

# **DMSB**

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

Name of the Series:

**Clio Cup Central Europe**

DMSB Visa Number:

**632/20**

**Status of the Series/Events: National A incl. NSAFP**

The Clio Cup Central Europe (CCCE) will be hosted according to globally uniform technical rules and the given sporting conditions of the respective country and its motor sport authorities.

Brand cups have been successful for over 40 years thanks to our many years of experience, our strict application of the rules and their supplements, and cooperation and continual involvement with well-known partners and sponsors. The worldwide exchange of information among the countries active in Renault sports activities will ensure the continued success of our series.

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

At the end of the year, a champion in the Clio Cup Central Europe will be selected according to the official point tally.

Promoter / Organisation: ISM International Sport Management GmbH

Contacts: Ziegenhainer Str. 57, D-60344 Frankfurt am Main

Mobile No.: +49 (0) 160 740 27 58

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## **Part 1: Sporting Regulations**

### **1. Introduction**

The series Clio Cup Central Europe is organised in conformity with the provisions of the International Sporting Code and its appendices (the Code), the FIA General Prescriptions on circuits and the National Sporting Regulations of the (ASN). It will run in conformity with the Series' sporting and technical regulations, the latter being in conformity with the safety prescriptions of FIA Appendix J (Article 253).

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

The series is supported by the following companies:

- Renault (Automotive)
- Michelin, tyres
- Castrol (lubricants)

### **2. Organisation**

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

The ISM International Sport Management GmbH, hereinafter (ISM) referred to as series organiser, organises the Clio Cup Central Europe for the year 2020.

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

DMSB – Deutscher Motor Sport Bund e.V.  
Hahnstraße 70, 60528 Frankfurt  
Homepage: [www.dmsb.de](http://www.dmsb.de)  
E-Mail: [info@dmsb.de](mailto:info@dmsb.de)

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

The series based on these Sporting and Technical Regulations has been approved by the Deutscher Motor Sport Bund on 09.03.2020 with visa number 632/02.

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

ISM International Sport Management GmbH  
Ziegenhainer Strasse 57  
D-60433 Frankfurt/M

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

Volker Ehekircher  
Olaf Neesen  
Ralph Weishaupt

## **2.6 List of Officials (Permanent Stewards) (see also relevant Supplementary Event Regulations)**

Volker Ehekircher (Clerk of the course)	SPA 1095940
Ralph Weishaupt (Technology Manager)	SPA1076911
Olaf Neesen (Technical Scrutineer)	SPA1049989

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

This series is governed by the following regulations:

- FIA International Sporting Code (ISC) and its appendices
- DMSB Event Regulations
- DMSB Circuit Regulations
- DMSB Licence Regulations
- DMSB Legal System and Code of Procedure (RuVO)  
FIA Legal System and Code of Procedure
- DMSB Decisions and Provisions
- DMSB Environmental Guidelines
- Anti-Doping Regulations of the national and international Anti-Doping Agency (WADA/NADA Code) as well as the Anti-Doping Regulations of the FIA
- Sporting and Technical Regulations of this Series and the DMSB approved modifications and supplements (Bulletins)
- Supplementary Event Regulations including modifications and supplements
- FIA Code of Ethics and Code of Behaviour and DMSB Code of Ethics
- Other FIA and DMSB regulations

### **3.1 Official language**

German

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

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

- (1) The participants (=entrants, drivers, passengers, vehicle proprietors and registered keepers) take part in the event at their own risks. They carry the exclusive responsibility under civil and criminal law for all the damages caused by them or the car used by them as far as no exclusion of liability has been concluded.
- (2) Modifications to these regulations may in principle be carried out only by the relevant authorities. After the beginning of the event, modifications should be carried out only by the Stewards of the event by means of bulletins, but only in case of necessity for safety reasons and/or reasons of force majeure, or by order of the authorities, or concerning the details given in the regulations about the length of the track, the duration of the races, the number of laps and the officials and marshals, or in case of an obvious mistake in the regulations.
- (3) The organiser reserves the right to cancel or postpone the entire event or a particular race for the aforementioned reasons, subject to the agreement of the respective ASN and of the FIA, and as far as the calendar is concerned, claim for damages or compensation or claim to performance are in this case excluded.

## **4. Entries**

### **4.1 Registrations/entries, entry closing date and obligation to participate**

The entrant and/or driver must submit his application to be admitted to the Clio Cup Central Europe until 01/04/2020 by using the form provided by the series organiser entry form.

The series organiser reserves the right to accept late application.

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

ISM International Sport Management GmbH  
Ziegenhainer Strasse 57  
D- 60433 Frankfurt/M  
ralph@ism-motorsport.com

With the submission of the entry form entrant and driver charge and authorise the series organiser to submit entry forms on his behalf for those events which form part of the series Clio Cup Central Europe (block entry).

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

The participant registers with his car.

Participants, who have not transferred the registration fee to ISM 14 days prior to the first race deadline, will not be admitted to the race.

Each registered participant is obliged to comply with the provisions of the regulations and the special regulations of the organizer. Entrants must fill in the registration form – one each – by typewriter or in block letters, being accurate and thoroughly.

The organiser reserves the right to cancel the entire series Clio Cup Central Europe if less than 15 participants registered for the series.

### **4.2 Entry fees for the season and per event**

The registration/entry fees is payable as specified on the entry form. The following registration/entry fees are payable by the participants:

Each participant must transfer the entry fee (registration fee) of **€7.500,00** plus tax to the following account with **“CCCE 2020”** as reference.

The registration is valid with the deposit:

#### **ISM International Sport Management GmbH**

Bank: Sparkasse Frankfurt  
BLZ: 500 502 01  
Konto Nr: 124 665 3603  
IBAN: DE 24 500 502 01 124 665 3603  
BIC: HELADEF 1822

The rights of withdrawal from the entry contract (entry-fee-refund) is regulated in the DMSB Event Regulations, article 13.

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

The CCCE organization reserves the right to refuse the entry with having to give-reasons.

### **4.3 Competition-numbers**

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

## **5. Licences**

### **5.1 Required grade of licence**

#### **a) Drivers**

##### **International Series:**

Drivers holding an International entrant's and driver's licence of 2020 issued by the DMSB or by another ASN affiliated to the FIA Grade

A,  B,  C,  D,  C/D-historic,

and valid for the year 2020 who are registered for the Clio Cup Central Europe and have paid the registration fees are eligible.

#### **b) Entrants**

Entrants wishing to register with the driver must be in possession of an international commercial or club licence issued by the DMSB or by another AS affiliated to the FIA and valid for the year 2020 and have paid the registration fees.

#### **c) DMSB-Sponsor-Card**

Sponsors who wish to be named in addition to the driver's name in the official program, as well as the list of nominations, starters and results, without assuming the role of an entrant can do so by purchasing a "DMSB sponsor card for companies, clubs, teams.

#### **d) Guest drivers**

The Clio Cup Central Europe may admit guest drivers with a valid

International entrant's and driver's licence in accordance with Article 5.1

for its qualifying events. They may take part with the conditions of this Series Regulations and the relevant Supplementary Event Regulations.

### **Specific conditions / regulations for guest drivers**

It is possible to participate to a single race as a guest driver. The entry fee for each single event is 1.400 € plus tax. Guest drivers are entitled to points.

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

#### **e) Age regulations**

In accordance with the valid DMSB Licence Regulations.

### **5.2 Conditions for entrants outside their national territory**

For events with the status National A Plus (NSAFP) DMSB licence holders and licence holders by another ASN affiliated to the FIA have the right for participation and are entitled to score points for the series.

For every event foreign competitors/drivers have to present the approval of their own ASN.

This permission must be submitted by the competitor/driver at Administrative Checks in German or in English language.

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

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

In accordance with DMSB Event Regulations

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

In accordance with DMSB Event Regulations

## **7. Events**

### **7.1 Calendar of events**

17.-19. April 2020	Preis der Stadt Stuttgart, Hockenheim
15.-17. May 2020	Preis der Stadt Magdeburg, Oschersleben
03.-05. July 2020	Poznan
10.-12. July 2020	Lausitzring, P9 race weekend
28.-30. August 2020	Czech Truck Prix / Most
16.-18. October 2020	Westfalentrophy, Nürburgring GP

### **7.2 Maximum number of cars authorised**

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

### **7.3 Running of the events**

#### **a) Practice**

One or several free practice session/s of 25 minutes are scheduled for each event. For this/these free practice/s, an additional entry fee will be charged. The amount of the entry fee will be announced by Info-Note prior to the event by Event Info and must be paid for the latest at the administrative sign on at the series organiser.

#### **b) Qualification**

One qualifying session of 25 minutes is scheduled for each event. The official result from the qualifying determine the starting position for the first race, based on the fastest lap time. The starting position for the second race, is based on the second fastest lap time of the qualifying.

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

At the end of the qualification, all vehicles which participated in the qualification are subject to the parc fermé rules.

Should circumstances force the cancellation of the qualification session, then the times set in the free practice session will be used to determine the starting grid.

Should circumstances force the cancellation of both the free practice sessions and the qualification session, then the current championship positions at the beginning of the event will be used to determine the starting grid for the race.

If one or more than one driver has not set a lap time (for reasons other than cancellation of the qualifying session), these drivers will be placed at the end of the starting grid in the following order:

- 1.) the drivers who have started a timed lap;
- 2.) the drivers who have not started a timed lap from the pit lane.

Drivers whose entire lap times were cancelled by decision of the Race Director or the Stewards must in all cases start the race behind the aforementioned drivers at the end of the starting grid. Should more than one driver have his/her entire times removed, their starting positions at the back of the grid will be determined by their best time in free practice.

### **c) Starting modes**

The races will be started as follows:

- Standing start with staggered formation (GP start)

### **d) Races**

Two races of 23 minutes +1 lap are scheduled for each event.

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

It is not allowed to attend a start with a Clio R.S. Cup – vehicle in other race-series and other parts of the event during a race event.

If a race is cancelled on account of force majeure or for safety reasons, the Series Organizer reserves the right to reduce the number of races or to designate a replacement event via bulletin. The Series Organizer is under no obligation to reschedule a race in its original format within an Event.

## **8. Classification**

### **8.1 Scale of points**

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

In order to be classified a driver who has taken the start must have completed at least 75 % of the winner's race distance.

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

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

The following points will be awarded for the races:

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

Additional points will be rewarded for:

- fastest Qualifying time: +2 points
- fastest race lap: +1 point

All the results achieved in the qualifying races will be taken into consideration for the classification established at the end of the year.

The official result of the organizer is the basis for the ranking. **All** the competed races will be used to determine the overall ranking.

There are four annual rankings in the CCCE:

#### **-Overall Classification**

#### **-Junior Classification**

The official result of the organizer is the basis for the Rookie classification. To be classified as a Rookie the participants has to be born after the 31.12.1999.

#### **-Team Classification**

The official result of the organizer is the basis for the Team classification. For the Team Classification the two best participants per team are taken of each race.

In cases, in which a subsequent correction needs to be carried out by the series organiser after the publication of the championship and/or series classification due to an obvious error or mistake, this can be done by the series organiser. Complaints regarding the series classification shall be addressed to the series organiser. No appeal against the decision of the series organiser will be accepted.

## **8.2 Equality of points**

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

## **9. Private practice and testing**

N/A

## **10. Administrative checks**

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

- Entry confirmation
- Entrant's/sponsor's licence
- Driver's licence
- authorisation to take part in events abroad
- Medical aptitude form

### **10.1 Timetable administrative checks**

See relevant Supplementary Event Regulations or official notice board.

### **10.2 Drivers meeting/briefing**

The location of drivers meeting/briefing will be published in the Supplementary Event Regulations of the event

An established non-participation or incomplete participation (according to the list of signatures) attracts a fine of 150,00 Euro (without any particular penalty-procedure)

## 11. Scrutineering/Technical checks

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

The following car documents must be presented:

- Technical passport
- Homologation form RCC 1112-10 for catalytic converter
- Certificate for rollover structure issued by FFSA with approval number 433

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

All required seals must be present.

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

Each participant can perform in the technical control only one vehicle. Participants may not change cars during the event. Even if all competitors should agree to it, this will not authorize the driver to change the vehicle, respectively employ a different vehicle.

Participants' vehicles may be subject to technical inspections performed by the scrutineer(s) at any time during an event that is part of the CCCE.

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

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

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

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

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

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

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

## 12. Race

The final starting grid for the races will be published for the latest 45 minutes before the start of the formation lap. Qualified participants, who are not able to participate, have to withdraw in written form at the race director 60 minutes before the start of the formation lap.

In any case, participants whose lap times has been canceled by the race director or the stewards, will be placed behind the participants with scored lap time. Any changes of the starting position place take place after the determination of the starting

grid according to the above explanations by the race director or the stewards.

No later than ten minutes before the start of the formation lap the pit lane / the pregrid will be open and the vehicles will be led to the grid. Participants drive at walking pace into the grid and take their starting position. Then the engine needs to be turned off.

On display of the 3-minute signal, all competition vehicles must be standing on their wheels on the track and must not be lifted again.

It is not permitted to enter the pit lane after overpass/transfer. Participants who enter the pitlane during the transfer may only leave it after the beginning of the formation lap. The participant has the opportunity to exit the pitlane – within this time - after the entire field has passed the pit exit and may complete the formation lap at the end of the field. The original starting position may not be used. Violation of the above rules will be punished at least with a drive-through penalty.

Vehicles which do not leave the pit lane until the green light at the pit lane exit is illuminated have the opportunity to start the race from the pitlane after the whole field has passed the pit exit after the race start.

## **12.1 Interruption of a race**

If it becomes necessary to interrupt a race, by instructions of the race director the red flag will be displayed and the red light will be shown at the finish line for interruption. Once this sign is given, overtaking is prohibited, the pit exit is closed and all vehicles drive slowly to the grid. The first vehicle arriving there takes the pole position. All following vehicles fill up the starting places / starting boxes behind. The race director may make a different arrangement. If, due to the interruption, there are vehicles in front of the leader, they will be routed around the track upon showing the 3-minute sign / signal at the direction of the marshals and placed in the order of the current order at the end of the grid. The order is determined by the time at which it was possible to determine the position of all vehicles.

Any participant who enters the pit lane after the race has been interrupted or whose vehicle is pushed off the track into the pit lane will receive a drive-through penalty. For each vehicle which enters the pit lane or is in the pit lane, when the sign was given for interruption, this penalty is omitted. All of these vehicles remain in the pit lane until the race is resumed and may not leave the pit lane until all the vehicles behind the safety car have passed the pit exit.

For the re-start the safety car then takes the position in front of the starting grid. There will be a re-start behind the safety car.

During the interruption of the race:

- The timekeeping systems will not be stopped. The race director can make a different arrangement.
- It is allowed to work on the vehicles as soon as they have come to a stop on the grid or driven to their pits, but any kind of work must not hinder the resumption of the race;
- refueling is prohibited;
- Only team members and Officials are allowed on the grid.

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

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

After the "WET RACE / WET PRACTICE / WET" board is displayed or it is shown in the timing monitor of the timekeeping, the participants are free to choose the type of tyres, according to this article. The participant must assume that the race director will not interrupt the practice or race.

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

Wet tyres are not limited and don't have to be stamped by the scrutineers of the CCCE.

The tyre service has one set of wet tyres per weekend available for each participant. If more are needed, the participant must order and transport the wet tyres in advance.

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

N/A

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

The allocation of the pit lane determined by the series organization for every event must be complied with.

Before and during all training sessions and the qualifying session, the participants have to drive with their vehicles to the pits and park their vehicle backwards at an angle of approx. 45 degrees to the direction of the track (the front of the vehicle must point towards the race track). If the 45 degree angle is not maintained, and the vehicle is, for example placed in front of a box, a safety risk can arise. This behavior can be punished with a fine.

Throughout the event the speed limit in the pit lane between the two marks (entrance / exit of the pitlane) is 60 km/h. Any changes of the speed limit in the pit lane for security reasons is in responsibility of the race director.

Exceeding of the speed limit in the pit lane will be penalized by the race director or Stewards as follows:

#### **during free practice, qualifying:**

Fined in the amount of 10€ per km/h, but a minimum of 50€.

#### **during the races:**

- Drive-through penalty

The pitlane is divided into two lanes.

The „fast lane“ is to be kept unobstructed to allow safe passage of cars at all times. The focus shall be on all drivers to take due care and drive within the Pit Lane speed limit. All equipment must be kept in a safe position in the „working lane“. All work on the competition vehicles in the fast lane is prohibited.

Entrants, team members and drivers are responsible for the conduct and safety of their guests in the Pit Lane area. Any team members found in the Pit Lane without the correct pass will be excluded from the Pit Lane and the entrant will be reported to the Stewards.

Entrants, team members and drivers must ensure that their guests respect the Pit Lane regulations and be vigilant at all times

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

### **13.1 Title overall winner**

The title

**Champion of the Clio Cup Central Europe 2020**

will be awarded to the driver who has scored the highest number of points after all the qualifying events of the Clio Cup Central Europe.

### **13.2 Prize money and trophies**

To obtain the trophies and Prizes the first three placed drivers, the best team, as well as the best Rookie and the best Gentleman have to be present at the final prize giving ceremony.

### **14. Protests and appeals**

The FIA International Sporting Code is applicable for protests and appeals, DMSB Event Regulations and the DMSB Legal System and Code of Procedure as well the FIA Legal System and Code of Procedure for FIA appeals.

Protest deposit - payable to the relevant ASN:

International / National status: will be published in the Supplementary Regulations of the relevant event

Appeal deposit – payable to the DMSB:

National status 1,000.00 €

Berufungskautions – zahlbar an die FIA 6.000,00 €  
(gem. Rechts- und Verfahrensregeln der FIA)

zzgl. DMSB-Kostenpauschale für Internationale Berufung (FIA) 3.000,00 €

(Protest and appeal deposits are exempt from VAT)

### **15. Exclusion of jurisdiction of a court and limitation of liability**

(1) The jurisdiction of a court is excluded for decisions of the FIA, the DMSB, their jurisdictions, the stewards, the series organiser or the organiser as judge in terms of § 661 German Civil Code.

(2) No claim for compensation of whatever kind may be derived from actions and decisions of the DMSB or its jurisdiction as well as of DMSB representatives or the series organiser, except in the case of a damage caused on purpose or by gross negligence.

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

All the copyright and picture rights lie with ISM, including the pictures which are adopted by television broadcasts on the Clio Cup Central Europe.

All television rights of the Clio Cup Central Europe, including terrestrial broadcast as well as cable and satellite television broadcast, all video rights and all rights on the use of the complete electronic media, including internet, lie with ISM.

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

### **17. Specific regulations**

There are no additional Specific Series Regulations.

### **18. Punishments**

Penalties of the race control during free practices, qualifying and races are displayed to the participants at the indicated point, written in the supplementary regulations of each event and are therefore considered promulgated. Each decision or notice concerning a particular

entrant will be communicated within 30 minutes after the decision in written form. This written notice has only an additional informational purpose. The entrant must confirm the receipt in written form. The time of the written notice does not affect the defined time, written in this article, of the delivery and / or the defined time of the beginning of a penalty.

In less severe cases the race director may refrain from imposing a penalty if the acquired, unfairly advantage is returned. The return of the benefit may be complete by letting pass the outdated wrong vehicle. If the concerned participant doesn't take the opportunity to return the irregular benefit, one of the defined classification penalties will be imposed.

Participants, who are warned five (5) times within the same season, is set back by five (5) positions of the grid in the next race, after the imposition of the fifth. If the fifth warning will be issued due to an incident during a session, this displacement is applied on the grid at the next championship round, at which the participant participates.

Participants, who are warned eighth (8) times within the same season, is set back by ten (10) positions of the grid at the next race. If the eighth warning will be issued due to an incident during a session, this displacement is applied on the grid at the next championship round, at which the participant participates. After setting back by ten (10) starting positions all warnings are cleared according to this article.

## **Part 2 Technical Regulations**

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

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

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

Eligible cars and division into classes

#### **Clio R.S. IV Cup/ Clio R.S. V Cup**

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

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

All vehicles participating at the CCCE must be presented in an outer pristine condition. Any damages caused through accident must be repaired before the next race. The organization reserves itself the right to refuse vehicles, which do not meet the above mentioned demands. Each participant can only register one car for each race.

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

- General regulations, definitions and clarifications with regard to technical regulation (DMSB Yearbook, blue part), see also article 1.11 concerning safety equipment in events abroad
- These Technical Regulations

#### **1.3 General/Preamble**

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

#### **1.4 Driver's equipment**

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

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

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

#### **1.5 General, Permitted modifications and installations**

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

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

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

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

- Category A: No modifications are permitted to these original parts. The parts must remain in their original position and function as originally intended.
- Category B: Only the modifications permitted in the nomenclature or the technical rules (including bulletins) are allowed to these parts.
- Category C: These parts are approved under the express condition that the original function is not circumvented, no function is added and that the part is installed in the same position as the original part.

So-called handicapped drivers can receive a starting permit for the Clio Cup Central Europe after an individual examination. For events in Germany, a DMSB car pass is required for the corresponding vehicles.

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

All dimensions of new parts must be checked before installation.

## **1.6 Minimum weights and ballast**

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

### **Weight**

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

### **Vehicle weight**

The minimum weight is 1080 kg for the Clio R.S. IV Cup.

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

This weight refers to the condition of the vehicle in which it participates on Testing and Set-ups, Qualifying and races. This includes the remaining fuel. Any modification of the vehicle including the addition of material is prohibited.

### **Race weight**

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

- 1170 kg for the Clio R.S. IV Cup
- xx kg for the Clio R.S. V Cup

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

### **Ballast**

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

Only weight plates supplied by Renault Sport/ ISM with the following part numbers may be used:

1 Kg: 77 11 160 299

2 Kg: 77 11 160 300

5 Kg: 77 11 160 301

DMSB Note:

The DMSB guidelines for vehicle weighing (including calibration or calibration of balances) needs to be respected by the series organizer. According to the guidelines, mobile scales must be inspected, at least annually, by the weighing machine manufacturer. In exceptional cases, a calibration / verification by a state calibration authority is permitted. The scale must be calibrated at least every 2 years by the manufacturer.

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

N/A

### **1.8 Exhaust prescriptions**

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

The cars must be equipped with a single catalytic converter with the following specifications:

#### **HJS catalytic converter according to DMSB homologation RCC 1112-10**

The catalytic converter must always be functional. No protest against the conversion rate is allowed.

### **1.9 Noise regulations**

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

This noise level will be determined in compliance with the DMSB pass-by measuring method (mandatory for all circuit events)

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

### **1.10 Advertising on the driver's equipment/on the race car and start numbers**

The current FIA/DMSB prescriptions for advertising on the driver's equipment/on the race car and start numbers must be respected (see DMSB Yearbook, blue part).

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

Under consideration of the FIA/DMSB prescriptions for start number and advertising on the race car and for the driver's equipment the following specific advertising regulations.

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

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

- Renault, automobile
- Castrol lubricants
- Michelin, tyres
- Sablet, equipment

Advertising stickers supplied by the CCCE Organization, start numbers and signatures are compulsory and must be displayed according to the official identification layout.

All vehicles with wrong or missing stickers/logos will be rejected during the technical scrutineering.

The ISM is entitled to remove, without notice and at any time, advertising/logos displayed on vehicles, drivers equipment and paddock assigned to ISM, if judged as inconvenient (ex.: immoral, unethical, etc.). It is important to ISM that the vehicles do not damage the image of automobile sports, and ISM reserves the right to deny technical acceptance of vehicles that do not comply.

1. Mandatory advertising on competing vehicles is defined in detail in the series sticker instructions and must be followed at all times during the event.
2. Mandatory advertising on drivers' overalls is defined in detail in the series patch instructions and must be followed at all times during the event.
3. The award ceremony will take place immediately after the checkered flag. During the ceremony all drivers must wear the overall and the given official cap.

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

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

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

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

## **1.11 Safety equipment**

The vehicles must comply with the following safety equipment.

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

- Lines and pumps in compliance with Art. 253.3.1 and 253.3.2
- Oil catch tank in compliance with Art. 259.7.4
- Fuel cell ventilation in compliance with Art. 253.3.4
- Double circuit braking system in compliance with Art. 253.4
- Additional safety fastener in compliance with Art. 253.5
- Safety belts in compliance with Art. 253.6
- Manual extinguisher in compliance with Art. 253.7.3
- Fire extinguishing system in compliance with Art. 253.7.2 and accordingly Art. 275.14.1
- Safety cage in compliance with Art. 253.8
- Safety cage in compliance with Art. 253.8 (Appendix J 1993)

- Safety cage in compliance with Art. 277
- Rear view mirror in compliance with 253.9
- Towing-eye/device in compliance with Art. 253.10
- Safety foil on the windows in compliance with the DMSB prescriptions
- Windshield made of laminated glass
- Door nets in compliance with Art. 253.11 or with the DMSB prescriptions
- Additional safety fixing devices for windshield in compliance with Art. 253.12
- General circuit breaker in compliance with Art. 253.13
- Safety fuel tank in compliance with FIA standard FT3/FT3-1999 and accordingly FT5 in compliance with Art. 253.14
- FIA homologated non-return valve in the filler neck in compliance with Art. 253.14.5
- Protective screen in compliance with Art. 253.15
- Seats and attachments in compliance with Art. 253.16
- FIA homologated driver seat in compliance with Art. 253.16
- Headrest in compliance with Art. 259.14.4
- Rear light in compliance with Art. 275.14.5
- Reverse gear in compliance with Art. 275.9.3
- Prohibition of pressure control valves in compliance with Art. 253.17
- Article 277*
- In compliance with the Appendix K to the ISC*
- Article 253
- The vehicle must meet all of the requirements defined in the Technical Rules for its specific type (nomenclature).

**Note:**

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

**Driver safety belt (expiration date)**

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

**Battery switch**

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

**Fire extinguisher**

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

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

**Tow rings**

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

**Rollcages**

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

## **1.12 Fuel and single fuel**

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

The following single fuel must be used:

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

Fuel will be checked through a test of conformity with the fuel from the petrol station defined for each event, further information will be announced prior to the event by Event information. Generally the petrol station inside the paddock is to be used. Any variation of the fuel station will be communicated through a bulletin.

Only this fuel is approved for racing vehicles participating to any activities during a race event. The driver must ensure that at any point of the event a minimum quantity of 1 liter fuel from the tank is available to the organization for control purposes. Emptying or refueling the racing vehicle is forbidden from the grid formation during qualifying or race sessions until the end of the parc fermé period.

### **1.12.1 Fuel controls**

At any time during the events the Technical scrutineer may extract fuel samples. The DMSB fuel regulations incl. remaining quantity of fuel (DMSB Yearbook, blue part).

### **1.12.2 Refuelling, Refuelling installations and control**

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

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

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

## **1.13 Technical definitions**

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

## **2. Specific technical regulations**

### **2.1 General**

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

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

## **2.2 Engine**

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

The absence of a prescribed seal will lead to an exclusion from the classification. The official Renault tuner Oreca is the only authorized engine revision point. Spare engines are allowed only if delivered by ISM/ Renault Sport. They also are sealed. Each registered driver can purchase, by filling an additional order form in, a new engine at the special price. The use of spare engines shall be notified in written form to the ISM, the certificate has to be shown.

### **Engine oil**

according the Nomenclature

Only the special control units of the CCCE are allowed. Any modification to the control unit is forbidden. Renault Sport reserves the right to exchange control units with each other.

### **2.2.1 Exhaust system**

The original exhaust system including catalytic converter delivered shall be kept unchanged.

## **2.3 Transmission**

### **Transmission and gearbox**

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

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

### **Reverse gear**

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

### **Traction control**

A system for automatic traction control is prohibited.

### **Transmission maintenance**

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

## **2.4 Braking system**

For the Clio R.S. IV Cup only the pads supplied by ISM/ Renault Sport and marked accordingly are permitted.

The pasting of the holes in the frontbumper (aircooling brakes) is prohibited.

## **2.5 Steering**

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

## **2.6 Suspension**

N/A

## **2.7 Wheels (Flange + rim) and tyres**

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

- Michelin 20/61-17 S9M slick tyres
- Michelin 20/61-17 P2H rain tyres

At the first official Testday only tyres with the side inscription „Crew Knüttel Motorsport“ may be used.

From the first CCCE race event, starting with the Free Practice, only tyres with the side inscription “Crew Knüttel Motorsport” of the service commissioner Crew Knüttel Motorsport may be used.

Any kind of tyre warming (electrical, chemical, mechanical) is forbidden. Use of tyre warmers or insulating covers or any other materials to modify or maintain tyre temperature is prohibited throughout the entire duration of the event.

It is also prohibited to clean the tread of used tyres by means of hot air blower no later than 1 hour before the pregrid. Both during practice and race, the four tyres must always be of the same type. The use of pressure release valves is strictly forbidden. Any violation will lead to the exclusion from the point system.

All modifications to tyres, including recutting, retreading or surface treatment (including chemical, mechanical and thermic) are prohibited.

### **Slick tyres for circuit races**

Each driver and vehicle is provided with maximum 4 “Crew Knüttel Motorsport” slick tyres (of which max. 4 new) at the front axle for each race event. The driver must bring the slick tyres at each event for tyre marking. For the rear axle the tyres with the side inscription “Crew Knüttel Motorsport” of the service commissioner Crew Knüttel Motorsport may be used.

When changing tyres during official Practices, Qualifying and Races, pneumatic tools are forbidden.

The tyre service has one set of slick tyres per weekend available for each participant. If more are needed, the participant must order and transport the slick tyres in advance.

### **Marking and checking tyres**

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

During qualifying and races, only those tires marked with the start number and a special symbol may be used on the drive/ front axle.

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

### **Rain tyres**

See Sporting Regulations Art. 12.1 Use of wet-weather tyres

### **Tyre pressure control valve**

Use of tyre pressure control valves is prohibited.

### **Valve caps**

Use of valve caps is obligatory, see Nomenclature 35.00.

A detected absence will result in a fine of 200,00 Euro per missing valve cap, without any particular penalty-procedure

## **2.8 Bodywork and dimensions**

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

#### **Bonnet pins**

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

#### **Front and rear bumper fixation**

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

#### **Windshield/side window**

Only a Renault Clio windshield made of laminated glass may be used as replacement. Additional devices, perforations, etc. which may inhibit steaming on the windshield or improve the ventilation of the passenger cell are not allowed. The original factory mounting method must be maintained. Cracked windscreens must be replaced when required. An antidazzle film can be fitted on the windscreen. No further antidazzle features are allowed on the vehicle. Protection film for front and rear side windows supplied by ISM/ Renault must be used at all times. No other films or colored sheets than the original will be tolerated!

#### **Windshield wipers**

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

#### **Rear view mirrors**

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

#### **Engine cooling system protection**

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

The pasting of the holes in the frontbumper (aircooling radiator) is prohibited.

### **b) Cockpit**

#### **Seat mounting and frame**

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

#### **Padding of the roll cage**

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



### **c) Additional accessories**

#### **Camera**

It is permitted to carry a maximum of two cameras within the vehicle. These cameras are

attached to the cage with screwed holders and must be shown unrequestedly to the scrutineers at each event as well as be approved by them.  
Outside the vehicle are no cameras allowed.

## 2.9 Aerodynamic devices

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

## 2.10 Electrical equipment

The transponder must be secured on the right front wheel arch behind the front axis.

## 2.11 Fuel circuit

See Nomenclature

## 2.12 Lubrication system

See Nomenclature

## 2.13 Data transmission

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

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

Only the special data transmission system for CCCE is allowed. Any modification to the transmission system is forbidden.

## 2.14 Other

### Vehicle external lay-out/appearance

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

### Additional holograms

In addition to the holograms described in the Nomenclature (p. 103-104), the holograms shown in the following photo are valid.



**Race service**

At each CCCE event the driver have at their disposal:

- ISM with original spare parts. Available spare parts may be purchased by any entrant and paid cash or with credit card.
- Tyre service.

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

**Part 3 Attachments/Drawings**

1. Nomenclature
2. Manual
3. Sparepartsbook
4. Official Identification Plan

These documents are available on [www.ism-motorsport.com](http://www.ism-motorsport.com)