

## RENAULT CLIO CUP BENELUX

### 2017 TECHNICAL REGULATIONS

Anything, which is not explicitly authorized:

- In these regulations.
- In the nomenclature 2017 for the RENAULT SPORT CLIO CUPX98,
- In the 2017 edition of the RENAULT CLIO CUP technical manual,
- In the techniques updates that may be published in 2017,

**IS STRICTLY FORBIDDEN.**

All of these documents will be issued to each Competitor registered for the “RENAULT CLIO CUP BENELUX 2017”.

All these documents are also available from the Renault Sport Extranet website in the Renault Sport Clio Cup section.

<http://extranet.renault-sport.com/>

Access to this website is individual and personalised. Each competitor, driver, engineer or mechanic who can prove a technical interest for the Renault Sport Clio Cup can request to have access to the website.



**IMPORTANT:** All competitors must ensure that every person of his technical staff that has to work on the car has access to all the necessary technical documentation needed to operate the RENAULT CLIO CUP X98 conformity with the present regulations. Being not aware of a technical document released by RENAULT SPORT during the season will not be retained as a relevant point in case of protest.

At every moment of an event the driver and the competitor will be held responsible of the conformity of the vehicle.

Only the official measuring tools of length, mass, pressure or capacity used by the technical scrutineers will be retained as valid for the measured values. No contest on these values will be possible. All these tools will be available for the competitors to make their own measures or to calibrate their own tools and this until the pre grid of the first qualifying session.

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## ARTICLE 1 - DEFINITIONS

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### 1.1. - Type of vehicle used

Left-hand drive RENAULT CLIO CUP, marketed by RENAULT SPORT and compliant with these Technical Regulations and the 2017 definition. Vehicles built using parts kits shall not be authorized. However, a vehicle rebuilt using a damaged vehicle, with a replacement body shell with roll bar, is permitted.

### 1.2. - Event

An event will be made up of the qualifying sessions and race(s). An event commences with the start of preliminary scrutineering and ends once the time limit for protests has expired, following the final race.

### 1.3. - Minimum weight

The minimum weight is the weight of a RENAULT CLIO CUP X98 at any time during the event, without: the driver, Fuel in the tank, windscreen washer fluid, water in the air charge cooler water spray tank. The levels of engine lubricants, transmission and engine cooling system is made according to the requirements described in the 2017 edition of the Technical Manual RENAULT CLIO CUP X98 excluding any servicing, modification or addition

### 1.4. - Racing weight

The racing weight is the weight of a RENAULT CLIO CUP X98 as defined in article 1.3, where it has just taken part in a qualifying session or a race, including the weight of the driver, excluding any other intervention, modification or addition.

### 1.5. - Telemetry

Data transmission between a car in movement and an independent unit.

### 1.6. - Data acquisition system

Onboard vehicle data recording system. This system is connected to a computer in order to retrieve and analyze recorded data.

### 1.7. - New tyre

Tyre that has never been used or that has had limited use (the Scrutineers will determine what constitutes "limited use") and that has never been registered for an event.

### 1.8. - Used tyre

Tyre that has already been used but which remains in a state of wear such that it may still be used in competition (the Scrutineers will determine the extent of wear), or a tyre that has been previously registered for an event for a same car.

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## ARTICLE 2 - REGULATIONS

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No car may take part in an event until it has been approved by the Scrutineers.

At any time during an event, the Scrutineers may:

- a) Check the compliance of a car.
- b) Require a car, or any component of the car, to be dismantled by the competitor to make sure that the conditions of eligibility or compliance are fully satisfied.

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- c) Insist that a Competitor provides them with any sample, part, component or recorded data that they deem to be necessary.

Technical compliance checks shall be performed by the duly authorized Scrutineers.

The "RENAULT CLIO CUP BENELUX 2017" organizers will publish the Scrutineers' conclusions, regarding technical compliance checks carried out on the cars, after each event. These results will not include specific numerical data except where a car is adjudged to be non-compliant with the technical regulations.

## **2.1. - Principles of the Technical Regulations**

Parts for the RENAULT CLIO CUP X98 cars are split into three categories.

**CATEGORY "A":** No modifications are authorized. The parts classed in this category must remain in their original positions and fulfil the functions for which they were originally intended. These parts must be genuine RENAULT SPORT or RENAULT parts. Adapted parts are forbidden.

**CATEGORY "B":** Only the modifications or prescriptions indicated in the 2017 regulations or in the 2017 RENAULT SPORT CLIO CUP X98 bill of materials are authorized. These parts must be genuine RENAULT SPORT or RENAULT parts.

Adapted parts are forbidden. The parts classed in this category must remain in their original positions and fulfil the functions for which they were originally intended.

**CATEGORY "C":** The parts classed in this category are considered to be unrestricted, on the express condition that the original function is not bypassed and that no supplementary functions are added. They must also be located in the same position as the genuine part. They must be present in their original position. Adapted parts are permitted, but must be submitted for approval to the RENAULT SPORT Scrutineers prior to use.

**Note:** The set of items or subassemblies that make up a part or assembly are deemed to belong to the same category as the part or assembly in question. Any addition of part or function which would not be genuine is forbidden.

### **SPECIFIC PART MARKING**

Some category A or B parts are identified by specific RENAULT SPORT markings (hologram or engraving). These markings guarantee that the relevant parts are genuine and must be used. Any relevant part that does not feature these markings will be considered to be technically non-compliant.

**Note: If non-compliance is observed during Scrutineering, the presence of markings may not be used as a defending argument.**

### **Fasteners (screws)**

With the exception of specific screws classed in category A in the bill of materials, all fastenings are unrestricted, provided they respect the following criteria:

- Same diameter as genuine parts
- Same thread pitch as genuine parts
- Same material as genuine parts (e.g.: a steel screw can only be replaced by a steel screw, and not one made of any other material)
- The mechanical properties of the genuine part must be at least maintained, or improved (e.g.: an 8.8 quality screw may be replaced by a 10.8 quality screw, but the opposite is not permitted).

To ensure the screws are tightened, the use of safety wire is authorized.

Washers belong to category "C", unless otherwise stated in the bill of materials, and may be removed.

All parts not represented in the bill of materials systematically belong to category "A" except in the above-mentioned case.

**Note:** Any addition of parts or assembly of parts that do not feature in the bill of materials must be approved by RENAULT SPORT.

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The drawings used for the bill of materials are a schematic diagram of the parts, which are illustrated in order to facilitate understanding. These drawings do not necessarily present the exact shape of the component parts of the Renault Sport Clio Cup. Under no circumstances will reference be made to the representation in these diagrams of a part or component to determine its compliance.

## **2.2. - Permanent compliance with the Regulations**

The RENAULT CLIO CUP cars must comply with these regulations and with the nomenclature Clio Cup X98 2017 in their entirety throughout an event. The driver and competitor will be held responsible for the compliance of the vehicle at all times.

## **2.3. - Repairs**

Any work on the car must be carried out in accordance with methods defined by the various technical documents issued by RENAULT SPORT and with these regulations, in order to keep the original vehicle configuration. Any spare part used must observe the same criteria as outlined above, relative to the category that the replaced part comes under. Parts classed in category "A" or "B" must be genuine RENAULT SPORT parts and appear in the 2017 RENAULT CLIO CUP X98 spare parts catalogue.

### **IMPORTANT NOTES:**

- 1) The driver and competitor will be held responsible for the permanent compliance of their car and any spare parts used on it; they must therefore check their compliance before use.
- 2) Where it should prove impossible to fit any given genuine part in place of the part being replaced without modification, this part should not under ANY CIRCUMSTANCES be used, and should be exchanged at the RENAULT SPORT racing spare parts shop, after having informed the RENAULT SPORTS scrutineer.
- 3) During an event, any car that, having been approved by the Scrutineers, undergoes repairs or modification whose nature may affect its safety or technical compliance or which is involved in an accident with similar consequences must be presented again to the Scrutineers by the Competitor for a new approval.

## **2.4. - Technical passport**

The RENAULT SPORT Scrutineers in charge of the "RENAULT CLIO CUP BENELUX 2017" will draft a technical passport during preliminary scrutineering at the vehicle's first participation in the competition.

Comments added to this passport must be signed by a representative or the competitor at each event. This passport will remain at the disposal of RENAULT SPORT, but may be given to the competitor on request.

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## **ARTICLE 3 - BODYWORK**

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The inner and outer surfaces of the bodywork components may be painted in accordance with the provisions set out in article 3.2.

### **3.1. - Guidelines for the replacement or repair of welded bodywork components**

It is mandatory in all circumstances for bodywork component replacement or repair operations to be carried out in accordance with the methods defined by RENAULT SPORT and as described in the 2017 edition of the RENAULT CLIO CUP. Repair Manual or in the "road" version of the RENAULT SPORT CLIO Repair Manual.

Any car displaying signs that reinforcement has been applied to the bond areas of the welded components shall be deemed to be non-compliant with the "RENAULT CLIO CUP BENELUX 2017" Regulations.

The use of adhesive tape to repair bodywork elements is subject to approval by the Scrutineers. Adhesive tape may be used to repair the bodywork only when there is insufficient time between two test sessions or races to enable the bodywork to be completely repaired. The use of adhesive tape to fasten two bodywork elements together is subject to approval by the Scrutineers.

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**The use of adhesive tape for any other purpose than for the temporary repair of a bodywork component as specified above is forbidden.**

### **3.2. - Specific components**

Radiator nets must not be painted.

The use of a genuine protective net behind the radiator grills is mandatory.

### **3.3. - Windows**

No stickers or advertisements, other than those specified in the identification plan (see article 11 of the Sporting Regulations), may be placed on the windows.

Windows cannot be painted.

The presence of the rear window is mandatory in all circumstances. Any competitor whose rear window is missing following an on-track incident will be required to come into the pits immediately.

It is prohibited to affix a protective film explosion on the inside and outside of the side windows and the rear window.

**Windscreen: a windscreen which has too many scratches and/or cracks, or on which the inner laminate is broken must be replaced.**

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## **ARTICLE 4 - WEIGHT**

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### **4.1. - Minimum weight**

The minimum weight of the car is 1080 kg (one thousand and eighty kilograms). This weight applies to the RENAULT CLIO CUP X98 in accordance with article 1.3.

### **4.2. - Racing weight**

The minimum racing weight of the car is 1170 kg (one thousand one hundred and seventy kilograms). This weight applies to a RENAULT CLIO CUP X98 when it has just taken part in a qualifying session or a race, in accordance with the definition described in article 1.4. Article 1.4 always applies.

Note: The racing weight may be adjusted according to the average weight of all the drivers entered in the "RENAULT CLIO CUP BENELUX 2017" and those taking part in the first event.

### **4.3. - Ballast**

Below this weight, ballast must be added to make up the difference; it must be bolted to the car using tools. Only ballast available from the RENAULT SPORT racing spare parts shop is authorized.

If ballast is used in order to make up the minimum kerb weight (art. 4.1), it must be located beneath the passenger seat and use the genuine attachment points (+ fasteners). It must be possible to apply seals.

Ballast **MUST** be declared by the competitor to the RENAULT SPORT Scrutineers, who will apply a seal.

**This ballast MUST be a statement from the competitor Scrutineer RENAULT SPORT.** If, after measuring the kerb weight of the car in accordance with the procedure set out in article 4.1 of these Regulations, the use of ballast is required to comply with the provisions of article 4.2, then it must be located beneath the passenger seat and use the same attachments as the seat. Any ballast used in this instance is the responsibility of the competitor and shall not be sealed.

**This ballast MUST be a statement from the competitor Scrutineer RENAULT SPORT.** If the RENAULT SPORT Scrutineers apply seals to the ballast, the state of the seals and their presence are the responsibility of the driver and the competitor. If this is the case, any ballast that is not sealed shall be considered technically non-compliant.

### **4.4. - Additions during the race and qualifying**

Unless specifically authorization is given by a RENAULT SPORT Scrutineer, the addition of any liquid or other material whatsoever is forbidden during qualifying sessions and races. This rule applies until the deadline for protests is reached following the qualifying sessions or races.

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#### 4.5. - Minimum weight check/racing weight check

Minimum weight can be checked at any time during an event, in accordance with articles 4-1 and 4-2, on the understanding that it is forbidden to add any oil, other liquids or extinguishant before weighing. Apart from the competitor or his/her representative, only the Scrutineers and officials may enter the weighing area. No work whatsoever may be performed in this area unless it has been approved by officials.

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### ARTICLE 5 - ENGINE

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#### 5.1. - Authorized engine type

RENAULT SPORT type M5MA 400  
Capacity: 1618 cc

#### 5.2. - Maintenance of the RENAULT SPORT M5T engine

The sale, maintenance and repair of engines fitted to vehicles entered in the "RENAULT CLIO CUP BENELUX 2017" are exclusively handled by RENAULT SPORT or its engine partner.

The engine is sealed. The presence and state of the seals are the responsibility of the driver and must comply with the provisions of the Sporting Regulations.

Any engine not sealed by RENAULT SPORT, whose origin is unknown or different to that stated above, or where one or more seals are missing, will not under any circumstances be allowed to be used in an event counting towards the 2017 RENAULT CLIO CUP.

#### 5.3. - Pre-season engine power inspection

Any engine used on a RENAULT CLIO CUP, and participating in the "RENAULT CLIO CUP BENELUX 2017", must have first been checked and sealed by the approved RENAULT SPORT engine partner.

Competitors must be in possession of "certificate of approval" which has been submitted with the controlled motor. One only certificate of approval will be issued.

Competitors hiring a car during the season, whose engines are would not have sealed 2017 or 2016, must necessarily be checked its engine, and be in possession of the certificate of approval.

The competitor will be responsible for transport and bench test costs.

#### Average power curve

Average power of all M5MT 400 (Clio Cup) engines during "pre-season" checks. Every engine checked as part of the "pre-season" power inspections is included in the calculation of the average power level.

#### 5.4. - Number of engines per event

**Only one** engine will be allowed per event and per car. The engine number will be recorded on the technical passport during preliminary scrutineering for the event in question. This is the only engine that shall be authorized for use throughout the event (qualifying and races).

When an engine failure or breakdown is validated by a RENAULT SPORT representative, a change of engine may be authorized.

Any replacement of the engine must be declared by the competitor to the Scrutineers. They alone will be authorized to approve the request for a replacement, and will note down the number of the new engine on the car's technical passport.

**Any engine that is replaced without the approval of the RENAULT SPORT Scrutineer shall be considered to be technically non-compliant.**

#### 5.5. - Technical checks

Should it be noted that one or more seals are missing:



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- **During preliminary Scrutineering**: instructions for restoring the engine to a state of compliance, which can extend to engine replacement, will be given to the competitor by the RENAULT SPORT Scrutineers; their implementation is mandatory in order to be able to take part in qualifying. The competitor will be responsible for costs incurred to restore the engine to a state of compliance.
  - **During the event (qualifying and races)**: an engine with one or more seal(s) missing shall be considered to be technically non-compliant.

Since the presence of seals only presumes compliance, it may be necessary, when performing scrutineering to determine compliance, to remove the engine at the end of a race to run it on the power test bench, or possibly even to dismantle the engine so that measurements may be taken.

#### **5.5.1. - Procedures and results of "power inspection" technical checks**

Any competitor that must undergo an "engine" technical check at the end of an event will be responsible for removing the engine from the vehicle and handing it over to the RENAULT SPORT Scrutineers. The competitor will be invited to observe the power inspection but will not have access to the power measurement device.

**Note: The competitor is not required to attend; should this be the case, no protests may be lodged regarding the power inspection.**

#### **5.5.2. - Power inspection result**

Compliance will be checked by comparing the tested engine's power curve with the average power curve for all the engines used in the RENAULT CLIO CUP.

If an engine is found to be compliant (its curve does not deviate by more than the average curve), the results of the test will be sent to the competitor will not include figures.

If an anomaly is detected on the first measurement of the engine's performance, a second measurement will be taken in the presence of the competitor.

Should the engine's power more higher than the average curve, it will be completely dismantled in order for detailed measurements and visual inspections to be performed.

The engine will only be declared to be non-compliant if non-compliance has been confirmed as a result of these further checks. If no instances of non-compliance are observed, the engine will be stripped of its seals and taken out of the group of engines approved for use in the RENAULT CLIO CUP.

#### **If non-compliance is observed:**

The non-compliant parts shall be kept by RENAULT SPORT.

#### **5.6. - Exhaust system**

Use of the genuine RENAULT SPORT CLIO CUP exhaust system is mandatory. Silencer must be in place and operational.

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### **ARTICLE 6 - FUEL LINES AND TANK**

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The fuel lines and fuel tank must be those fitted on the RENAULT SPORT CLIO CUP X98 and featured in the 2017 Spare Parts Catalogue.

Storing fuel on board the car at a temperature 10°C lower than ambient temperature is forbidden.

It is forbidden to use a specific device, on board the car or not, to reduce the temperature below the ambient temperature.

#### **Reminder of FIA regulations:**

Rubber bladders must bear a code showing the name of the manufacturer, the specifications under which the tank was made and the date of manufacture.

No rubber bladder must be used more than five years after the manufacture date, unless it has been re-certified by the manufacturer for a maximum extension period of two years.

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## **Refuelling**

- Refuelling is forbidden during qualifying and races.
- Refuelling is forbidden on the start grid.
- It is forbidden to fill the fuel tank pressure.

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## **ARTICLE 7 - LUBRICATION SYSTEM**

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Engine lubricant:

Only one Engine oil is permitted: TOTAL  
10W60 QUARTZ

**All additives are strictly forbidden.**

Lubricant sampling:

Three samples will be taken and kept in three new containers:

- **Sample No. 1:** will be sent to the analysis laboratory.
- **Sample No. 2:** will be kept by the Competitor.
- **Sample No. 3:** will be kept by the "RENAULT CLIO CUP BENELUX 2017" organizers for a potential, second expert opinion.

Containers will be identified and sealed by the RENAULT SPORT Scrutineers in the presence of the competitor, or his/her representative.

The origin, transportation or storage of samples 1 and 3 shall not be contested. Testing of the lubricant sample will be performed by a specialist analysis laboratory.

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## **ARTICLE 8 - ENGINE START**

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The engine may only be started on the Start Grid or in the Pit Lane with the use of the genuine ignition system, operated by the driver while sitting in his/her normal driving position.

"Push-starting" of the car's engine is forbidden.

The addition of an ignition power harness is forbidden.

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## **ARTICLE 9 - TRANSMISSION**

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Maintenance and repairs must be carried out in accordance with the methods defined by RENAULT SPORT in the 2017 edition of the RENAULT CLIO CUP Repair Manual.

The reverse gear must be in normal working order.

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## **ARTICLE 10 - SUSPENSION AND STEERING SYSTEMS**

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Any modification not specified in the 2017 edition of the RENAULT SPORT CLIO CUP X98 Repair Manual and/or 2017 Bill of Materials is forbidden.

The use of the genuine steering wheel is however mandatory.

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## **ARTICLE 11 - BRAKES**

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Any modification not specified in the 2017 edition of the RENAULT SPORT CLIO CUP Repair Manual or 2017 Bill of Materials is forbidden.

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## ARTICLE 12 - WHEELS AND TYRES

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### 12.1. - Wheels

Use of genuine wheels, or those delivered as spare parts, is mandatory for the RENAULT SPORT CLIO CUP.

Dimensions: 8J17

The addition of aerodynamic components or air extractors is forbidden. Pressure control valves are forbidden on the wheels.

### 12.2. - Tyres

Use of MICHELIN tyres:

- Slick: 20/61 – 17 TL S9D COMPETITION MI
- Rain: 20/61 – 17 TL P2G COMPETITION MI

All modifications to the tyres, including cutting, retreading or surface treatments, are forbidden.

The use of heated covers or any other means of modifying or maintaining the temperature of the tyres is forbidden. It's mandatory to fulfil the tyre fitting orientation. See the sporting regulations on the use of tyre.

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## ARTICLE 13 - COCKPIT

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The genuine inside door panels must be used. The genuine instrument panel must be used.

**The onboard camera brackets, the camera and any accessories must be declared and approved by the Technical Scrutineers in order to be used. Should any of the equipment or accessories fail to fulfil all the necessary safety guarantees, they must be removed BEFORE the car takes to the track.**

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## ARTICLE 14 - SAFETY EQUIPMENT

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**All the equipments and the security systems must, in any circumstances while the car is running, be operational and in compliance with the technical regulations. In case of non-respect of this rule, a penalty can be applied to the discretion of the sporting scrutineers.**

### 14.1. - Fire extinguisher

Each car must be equipped with a fire extinguisher.

The driver is responsible for the condition of the fire extinguisher.

The following information must be clearly shown on each fire extinguisher:

- Capacity
- Type of extinguishant
- Weight or volume of the extinguishant
- Date of extinguisher checking, which must not be more than two years after the date of filling, or the date of the last check.

**A FIRE EXTINGUISHER FOR WHICH THE ABOVE INFORMATION IS NOT LEGIBLE AND WILL BE REFUSED.**

The fire extinguisher must be attached in its originally designated position. The original attachments must be used.

All extinguishing systems must be fire resistant. Plastic pipes are forbidden; metal pipes must be used.

It must be possible to operate the fire extinguisher on the inside and outside of the car. It must be clearly marked by a red letter "E" inside a white circle with red border, at least 10cm in diameter for the outside switch and 5cm for inside switch.

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The driver must be able to activate the fire extinguisher manually when seated normally, with his/her safety belts fastened and the steering wheel in place.

The driver is responsible for ensuring its good working order.

Fire extinguisher electrical controller must be in working order during with the switch in "ON" position during driving of the car and when the driver is seated on the car. he car, fire extinguisher must be reinforced ("on").

#### **14.2. - Master switch**

The use of the genuine master switch, or one provided as a spare part, is mandatory. Its working order will be checked during preliminary scrutineering.

The master switch must instantaneously cut power from all electrical circuits (battery, alternator, lights, ignition, electrical controls, etc.) and must also stop the engine.

It must be possible to operate the master switch on the inside and outside of the car. Outside switch must be clearly marked with a red flash symbol in a blue triangle with a white border no less than 12cm.

The driver is responsible for ensuring its good working order.

#### **14.3. - Rear-view mirrors**

It is mandatory for the car to be fitted with either two genuine rear-view mirrors as delivered, or featured in the RENAULT SPORT CLIO CUP spare parts catalogue.

#### **14.4. - Driver safety belts**

RENAULT CLIO CUP X98 cars are delivered with genuine safety belts (6-point safety harness type) that comply with the standard FIA D-120. T/98 or FIA D- 280T/98.

The use of these genuine safety belts is mandatory. The driver is responsible for their condition.

#### **Provisions for use**

A safety harness must be used in its homologation configuration without any modifications or removal of parts, and in compliance with the manufacturer's instructions. The effectiveness and longevity of safety belts are directly related to the manner in which they are installed, used and maintained.

Belts must be replaced after every serious collision, and whenever the webbing is cut, frayed or weakened due to the action of chemicals or sunlight.

RENAULT SPORT Scrutineers will be authorized to remove homologation labels from each of the straps.

They must also be replaced if metal parts or buckles are bent, deformed or rusted. Any harness that is not in perfect working order must be replaced.

**In accordance with FIA regulations, each straps components the safety harness must be identified by a homologation label affixed by the manufacturer. All straps featuring a harness must have the same homologation number.**

**All straps must be valid.**

**If there is a missing homologation label, a mix of straps with different homologation numbers, illegible homologation labels or whose validity deadline has passed, the harness must be immediately replaced. The car may only take to the track once it has fulfilled this requirement.**

#### **14.5. - Seat and seat brackets**

The condition of the seat and seat brackets are the responsibility of the driver. RENAULT SPORT CLIO CUP X98 cars are delivered with a genuine driver's seat that complies with the FIA standard 8855-1999. Use of this seat is compulsory but a waiver could be done with the approval of the Technical scrutineer in charge of the "RENAULT CLIO CUP BENELUX 2017"

#### **Labelling**

The label affixed to the seat by the manufacturer must be perfectly legible. Any seat that fails to comply

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with this requirement shall be refused and must be replaced.

In the event of an accident, the Scrutineers in charge of the "COUPE DE FRANCE FFSA RENAULT SPORT CLIO CUP 2017" reserve the right to remove or cancel the label should the future level of the seat be adversely affected.

**If there is a missing homologation label, an illegible homologation label or a label whose validity deadline has passed, the driver's seat must be immediately replaced. The car may only take to the track once it has fulfilled this requirement.**

#### **Attachment points (of the seat to body shell)**

The genuine seat attachment points must be used.

#### **14.6. - Safety attachments (bonnet and boot lid)**

Use of genuine safety attachments is mandatory. The use of any means (nylon clamp, for example) to jam these attachments, so as to block or restrict the opening of the bonnet or the tailgate, IS FORBIDDEN.

#### **14.7. - Windscreen**

Only genuine windscreens which feature in the spare parts catalogue are authorized for use as spare parts. They must be fastened to the body shell structure in the same must be way as the genuine windscreen.

The use of safety film is forbidden.

A windscreen whose inner laminate is damaged will be refused.

The Scrutineers may request that a windscreen is replaced if the outer laminate has too many chips or cracks, even if the inner laminate is intact.

#### **14.8. - Side safety net**

The use of the genuine side safety net is mandatory.

#### **14.9. - Towing straps**

The genuine towing straps at the front and rear of the car must be in perfect condition and be clearly marked on the bumper by a circle at least 5cm in diameter or by a yellow or red/orange arrow.

#### **14.10. - Indicators - Lights - Headlights**

Rear lights (main brake lights, third brake light, indicators and rain lights) must be in working order at all times.

Their working order will be checked during preliminary scrutineering. When the "wet track" board is displayed, rear lights and/or headlights are mandatory.

The headlights must be in normal working order. Any other equipment is forbidden.

#### **14.11. - Driver equipment**

|                 |   |
|-----------------|---|
| <b>Overalls</b> | RENAULT SPORT overalls must be worn at all times.   |
| <b>Helmet</b>   | Use of a FIA-homologated helmet is mandatory.<br><b>A FIA-homologated head and neck protection system ( RTF) is mandatory.</b><br><br><b><u>Fire protection:</u></b> It's strongly recommended to use a full-face helmet with the visor down. |

|                                |  |
|--------------------------------|--|
| <b>Underwear</b>               | <b>FIA-homologated underwear must be worn at all times.</b>        |
| <b>Gloves, socks and shoes</b> | FIA-homologated gloves, socks and shoes must be worn at all times. |
|                                |  |

**Failure to comply with these requirements will result to be refused permission to take part in free practice, qualifying or races. Checks will be performed on the pre-grid.**

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#### **ARTICLE 15 - SAFETY ROLL CAGE**

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Only the genuine RENAULT CLIO CUP X98 safety roll cage is authorized. It is forbidden to modify it in any way.

For any repairs, the technical scrutineer in charge of the RENAULT CLIO CUP BENELUX 2017, reserve the right to delete the roll cage identification plate to state it's out of order.

The safety roll cage may be painted, but the surface may not be treated in any way.

**Protective padding:**

Where the driver's body or helmet may come into contact with the safety roll cage, fire-resistant padding should be used as protection.

The padding must comply with FIA standard 8857-2001.

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#### **ARTICLE 16 - FUEL**

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##### **16.1. - Fuel**

During qualifying and races, each driver must only use the fuel provided at the distribution point designated by the "RENAULT CLIO CUP BENELUX 2017" organizers.

##### **Checks and procedure**

At each event, a reference sample will be taken at the refuelling point. Checks will be made between the fuel taken from the competitor's car and the reference sample taken at the distribution point.

Therefore:

- Fuel distributed at a previous event cannot be used for another "RENAULT CLIO CUP BENELUX 2017" event. Competitors must therefore very carefully empty the fuel tank of their car before the start of qualifying test at each event.
- Any mix with another fuel or additive is forbidden.

##### **16.2. - Sampling procedure**

Sampling will be performed as follows:

Three 1-litre samples will be taken from the fuel tank and placed in three new containers.

- **Sample No. 1:** will be sent to the analysis laboratory.
- **Sample No. 2:** will be kept by the competitor.
- **Sample No. 3:** will be kept by the "RENAULT CLIO CUP BENELUX 2017" organizers for a potential, second expert opinion.

The containers will be labelled and sealed by the RENAULT SPORT Scrutineers in the presence of the competitor or his/her representative.

The origin, travel or storage of reference samples No.1 and No.3 shall not be contested.

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The competitor must take all necessary precautions for it to be always possible to take a minimum 3-litre sample of fuel from the vehicle's fuel tank for analysis, after qualifying sessions or races. Sampling shall be conducted on a flat surface without mechanical element removal. The inability to collect an amount of 3 litres of fuel in the tank through the coupling provided for this purpose will be considered non-compliance.

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## ARTICLE 17 - ELECTRICAL SYSTEMS

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### 17.1. - Telemetry and radio systems

During qualifying sessions and races all telemetry systems and electrical equipment are forbidden.

Radio system: See sporting regulation.

On-board timing systems are authorized subject to authorization of the technical scrutineer.

### 17.2. - Dashboard

The genuine dashboard must remain in place. It must be operational and fulfil its original functions.

### 17.3. - Electrical wiring harness

The genuine electrical wiring harness must not be modified. No wires should be added to the genuine sensors.

### 17.4. - Engine electronic control unit (ECU) and data acquisition system

Use of the genuine RENAULT CLIO CUP X98 "engine" electronic control unit is mandatory.

The engine electronic control unit must be equipped with the latest version of the RENAULT SPORT-homologated cartography software.

Any intervention on the engine ECU is strictly forbidden.

The RENAULT CLIO CUP "engine" electronic control unit (ECU) incorporates the data acquisition system.

The RENAULT SPORT Scrutineers have free access to the information recorded in the data acquisition system and may use the results for purposes of technical compliance checks.

### Other data logger systems

All other data logger systems are forbidden.

### Electrical wiring harness

The genuine electrical wiring harness must be original and not be modified. No wires should be added to the genuine sensors.

The wiring harness that connects the additional sensors to the data acquisition system control unit must be separated from the genuine wiring harness.

### Unrestricted equipment

The following are unrestricted:

- Brand of engine cooling liquid
- Colour of the car, provided the conditions of agreements reached with the "RENAULT CLIO CUP 2017" partners and the advertising layout guidelines featured in the appendix are observed.

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## ARTICLE 18 - BINDING TEXT

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**The binding text of these Technical Regulations, of the 2017 CLIO Cup nomenclature and 2017 Technical Bulletin is the French version, will be regarded as the in case of interpretation.**

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