listed in 5.19. It is the Competitor's responsibility to provide and fit their own ballast if it is required. See also Motorsport UK regulation J 5.15.

5.17. Fuel Tank / Fuel

- 5.17.1. Types: Standard fuel tank must be retained and utilised. Additional baffles or foam in the tank are not permitted.
- 5.17.2. Tank location: standard
- 5.17.3. Fuel pump: standard

- 5.17.4.** Fuel: Only petrol as defined in the **2019** Motorsport UK Yearbook Section B Nomenclature and Definitions and complying with BS7800 (Super Unleaded) may be used; petrol which exceeds the stated RON (max) levels in the **2019** MOTORSPORT UK Yearbook Section B Nomenclature and Definitions is prohibited even if it is sold/promoted as being legal for UK Competition and/or obtainable from 'roadside' pumps. The use of additives by Competitors which boost the octane rating (RON) in any petrol is prohibited. At the end of practice and the race at least 3 (three) litres of fuel from the tank of the competing car must be available to the Clio Cup Series Scrutineers for analysis. Compliance with minimum weight for the car will be taken before the fuel is removed.
- 5.17.5.** Fuel Source: The Clio Cup Series Organisers may designate a supplier of fuel who will be required to supply a high quality, consistent and traceable fuel for an Event. The Clio Cup Series Organisers reserve the right to nominate an alternative supplier if the conditions arise.
- 5.17.5.1.** The onus is on the Entrant/Driver to ensure that they have a demonstrable audit trail for any fuel purchased.
- 5.17.5.2.** Refuelling is not permitted during qualifying, on the starting grid or during a race.
- 5.18. Silencing**
All vehicles must be silenced to current MOTORSPORT UK regulations **J 5.16 & 17.**

5.19. Control Parts & Designated Suppliers

Description	Manufacturer	Part Number	Compulsory	Supplier
Air Filter	Pipercross	PP1723	Yes	
Brake Pad - Front	Renaultsport	77 11 160 428	Yes	R. Sport Ltd
- Rear		77 11 160 429	Yes	R. Sport Ltd
Braided Front Brake Hose	Goodridge or other	SRN0405-4	Yes	
Exhaust - CAT Pipe	Milltek	MSRN108REP	Yes	
Exhaust - Centre Section		MSRN109REP	Yes	
- LH Rear Silencer		MSRN126 or 110	Yes	
- RH Rear Silencer		MSRN127 or 111	Yes	
- Brace Bar		MSRN112	Yes	
Tyres	Michelin	Pilot Sport Cup 2 215/45-17	Yes	Protyre Motorsport
Front Wishbone bush kit	Powerflex	PFF 60801GBLK	No	
Front Wishbone bush kit	Powerflex	PFF 60802GBLK	No	
Ballast 1 Kg	Renaultsport	77 11 160 299	No	R.Sport Ltd
Ballast 2 Kg	Renaultsport	77 11 160 300	No	R.Sport Ltd
Ballast 5 Kg	Renaultsport	77 11 160 301	No	R.Sport Ltd
Rack Stop	Renaultsport	77 11 160 142	No	R.Sport Ltd
Top Suspension mount	Jade Developments		Yes	Jade Developments
Rear Axle bush kit	Powerflex	PFR60810BLK	No	
Rear Axle Toe Shim 10		77 11 160 169	Yes	R.Sport Ltd
Rear Axle Toe Shim 20		77 11 160 170	Yes	R.Sport Ltd
Rear Axle Toe Shim 30		77 11 160 171	Yes	R.Sport Ltd
Rear Axle Toe Shim 60		77 11 160 172	Yes	R.Sport Ltd
Engine Oil	Free			
Gearbox Oil	Free			
Conrod Cap Bolts	ARP	216 - 6301	No	
Renault Suspension Kit - Front	Renaultsport	77 11 163 593	Yes	R.Sport Ltd

Renault Suspension Kit - Rear		77 11 163 594	Yes	R.Sport Ltd
Harness 6 point suitable for Hans Device			Yes	
Harness Plates			Yes	
Roll Cage Padding MOTORSPORT UK Compliant			Yes	
Extinguisher 4kg plumbed in. Cable or electrically operated			Yes	
Cut Out Switch MOTORSPORT UK Compliant. Cable or electronically operated.			Yes	
Steering Wheel	Renaultsport	77 11 160 037	No	R.Sport Ltd
Steering Wheel Boss			No	
Tow Straps			Yes	
Door Panel (can be plastic or aluminium)			Yes	
Rear Wing	Renaultsport	82 00 742 647	No	R.Sport Ltd
Bonnet Pins			Yes	
Seat Rail	Renaultsport	77 11 160 381	No	R.Sport Ltd
Seat – MOTORSPORT UK Compliant			Yes	
Window Net			Yes	
Roll Cage			Yes	
Clutch Plate	Helix	70 - 5149	No	
Clutch Cover	Helix	60 - 5148	No	
window net			Yes	

PLEASE NOTE THAT CONTROL COMPONENTS MUST BE PURCHASED ONLY FROM THE DESIGNATED SUPPLIER (WHERE STIPULATED) FOR TRACEABILITY PURPOSES

5.20. Technical Specification

Make	Model	Model year	Engine block code	Bore (mm)	Stroke (fixed) (mm)
Renault Sport	Clio 197	2006–2008 2008--2009	F4R 830 F4R 832	82.7	93.0
Renault Sport	Clio 200	2010-2013	F4R 832	82.7	93.0

Note: Only the above listed engine blocks are eligible

5.20.1. Transmission (note: casing gearbox codes must represent contents; entire sets must be used; hybrid specifications are prohibited)

Make	Model	Model year	Gearbox Type / Code	Gearbox Ratios (teeth shown as driven gear/driving gear)						
				Final drive *	1st	2nd	3rd	4th	5th	6th
Renault Sport	Clio 197	2006 - 2009	TL4 003 TL4 024	4.312 4.312	3.181	1.947	1.482	1.205	0.971	0.810
Renault Sport	Clio 200	2010 - 2013	TL4 031	4.312	3.363	2.105	1.518	1.205	0.971	0.810

5.20.2 Control Power & Torque Specifications

Make	Model	Model year	Engine block code	Control Power (PS)
Renault Sport	Clio 197	2006 - 2009	F4R 830	197 PS (145 kW; 194 bhp)
Renault Sport	Clio 200	2010 - 2013	F4R 832	200 PS (147 kW; 197 bhp)

TECHNICAL REGULATIONS – SPORT CLASS CARS

Overview the Clio Series Invitation Class is open to all Renault Clio Sport (RS and Cup) manufactured between 2004 and present day.

Competitors may use a genuine Renault Sport factory built race car or modify a road car to their own specification within the rules outlined below.

All cars will use the Michelin Pilot Sport Cup 2 or Toyo R888R (for pre 2006 cars only) and tyre use is limited within the regulations to control cost.

Regulations

5.1. Factory built race cars built by Renault Sport France – cars must conform in all respects to the last (latest) published technical regulations from Renault Sport for the model used.

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

The following exceptions apply to the Renault Sport technical regulations

- 5.1.1. Upgrades introduced within the models life are not mandatory
- 5.1.2. Seat, fire extinguisher system and harnesses are free, but they must conform to current Motorsport UK regulations.
- 5.1.3. The use of the Michelin Clio Series tyre is mandatory together with all regulations appertaining to these tyres see 5.19
- 5.1.4. External body panels, lighting and glass may be sourced from alternative suppliers provided they meet the specification of the original Renault Sport part.
- 5.1.5. Brake pad use is free provided that the Brake pad chosen has been used as an authorised part number in current or previous versions of the UK Clio Cup regulations.
- 5.1.6. Lubricants are free.
- 5.1.7. Weight is deemed in 5.18

5.2 Converted road cars

The series promotes the use of standard Clio RS and Cup bodyshells to maintain the original appearance of the selected vehicle. The original silhouette must be maintained for any vehicle used. Car may be either right or left hand drive. **Section 5.2 to 5.17.4 inclusive apply exclusively to converted road cars.**

5.2.1. Exterior It is not permitted to increase the width of the wheel arch by the addition of material to, or the deformation of, the outside or inside of the wheel arch. Additional holes for cooling, brake ducting, air intake etc may not be made in the bodywork. Bonnet / engine cover must remain in the normal position and, when closed, must not have any non-standard gaps at any of their edges. Standard fitment auxiliary lights must be removed, and can be replaced with It blanking or mesh. Fitment of tape etc to close body gaps (e.g. bonnet to wing) is prohibited. The addition of a rear tailgate spoiler is acceptable provided it meets the dimensions of the Renaultsport part manufactured for the model used. The standard Driver and passenger wing mirror 'pods' must be retained but the choice of mirror within them is free. Plastic front wheel-arch inner liners must be removed. Bonnet and rear hatch locks/latches must be removed along with any auxiliary latch; the bonnet and rear hatch must be fitted with securing pins. The central locking mechanisms including locking motors must be removed; manual interior door lock mechanisms must be disabled. The standard door latching mechanism must be retained.

The use of non standard material for windscreens or windows is prohibited. Heated front screens are permitted.

5.2.2. Interior The standard dashboard must be maintained but it may be modified to allow fitment of the roll cage. All other interior items may be removed. Instruments are free. The use of door cards is mandatory and these may be either suitable plastic or aluminium. Window operating mechanism is free but must operate both front door glasses.

5.3. Proof of Performance

It is the intention of the Clio Cup Series Organisers to rigorously monitor the performance levels of vehicles which take part in the Events and compliance with these regulations will be checked and documented as follows:

5.3.1. Competitor Declaration

It is the Competitors responsibility to ensure the registered / competing vehicle complies with the 2019 Michelin Clio Cup Series championship specification.

5.3.2. Data Logger

The Clio Cup Series Organisers may introduce a Clio Cup Series data logger to ensure compliance with the agreed power: weight ratio. This logger will calculate the BHP of the vehicle and the data generated will be downloaded and checked by the Clio Cup Series Organisers at every round to ensure compliance with these regulations.

Competitors will be advised by a technical bulletin in the advent of a mandatory Clio Cup Series data logger during all qualifying and race sessions. Failure to fit or ensure correct operation of this device will lead to exclusion.

5.3.3. Examination of Vehicles

5.3.3.1. The Clio Cup Series Organisers (in addition to any other powers they may have under these regulations) reserve the right before or after any race in the Clio Cup Series to designate any one or more of the competing cars for special eligibility scrutineering.

5.3.3.2. Competitors must be prepared, with tools and spare parts as necessary, to enable inspection of components, or to have units sealed at the circuit for later inspection by an Eligibility Scrutineer at the Competitor's expense.

5.3.3.3. Upon such selection being made the Competitor shall immediately place the car under the control of the Clio Cup Series Organisers and be deemed to have permitted all such scrutineering, examination and testing as the Clio Cup Series Organisers may responsibly require to undertake. The Clio Cup Series Organisers have the right to:

(i) Examine the car at the circuit for such period as they may reasonably require and take fuel samples.

(ii) Retain the car for detailed examination at premises chosen by the Clio Cup Series Organisers. If the Clio Cup Series Organisers elect to retain the car they shall make it available for collection by the Competitor at least seven days prior to the qualification session for the next race in the Clio Cup Series unless the car is found to be in breach of these regulations.

(iii) Seal the car and its components in such a manner as they may choose and require the Competitor at their own expense to present the car at any other premises chosen by the Clio Cup Series Organisers for detailed examination within a specified period and / or remove the car by transporter at no expense to the Competitor to an appointed location. The Competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.

(iv) Any vehicle may be subject to ECU map testing at any time. For the avoidance of doubt this may be either at or away from the circuit at the Clio Cup Series Organisers designated tester. This process will require the removal of the ECU which will subsequently returned to the competitor via post or courier within five working days.

5.3.3.4. The overseen stripping of the engine or any required component will be undertaken by the Competitor and / or mechanic / technician nominated by the Competitor.

5.4 Safety Requirements

5.4.1 Roll Over Protection System (ROPS)

The following Articles of Motorsport UK Safety Criteria Regulations will apply:- Section K Appendix 2 drawing 5 or 6 (preferably with the upper mounting of the diagonal to be on the Driver's side of the cage) and compulsory horizontal side entry bars as per K 1.3.5 (b); 1.3.6; K 2.1.2 or K2.1.4; K 9; K 12 – K 14.3; Use of a harness bar as defined in K1.1.13 is compulsory and this must be fitted as defined in K1.3.9. Mounting of the roll cage into the body shell must respect the requirements of Motorsport UK Yearbook 2019. The use of FIA protection foam is mandatory and must remain in the original position (longitudinal and diagonal members) above the Driver's head, additional foam may be used providing it is compliant with section K of the Motorsport UK Blue Book 2019.

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

5.4.2. Seat belts must be FIA homologated in accordance with K2.1 of the 2019 Motorsport UK Blue Book using a six bolt harness (as defined in K2.1.4) and fitted to Blue Book regulations. The Driver's seat must be replaced with a competition seat meeting all requirements of the 2019 Motorsport UK Blue Book section K.2.2.

5.4.3. Fire extinguishers must be plumbed in and comply with K3.1.2 or K3.1.3. of the 2019 Motorsport UK Blue Book.

5.4.4. Towing eyes; the use of 'soft' towing eyes, front and rear, compliant to Motorsport UK regulations is mandatory and these should be fixed to the original manufacturers position.

5.5 General Technical Requirements and Exceptions

5.5.1 All cars must comply with the requirements of sections J and Q 19.1.1 – Q 19.16 of the current Motorsport UK Yearbook. All vehicles must be of sound construction and mechanical condition and be well maintained. There is no requirement for an MOT certificate, Road Tax or Insurance.

5.5.2 The presentation of the car is fundamental to the image of the Clio Cup Series. Thus cars entered must be of a standard specification appearance and exhibit all items of external trim associated with the appropriate eligible model

5.5.3 In case of serious accident, an alternative age or model body shell may be used provided:

(iv) no weight or other benefit is derived,

(v) the finished car's appearance corresponds with that of the eligible model. The age of the replacement bodyshell dictates the type of external trim to be fitted in order that the car does not present the image of a hybrid, and

(vi) the use of titanium, ceramics, carbon fibre, Kevlar, composites thereof (with the exception of the Drivers' seat) and magnesium is prohibited.

5.6 Chassis

5.6.1 No chassis stiffening is permitted except that derived from the fitting of a roll cage. Seam welding is permitted but strengthening of mounting points and changes in component material of the bodyshell or panels is prohibited. Bodywork repairs to be conducted in structural areas should involve Competitor dialogue with the Clio Cup Series Eligibility Scrutineer to ensure ongoing bodyshell compliance. Front & rear strut braces are not permitted.

5.6.2 The following modifications are prohibited:

(vi) Unless specifically authorised in these regulations, the lightening of components or panels in any way, whether via removal of metal or otherwise is prohibited. Specifically but not exclusively this includes removal of any unused bracketry welded to the bodyshell or other components: seat rails, seat front cross member, rear seat base frame, roof tin supports, seat belt anchor backplates, rear seat hinge and retaining brackets. Removal of any unused bracketry rear of the main roll over bar is permitted.

(vii) Inner wheel arch modification is prohibited and material may not be removed to allow clearance for suspension components, driveshafts and linkages. The seam between the inner wing and chassis may be dressed back to prohibit tyre interference.

(viii) Front turret central cone repositioning.

(ix) Removal of the spare wheel well.

5.7 Bodywork and Measurements

5.7.1 Modifications Permitted

5.7.1.1 General: Must be of the standard specification for the vehicle, with no additions or omissions.

Mandatory fitment of laminated windscreen. Sunroofs must be replaced as per Motorsport UK regulation Q19.14.6.

5.7.1.2 Interior: Must be of the standard specification for the vehicle. Door trims and weather proofing plastic sheets must be removed. Rear quarter panel trims, boot side panels, tailgate trim panel and weather proofing plastic sheets must be removed. A basic door trim manufactured from plastic, aluminium or carbon fibre must be fitted to the inside of the Driver's door – this must be to a high standard with no sharp edges and a smooth surface. Windows must be fully operable – either manual or electric types allowed. Driver's seat must be replaced with the competition seat fitted in accordance with K 2.2.

5.7.1.2.1 Passenger and rear seats must be removed. Headlining and carpets must be removed. The inner sunroof steel sleeve and mechanism may be removed provided the orifice is covered in accordance with Motorsport UK regulation Q 19.14.6. Dashboard facia must remain standard with the exception of minimal material trimming to accommodate roll cage fitment around the A-pillars, but must otherwise remain as originally fitted. An interior rear view mirror must be fitted

5.7.1.3 Exterior: As per standard specification for the eligible vehicle as manufactured.

(x) The bonnet must be secured by surface-mounted bonnet pins; the rear hatch must be secured either by surface-mounted bonnet pins and locks can be removed.

(xi) Unless specifically authorised in these regulations, the use, substitution of, and / or addition of, any parts, material or processes is prohibited, other than welding or repairing material or the fitting of standard replacement parts, for the sole purpose in every respect of restoring the vehicle to the manufacturer's standard specification or to comply with safety requirements.

(xii) Towing eyes must be a contrasting colour to its background, and if located within the vehicle periphery, the location must be clearly marked (Motorsport UK Regulation Q 19.1.3).

(xiii) Two external rear-view mirrors, one on the left hand side and one on the right hand side must be fitted and be a standard part pertaining to that model.

(xiv) External fire extinguisher and electrical cut out switches are mandatory, marked as per MOTORSPORT UK regulations. Minimum bodywork apertures are permitted for this purpose.

(xv) Exterior must display all Clio Cup Series sponsors' decals correctly as communicated by the Clio Cup Series Organisers.

(xvi) Bumper mountings are free provided the bodywork and the shape and position of the bumpers remain unchanged.

5.7.1.4 Silhouette: As per standard specification.

(iv) The exterior of the car must be standard for the model being raced.

(v) Only the standard apertures in the bodywork may be used for the passage of cooling air. 'Standard apertures' are defined as existing apertures in the bodywork which are open or partially or completely covered by parts authorised for removal in these regulations.

(vi) It is not permitted to fit any under-body/under-engine protection other than a sump guard and / or fuel tank skid plate (Motorsport UK regulation Q 19.1.4).

5.7.1.5 Ground Clearance: It is permitted to alter the ride height. Under no circumstance can any part of the bodywork, or of the suspended part of the car including the exhaust system, be below a horizontal plane passing 40mm above the ground, the car being in normal racing trim with the Driver in the normal seated position. A gauge of 40mm may be used by Scrutineers before or after races or practice to check the ground clearance; the vehicle may be stationary or moving during any testing.

5.7.2 Modifications Prohibited

5.7.2.2 General: The exterior of the car must be of standard specification for the model being raced. Any replacement body panels must be of standard shape, material and thickness. No modifications may be made to, or material removed, from the bodywork or any of its panels including internal stiffeners other than as repairs, apart from the modifications permitted to the sunroof cage in 5.7.1.1.; exterior trim must be standard.

5.7.2.3 Interior: Window winding mechanisms may not be removed. Any other modification in contravention of 5.7.1.2. is also prohibited. The Driver's window net must be used at all times while the car is on the circuit.

5.7.2.4 Exterior: It is not permitted to increase the width of the wheel arch by the addition of material to, or the deformation of, the outside or inside of the wheel arch. No additional holes may be cut into the bodywork or spoiler to aid cooling, brake ducting, air intake etc. Apertures may not be enlarged. Bonnet / engine cover must remain in the normal position and, when closed, must not have any non- standard gaps at any of their edges. Fitment of tape etc. to close body gaps (e.g. bonnet to wing) is prohibited. Additional roof vents are permitted

5.7.2.5 Silhouette: Any in contravention of 5.7.1.4.

5.7.2.6 Ground Clearance: Any in contravention of 5.7.1.5.

5.8. Engine

5.8.1. Permitted engines

Cars up to 2012 (Clio II and Clio III) normally aspirated four cylinder up to 2.0 litre engine of the type originally fitted to the model used.

Later cars either 2.0 litre normally aspirated four cylinder engine up to 2.0 litre or a 1.6 litre turbo charged four cylinder engine of the type originally fitted to the model used.

5.8.2. The standard cylinder block, cylinder head and crankshaft for the chosen engine must be retained.

5.8.3. The standard number of and position of valves must be retained.

5.8.4. Induction system is free.

5.8.5. Other modifications are free but the engine must remain in its original position. Up-rated mountings are permitted.

5.8.6. The car must be fitted with a oil catch tank of minimum capacity 2 litres (Motorsport UK regulation Q 19.9.2 & 3).

5.8.7. Maximum engine output 220 bhp. The organisers reserve the right to use data logging and/or the use of their nominated rolling road facility to monitor this output. The bench mark for this figure will be that of the figure obtained for a current 2019 UK CLIO CUP car with a sealed engine compliant to the 2019 sealing policy tested at the same time as the Entrants/Driver's car under scrutiny. A maximum tolerance of 5% will be allowed. Output's in excess of the level will deem the car to be non compliant and the Entrant/Driver will be excluded from the results of that previous event. Where an external rolling road is requested by the scrutineer, the Entrant/Driver's car will be taken from Parc Ferme after the race by the Championship organisers, following suitable seals being affixed to the car.

Should the car's engine output be deemed to contravene the regulations a charge of £800 plus vat will be made to cover the expenses involved including the time of the scrutineer who will be present for the eligibility test. Payment is due when the Driver/ Entrant collect their car from the check.

No appeal process will be available to the engine check rolling road process and the scrutineer's decision shall be deemed as final.

This regulation is to ensure strict compliance to engine regulations and to prevent the unnecessary expense of highly tuned race engines. The Michelin Clio Series prides itself on close racing and a level playing field for all whilst delivering excellent value for all of those competing.

5.9. Oil / Water systems

5.9.1. All oil coolers or water radiators must be fitted within the confines of the engine bay. Specification and number are free

5.10. Gearbox

5.10.1. The standard gearbox casing must be retained and be located in its original position. All other modifications are free. The car must retain a working reverse gear. Up-rated mountings are permitted.

5.10.2. Clutch system is free.

5.11. Driveline

5.11.1. Driveshafts are free but must only operate the front wheels as per the original design.

5.12. Exhaust

5.12.1. Exhaust system is free however The vehicle must be fitted with a catalytic converter in the exhaust system, OEM catalytic converters may be replaced with aftermarket versions but they must be fully functional. All exhaust gasses must pass through the catalytic converters, emissions testing may be carried out to ensure compliance. All vehicles must comply with the relevant maximum noise limits set out in Motorsport UK Blue Book regulation **J 5.16 & 17.**

5.13. Ignition systems / engine management

5.13.1. Ignition systems and engine management systems are free.

5.14. Fuel system

5.14.1. Fuel system is free provided it meets Motorsport UK requirements. Engines may use standard fuel injection or throttle bodies.

5.14.2 Only petrol as defined in the 2019 Motorsport UK Yearbook Section B Nomenclature and Definitions and complying with BS7800 (Super Unleaded) may be used; petrol which exceeds the stated RON (max) levels in the 2019 Motorsport UK Yearbook Section B Nomenclature and Definitions is prohibited even if it is sold/promoted as being legal for UK Competition and/or obtainable from 'roadside' pumps. The use of additives by Competitors which boost the octane rating (RON) in any petrol is prohibited. At the end of practice and the race at least 3 (three) litres of fuel from the tank of the competing car must be available to the Clio Cup Series Scrutineers for analysis. Compliance with minimum weight for the car will be taken before the fuel is removed.

~~**5.14.3** The onus is on the Entrant/Driver to ensure that they have a demonstrable audit trail for any fuel purchased~~

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

5.15 Brakes

5.15.1. Brakes are free but must operate on all four wheels. ABS systems are allowed but are not mandatory.

5.15.2. Fitment of a handbrake system is optional.

5.15.3. Brake friction material is free

5.15.4. Brake ducting is permitted however additional air intake holes are not permitted to be drilled in the bodywork

5.16. Suspension

5.16.1. Suspension is free, however the pick up points must remain exactly as original with the exception front strut top mounts which may have the addition of a reinforced and adjustable top mounting in the original location. A front strut top brace may be fitted. Dampers are free but must remain in the original location, no additions are permitted. The original front subframe and rear suspension beam must be retained and cannot be modified and must be located in the original position. It is permitted to substitute original road car frames with the corresponding race car frame from Renault Sport. Mountings can be up-rated. The steering rack must remain in the original position. A quick release steering wheel may be used. All cars are subject to a minimum ride height of 40mm (see 5.7.1.5)

5.16.2. Wheels must be from either the road or race version of the model used (i.e. you can only use 15" Generation 2 wheels race or road variety on Generation 2 cars and you can only use 17" Generation 3 wheels road or race on Generation 3 cars etc.) All wheels used must be a suitable diameter and width for the control tyre.

5.17. Electrics

5.17.1. Electrics are free, but must meet Motorsport UK regulations in terms of safety cut out, battery location and type. The ECU may be changed for an aftermarket example. Headlamps, rear lamps and Motorsport UK compliant rain light must be fitted and working. Front lights must be protected in accordance with Motorsport UK regulation Q19.14.4 Front windscreen wipers must be fitted.

5.17.2. A fully working standard alternator and standard pulley must be fitted and electrically connected so that the standard battery charging function is providing a charge to the onboard battery

5.17.3. Any original airbags should be removed.

5.17.4. Wiring loom is free and non standard gauges may be fitted.

5.18. Weight

The following minimum weights apply for car and driver:

Cars based on Clio II	1070 kg
Cars based on Clio III	1160 kg
Other Clio models	1190 kg

The minimum weight is 'in the condition in which the car and Driver (wearing complete racing apparel) are presented at any other time during an Event and without the addition or removal of any solid or fluid matter including fuel. For the purpose of the Regulation, an Event is deemed to include any transfer to a place of post-qualifying or post-race scrutiny as directed by an Official.

5.18.1. Any ballast fitted to reach the minimum weight must be located using the four passenger seat rail fixings. The plates must be constructed of steel and meet the dimensions of Renault ballast plate part no 77.11.160.301 each weighing 5 kg. It is the Competitor's responsibility to provide and fit their own ballast if it is required. See also MOTORSPORT UK regulation **J 5.15**

5.19. Tyres

5.19.1. Specifications. The control tyres, which MUST be fitted during all qualifying and races are :

Michelin Pilot Sport Cup 2	215/45/17 for all models except Clio II or
Toyo R888R	205/50/15 for all Clio II models only

5.19.2. Nominated supplier : Protyre Motorsport

5.19.3. Tyre sizes cannot be mixed on a car.

5.19.4. Tyre depth must be above the 1.6mm legal limit prior to the commencement of qualifying or races. Tyre buffing is strictly prohibited.

5.19.5. No method of raising the temperature of tyres by adding heat may be used. Tyre warmers or any other device intended to modify or maintain tyre temperature are forbidden. Tyre warmers found at the circuit will be judged to be available for use and appropriate action will be taken

5.19.6. Tyres may only be inflated by air, no other medium may be used. Pressure regulation valves are not permitted.

5.19.7. Tyres must only be used in the standard condition as supplied by the manufacturer. The application of any material (liquid, solid or gas) to any part(s) of a tyre during free practice, qualifying session or race is forbidden. The only exceptions are the use of pure domestic water and lubricant applied to the tyre bead for fitting purposes. The Clio Cup Road Series Organisers reserve the right to take samples of tyre material at any time for laboratory analysis

5.19.8. Tyres will be marked on both sides accordingly to certify that they have been supplied by Protyre Motorsport. 'New' tyres required for use in free practice, qualifying sessions, races and official test days may only be purchased from the approved supplier Protyre Motorsport.

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

5.20. Limitations on use

5.20.1. Only the tyres fitted to the front of the vehicle are limited for usage. Rear tyre usage is free. The maximum number of tyres permitted for the 2019 Clio Cup Sport Series for each Entrant/Driver per event on the front axle is three (3) 'new' tyres and one (1) used tyres. It is permitted to substitute used tyres for new tyres. (For example a competitor may choose to nominate two new and two used tyres instead) An additional one (1) 'new' and one (1) used may be nominated at all triple header race meetings (three races over a single event). Note for the first event ONLY that the Entrant/Driver enters the 2019 series four (4) 'new' front tyres may be used.

5.20.2. Tyres will be bar coded for identification purposes and nominated on the Tyre nomination Form provided by the organisers. The Tyre Nomination Form must be completed and signed by the Entrant/Driver and submitted to the Technical Scrutineer before the first qualifying session.

5.20.3. Only in exceptional cases where, in the judgement of the Clio Cup Road Series Eligibility/Safety Scrutineer, damage would prevent an Entrant/Driver taking further part in an event will the maximum allocation of tyres be exceeded. For the avoidance of doubt this rule is solely for damaged tyres and not during free practice tyres worn to excess.

Note it is recommended for Clio 4 race cars that the front wheel spacer part number 82 01 547 951 is fitted and the front suspension strut height adjusting nut and lock nut are relieved to give adequate clearance between the tyre and these nuts.

APPENDIX A

Data Management

1. Data cards will be provided by the Competitor. It is the Competitor's responsibility to ensure the card is fit for purpose and correctly formatted. The Competitor must have more than one data card. Each card must carry a unique identifying label.
2. The Competitor will be responsible for inserting the card into the data logging device and ensuring that it is capable of storing data during an Event.
3. The card shall be free of data, other than that required for formatting, prior to the start of the Event. After the start of the Event the card may not be removed from the data logger except with the approval of the Clio Cup Series Eligibility Scrutineer or senior Clio Cup Series Organisers' representative.
4. At the request of the Clerk of the Course, the Clio Cup Series Eligibility Scrutineer or their appointed deputies, the Competitor will remove the card (in the presence of the official) who will receive the card and store it in a suitable container that identifies the vehicle from which the card has been removed and is secure. The container must not be subject to any magnetic fields that might damage the data stored.
5. The official will pass the container to an official authorised to read the data in a computer suitable for the purpose and containing up to date software to enable the card to be read. This computer must have up to date virus control software.
6. The authorised official will be required to read the data on the card for the Eligibility Scrutineer, the Clerk of the Course or such other official or governing body who may be required to have the data. The card **MUST** be read in the presence of the Competitor. If the Competitor chooses not to be present when the card is read, he must sign a declaration waiving his right to be present.
7. The data will remain on the card until the expiry of any protest period. In the event of any relevant protest the card may be retained by the Clio Cup Series Organisers.

6. COMMERCIAL REGULATIONS

The following Commercial Regulations are “contractual” between the Entrant and/or Driver and the Clio Cup Series Organisers and/or Clio Cup Series Coordinator and are not considered by Motorsport UK. Accordingly, the application of these Commercial Regulations by the Organisers and/or Clio Cup Series Coordinator will not be subject to the judicial processes of either the Clio Cup Series Stewards and/or the Motorsport UK/MSK.

6.1. Race Organising Club and Contacts:

BARC, Thruxton Circuit, Andover, Hampshire, SP11 8PN

Tel: 01264 882200

E-mail: dwheadon@barc.net

Clio Cup Series Administrator / Race Day Coordinator

Pauline Hillon, The Forge, 100 Bondgate, Castle Donington, Derbyshire DE74 2NR

Mobile: 07968 393184

Email: Pauline.hillon@gmail.com

Clio Cup Series Eligibility Scrutineer

Keith Auld, 53 Orchard Drive, Ackworth, Pontefract, W Yorks, WF7 7DS

Tel: 01977 611746 Mobile: 07778 268528

Email: keithauld@gmail.com

Control Tyre Supplier,

Shaun Chetwyn, Protyre Motorsport, Unit 1, Elswick Road, Fenton Ind. Est, Fenton, Stoke-on-Trent, Staffs, ST4 2SB

Tel: 01782 411001 Mobile: 07968 307584

Email: shaun.chetwyn@protyremotorsport.co.uk

ECU Testing

Ian Sandford, Superchips Ltd., Buckingham Industrial Park, Buckingham, MK18 1XJ

Tel: 01280 816781 Mobile:

Email: Ian.Sandford@Superchips.co.uk

6.1.2. British Automobile Racing Club (BARC), Andover, Hants, SP11 8PN

Tel: 01264 882200

Motor Sport Vision Limited, **Brands Hatch Circuit**, Fawkham, Longfield, Kent, DA3 8NG

Tel: 01474 872331

Croft Circuit, Vince Moor East, Croft-on-Tees, North Yorkshire, DL2 2PN

Tel: 01325 721815

Donington Park Circuit, Castle Donington, Derby, DE74 5RP

Tel: 01332 810048

MotorSport Vision Limited, **Oulton Park Circuit**, Little Budworth, Tarporley, Cheshire, CW6 9BW

Tel: 01829 760301 Fax: 01829 760378

Silverstone Motorsport Limited, **Silverstone Circuit**, Towcester, Northants NN12 8TN

Tel: 08704 588200

MotorSport Vision Limited, **Snetterton Circuit**, Norwich, Norfolk, NR16 2JU

Tel: 01953 887303

Zandvoort Circuit, Burgemeester van Alphenstraat 108, 2041 KP Zandvoort, The Netherlands

Tel: +31 23 5 740 740

6.2. Penalties

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

6.2.2. Decal Penalties

All cars must carry the mandatory Clio Cup Series decals during qualifying sessions and races. Failure to comply with this Regulation will result in a penalty of:

- (i) £100 for the first infringement,
- (ii) £500 for every subsequent infringement.

6.3 Registration

Drivers must be either (i) registered with an Entrant or (ii) a Driver Entrant. An Entrant is defined as a Clio Cup race car owner.

6.3.1. An Entrant may only change the registered Driver after the first Event scheduled in Regulation 1.5.1. Any change thereafter must be notified to the Series Administrator in writing and the new Driver and Entrant **must complete and sign** a registration form.

6.3.2. If an Entrant fails to fulfil its entry in an Event, the Series Administrator shall reserve the right to rescind that registration and offer the place to another Entrant'

6.3.3. The Clio Cup Series Organisers reserve the right to add or vary the Commercial Regulations at their sole discretion.

6.4. Advertising

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

6.4.2. Should any car carry any form of sponsorship or advertising which conflicts in any way with the Series and/or its associate companies or sponsors, the car may not take part in the Series. The decision of the Series Administrator is final.

6.4.4. The decals and livery of the Clio Cup Series and its sponsor companies must be displayed in the type and size specified by the drawings.

6.4.5. All cars must carry the Driver's name.

6.4.6. All surfaces that have not been claimed for decals by the Series, its sponsor companies or used for the application of starting numbers are free for use. The Clio Cup Series Administrator must approve conflicting sponsors' decals in advance and the position, size and colours (if approved) will be at the discretion of the Clio Cup Series Administrator. All reserved areas must be adhered to.

6.4.3. Drivers must wear their own race suit, carrying the Driver's name and Clio Cup Series badges as stipulated by 6.12.1., which meets current MOTORSPORT UK standards (Section K9 of the 2019 Motorsport UK Yearbook) during race meetings. The position of the Clio Cup Series badges affixed to the Driver's race suit must not be altered in any way or be obscured. There is an exclusion zone of 30mm around each Series badge. The race suit must not carry any form of sponsorship or advertising which conflicts in any way with Renault, Michelin or any other Series sponsors or partners. The decision of the Series Promotor is final. Failure to comply will result in a fine of £100 for the first offence and may increase if the suit is not rectified.

6.4.4. In order to qualify for prizes, Entrants/Drivers must (provided that these items are available at an Event):

- (i) carry the correct Clio Cup Series decals on their race cars in the positions indicated.
- (ii) wear the mandatory official race suit badges.

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

6.5. Publicity

6.5.1. It is incumbent upon all persons connected with the 2019 Michelin Clio Cup Series to promote the highest ideals of the Series at all times. No person connected with the Series shall bring it into disrepute by means of a statement, communication or press release given to journalists or other members of the media (both audio, visual, print and online), which may be considered negative or demeaning. Drivers may not publish press releases or make statements or comments on either, their own or any third party website that refer to the Series or their fellow Drivers in a derogatory way.

6.5.2. All Drivers who are required for the podium presentations in accordance with Regulation 3.13.3. shall attend the podium ceremony and conduct all post-race interviews wearing their official Clio Cup Series podium cap, which will be provided by the Series sponsor.

6.5.3. Drivers must take part in any autograph session or press interview wearing their official Clio Cup Series podium cap should this be required by the Series Co-ordinator.

6.5.4. In signing the Clio Cup Series Registration form, Entrants/Drivers agree that the Clio Cup Series (and those authorised by it) and sponsors of the 2019 Series may make use of his/her/its activities and successes in motorsport for any advertising, publicity, public relations and merchandising purposes. Entrants/Drivers also agree that in any advertising or promotion with which he/she/it is associated (relating to the Series) the full title of the Series (including the Series sponsors name and the Clio Cup Series logo) will be used at all times.

6.6. Miscellaneous

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

MICHELIN CLIO CUP SERIES - RACE - ROAD - SPORT CLASS - 2019



MICHELIN
CLIO CUP
SERIES

MICHELIN (Front Screen)

MICHELIN (Rear Screen)

RACE CLASS - Competition Numbers : 200mm high - Standard Bold Condensed85% - Fluorescent Yellow (Side Windows)

RACE CLASS - Competition Numbers : 150mm high - Standard Bold Condensed 85% - Fluorescent Yellow (Front & Rear Screens)

RACE CLASS - Drivers Names : 80mm high - Ariel Black - Fluorescent Yellow (Side & Rear Windows)

ROAD CLASS - Competition Numbers : 200mm high - Standard Bold Condensed85% - Fluorescent Orange (Side Windows)

ROAD CLASS - Competition Numbers : 150mm high - Standard Bold Condensed 85% - Fluorescent Orange (Front & Rear Screens)

ROAD CLASS - Drivers Names : 80mm high - Ariel Black - Fluorescent Orange (Side & Rear Windows)

SPORT CLASS - Competition Numbers : 200mm high - Standard Bold Condensed85% - Fluorescent Green (Side Windows)

SPORT CLASS - Competition Numbers : 150mm high - Standard Bold Condensed 85% - Fluorescent Green (Front & Rear Screens)

SPORT CLASS - Drivers Names : 80mm high - Ariel Black - Fluorescent Green (Side & Rear Windows)

MICHELIN (Number Plates Front & Rear)

MICHELIN (Corners Front Bumper)

MICHELIN MAN (Bibendum) (Top Rear of Front Wing)

PROTYRE MOTORSPORT (Doors) : 200mm

BARC Shield (Doors)

SUBJECT TO CONFIRMATION BY M.S.A.

6.7.2 Suit Decal Plan

MICHELIN CLIO CUP SERIES RACE & ROAD CLASS - 2019



DESIGN & CREATED BY
Geographics

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Tel: +91 971 8201 | Email: design@geographics.in

DEFINITIONS**Set of Tyres**

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

New Tyre

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

Used Tyre

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

Car/Driver

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

Those definitions as detailed in Section B of the current MOTORSPORT UK Competitors' Yearbook shall apply unless otherwise stated by these regulations.

Chassis

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

