



SPORTING REGULATIONS 2012



2012 SPORTING REGULATIONS

FORMULA RENAULT 2.0 ALPS

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ARTICLE 1 - ORGANIZATION

- 1.1 Fast Lane Promotion Srl (hereafter known as FLP), with the agreement of the Commissione Sportiva Automobilistica Italiana (CSAI) and the Fédération Internationale dell'Automobile (FIA) sanction a series of restricted International Events named as the 2012 FORMULA RENAULT 2.0 ALPS.
- 1.2 The single race events are organized by "Gruppo Peroni Race Srl" as well as by each circuit, as indicated in the Specific Regulations of the individual Events.
- 1.3 The 2012 FORMULA RENAULT 2.0 ALPS will include two separate classement:
- A driver classement
 - A Team classement.
- 1.4 The following regulations shall apply:
- a) The International Sporting Code and its Appendix (the Code) and the FIA General Prescriptions
 - b) The Sporting and Technical Regulations of the Formula Renault 2.0 Alps
 - c) The Sporting and Technical updates (named as Info Team and Technical Bulletin) published by FLP and Renault Sport; the content of each documents will be considered part of these Regulations
 - d) The Specific Regulations of the individual Events
 - e) The CSAI National Sporting Regulations and its Appendix (the RNS) (Chapter 1 Art. 7 of the RNS and Art. 58 of the Sporting Code)
- that all parties claim to know and accept.
- 1.5 Any special national regulations that may be applied to an Event shall be submitted to the CSAI and to FLP at least 40 days before the scheduled date of the said Event. Applicability of the said special regulations to the Event is subject to approval by the CSAI and FLP. FLP shall make sure that all applicant Competitors are informed of any such special regulations at least 10 days before the date of the Event.
Any situation that is not covered by these regulations and any protest relating to the interpretation of the regulations shall be judged by the Stewards appointed for each Event.
- 1.6 FLP, in agreement with CSAI, reserves the right to apply for the appointment of a permanent Race Director, for all the Events of the Formula Renault 2.0 Alps 2012, and who will carry out his duties with the Clerck of the Course appointed by the Event Organizer and in close collaboration with the Stewards of the Meeting, in compliance with the specific contents of Art. 1.4



- 1.7 FLP reserves the right to apply for the appointment of a permanent Steward and a permanent Technical Delegate as a reference for all the Events of the Formula Renault 2.0 Alps 2012.

ARTICLE 2 - REGULATIONS

- 2.1 The Sporting Regulations are published in Italian and English and may be translated into other languages.
The final text of these Sporting Regulations shall be the Italian version which will be used should any dispute arise as to their interpretation.

Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.

- 2.2 Any changes to these Sporting Regulations are subject to approval by the FLP and the CSAI.
- 2.3 All Competitors taking part in the Formula Renault Alps 2012 shall be informed of any changes to these Sporting Regulations with details of the date on which the changes come into force.

ARTICLE 3 – COMPETITOR REGISTRATION

- 3.1 All the competitors planning to compete in the Formula Renault 2.0 Alps 2012 must submit the specific application entry. This entry is separate from single events entry (see Art. 3.8).

Entry to the Formula Renault 2.0 Alps must be formalized submitting to FLP the official application form, provided by FLP, within 29 February 2012.

- 3.2 Entry to Formula Renault 2.0 Alps 2012 opens with the issue of these Regulations.
- 3.3 The duly filled out entry forms must be sent to:

Fast Lane Promotion S.r.l.

Via Atto Tigri, 11
IT 00197 Roma

- 3.4 Driver's name must be announced within 15 days from the date of the start of the Formula Renault 2.0 Alps. Any substitutions of drivers during the season will be communicated by sending the entry form with the name at least 15 days before each event.
- 3.5 Competitors wishing to compete in one or more Events, without taking part in the entire Formula Renault 2.0 Alps 2012, must submit the specific application entry by sending the entry form "Single Event", provided by FLP.



If places remain available, the applications for entry will be accepted up to TEN WORKING DAYS prior to the scheduled date of the opening of the Signing On and Scrutineering of the Event in question. Applications will be processed in the chronological order in which they are received.

- 3.6 All applications will only be accepted after prior settlement of all debts with FLP, Renault Sport and/or its partners by the Competitor or driver.
- 3.7 FLP reserves the right to refuse an application for the entire Formula Renault 2.0 Alps 2012 or for each of its events with due reasons (as stipulated by Art. 74 of the FIA International Sporting Code and by Art. 74 RNS-CSAI).
- 3.8 All the Competitors registered in the Formula Renault 2.0 Alps, in order to take part to the events scheduled in the Art. 4 of these Regulations, must enter each driver/car for each single event. Entries must be submitted on the specific application form, provided by FLP, and must be accompanied by a proof of payment of the related entry fee to the Event Organizers, following the instructions that will be given each time by an Information Note.

ARTICLE 4 - CALENDAR

- 4.1 Each Event will have the status of international restricted competition, without FIA title and approved by FIA.
- 4.2 The 2012 FORMULA RENAULT 2.0 Alps will include a maximum of seven (7) Events, representing a total of fourteen (14) races counting towards the Series.
- 4.3 Race format and duration:
Each Event will include two races, each lasting twenty-five (25) minutes plus one (1) lap.
- 4.4 The list of the Events in the 2012 Formula Renault 2.0 Alps is as follows:

DATE	CIRCUIT	COUNTRY
March, 24 - 25	Monza	Italy
May, 12 - 13	Pau	France
May, 26 - 27	Imola	Italy
June, 23 - 24	Spa Francorchamps	Belgium
September, 01 - 02	Red Bull Ring	Austria
October, 06 - 07	Mugello	Italy
October, 20 - 21	Barcelona	Spain



- 4.5 FLP reserves the right to change the dates of the scheduled Events and the circuits where the Events take place, with the prior permission of the FIA and the CSAI.

ARTICLE 5 - LICENSES

- 5.1 All drivers participating in the Formula Renault 2.0 Alps must hold a Grade C International FIA License, in conformity with Appendix L, Chapter I, Articles 2 and 4.
- 5.2 Drivers holding an "A" and "B" International license will be also allowed on condition that they have not won Championship in the senior Formulas (FR V6, WSR, F 3, F 3000) in Italy and abroad.
- 5.3 Driver winner the 2011 Formula Renault 2.0 Alps will not be allowed to participate in the 2012 Formula Renault 2.0 Alps.
- 5.4 All Drivers and Competitors must hold current and valid FIA Licenses and, where applicable, licenses and/or authorizations issued by their National Sporting Authority (ASN).

ARTICLE 6 – ELIGIBLE CARS

- 6.1 Events in the Formula Renault 2.0 Alps 2012 are exclusively limited to Formula Renault 2.0 cars that must comply with the provisions of 2012 Technical Regulations and that have passed preliminary Scrutineering.
- 6.2 Spare cars are prohibited. Each driver can only use a single car during each Event.
- 6.3 All cars will be provided with a technical passport, which will be reviewed on each event by the dedicated Scrutineers. Each annotation will have to be fulfilled by the competitor, on pain of exclusion from the following event.
- 6.4 Cars will have to be equipped with a transponder for the transmission of lap times, which will be provided by official timekeeping service of each circuit.
- 6.5 FLP reserves the right to install a video camcorder on some selected cars on each event. The camcorders will be included in the count of the car's weight.

ARTICLE 7 - INSURANCE

- 7.1 An insurance policy covering third-party civil liability must be taken by the Organizer of each event in accordance with the national laws in each country and as required by the ASN. This requirement applies to every Event in the Series.
- 7.2 Third party insurance arranged by the Organizer shall be in addition and without prejudice to any personal insurance policy held by a competitor or any other participant in the event.
- 7.3 Drivers and Competitors taking part in the Events are not third parties with respect to one another.

ARTICLE 8 - COMMUNICATIONS TO COMPETITORS

FLP will be providing all teams with Information Note (sent out by e-mail and published in the competitors area of the Formula Renault 2.0 Alps official website www.renaultsportitalia.it) in occasion of each race EVENT and for any official communication regarding the Formula Renault 2.0 Alps 2012; the content of each Information Note will be considered part of these Regulations and will have to be scrupulously respected by the Competitors/Drivers and Teams.

ARTICLE 9 - FREE PRACTICE AND QUALIFYING

9.1 - FREE PRACTICE

- 9.1.1 On all the race Event, the practice sessions will be held according to the program included in the respective Information Note, and included in the Event's Specific Regulation.
When it will be necessary to have two groups, according to the Art. 9.2.2, the free practice will be divided into two sessions.
- 9.1.2 The conduct of free practice and test, official and/or private, outside the events in the calendar, is considered to be regulated as shown in Art. 22 of these Regulations.

9.2 - QUALIFYING

- 9.2.1 For each meeting drivers will have a single qualifying sessions of thirty (30) minutes.



The starting grid will be decided as follows:

Race 1 → based on the best timed lap scored by each driver during the qualifying session.

Race 2 → based on the second best timed scored by each driver during the qualifying session.

In both cases, should two or more drivers be credited with identical fastest lap times, priority will be given to the one who set it first.

- 9.2.2 If the number of entrants will be higher than the maximum number of cars allowed on-track, during the first race entrants will be split into two groups (A, for even numbers - B, for odd numbers).

In the following races, the two groups will be determined by the Formula Renault 2.0 Alps overall standings referred to the previous race.

Those drivers who are not in the overall standings will be awarded at each race of fictitious points, based on the arrival order of the race or the standings in qualifying.

This division will be made as follows:

Group A: 1st classified – 3rd classified, etc.

Group B: 2nd classified – 4th classified, etc.

In the case there will be two groups, each group will dispute a thirty (30) minutes qualifying session, and starting grids will be decided as prescribed by Art. 10.

ARTICLE 10 – STARTING GRID

- 10.1 The number of cars allowed on the starting grid in each race making up the Formula Renault 2.0 Alps is limited to the maximum which the relevant circuit license permits.
- 10.2 All the drivers who entered qualifying will be admitted to the grid, unless the maximum number of cars allowed on-track is reached.
- 10.3 In the case that the grid was not completed, drivers who did not qualify could also be admitted to races, as decided by the Stewards after hearing the Race Director.

- 10.4 After the drivers who did not qualify, even those drivers who could not make the qualifying because of technical problems of the car, may be admitted to the starting grid but they have to provide they have entered the free practice. These drivers will be lined up at the end of the starting grid on the basis on the fastest time achieved in the free practice.
- 10.5 The Grid will be in a staggered 1x1 formation and the rows will be separated by 16 meters.
- 10.6 Pre-Grid: Competitors must be present on the Pre-Grid thirty (30) minutes before the start of qualifying and the race. The Scrutineers must be informed of any delays due to technical problems or for any other reason. The Scrutineers alone shall decide on the validity of the reason for the delay and may report to the Stewards, who can decide to impose sanctions.
- 10.7 Any competitor whose car(s) is (are) unable to start for any reason whatsoever (or who has good reason to believe that their car(s) will not be ready to start) must inform the Clerk of the Course accordingly at the earliest opportunity and, in any event, no later than 60 minutes before the start of the race. If one or more cars are withdrawn, the grid will be closed up accordingly. Any Competitor whose car withdraws from an Event without duly notifying the Race Director will be given a fine of five hundred euro (€ 500).
- 10.8 The final starting grid for the concerned race will be published forty-five (45) minutes before the scheduled time of the race starting.

ARTICLE 11 – STARTING PROCEDURE

- 11.1 The start will be the type "STANDING" and will take place at the time indicated in the official event timetable.
The starting procedures shall be conducted according to the provisions of the Code.
- 11.2 In some cases, by final decision of the Race Director, the start can be the type "a single-file start" behind the "Safety Car" as prescribed by the Code.
- 11.3 During the starting procedures, in the time between the pit lane opening and closing, it is allowed to make two laps with one (1) passage in the pit lane and within the time limits contemplated by the starting procedures.

ARTICLE 12 - BRIEFING

- 12.1 A briefing by the Race Director and the Clerk of the Course will take place in the location and time allocated for this purpose. All Competitors (or their appointed representatives) and drivers of those cars which are eligible to take part in the races must be present throughout the briefing

and must sign the attendance report. The door of the briefing room will be closed when the briefing starts and any late arrivals will not be admitted.

- 12.2 All Competitors are responsible for the attendance of their drivers at the briefing. Any Competitor or driver absent from the briefing, or being late, will be given a fine of three hundred euro (€300). In the case of a second offence during the Series, the Competitor or driver will be given a five hundred euro (€ 500) fine. In the case of a third offence, the driver will not be allowed to start the races making up the Event in question.

ARTICLE 13 – PARC FERME

- 13.1 At the end of qualifying and race, cars must be placed in parc fermé conditions: starting from the wave of the checkered flag, and ending 30 minutes past the publication of the official results, or otherwise according to the decision of the Race Director.
- 13.2 All classified cars will be at the disposal of the Scrutineers and Stewards during the Parc Fermé conditions.
All cars or only some of them may be object of official scrutineering arranged by the Stewards, after consultation with the Scrutineers.
Only official representatives of teams (maximum three people per team including the competitor) might be accessing to the parc fermé and/or in any place in which scrutineering will take place.
- 13.3 The drivers who will fail to bring their cars to the parc fermé, after the end of the race, will be penalized by the Stewards.

ARTICLE 14 – SIGNING ON

- 14.1 All drivers must show up for Signing On according to the convocation sent prior to each meeting, and carry all the necessary documents.
Any competitor / driver will be not authorized to participate in qualifying and in race without having successfully passed the Signing On procedure.
- 14.2 The check made on a driver/competitor's documents (license, medical visa, etc.) at their first race will be also valid for the rest of the season. Drivers Competitors will have to provide a renewed document in case of expiration during the season.
Drivers/Competitor must have their documents available through the whole meeting.
- 14.3 Each Competitor and each driver must sign a certification that they fulfill any requirement of the current sporting rules. Drivers must also certify the use of homologated race wear (helmet, suit, shoes, gloves, socks, etc.) as prescribed by the Code (Ann. L, chap.3, Art. 1- 2- 3) . Drivers will be considered committed by signing the specific declaration.



- 14.4 Any Competitor or Driver that did not attend the Signing On on time will not be authorized to take part in the Event.

Any request for late Signing On must be sent to the Stewards, who will accept or refuse the request, depending on the validity of the reason for the delay.

Unless duly authorized to do so by the Stewards any failure to observe the timetable for Signing On will result in the issuing of a fine of three hundred euro (€ 300) that must be paid by the offending party.

ARTICLE 15 – SCRUTINEERING

- 15.1 Scrutineering of the car will be conducted by ASN in partnership with the Technical Delegate of the Formula Renault 2.0 Alps appointed by FLP.
- 15.2 No car may take part in qualifying or the race until it has been passed by the Scrutineers and without the agreement of the Stewards, who will make sure that all the requirements of Preliminary Scrutineering have been satisfied.
- 15.3 Preliminary scrutineering will be held at day, time and place, as indicated by Organizer in the Specific Regulations of the Event.

Any Competitor or Driver that did not attend the Scrutineering on time will not be authorized to take part in the Event.

Any request for late Scrutineering must be sent to the Stewards, who will accept or refuse the request, depending on the validity of the reason for the delay.

Unless duly authorized to do so by the Stewards any failure to observe the timetable for Scrutineering will result in the issuing of a fine of three hundred euro (€ 300) that must be paid by the offending party.

- 15.4 Preliminary Scrutineering will be made to the first participation of each car in a Formula Renault 2.0 ALPS meeting.
The car's technical passport will be then updated with a certification stamp indicating the eligibility period. The endorsement of the technical passport will last the whole season, nevertheless Stewards may also hold more scrutineering and ask to review the car's passport at any time during the event.
- 15.5 While engines are sealed since building (as prescribed by Art. 5.2 of the 2012 Technical Regulations), FLP reserve the right to rotate engines between Competitors and/or replace engines with ones provided by FLP at any time during the meeting.



Rotation and replacements will be made in agreement with ASN's technical delegates in co-operation with the delegates put in charge by FLP for the Formula Renault 2.0 Alps.

Upon request by FLP, approved by the Stewards, some elements of the cars might be withdrawn and replaced or sealed before each session (it is meant by "session" the qualifying and races). In this case, the seal will have to stay intact until the scrutineering check by the Scrutineers or, if put before a race, until after 30 minutes following the posting of the official race results or for the period of time the cars will be impounded in the parc fermé.

Drivers not respecting these rules will be penalized by the Stewards upon request by the Scrutineers, with the exclusion from the final standings or from the race.

- 15.6 The Stewards will decide, after having heard the Scrutineers, what kind of post-race Scrutineering will be conducted. These operations could be done BEFORE OR AFTER each session (it is meant by "session" the qualifying and races).

The Scrutineers have the right to collect mechanical components, tires included, for further analysis. The competitor, or one of his representatives (with a written proxy) must sign the sealed component's label. In case of non-compliance, the part will be impounded by the technical stewards for the necessary actions (communications to the Stewards). The Stewards will decide penalties. The competitor, or one of his representatives (with a written proxy) could attend the technical scrutineering on the respective car.

The non-compliant part will be given back only in case of appeal of the competitor against the Stewards's decision. Otherwise it will be sent to competence ASN for the investigation of the appeal.

Competitors undertake to refrain from claiming any financial compensation for these inspections and dismantling, even when the car is found to be eligible.

- 15.7 Technical Regulations: anything that is not explicitly and expressly authorized by the Technical Regulations IS PROHIBITED, unless the subject under consideration is covered by a technical update approved by Renault Sport, FLP and CSAI. This update then becomes an integral part of the Technical Regulations.

The presentation of a car for Preliminary Scrutineering is deemed to represent an implicit declaration of compliance by the Competitor.

If a single-seater is declared illegal under the provisions of the Technical Regulations, then the absence of performance gains shall not be considered as valid defending arguments.

Any breach of the Technical Regulations during a qualifying session will result in the cancellation of all lap times set by the ineligible car.

Any breach of the Technical Regulations during a race will result in the exclusion of the car in question.

Any breach of the Technical Regulations aiming to improve the performance of the car, or in the case of subsequent offences by the same competitor concerning any technical infraction during the season, it could also imply up to the immediate exclusion from the Formula Renault 2.0 Alps 2012.

ARTICLE 16 - TYRES

16.1 - DEFINITIONS

- **New tyre:** Tyre not being used never before, supplied by the official Michelin service at the concerned circuit.
- **Registered tyre:** Tyre being registered formerly, in a previous Events, which has been used or not.
- **Spare tyre:** Replacing tyre for a damaged one being fitted on the car.
- **Set of tyre:** a set of tyres is compulsorily composed of two (2) front tyres and two (2) rear tyres.

16.2 - LIMITS TO THE USE OF SLICK TYRES

16.2.1 On each event composed by: qualifying + n° 2 races, each driver must use:

- **n. 2 sets of new** Michelin slick tyres marked with his/her race number.

16.2.2 During free practices that will take place on Friday in each Events every driver will use the allocation of tyres that will be communicated through Information Note.

16.3 – USE OF SPARE TYRES

The use of spare tyres is prohibited unless for safety reasons, and a FLP Scrutineer confirms that a tyre is damaged or worn.

Only on this condition are the Competitors permitted to use one spare front tyre and one spare rear tyre after the qualifying session.



These tyres must be part of the authorized tyre quota and registered for the current Event (Friday, Saturday, Sunday).

16.4 - MARKING AND SCRUTINEERING PROCEDURE

Each driver must use, during qualifying or race, only slick tyres, being limited by the maximum supply number, or rain tyres, where condition will require.

Each driver will dispose of a supply of new tyres, allocated through a blind draw which will be carried on by the Scrutineers.

The driver will have to use the aforementioned supply of new tyres during the free practice, qualifying and races.

The Official Tyres Supplier, nominated by the Manufacturer, will identify the drawn new tyres, that will be delivered to the drivers.

Each driver must, before being able to collect his/her tires, fill out a specific form including two identical tickets (one for the Scrutineers, one for the driver) writing down the serial numbers of the new tyres, and then delivering it to the Scrutineers.

Drivers will be considered responsible for any kind of mistake in filling out the new tyres supply form.

As an alternative to the aforementioned system, a marking procedure can be put in place by the Scrutineers.

Each driver must carry to the pit lane, during the free practice, qualifying or races, only his/her slicks marked tyres. Scrutineers will randomly perform checks at any time.

The driver being disputed for having committed mistakes and/or for mismatches in the forms starting from the free practice will be ejected from the meeting and will be deferred to the Sporting Authority for further penalties.

For the free practice, qualifying and the races, each driver must use only the respective tyres.

Each driver is responsible of presenting a car fitted with marked tyres able to complete the free practice, qualifying and the races; otherwise, the on-track access could be refused.

Tyres of all drivers will be put in Parc Fermé tires conditions (**PCP**; location info will be provided by the respective Scrutineers) according to the following procedure:

At the arranged time, after that the tyres are mounted on the wheels, driver must check the tyre pressure at the presence of a Scrutineer.

One hour before the start of free practice, Competitors will be able to retire their tyres.



Within 30' from the opening of the parc fermé, all the Competitors must bring the marked tyre supply back to the PCP.

The tyres will be held in the PCP until one hour before the start of Qualifying, when Competitors will have all their marked tyres back at their disposal.

After qualifying, within 30' from the opening of the Parc Fermé, all Competitors must bring the aforementioned tyres to the PCP. The tyres will be held in the PCP until one hour before the start of Race 1, when Competitors will have all their marked tyres back at their disposal.

After Race 1, within 30' from the opening of the Parc Fermé, all Competitors must bring the aforementioned tyres to the PCP. The tyres will be held in the PCP until one hour before the start of Race 2, when Competitors will have all their marked tyres back at their disposal.

16.5 - RAIN TYRES USE RESTRICTIONS

The Race Director is the only authority allowed to decide if the track is wet and suitable for the use of "rain" tyres. The decision will be communicated to Competitors as soon as possible. When the "WET TRACK" sign is exposed, drivers can still choose tyres included in the present article, though if the WET TRACK sign has been showed, the Race Director will no longer interrupt qualifying or the races.

16.6 - RAIN TYRES USE

For qualifying and races, each driver must use at least:

- **n. 1 set of new MICHELIN** rain tyres marked with his/her race number.

ARTICLE 17 - FUEL

- 17.1 During each event all the Competitors must use - for qualifying and the races - only the official fuel designated by FLP.
- 17.2 On each event, a reference sample will be collected in order to perform comparative checks on the fuel used during the races by the Competitors.
- 17.3 The fuel used in one event won't be allowed in the following event.
- 17.4 Any kind of mixture with other fuels or additives is forbidden.
- 17.5 On each event the Scrutineers delegated by FLP, will make spot checks with a specific tool, in order to verify the conformity of the fuel; in case of disagreement, the Scrutineers will proceed to the fuel check as indicated in the Art. 17.6. Only this last result will be valid for any necessary action.



17.6 The collection of fuel for scrutineering checks will be conducted as follows:

Three 1-liter collections in new, metal recipients.

Sample #1: sent to the analysis laboratory (recognized by FIA)

Sample #2: recipient for the Competitor

Sample #3: recipient for comparison, to be deposited at the promoters base.

The recipients will be labeled and sealed by the Scrutineers in presence of the Competitor or an authorized representative. Protest over the origin, the transport and the conservation of samples #1 and #3 won't be allowed.

17.7 The Competitor must make possible the collection of at least 3 liters of fuel at any time, after the race or qualifying, from the car's tank.

ARTICLE 18 - ASSISTANCE AND DISCIPLINES IN THE PITS AND THE PADDOCK

18.1 FLP will provide technical assistance on circuits through the presence of:

- a motorhome for the supply of the Formula Renault 2.0 Alps spare parts (which won't be always able to guarantee the supply of all spare parts);
- a truck providing engine services;
- a truck for the supply and the service of Michelin tyres.

18.2 FLP must provide a Paddock area for each Team; Teams/Competitor must carefully follow the instructions given by the Organizer/Promoter staff concerning the installation of the facilities in the paddock and the positioning of the assistance vehicle.

If necessary, tractors must be parked outside the paddock. The assistance vehicle must be clean and in perfect conditions. Tractors must display Formula Renault logo and nationalities flags.

18.3 Use of Pit Garages is forbidden during the entire course of the Event, except for some cases that to be managed exclusively by FLP.

Use of Pit Garages assigned to Teams by any racing car other than those competing in the Event or by any other vehicle is also forbidden during the entire course of the Event.

Failure to comply with these provisions may result in the following fines:

First offence: Three hundred euro (€ 300)

Second offence: Four hundred and fifty euro (€ 450)

Third offence: Six hundred euro (€ 600).

- 18.4 On each Event FLP will allocate a specific area at the pit lane where each Team/Competitor can work and where to make their stops at the pits.

During an Event, stopping or parking a vehicle – even temporarily – out of its assigned Pit lane area located in front of the Pit Garage assigned to that Competitor or its Team/Competitor is not permitted.

Any breach of this rule during qualifying or the races will be subject to the judgment of the Stewards. Only the Stewards shall decide on the sanctions to be imposed.

- 18.5 Each Competitor will be responsible for the order management of the allocated paddock and pit lane area as well as for the conduct of any person directly or indirectly related to the Competitor's participation in the Formula Renault 2.0 Alps.

Any breach of this rule will be subject to the judgment of the Stewards. Only the Stewards shall decide on the sanctions to be imposed.

The team's member are required to wear uniforms in perfect conditions.

- 18.6 All Team members must wear the appropriate pass or credentials when at the circuit in a clearly visible manner at all times during the Event.
Failure to comply with this provision may result in the following fines:

First offence: Three hundred euro (€ 300)

Second offence: Four hundred and fifty euro (€ 450)

Third offence: Six hundred euro (€ 600).

- 18.7 Non-accredited personnel are not allowed inside the Pits assigned to Teams during practice or races.
Failure to comply with this provision may result in the following fines:

First offence: Three hundred euro (€ 300)

Second offence: Four hundred and fifty euro (€ 450)

Third offence: Six hundred euro (€ 600).

- 18.8 Any car stopped in the pits must switch the engine off. If a car run farther than its assistance space, it must be only moved by pushing from the respective technical assistance crew.

Drivers must take off slowly from their assistance area, and keep through all the pit-lane a maximum speed of 60 Kilometers per hour.

- 18.9 Refueling on the pit lane are forbidden during the entire course of the Event.

- 18.10 Any kind of signal transmission from and to the cars, except from the timekeeping transponder is forbidden.

ARTICLE 19 - PASS

Each competitor will be provided, for each driver entered, with the following pass allowance:

- a) 4 "Pit lane" passes (three of them also valid for the "Pit wall")
- b) 6 "Paddock" passes
- c) 1 "Parking" pass (plus one "Parking PDK" pass for each team) if allowed and technically possible.

ARTICLE 20 – PROTESTS AND APPEALS

- 20.1 Protests shall be made in accordance with the provisions defined in Chapter XII of the FIA International Sporting Code and must be accompanied by the required fee in cash, the amount of which shall be set annually by the ASN.
- 20.2 Competitors shall have the right to appeal against a sentence or other decision pronounced by the Stewards (with the exception of what is covered by Art. 20.3) by observing the form and the deadlines laid down in Chapter XIII of the FIA International Sporting Code.
- 20.3 Not being susceptible to appeal the following penalties:
 - a) Drive through or stopping in Pit lane penalties (International Sporting Code, Art. 152)
 - b) Penalties implying the cancellation of a number of qualifying laps being applied by the Stewards or the Race Director during/or at the end of a qualifying session according to the Sporting Regulations provisions.
 - c) Penalties implying a drop of positions at the starting grid.
 - d) Penalties implying the addition of 10 seconds to the whole race time.

ARTICLE 21 - SANCTIONS AND PENALTIES

- 21.1 Drive Through penalties, the 10 second penalties added to the whole race time applied, if possible, before the Prize Giving Ceremony as well as the penalties representing the cancellation of any number of qualifying laps may be inflicted by the Race Director without observing any special procedures. These penalties will be notified through the timekeeping monitors by displaying a penalty board or through the addition of a time penalty to the elapsed time of the driver concerned respectively through the amendment of the results.

The race director must immediately inform the Stewards of any penalty he might have inflicted.

A penalty inflicted by the Race Director can be re-examined by the Stewards if they receive a protest being considered admissible. The Stewards are not bound to the decision taken by the Race Director. The penalty may also be modified to the disadvantage of the party concerned and one or several additional penalties may be inflicted.



- 21.2 Any other potential sanction must be declared by the Stewards of the Event in accordance with the FIA International Sporting Code.

The Stewards may impose the penalties specifically set out or not in these Sporting Regulations in addition to or instead of any other penalties available to them under the FIA International Sporting Code.

The Stewards may also impose penalties at the request of the Race Director.

If any breach is observed, then the Stewards alone shall decide on the penalty if the penalty is not explicitly defined in these Sporting Regulations.

- 21.3 Exclusions:

If a driver is excluded from a race or an Event for sporting or technical reasons, then he shall not be entitled to any points, financial recompense or prizes for the race or Event in question.

Depending on the seriousness of the offence, FLP reserves the right to refuse his entries for the following Event/s.

- 21.4 Disciplinary sanctions:

The occurrence of any incident in the Paddock and/or on the track (provocative acts of any kind, verbal or other threats) and/or behavior that is unsporting or does not respect the spirit of the Series (breach of sporting morals or ethics, prejudice to the greater interest of motor sport, moral or material prejudice to FLP, Renault Sport or to its partners, etc.) committed by a Team/competitor member or driver or his entourage will be punished by the following sanctions:

- Proposal of penalty which could be cause of exclusion of the Competitor or Driver concerned by the behavior of his entourage or Team from the current Event, prior the decision of Stewards.

If a driver is excluded from a race or Event, he will not claim any points, or awards for the race or Event in question.

- Submission of the case by the Stewards Panel to the Disciplinary Commission.

- 21.5 Financial penalties issued under these Regulations will be paid by cash to FLP, which shall remain the sole beneficiary.

ARTICLE 22 – PRIVATE TESTING

Competitors, Drivers and Teams can freely arrange private testing sessions on all circuits; it's forbidden for them to enter free practices, testing sessions and/or races on a circuit hosting an Event, starting from the Friday of the week before the event.

ARTICLE 23 - ADVERTISING

- 23.1 Advertising must comply with the FIA International Sporting Code, and with all the applicable laws of the promoting country.
- 23.2 All the cars entered in the Formula Renault 2.0 Alps 2012 must be fitted with the promotional stickers provided by FLP, with the driver's name, his/her national flag and the race number, as reported by Appendix "1" of this Regulation.

The unreserved spaces will be at disposal, except if the supported products are competing with the ones publicized by the Formula Renault 2.0 Alps 2012 promoters, as follows:

RENAULT Company	Car and commercial vehicle constructor
ELF Company	Petroleum products
Michelin Company	Tyres

Failure to comply with this provision may result in the following fines:

First offence: Three hundred euro (€ 300)
Second offence: Four hundred and fifty euro (€ 450)
Third offence: Six hundred euro (€ 600).

- 23.3 FLP will provide the patches that must be sewed on the driver's suits as reported by Appendix "2" of this Regulation.

Failure to comply with this provision may result in the following fines:

First offence: Three hundred euro (€ 300)
Second offence: Four hundred and fifty euro (€ 450)
Third offence: Six hundred euro (€ 600).

ARTICLE 24 – RACE NUMBERS

- 24.1 FLP assign to each driver a race number, for the whole season. Every car must display its race number during free practices, qualifying and races.
- 24.2 The numbers are of white or black color; the height of the numbers will be 10 cm.
- 24.3 On each car, numbers will be put:
- the outside of each branch of the rear wing
 - front bonnet, readable from the front.

ARTICLE 25 – POINTS SCORING

25.1 The points will be awarded to the first 10 drivers classified on all the race meetings valid for the Formula Renault 2.0 ALPS 2012 as follows:

POSITION	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
POINTS	25	18	15	12	10	8	6	4	2	1

25.2 One (1) additional point will also be awarded to:

- the driver having scored the best time during qualifying (pole position)
- the driver having scored the fastest lap in each race.

In case two drivers will score the same time, the points for the Pole Position and the Fastest Lap will be given to the driver who had scored them first.

In case a split in two groups (A-B) will be necessary, the points for the Pole Position will be given to the driver who had scored the best time in each group.

ARTICLE 26 – SERIES CLASSIFICATIONS

26.1 **Provisional general standings after each race:** This standing will be issued by tolling the points scored in all the races by each driver.

26.2 **Final general standings Formula Renault 2.0 Alps:** The final ranking of Formula Renault 2.0 Alps 2012 will be determined by adding all the points scored in all scheduled events.

The competitor having totaled the highest number of points will be declared the winners.

26.3 **Team standings:** Specific standings will be reserved to the Teams of the Formula Renault 2.0 Alps 2012.

Each team can score point on the TEAM STANDINGS with a maximum two cars.

Before each Event, the Competitors entering more than two cars must under the same Team name will designate the two cars that are entitled to score points in the Team standings.

This notification must be presented in writing to FLP before the end of the administrative verifications of each Event.

Failure to provide this notification shall disqualify the Team from scoring points in the Team standings at the Event in question.



The score of each team will be determined in each race, by the amount of the points scored by the two drivers.

The final ranking will be determined by adding all the points scored in all scheduled events.

The Team having scored the most points will be declared the winner.

- 26.4 **Junior Standings:** At the same time a "Junior" classification will be established among the drivers not aged 18 year old on date December the 31st 2012.
- 26.5 **Ex-aequo:** In case more than one driver or team will total the same amount of points, the winner of each standing will be declared by FLP as follow:
- a- quality of final position achieved
 - b- any other kind of consideration if the quality of the positions will not be able to solve the ex-aequo.

ARTICLE 27 - PODIUM

The drivers finishing the race in 1st, 2nd and 3rd positions must show up for the podium prize ceremony together with one representative of the winning team. They also must be available in the aftermath to fulfill any media request, on pain of loss of the respective prize.

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APPENDIX "2" (sponsors rules on the driver's suit)

