

FORMULA RENAULT 3.5 SERIES

2012 SPORTING REGULATIONS



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Art. 1. – ORGANIZATION

- 1.1.- Renault Sport Technologies S.A.S (RENAULT SPORT) with the agreement of the Fédération Internationale de l'Automobile (FIA) and the Fédération Française du Sport Automobile (FFSA) is organizing a series of restricted International Events in 2012, named as the FORMULA RENAULT 3.5 SERIES for which has been issued the organizing permit C20 on January 13th 2012
- 1.2.- The 2012 FORMULA RENAULT 3.5 CHAMPIONSHIP will include two separate championships:
- a Driver championship
 - a Team championship
- 1.3.- The following regulations shall apply, by order of precedence:
- 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 3.5 SERIES
 - c) The Sporting and Technical updates published by RENAULT SPORT
 - d) The Specific Regulations of the individual Events

Any special national regulations that may be applied to an Event shall be submitted to the FFSA and to RENAULT SPORT 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 FFSA and RENAULT SPORT. RENAULT SPORT 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.

- 1.4.- The Organizing committee of the FORMULA RENAULT 3.5 SERIES, which holds all necessary powers to organize the Series of Events, is made up of the following members:

Chairman:	Mr. Jean Pascal DAUCE
Voting members:	Mr. Jaime ALGUERSUARI
	Mr. Emmanuel ESNAULT
	Mr. Jordi CASTELLS

Renault Sport reserves the right to change the composition of the Organizing committee at any moment.

Art. 2. – REGULATIONS

- 2.1.- The Sporting Regulations are published in French and English and may be translated into other languages.

The final text of these Sporting Regulations shall be the French 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 Organizing committee and the FFSA.

- 2.3.- All Competitors taking part in the series shall be informed of any changes to these Sporting Regulations with details of the date on which the changes come into force.

Art. 3. – GENERAL CONDITIONS

- 3.1.- It is the competitor's obligation to ensure that all persons concerned by his entry observe all the requirements of the Code, the Circuit General Prescriptions, the FORMULA RENAULT 3.5 SERIES 2012 Technical Regulations and the current Sporting Regulations. If a competitor is unable to be present in person at the event he must nominate his representative in writing.

Throughout the entire duration of the event, a person having charge of an entered car during any part of an event is responsible jointly and severally with the competitor for ensuring that the requirements are observed.

- 3.2.- Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout collective tests and Events (qualifying practices and the races).
- 3.3.- The presentation of a car for Scrutineering will be deemed an implicit statement of conformity.
- 3.4.- All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, Pit Lane or track must wear an appropriate pass at all times.

Art. 4. – LICENCES

All drivers participating in the FORMULA RENAULT 3.5 SERIES 2012 must hold a Grade B or superior International FIA Licence, in conformity with Appendix L, Chapter 1, Articles 2 and 4.

All Drivers and Competitors must hold current and valid FIA Licences and, where applicable, licences and/or authorizations issued by their National Sporting Authority (ASN) (s).

Each team selected by the Organizing Committee is made of two cars and must have a single competitor's licence valid for its two cars entered.

Art. 5. – ELIGIBLE CARS

- 5.1.- Events in the FORMULA RENAULT 3.5 SERIES are exclusively limited to cars Formula Renault 3.5 type having passed the preliminary Scrutineering.
- 5.2.- Cars must comply with the provisions of the Technical Regulations throughout the Events and collective testing.
- 5.3.- Spare cars are prohibited. Each driver can only use a single car during each Event.
- 5.4.- If, further to an accident, a car does not offer satisfactory safety guarantees, then the Competitor is allowed to replace the monocoque with the permission of the Scrutineers. In this case, the car must be presented again and pass the Scrutineering tests required by the Scrutineers.

Art. 6. – COMPETITOR REGISTRATION

6.1.- APPLICATIONS

6.1.1- Applications for all Events in the Championship must be submitted to the Organizing committee on the official application form provided by RENAULT SPORT and must be accompanied by the payment in advance (7.000 Euros per car VAT excluded) of the entry fee mentioned below. Applications must be sent to RENAULT SPORT at the following address by no later than January 15th 2012 :

RENAULT SPORT TECHNOLOGIES
Sandra MICMANDE
14 avenue des Tropiques – Les Ulis
ZA Courtaboeuf 2
91 978 COURTABOEUF CEDEX
FRANCE
e.mail : sandra.micmande@renault.com

Participation at FORMULA RENAULT 3.5 SERIES 2012 is restricted to a maximum of 13 competitors of two cars each (26 cars in total). The Organizing committee will select the Competitors for the 2012 FORMULA RENAULT 3.5 SERIES by February 10th, 2012 at the latest.

At the end of this selection, the competitors chosen will receive the 2012 FORMULA RENAULT 3.5 SERIES participation contract. This contract must be sent back duly signed

The 2nd instalment of the annual registration fee (12.000 Euro per car excluding taxes) must be paid no latter than March 15th 2012.

The remaining amount of the yearly registration (9.500 Euro per car VAT excluded) must be cleared no latter than April 2nd 2012.

In the event that an application meeting the conditions mentioned here above is refused, the Competitor will be informed within 30 days after February 10th 2012, and the advance payment will be refunded by RENAULT SPORT no later than March 10th 2012. In conformity to International Sporting Code's Art. 74, refusal must be founded.

If the payment terms of the registration fees here above mentioned are not respected the Organizing Committee at its own discretion can declare void the registering application, In that case, the competitor will not have reimbursed the amounts already paid.

Applications are deemed to become official entries once having fulfilled the total amount of the entry fees and the Competitor has been selected by the Organizing Committee and receives this notification from RENAULT SPORT.

6.1.2- The registration fee for the 2012 FORMULA RENAULT 3.5 SERIES is set at twenty eighth thousand five hundred euros (€28.500) excluding VAT per car or fifty seven thousand euros (€57.000) excluding VAT for two cars.

Payment of this fee entitles the Competitor to take part in all the Events in the 2012 FORMULA RENAULT 3.5 SERIES, and all the collective tests organized between January 1st 2012 and the last Event of the championship 2012

6.1.3- Applications shall include confirmation that the applicant has read and understood all of the regulations relating to the Championship and undertakes, on his own behalf and on behalf of everyone associated with his participation in the Championship, to observe them.

- 6.1.4- All Competitors whose applications are accepted for the entire 2012 FORMULA RENAULT 3.5 SERIES undertake to participate in every Event with the number of cars and drivers entered. Any possible failure to compete must be notified in writing to the Organizing Committee of the FORMULA RENAULT 3.5 SERIES.
- 6.1.5- Every change of driver during the season will imply the payment of an extra entry fee of 500€.
- 6.1.6- Competitors whose applications for the entire FORMULA RENAULT 3.5 SERIES are accepted, undertake on their own behalf and on behalf of everyone associated with their participation in the Championship to observe all the provisions of these Sporting Regulations, of the Technical Regulations of the Championship, of the FIA International Sporting Code, its appendixes as well as all contracts, regulations and agreements applicable to the 2012 FORMULA RENAULT 3.5 SERIES. The competitor states having read and understood the Code and its appendixes.

6.2.- DRIVERS AND CHANGES OF DRIVER

- 6.2.1.-Each competitor must have nominated its two drivers at least 10 days prior to the first Event.
- 6.2.2.-During a season each competitor will be permitted to use four drivers. Except in the case of "force majeure" accepted by the stewards, changes must be notified to the Organizing Committee no later than 24 hours before the collective test preceding the Event in which the driver will be changed. Any new driver may score points in the Series.
- 6.2.3.-Drivers may only change from one team to another if one of the following criteria is accomplished:
 - a) they have been released by their original team.
 - b) the original team has selected another driver and the Organizing Committee gives its agreement.
 - c) if the Organizing Committee gives its agreement.

6.2.4.-Additional changes for reasons of force majeure will be considered separately.

6.3.- ENTITELMENT OF PARTICIPATION AND TEAM/COMPETITOR'S IDENTITY

- 6.3.1.-Entitlement of participation at the Series is given by the Organizing Committee to each one of the teams/competitors under individual entitlement, and is not passable. This right can not be endorsed or transferred by a team/competitor, totally or partially, without the writing agreement by the Organizing Committee. Having a team/competitor breached this rule the Organizing Committee can immediately cancel the right of participation at the Series of the concerned team/competitor.
- 6.3.2.-With the aim of preserving the sporting spirit and the structure of the Series, any change concerning the identity, the ownership or the managing staff the concerned team/competitor will imply the immediate cancellation of his right of participation, except in the case of having the agreement from the Organizing Committee.

The granting of the agreement will be related at the fact that the Organizing Committee receives the guaranty that the changes at the identity and/or control of the team will not change the economical and sporting entities of the team/competitor.

The factors being able to be considered by the Organizing Committee to determine that the economical and sporting entity are preserved, can include (not as a limiting factors) the team/competitor's structure and composition, the team/competitor's name and logo, the site where the team/competitor is based, (country, town and address) the place where the cars are being maintained and the impartiality among the rest of the teams/competitors.

Nothing inside this rule will prevent to new teams/competitors entering the Series under the agreement of the Organizing Committee, once taking in to account the maximum number of teams/competitors given by the sporting regulations of the Series (Art. 6.1.1.).

Art. 7. – INSURANCE

- 7.1.- An insurance policy covering third-party civil liability must be taken by the Organiser of each meeting (qualifying and races) 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 Organiser 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.

Art. 8. – EVENTS IN THE SERIES

8.1.- The 2012 FORMULA RENAULT 3.5 SERIES will include a minimum of seven (7) and a maximum of nine (9) Events, representing a minimum of thirteen (13) and a maximum of eighteen (18) races counting towards the Series.

8.2.- Race format and distances:

For each event including two races, the following race format will apply:

Both races will last forty-four (44) minutes plus one (1) lap.

One Pit Stop is mandatory for all cars during the second race, in accordance with the procedure described in detail in Article 32.

For an event with only one race, the following race format applies:

The race will cover a distance of between a minimum of 80km and a maximum of 150km and the duration of the race shall not exceed 44 minutes plus one lap. In that case, the mandatory pit stop will not be applied.

If a race is suspended (see Articles 34 and 35), then the duration of the suspension will be added to the scheduled duration of the race.

8.3.- The list of Events in the 2012 FORMULA RENAULT 3.5 SERIES is as follows:

Date	Circuit	Country
5-6/05/2012	Motorland Aragon (WSR)	Spain
24-27/05/2012	Monaco (GPF1)	Monaco
2-3/06/2012	Spa Francorchamps (WSR)	Belgium
30/06-01/07/2012	Nürburgring (WSR)	Germany
14-15/07/2012	Moscow Raceway (WSR)	Russia
25-26/08/2012	Silverstone (WEC) (to be confirmed)	United Kingdom

15-16/09/2012	Hungaroring (WSR)	Hungary
29-30/09/2012	Paul Ricard (WSR)	France
20-21/10/2012	Catalunya (WSR)	Spain

8.4.- The Organizing committee 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 FFSA.

Art. 9. – FORMULA RENAULT 3.5 SERIES CLASSIFICATION AND POINTS SCORING

9.1.- The 2012 FORMULA RENAULT 3.5 SERIES includes two championships: one for Drivers and the other for Teams.

The official name of the Team used in the Team championship is the name provided by the Competitor when his official entry is accepted for the Series.

At the same time a "Rookie" classification will be established between the drivers who, before the first Event of 2012:

- would never have participated in more than one event of FORMULA RENAULT 3.5 SERIES
- or would never have participated in more than one event of a monotype championship using vehicles as listed in Appendix 2
- or would never have participated in more than one event of a championship requiring a driver's licence Grade A or Super Licence.

9.2.- For the Drivers' and Teams' standings, the following points will be awarded after every race according to following table:

RACE 1		RACE 2	
1st>	25 points	1st>	25 points
2nd>	18 points	2nd>	18 points
3rd>	15 points	3rd>	15 points
4th>	12 points	4th>	12 points
5th>	10 points	5th>	10 points
6th>	8 points	6th>	8 points
7th>	6 points	7th>	6 points
8th>	4 points	8th>	4 points
9th>	2 points	9th>	2 points
10th>	1 point	10th>	1 point

9.3.- If a race is suspended under Article 34, and cannot be resumed, no points will be awarded if the leader has completed less than two laps, half of the points will be awarded if the leader has completed more than two laps but less than 75% of the original race distance and full points will be awarded if the leader has completed the 75% or more of the original race distance.

The 75% of the original race distance will be calculated on time according to the race duration without taking into account the additional final lap.

In case of several suspensions, the number of laps will be added.

9.4.- The Drivers' standings, as well as the "Rookie" one, will be obtained by adding all the points scored by each driver during all of the Events.

- 9.5.- First place in the Teams' Championship shall be awarded to the Team having scored the highest number of points, taking into consideration the results scored by both drivers designated by the Team in all Events
- 9.6.- If two or more Teams or drivers finish the season with the same number of points, the highest place in the classification (in either case) shall be awarded to:
- a) The holder of the greatest number of first places.
 - b) If the number of first places is the same, the holder of the greatest number of second places.
 - c) If the number of second places is the same, the holder of the highest number of third places and so on, until a winner emerges.

If this procedure fails to produce a result, precedence will be given to the driver achieving the best result in the last race of the driver or Team concerned.

Art. 10. – TROPHIES

The following Trophies will be awarded in the 2012 FORMULA RENAULT 3.5 SERIES:

10.1.- TROPHIES FOR EACH EVENT

- A cup for the first three finishers in each race
- A cup for the winning Team in each race
- A cup for the first three "rookie" drivers in each race

10.2.- END OF SEASON TROPHIES

At the end of the 2012 FORMULA RENAULT 3.5 SERIES, a Trophy will be awarded to each of the first three drivers and to each of the first three Teams scoring the highest number of point as well as to the "Rookie" driver being better classified at the standings. Those drivers plus the representative of each one of those teams, have to attend the annual ceremony of Prize Giving organized by the Organizing Committee.

The absence of any driver and/or competitor, except in case of "force majeure", will have a penalty of ten thousand euros.

An exceptional trophy WORLD SERIES BY RENAULT will be delivered to the wining team at the teams' standings. This trophy will remain under the ownership of Renault Sport whom will grant the lease to the concerned team until the annual prize giving ceremony of the following season. In exchange, the concerned team undertakes to endorse a lease contract as well as to insure the trophy for a total value of 1.800 Euro, The team commits on supplying an insurance attestation to Renault Sport within the following 3 weeks of the trophy's delivery Each winning team will have the possibility to order a copy of this trophy.

Art. 11. – ADVERTISING AND RACE NUMBERS

11.1.- Advertising is permitted on the car and the driver's equipment if the following conditions are met:

- a) All provisions of the FIA International Sporting Code relating to advertising must be observed.
- b) All mandatory advertising must be displayed in the places specified by Renault Sport, unless special dispensations are granted by the Organizing committee as per Article 11.3.
- c) Each Competitor is responsible for correctly placing all mandatory advertising before the pre-Event checks and for checking that the said advertising remains in place throughout the Event.

d) All Drivers and Competitors undertake to allow the Organizing committee to use freely and free of charge all the information and images related to their participation in the Event, and to sell this right to third parties, without any limits and for any durations.

e) Race car and racing assistance vehicle identification and overall graphics must conform to identification guidelines and should be submitted for prior approval by Renault Sport.

COMPETITORS ARE RESPONSIBLE FOR MAKING SURE THAT THE MANDATORY ADVERTISING IS PLACED IN THE REQUIRED POSITIONS ON THE CAR AND THE DRIVER'S EQUIPMENT AT ALL TIMES DURING THE EVENTS AND COLLECTIVE TESTING.

COMPETITORS OR DRIVERS SHALL BE PREVENTED FROM TAKING PART IN AN EVENT IF THE MANDATORY ADVERTISING IDENTIFICATION PLAN IS NOT OBSERVED EXCEPT IN CASE OF BEING AUTHORISED ACCORDING TO ART. 11.3. IF THE NON CONFORMITY OF THE IDENTIFICATION PLAN IS DECLARED AT THE END OF ANY QUALIFYING SESSION OR ANY RACE THE PENALTY WILL BE DECIDED ACCORDING TO THE DECISION OF THE STEWARDS OF THE MEETING.

11.2.- MANDATORY ADVERTISING IDENTIFICATION
(see Appendix I of these Sporting Regulations)

11.3.- Competitors who encounter problems of compatibility between their sponsors and the mandatory advertising identification plan as defined in Article 11.2 are entitled to make a request for a special dispensation from the Organizing committee.

The Organizing committee alone is authorized to dispense fully or partly any Competitor from carrying the mandatory advertising. The Organizing committee's decision is final and may result in an increase in the entry fee stipulated in Article 6.1.2 of these Regulations and/or the non-payment of all or part of the prize money and prizes specified.

11.4.- Any advertising on the car or the driver's equipment relating to an automobile constructor and/or a brand and/or products that are in competition with those of the official partners of the 2012 FORMULA RENAULT 3.5 SERIES is not allowed except when, upon written request from the concerned competitor, it has obtained the approval of the Organizing committee. This written request has to be submitted no less than three weeks before of the concerned meeting or collective test.

11.5.- RACE NUMBERS

Each car shall carry a permanent race number allocated by the Organizing committee for the entire Series. The race number positions, characteristics and dimensions will comply with the identification plan (see Appendix I of these Regulations).

Art. 12. – EVENT OFFICIALS

12.1.- The following officials shall be nominated for each Event by the Organizing Committee:

- Two Stewards, one of whom will be appointed as chairman, and who are of different nationalities
- One Race Director
- One Assistant Race Director
- A permanent Starter who may be either the Race Director or the Assistant Race Director
- A Technical Delegate
- A team of Scrutineers
- A Competitors' Relations Officer
- A Secretary of the Stewards

The following officials may also be nominated:

- A Medical Delegate
- An Observer
- A Consultant for the Stewards
- A Safety Car driver
- A Medical Car driver
- A Press Officer
- Judges of Facts

12.2.- The local Organizer will nominate the following Officials, who must hold the required licences:

- A Steward
- A Clerk of the Course
- A Meeting Secretary
- An Assistant Secretary of the Stewards
- A Chief Doctor
- All other Officials required for the smooth running of the Event

12.3.- The Clerk of the Course and/or his Assistant shall work in permanent consultation with the Race Director. The Race Director and/or his Assistant shall have overriding authority in the following matters and the Clerk of the Course may only give orders in respect of them with the Race Director's express agreement:

- a) The control of practice and the race, adherence to the timetable and, if he deems it necessary, the formulation of any proposal to the Stewards to modify the timetable in accordance with the Code or Sporting Regulations,
- b) The stopping of any car in accordance with the Code or Sporting Regulations,
- c) The stopping of practice or suspension of the race in accordance with the Sporting Regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out,
- d) The starting procedure,
- e) The use of the Safety Car.
- f) The neutralisation of the practices (full yellow procedure)

12.4.- The Race Director, the Clerk of the Course and the Technical Delegate must be present at the Event from 10am on the date of initial Scrutineering and the Stewards must be present from 4pm on the same day.

12.5.- The Race Director and/or his Assistant must be in radio contact with the Clerk of the Course and the chairman of the Stewards at all times when cars are permitted to run on the track. Additionally, the Clerk of the Course must be at race control and in radio contact with all the marshals' posts during these times.

Art. 13. – INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

13.1.- The Stewards or the Race Director may give instructions to competitors by means of special circulars in accordance with the Code. These circulars will be distributed to all competitors who must acknowledge receipt.

13.2.- All classifications and results of practice sessions and races, as well as all decisions issued by the officials, will be posted on the official notice board.

- 13.3.- Any decision or communication concerning a particular competitor must be given to him within twenty five minutes of such decision, and receipt must be acknowledged. Whenever possible, this information will also be displayed on the timing monitors.
- 13.4.- The Competitors or their representative must be available to be contacted throughout the duration of an Event. Failure to obey this rule may result in the charging of a five hundred euro (€500) fine by the Stewards.

Art. 14. – INCIDENTS

- 14.1.- Incident means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which is reported to the Stewards by the Race Director and/or his Assistant (or noted by the Stewards and referred to the Race Director and/or his Assistant for investigation) which :
- Necessitated the suspension of a race under Article 34;
 - Constituted a breach of these Sporting Regulations, or the Code;
 - Caused a false start by one or more cars.
 - Caused a collision.
 - Forced a driver off the track.
 - Illegitimately prevented a legitimate overtaking manoeuvre by a driver.
 - Illegitimately impeded another driver during overtaking.

Unless that according to the Race Director opinion, it was absolutely clear that a driver was in breach of any of the above mentioned, any incident involving more than one car will normally be investigated after the race.

- 14.2.- Excepting situations considered at the art. 16.1 it shall be at the discretion of the stewards to decide, upon a report or a request by the Race Director and/or his Assistant, if a driver or drivers involved in an incident shall be penalised.
- 14.3.- If a driver is involved in a collision or incident and/or falls under investigation, and has been informed of this by the Stewards no later than 30 minutes after the race has finished, he must not leave the circuit without the consent of the Stewards.
- 14.4.- The Stewards may impose any one of the following penalties to any driver involved in an Incident:
- a) A reprimand.
 - b) A fine.
 - c) A penalty of at least 10 (ten) seconds to be added into the total race time and applied, if possible, before the Prize Giving ceremony at the podium.
 - d) A drive-through penalty. The driver must enter the Pit Lane and re-join the race without stopping.
 - e) A drop of at least two grid positions at the driver's next race in which he takes part.
 - f) Exclusion.
 - g) A suspension for one or more races.

However, should the penalty d) above be imposed during the last five laps, or after the end of a race, Article 14.5.b) below will not apply and 25 seconds will be added to the elapsed race time of the driver concerned in the case that he is classified within the first 10 positions. In the case that he is not classified within the first 10, then a grid drop of no less than 4 positions will be applied at the next race to be disputed by the driver.

14.5.- If the Stewards decide to impose an immediately applicable "drive through" penalty (as per Article 14.4.-d here above), then the following procedure will be followed:

a) The Stewards will give written notification of the time penalty which has been imposed to an official of the Team concerned and will ensure, wherever possible, that this information is also displayed on the timing monitors.

b) From the time the Stewards' decision is notified on the timing monitors, the relevant driver may cover no more than three complete laps before entering the Pit Lane.

However, unless the driver was already in the pit entry for the purpose of serving his/her penalty, he may not carry out the penalty after the Safety Car has been deployed. Any laps carried out behind the Safety Car will be added to the three laps maximum.

c) Any breach or failure to comply with Article 14.5.b may result in the car being excluded.

14.6.- It is forbidden to work on cars entering the Pits for drive-through penalties.

Failure to observe this rule will be punished by a further drive-through penalty.

14.7.- The race number and the type of penalty must be clearly stated in all communications regarding time penalties imposed on a Competitor, when the communication is issued in accordance with the provisions of these Sporting Regulations.

Art. 15. – PROTESTS AND APPEALS

15.1.- 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.

15.2.- 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. 15.3) by observing the form and the deadlines laid down in Chapter XIII of the FIA International Sporting Code. Being the caution's amount for every international appeal of 12.000 Euro.

15.3.- Appeals may not be made against decisions concerning the following penalties:

a) "Drive through" penalties (International Sporting code, Art. 152) including those imposed during the last 5 laps or applied after the race

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 at least 10 seconds to the whole race time.

Art. 16. – SANCTIONS AND PENALTIES

16.1.- "Drive through" penalties, the at least 10 seconds 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.

16.2.- Any other 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 in these Sporting Regulations in addition to or instead of any other penalties foreseen on the FIA International Sporting Code.

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.

16.3.- If any single Driver or Competitor repeats the same offence throughout the season, or when appearing exacerbating circumstances, the penalties in these Sporting Regulations and the Appendices may be increased by the Stewards at their own discretion.

Any driver who receives three reprimand imposed by the stewards during the season will upon the imposition of the third, be given a 4(four) grid place penalty on the starting grid at the following race where the concerned driver will participate.

The drop of 4 positions on the starting grid will only be imposed if at least two of the reprimands were imposed by the Stewards for a driving infringement.

16.4.- 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, the Organizing committee reserves the right to refuse his entries for the following Events.

16.5.- 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 behaviour 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 Renault Sport Technologies or to its partners, etc.) committed by a Team/competitor member or driver or his entourage will be punished by the following sanctions:

- Proposal made to the Stewards that may imply up to the exclusion of the Competitor or Driver concerned by the behaviour of his entourage or Team from the current Event. 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 to the Disciplinary Commission.

16.6.- Financial penalties issued under these regulations will be paid by cash to Renault Sport or his representative, which shall remain the sole beneficiary.

Art. 17. – PRIVATE TESTING

- 17.1.- Further to a decision by the Organizing committee, collective test days open to all Competitors registered in the Series may be organized on one or more of the circuits hosting the Events, or on other circuits.
- 17.2.- Between October 10th 2011 and the 31st December 2012, private testing of any kind is forbidden with Formula Renault 3.5 cars with the exception of:
- a) Collective test sessions organized by the Organizing Committee.
 - b) The allocation of 3 (three) hours per car (using T08 chassis) of engine use, granted by the Organizing Committee, for marketing activities and testing (driver tests, shakedown, etc.), between October 13th 2011 and November 27th 2011. This allocation can be used at whichever circuit except in the case of being a circuit making part of Formula Renault 3.5 Series 2012, in which case no more than one of them can be used during this period.
 - c) The allocation of 3 (three) hours per car of engine use, granted by the Organizing Committee, for marketing activities and testing (driver tests, shakedown, etc.), between the first meeting 2012 and the last meeting 2012. This allocation in any circumstances should not be used on a 2012 Championship circuit.
 - d) Any marketing activity duly authorised by the Organizing Committee.
- 17.3.- Between October 10th, 2011 and the 31st December 2012, all tests are forbidden for those Drivers entered in the whole or taking part in any of the FORMULA RENAULT 3.5 SERIES 2012 races :

- At any circuit, including any part of the mentioned circuit, scheduled at the 2012 FORMULA RENAULT 3.5 SERIES whatever car is used, (single-seater, sport-prototype, GT or Touring car) except where a driver is participating in a race of another championship, having received prior approval of the Organizing Committee with the exception of any driver taking part on a meeting of another championship and having the Organizing Committee agreement
- When using a Formula Renault 3.5 or any other similar Dallara chassis (see Appendix III) whatever the circuit is.

Being the only exceptions to these rules:

- During any track activity, tests and races using a Formula 1 single-seater of a team/competitor registered to the 2012 FIA Formula 1 World Championship.
- When taking part in official collective tests of a FIA International Series made between October 10th 2011 and the first Event of the FORMULA RENAULT 3.5 SERIES 2012.
- Tests allowed when applying Article 17.2

- 17.4.- Between October 10th, 2011 and the 31st December 2012, all tests are forbidden for those teams and/or competitors registered or pre-registered for the FORMULA RENAULT 3.5 SERIES 2012 when using a Formula Renault 3.5 or any other similar Dallara chassis (see Appendix III) chassis whatever the circuit is, except:
- a) Where tests are allowed when applying Article 17.2.
 - b) Private testing sessions using Dallara chassis T02, T05 and/or T08 with drivers not entered or potentially to enter at the championship FORMULA RENAULT 3.5 SERIES 2012 These private testing sessions may take place at any circuit, but in the case of being on a championship circuit they should take place no later than 60 days before of the concerned FORMULA RENAULT 3.5 SERIES 2012 meeting.

- 17.5.- Excepting Collective Tests sessions organised by the Organising Committee, any test organized under Article 17.2 or 17.4 must be communicated to the Organizing Committee no later than 5 days before by providing the date, circuit and driver/s concerned.
- 17.6.- The RENAULT SPORT technicians in charge of engine checks shall provide the Stewards with any information and data that may be of use in verifying that regulations applying to tests are obeyed, given that any use of the engine is recorded by the engine's electronic control unit.
- 17.7.- Any breach by a Team/competitor and/or a Driver of the above rules restricting private testing will result in sanctions that may go up to the immediate exclusion from the FORMULA RENAULT 3.5 SERIES 2012 championship for the Team and/or driver, and/or ban at any Renault championship (Touring or single-seater) during a period that may last up to two years. The Organizing Committee will be charged and authorised to certify any breach of these rules and will be allowed to call the Stewards of the meeting for the application of the penalties to the competitor and/or driver throughout the meetings when noticing any sort of infraction regarding one or more points of the art. 17.

Art. 18. – SIGNING ON

- 18.1.- All Competitors and Drivers must be able to provide all required documents and licences during Signing On, which will take place before the start of practice for an Event in accordance with the Event's official timetable. No Competitor or Driver shall take part in qualifying or the race without having met all the requirements of the Signing On process.
- 18.2.- When a Competitor or Driver takes part in an Event in the Series for the first time, all documents (licence, permit from ASN if applicable, etc.) will be checked by the duly authorized Officials.

During the following Events in the Series for which their entry has been accepted, the Competitors and Drivers will also be required to present their licences during Administrative Controls, provided that no changes are made to the required documents, in which case the Competitor or Driver must inform the Officials.

- 18.3.- 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 euros (€300) that must be paid by the offending party.

Art. 19. – SCRUTINEERING

- 19.1.- Preliminary Scrutineering of the car will be conducted in the technical area or in the Pit allocated to each Team or – if necessary – in the area allocated to the Team's transporter in the paddock.
- 19.2.- 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 Scrutineering have been satisfied.
- 19.3.- 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 v will result in the issuing of a fine of three hundred euros (€300) that must be paid by the offending party.

19.4.- The Stewards of the Event may authorize the Scrutineers to conduct the following operations and checks:

- a) Check the eligibility of a car or of a Competitor at any time during an Event.
- b) Require a car to be dismantled by the Competitor to make sure that the conditions of eligibility or compliance are fully satisfied.
- c) Request a Competitor to provide any samples or parts that they deem necessary.
- d) Refuse a car on safety grounds.
- e) Require a Competitor to pay the reasonable expenses which exercise of the powers mentioned in this Article may entail.

19.5.- Any car which, after being passed by the Scrutineers, is dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for Scrutineering approval.

19.6.- The Race Director may require that any car involved in an accident be stopped and checked.

19.7.- After each qualifying session and after each race in an Event, the first three classified cars and other cars selected by the Stewards will be checked on all points of eligibility deemed necessary by the Stewards. At any time and at their own discretion, the Stewards may increase the number of cars selected for eligibility checks.

19.8.- As soon as the chequered flag is shown at the end of an official qualifying session and/or the end of a race, all cars will immediately drive to the Parc Ferme by the most direct route.

Any classified car that does not directly drive to the Parc Ferme as quickly as possible will be excluded from the results of the race and/or qualifying session.

19.9.- Scrutineering shall be carried out by duly appointed officials who are the sole ones authorized to give instructions to the Competitors.

Post-race Scrutineering is conducted in the presence of the Competitor or his representative. If the Competitor or his representative fail to attend duly announced Scrutineering, then no protests regarding the said Scrutineering will be accepted. Furthermore, if the Stewards deem necessary, assistance may be required from two mechanics designated by the Competitor or his representative for the dismantling operations.

19.10.- In accordance with instructions from the Stewards, the Scrutineers may request and retain one or more parts from the car in order to check its eligibility.

They may also label any part of the single-seater. In this case, the Competitor or his representative must not replace the part until authorized to do so by the Scrutineers.

The removed part(s) will be duly labelled and packaged in the presence of the Competitor or his representative, who will receive a copy of the sealing certificate and a description of the identifications.

The Competitor or his representative may attach a marking to the removed parts.

No protests can be made about the origin of the removed parts.

Any removed parts that are declared ineligible will be retained by the Organizing committee and will not be replaced by Renault Sport Technologies.

Removed parts that are declared eligible may be replaced by Renault Sport Technologies with identical, new parts.

If the Competitor or his representative is absent during this procedure and these operations, then no protests regarding the checks made on the part(s) will be accepted.

19.11.-The Stewards will publish the findings of the Scrutineers each time cars are checked during the Event, or later-on.. These results will not include any specific figures except when a car is found to be in breach of the FORMULA RENAULT 3.5 SERIES Technical Regulations or in the event of specific analyses.

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

19.13.-Any ballast added to a car must be declared during Preliminary Scrutineering. Any ballast that has not been declared beforehand will not be taken into consideration when weighing a car during an Event.

19.14.-The data logger may be read and checked at any time during the Event further to a decision by the Race Director, Stewards and/or Scrutineers. Under this purpose, competitors are responsible to save a copy of all the data from an Event with out modifying, deleting or to alter them until two hours after the last race of the Event.

19.15.-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 the Organizing committee. 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 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 championship Formula Renault 3.5 Series 2012, even from any championship using Renault cars (touring or singleseaters) during a period of time up to 2 years.

Art. 20. – TYRES

20.1.- 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 Event or Collective Tests, which has been used or not.
- Spare tyre : Replacing tyre for a damaged one being fitted on the car.
- Set of tyres: A set of tyres is compulsorily composed of two (2) front tyres and two (2) rear tyres.

20.2.- The use of tyres and the presence of tyres in the Pits at any time during an Event in the FORMULA RENAULT 3.5 SERIES or the collective test sessions are governed by the provisions of these Sporting Regulations and the Technical Regulations.

20.3.- Before each Event, new tyres will be distributed to the Competitors by the drawing of lots conducted on the circuit in the Michelin assistance centre.

20.4.- Any change being made to the tyres in order to modify or to maintain the original performances is forbidden. This applies to both rain tyres and slick tyres.

Renault Sport keeps the right, during any Event or Collective Test, to take samples of rubber from the tyres in order to make analysis in a specialised laboratory with the aim of checking the characteristics of them, to verify its compliance with the original ones.

Any breach of these rules may suppose up to exclusion of the championship for the Team and/or Competitor would make use of it

20.5.- The use of tyre warmers is only authorized for the tyres to be used at the compulsory pit stop procedure (art. 32.3 and 32.4 of the Sporting Regulations). These tyre warmers will be restricted to a maximum of four tyre warmers per car. Any other method aimed to increase or maintain artificially the temperature of tyres is strictly forbidden since the beginning of tyre marking provisions until the end of the Event. The covers may be used when the Tyre Parc Ferme is open but only in the front section of the garage so that they are visible from the outside.

20.6.- Scrutineers will check that all cars use the authorized tyres throughout the Event.

Any observed breach will immediately be referred to the Race Director and/or his Assistant and the Competitor concerned will be informed. Sanctions may include exclusion from the Event and are determined at the discretion of the Stewards alone.

20.7.- **Limitations applying to the use of slick tyres**

These rules limiting the use of slick tyres will apply to all the Renault Sport Technologies collective practice sessions during the Events and collective testing held outside of the Events, as well as to all official free practice sessions, qualifying and races.

The limitations will take the form of a determined quantity of identified tyres that may be new (as per Article 12.4 of the Technical Regulations) or registered during previous use.

20.7.1 **Slick tyre quotas per car**

A- Renault Sport collective tests:

The quota of slick tyres will be calculated according to the running time planned and will be communicated accordingly.

This corresponding to a total track time of more than three hours planned during one day

B- Official free practice sessions or collective test sessions organized during the week before the event:

- 1 set of new tyres
- 2 sets of registered tyres

For all the scheduled sessions during one day not exceeding more than 3 hours in total

For the collective test sessions of the first meeting of the season one (1) additional set of new tires will be authorized, replacing the two sets of registered tyres.

During the season each car will have one (1) extra set of new tyres called "Joker" instead of one of the two registered sets. In order to be used, it has to be communicated at the end of the previous meeting on which the replacement will take place.

C- Event with Qualifying and two races.

- 3 set of new tyres

D- Event with Qualifying and one race.

- 2 sets of new tyres

During qualifying sessions is authorised to change or replace tyres by other having been registered for the concerned Event.

The new tyres required for the collective test sessions, free practices, qualifying and the races in any Event must be supplied and mounted in the MICHELIN Competition transporter present on each circuit.

The tyres supplied for an Event cannot be officially used in the qualifying or the races of another Event.

The tyres registered for an Event can be used as registered tyres, even if they are new, during collective test sessions organized before the meetings

Tyres being registered during 2011 season (including winter Collective Tests), can be used at 2011 winter Collective Tests before December 31st 2011.

New tyres being registered at 2012 winter Collective Tests (from January 1st2012), can be used up to the first meeting 2012, this one not included.

20.7.2 Use of spare tyres

The use of spare tyres is prohibited unless for safety reasons due to a tyre being damaged or worn.

Only on this condition are the Competitors permitted to use one spare front tyre and one spare rear tyre during the first race. These tyres must be part of the authorized tyre quota and registered for the current Event (Friday, Saturday, Sunday).

20.7.3 Marking and checking procedure

Each tyre is registered by a bar code written on the tyre by MICHELIN and is identified by a specific marking.

Each Competitor or his representative:

- Must complete the sheet provided by Renault Sport with the list of the registration bar codes of the tyres that he will used during the different collective test sessions organized by Renault Sport.

- Will receive a sheet listing the registration bar codes of the tyres that he will use during official free practice, qualifying and the races.
- Will be held responsible for matching the registration bar codes on the sheet and the registration bar codes on the tyres fitted on his car.
- Must present a car fitted with tyres with bar codes that are capable of completing qualifying and the races in perfect safety. Otherwise, the driver may be prevented from going onto the track.

Any tyres with bar codes that are not included in the individual sheet are deemed to be illegal.

For the race which includes an obligatory Pit Stop to change tyres (see Article 32), the two tyres fitted at the obligatory Pit Stop must be identified by markings on the outer tyre wall made by Renault Sport Scrutineers. Two sets of tyres (1 slick and 1 rain) will be specifically marked, allowing its choice for the mandatory Pit Stop.

Any infringement of the scheduled times for marking of tyres, parc ferme admission, or not complying with the rule about marked tyres at mandatory pit stop will result in a fine of five hundred (500) euros being imposed on the offender.

20.7.4 Retention of slick tyres in the Parc Ferme

After the following tyres are fitted on the rims, they will be carried to the Parc Ferme at the specific time decided by the Scrutineers.

- All the tyres registered for qualifying and the race.

The time will be indicated in the sheet. Any unjustified delay will be reported to the Stewards.

A quantity of registered tyres will be provided by a Renault Sport Scrutineer during the 30 minutes preceding the opening of the pit lane for the qualifying sessions and 30 minutes before the opening of the pit lane for the races.

Number of tyres retained under Parc Ferme conditions supplied per car:

Number of races by Event	QUALIFYING (by session)	RACE(S)	
		1 st race	2 nd race
2	2 sets	1 set 1 front spare 1 rear spare	All tyres
1	2 sets	All tyres	

All tyres removed from the Parc Ferme which are not fitted as part of the car must be stored outside of the Pit Garage pit lane side, and remain visible always. No other than the registered tyres for the concerned Event may be placed neither at the front part of the Pit Garage, not on the pit lane.

Failure to comply with such provision may result in a penalty being imposed at the discretion of the Stewards which could even lead to exclusion from the Event.

After each qualifying session and at the end of the first race (in a two-race meeting), all the tyres taken from the Tyre Parc Ferme must be returned there within twenty minutes

of the cars Parc Ferme being opened. Washing wheels will be only be permitted during this time, before being delivered at the tyre Parc Ferme.

The wheels fitted on the cars must be removed as soon as the cars Parc Ferme is open and taken directly to the Tyre Parc Ferme.

The cars may only leave the Parc Ferme fitted with wet-weather tyres.

Any breach of the regulations applying to the Tyre Parc Ferme will be reported to the Stewards.

Moreover, failure to comply with the Parc of Tyres time schedule at the end of any qualifying session will result in qualifying times deemed null and void in the qualifying session set out prior to the infraction.

20.8.- Limitations applying to the use of wet weather tyres

Limitations are not applied concerning the quantity of wet weather tyres.

a) Collective tests or free practice sessions.

During the Renault Sport collective tests and official free practice the use of wet-weather tyres on a dry track is forbidden.

However, and irrespective of the track conditions, the use of wet-weather tyres will be tolerated during the first fifteen (15) minutes after the track is open at each session of Renault Sport collective tests and/or free practices before the Event.

b) Qualifying

The use of wet-weather tyres during qualifying is only permitted if the Race Director or his Assistant declares the track to be wet using the "WET TRACK" panel that must be shown to all Competitors at the Pit Lane exit before or during qualifying.

It is up to the Race Director or his assistant – and them alone – to declare the track wet. All Competitors will be informed of the decision as quickly as possible.

When the "WET TRACK" board is shown, drivers are free to choose their tyres within the limits of these Sporting Regulations, given that the track conditions for the practice session are deemed to be wet. The Race Director will not suspend or stop the session for this reason.

c) Race

Between the moment when the Pit Lane is opened and the moment when the red lights go out as part of the start procedure, the use of wet-weather tyres is only permitted if the Clerk of the Course has declared that the track is wet by showing the "WET TRACK" panel to all Competitors.

When the red lights go out at the start of the race, the drivers are free to choose slick tyres or wet-weather tyres at any time without waiting for the Clerk of the Course to show a panel.

If the start of the race is made behind the Safety Car, due to heavy rain (see Article 33.14) or resumed in accordance with Article 35.5 (a), the use of wet-weather tyres until the safety car returns to the pits is compulsory.

A "drive through" penalty will be imposed to any driver who does not use wet-weather tyres whilst the safety car is on the track at such times.

20.9.- Use during qualifying of unauthorized tyres will result in times achieved during the concerned session being nullified.

Use of unauthorized tyres during a race will result in immediate exclusion from the race.

The Stewards are entitled to increase these sanctions under their discretion..

Art. 21. – WEIGHT

21.1.- Cars must comply at all times during an Event with the minimum weight set out in the Technical Regulations.

All cars must be within the minimum weight limitations at all times during qualifying and the races.

21.2.- The weighing equipment designated by the Organizing committee will be the only scales considered as valid.

21.3.- During the qualifying practice session cars will be weighed as follows :

21.3.1.-The weighing equipment will be install in one of the technical garages which will be used for the weighing procedure ;

21.3.2.-Cars will be selected at random to undergo the weighing procedure ;

21.3.3.-When signalled to do so the driver will proceed directly to the technical garage and stop his engine ;

21.3.4.-The car will then be weighed with driver and the result given to the driver or a competitor representative in writing ;

21.3.5.-If the car is unable to reach the technical garage under its own power it will be placed under the exclusive control of the marshals who will take the car to be weighed ;

21.3.6.-A car or driver may not leave the technical garage without the consent of the technical delegate;

21-3.7.- if a car stops on the circuit and the driver leaves the car, he must go to the technical garage immediately on his return to the pit lane in order for his weight to be established.

21.4.- After qualifying and/or the race every classified car may be weighed. If a driver wishes to leave his car before it is weighed he must ask the technical delegate to weigh him in order that this weight may be added to that of the car.

21.5.- The relevant car may be excluded should its weight be less than that specified in the Technical Regulations when weighed under 21.3 or 21.4 above, save where the deficiency in weight results from the accidental loss of a component of the car.

21.6.- No substance may be added to, placed on, or removed from a car after it has been selected for weighing or has finished a qualifying session or a race or during the weighing procedure. (Except by a scrutineer when acting in his official capacity).

21.7.- No one other than scrutineers and officials may enter or remain in the technical garage without the specific permission of the technical delegate.

21.8.- Any breach of these provisions for the weighing of cars may result in the deletion of any number of the relevant driver's qualifying times or exclusion from the race.

Art. 22. – FUEL - FUEL RESERVE - REFUELLING

22.1.- Use of the official fuel designated by Organizing committee is mandatory for all Competitors in order to enter any of the Events, qualifying sessions and the races making up the FORMULA RENAULT 3.5 SERIES.

- 22.2.- The only official fuel for each Event will be the fuel supplied "in situ" at each Event. This fuel is not allowed for use at the next Event. Similarly, fuel from any previous Event will also not be considered as valid for the current Event.
- 22.3.- Use of any fuel other than the official fuel will entail exclusion from the whole Event.
- 22.4.- The fuel supplied will be identified so that all further fuel tests can be carried out firstly by means of comparative analysis.
- 22.5.- As soon as the Scrutineers are present at the circuit, a fuel sample will be taken from the storage tank by the appointed Scrutineer. This official fuel sample will be the one used for the fuel comparative analysis to be carried out in the Scrutineering procedure.
- 22.6.- During practice sessions and the races, fuel samples from the entered cars may be taken by the Scrutineers in order to determine their conformity to the official fuel sample first and for any further analysis to be carried out.
- 22.7.- Fuel samples will be taken by extracting three samples of one (1) litre each in official containers which will be duly identified and sealed according to the same procedures used to mark any car parts kept for technical inspection.

The fuel kept in the three containers will be used for any further comparative, chemical or structural analysis to be carried out in a laboratory recognized by the FIA. One of these samples will be sent to the designated laboratory, the second one will be given to the Competitor concerned and the third one will remain under the control of the Renault Sport to be used for counter-analysis, where necessary.

- 22.8.- The fuel sample selected for analysis will be sent to a duly recognized laboratory at the discretion of Renault Sport. This laboratory will be authorized to break the seal if the original seal description as set out in the official report conforms to the seal closing the sample received for laboratory analysis.
- 22.9.- If the analysis made to this fuel sample conforms to the official fuel specifications, the Organizing committee will officially inform the concerned parties.
- 22.10.-Should the result of the analysis exceed the tolerances established by the Regulation ASTM D3244, the affected Competitor will be immediately informed. Should the results of the analysis be questioned, the Competitor can within three days send his sample for analysis to a laboratory of his choice, provided this laboratory has been recognized by the FIA.
- 22.11.-In case of disagreement between the two analyses and should the results exceed accepted tolerances in the event of two analyses, Renault Sport will send its sample to a duly certified laboratory of its choice.
- 22.12.-The final calculation will be made after all the results have been taken into consideration. All concerned parties will be informed of the final decision.
- 22.13.-Competitors will be informed at each Event of the location at which fuel shall be supplied.
- 22.14.-Cars must carry no less than three (3) litres of unused fuel reserve when in the Parc Ferme at the end of qualifying sessions and the races.
- 22.15.-Should a car be found carrying less than three (3) litres of unused fuel reserve, the following sanctions will apply:
- a) After qualifying sessions, times achieved by the driver will be deemed null and void.
 - b) After a race, the driver will be excluded from the results of the race.

- 22.16.-Refuelling is only allowed inside the garage/s allocated to each team/competitor.
- 22.17.-Refuelling is forbidden during qualifying sessions.
- 22.18.-A car cannot be refueled once for the first time it has left the pit lane during the starting procedure.
- 22.19.-It is forbidden adding or removing fuel from a car during a qualifying session or race.
- 22.20.-The driver can remain inside the car during refueling but the engine has to be stopped.
- 22.21.-Each team/competitor must make sure that a team member with an operational extinguisher (5 kg of minimum capacity) is around the car during the whole of the refueling process.

Art. 23. – GENERAL CAR REQUIREMENTS

23.1.- The use of any telemetry system or other information exchange system permitting data transmission from a moving car to the Pits or vice versa is forbidden except for any system planned by the Organizing Committee . No signal of any kind may be transmitted between a car in motion and anyone connected with the car or driver, with the exception of those devices and/or equipment installed under the control of the Stewards or Timekeepers for official purposes.

Failure to comply with this rule may result in the cars in question being prevented from starting the race or their exclusion from the race.

23.2.- Only the data acquisition system that is part of the car's original equipment is authorized.

23.3.- The addition of any radio equipment for the sole purpose of transmitting verbal communication from a moving car between the driver and his Team is free choice. All Teams must inform local telecommunications authority as well as the Organizing committee about the radio frequencies they will be using during the Event. Use of radio frequencies other than these previously stated is forbidden. The installations shall comply with the local Administration of Telecommunications requirements (frequencies, emission power, etc.). Installation of aerials is made after the authorizations are granted by the Administration of Telecommunications and the Organizing committee.

23.4.- Competitors will be responsible for the safe keeping of official timing devices installed in the cars. Any loss of or damage to this equipment will result in the issuing of a fine representing the cost of replacing the lost or damaged equipment. In the event of repeated offences, the replacement fine will be increased by a further fine of eight hundred euros (€800).

The allocation of the transponder will be decided by the timekeeping and/or the Technical Delegate.

The transponder must be always connected when the car gets to the track.

23.5.- Throughout the Event, any covers, protections or other devices that in any way conceal any part of the car bodywork or any component with an aerodynamic function are forbidden at any time in the Paddock, the Pit Garages, the Pit Lane or on the Start Grid.

In addition to the above, the following is expressly forbidden:

- Protections installed on spare wings when they are not being used and are installed on a stand in the Pit Lane.

- Parts such as spare planks, fuel installations, tool trolleys, or any other item which may act as a screen.

The following are permitted:

- Covers which are placed over damaged cars or components ;
- A transparent tool tray, no more than 50mm deep, placed on top of the rear wing ;
- Tyre warmers.
- A cover over the car in the pit lane, grid or Parc Fermé if it is raining.
- A cover over the car in the Paddock if all team members are absent for a prolonged time.

- 23.6.- RENAULT SPORT keeps the right to impose that each car gets fitted a Global Positioning System (GPS). On this case the positioning system will be installed according to the supplier agreed by the Organizing Committee, being the system mandatorily operational as soon as the car goes on track.
- 23.7.- The « drag reduction system » (DRS) can be activated by the driver at any time during collective test sessions, free practice session and qualifying sessions.
- 23.8.- During each race the driver will have available a time allocation during which the DRS can be activated. The allocated time of DRS use will be communicated no less than 2 hours before the start of the race.

Art. 24. – GENERAL SAFETY RULES

- 24.1.- Official instructions will be given to drivers by means of the signals laid out in the FIA International Sporting Code. Competitors must not use flags similar in any way whatsoever to these.
- 24.2.- Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position. A car may only be pushed to remove it from a dangerous position as directed by the marshals.
- 24.3.- During practice and the races, drivers must use the track at all times. For the avoidance of doubt:
- the white lines defining the track edges are considered to be part of the track but the kerbs are not, and
 - a driver will be judged to have left the track if no part of the car remains in contact with the track.

Should a car leave the track for any reason, and without prejudice of any penalty, the driver may rejoin. However, this may only be done when it is safe to do so and without gaining any advantage.

A driver may not deliberately leave the track without justifiable reason.

In the event that a driver does not stay within the track, the Stewards may decide to impose the following penalties:

- a) During a qualifying session:
- First offence: driver's fastest time deleted.
 - Second offence: two fastest times deleted.
 - Third offence: three fastest times deleted.
 - More than 3 offences: cancellation of all qualifying times.
- b) During a race:
- First offence: a warning.

- Second offence: a ten seconds penalty to be added to the whole race time.
- Third offence: A drive-through penalty.
- More than 3 offences: exclusion from the race.

If during the race a driver improves his lap time or overtakes another driver due to non respecting the track limits, a penalty of no less than 10 seconds to be added at his total race time could be imposed even if it is the driver's first offence.

24.4.- If a car stops during practice or a race, it must be removed from the track as quickly as possible so that its presence does not constitute a danger for or hinders other Competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the Marshals to help. If mechanical outside assistance, (tow, crane, snatch vehicle or alike) is used by the track marshals to recover the car, then the following penalties will be applied:

- During any qualifying session, the driver will not be allowed to continue the session being the car under Parc Ferme.
- During a race, it will lead to immediate exclusion from the race,

If the assistance of the marshals is necessary to recover a stopped car, without the intervention of mechanical outside assistance, only the best lap time of the concerned driver will be cancelled during the qualifying sessions. In that case no penalty will be applied during a race.

24.5.- A driver who abandons a car must leave it with the neutral gear engaged and the steering wheel in place.

Failure to observe these instructions will result in the issuing of a fine of five hundred euros (€500) per offence.

24.6.- Repairing a car may only be carried in the paddock, Pit Lane, pits or on the grid.

In the case that a car being led to the pit lane using external assistance (mechanical or by the track marshals intervention) will not be able to resume the session or race remaining under parc ferme conditions.

24.7.- When the track is closed by the Race Director during and after practice and after the showing of the green flag until all related cars have reached the Parc Ferme, whether by their own means or with assistance, no one is allowed onto the track except for the Marshals when carrying out their duties and the drivers when driving or when under the direction of the Marshals.

24.8.- If a car stops during a race, the engine cannot be restarted on track.. Use of an external device to restart the engine is only allowed in the Pit Lane and on the Start Grid.

24.9.- Drivers taking part in practice sessions or races must always wear FIA approved overalls, underwear, balaclava, gloves, socks, shoes, helmets in conformity with FIA Standard 8860 (Advanced Helmet Test Specification) & HANS® system as specified in the FIA International Sporting Code.

24.10.-A speed limit of 60kph and maximum safety precautions will be enforced in the Pit Lane at all times during the course of an Event.

Any breach of this rule during qualifying for an Event will result in the following sanctions:

First offence:

- Between 60kph and 70kph: Three hundred euro (€300) fine
- More than 70 kph: Fastest qualifying time deleted

Second offence: Three hundred euro (€300) fine plus two best lap times deleted

Third offence: exclusion

Any breach of this rule during the races that are part of an Event or when the car drives through the Pit Lane during the warm-up laps before the start will result in the following penalties:

First offence: One drive-through penalty

Second offence: Another "drive through" penalty and a three hundred euro (€300) fine

Third offence: exclusion

For the purpose of determining the speed in the Pit Lane, the Stewards may use any information obtained by the Judge of Facts by means of specific speed control instruments (such as electronic devices, radar guns, etc.) or further checking of the registered speed by the acquisition data system which is fitted on board the cars.

24.11.-If a driver has serious mechanical difficulties during a practice session, qualifying or the race, he must leave the track as soon as it is safe to do so.

24.12.-The car's rear lights must be illuminated at all times when it is running on wet-weather tyres or upon the Race Director request. It shall be at the discretion of the race director to decide if a driver should be stopped because his rear light is not working. Should a car be stopped in this way it may re-join when the fault has been remedied.

24.13.-The Race Director, the Clerk of the Course or the FIA Medical Delegate can require a driver to undergo a medical examination at any time during the event.

24.14.-Practicing start manoeuvres on the track is strictly forbidden throughout the free practices sessions, qualifying and the races.

Practice of start manoeuvres is allowed exclusively in the area indicated by the Race Director at the drivers' briefing. Only one practice start is allowed per Pit exit and drivers must always watch out for other Competitors.

Failure to comply with this rule will result in the following penalties:

a) During a practice session:

1st offence: Fastest qualifying time deleted

2nd offence: Three hundred euro (€300) fine plus two best lap times deleted

3rd offence: Exclusion

b) During the starting procedure and the race:

1st offence: 10 seconds added at its total race time

2nd offence: A "drive through" penalty

3rd offence: Exclusion

24.15.-A car alone on the track may use the full width of the said track. However, as soon as it is caught by a car which is about to lap it the driver must allow the faster driver past at the first possible opportunity.

If the driver who has been caught does not allow the faster driver past, waved blue flags will be shown to indicate that he must allow the following driver to overtake.. Any driver who appears to ignore the blue flags may be penalised by the Stewards.

Systematic or repeated offences may result in the exclusion of the offender.

Any Driver that does not act accordingly when shown the blue flag may be penalized as follows:

a) In the qualifying sessions: at the discretion of the Stewards, with at least the fastest qualifying time deleted.

b) In the races: at the discretion of the Stewards, with at least a drive-through penalty.

24.16.-Manoeuvres liable to hinder other drivers such more than one change of direction to defend a position, deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are strictly prohibited.

Any driver moving back towards the racing line, having earlier defended his position off-line, should leave at least one car width between his own car and the edge of the track on the approach to the corner.

Any driver who appears guilty of any of the above offences will be penalized as follows:

a) In the qualifying sessions: at the discretion of the Stewards, with at least the fastest qualifying time deleted.

b) During races: at the discretion of the Stewards, with at least a ten seconds penalty to be added to the whole race time.

24.17.-Pushing a car along the track or pushing it across the Finish Line is not allowed and will entail immediate exclusion of the car.

24.18.-When a driver is called into the Pit Lane to accomplish a penalty, the driver must comply with the order before his car completes three laps after the order is given.

Failure to comply with this rule may lead to exclusion.

24.19.-One or more yellow flags being shown at the Marshal posts will indicate the existence of a hazard of some kind on the track. Drivers must reduce speed and be prepared to change direction or possibly come to a halt. Overtaking is strictly forbidden under such circumstances.

Any breach of this rule during the qualifying sessions for an Event will result in the following penalties:

First offence: Cancellation of at least the driver's best qualifying time.

Second offence: Cancellation of at least the driver's three best qualifying times.

Third offence: A three hundred euro (€300) fine and all qualifying lap times deleted

Decisions taken by the Stewards with regard to the cancellation of times due to failure to observe one or more yellow flags are not subject to appeal.

Any breach of this rule during the races making up an Event will result in the following penalties:

First offence: A drive-through penalty

Second offence: 60 seconds penalty to be added at the total race time.

Third offence: Exclusion

24.20.-Practice session neutralization

Following a serious incident that does not require the practice to be stopped, when the Race Director deems necessary, he will declare the session under "full yellow".

The following procedure will be applied:

- The Race Director will post on the information line of the timing monitors "full yellow".
- Flag Marshals will wave the yellow flag over the totality of the Flag Marshals' posts along the circuit.
- All the lapping times registered after being given the « full yellow » sign, will not be taken in consideration.
- If a driver is proved not to have slowed down enough under this procedure, a sanction will be taken by the Stewards.
- The end of procedure and the return to normal will be announced as follows:
 - > On the information line of the timing monitors.
 - > Flag Marshals will wave a green flag for one lap.
- From the moment when the green flags will be waved, at the end of the neutralisation under « full yellow », the lapping times will be again taken into account.

24.21.-When a driver uses an escape road, he must respect any instructions given to him by the Stewards and sufficiently reduce his speed before rejoining the track.

Any breach of this rule during the course of qualifying practices for an Event will result in the following penalty: fastest qualifying time deleted.

Any breach of this rule during races will result in the issuing of a drive-through penalty.

24.22.-Any car being driven unnecessarily slowly, erratically or which is deemed potentially dangerous to other drivers at any time will be reported to the stewards. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.

24.23.-At any time during an event (free practice, qualifying or race), any breach of the rules resulting – in the opinion of the Officials - in a major safety risk may lead to the exclusion (from one or several events) or suspension of the driver in question.

24.24.- It is strictly forbidden do pit stop practices during the starting procedure

Art. 25. – PIT LANE AND ASSISTANCE

25.1.- To avoid any doubt and for description purposes, the pit lane shall be divided into two lanes. The lane closest to the pit wall is designated the "fast lane", and the lane closest to the garages is designated the "inner lane".

Other than when cars are at the end of the pit lane under Article 31.2 and 34.5, the inner lane is the only area where any work can be carried out on a car. However, no intervention may be carried on the fast lane if it is likely to hinder other cars attempting to leave the pit lane.

25.2.- Any driver intending to leave the track or to enter the Pits or Paddock area must signal his intention to do so in good time, making sure that he can do this without danger.

During the practice sessions and the races, access to the Pits is allowed only through the deceleration zone. Any breach of this rule will result in a minimum fine of five hundred euros (€500) and may even lead to exclusion, at the sole discretion of the Stewards.

25.3.- Except in case of *force majeure*, as adjudged by the Stewards only, the crossing in any direction of the line separating the deceleration zone from the track is prohibited.

Any breach of this rule during the course of qualifying sessions will result in the following penalties:

First offence:	Fastest qualifying time deleted
Second offence:	Cancellation of all qualifying times

Any breach of this rule during the races will result in the following penalties:

First offence:	A ten seconds penalty to be added to the whole race time
Second offence:	A "drive through" penalty
Third offence:	Exclusion

25.4.- Except in case of force majeure to be judged by the Stewards only, cars leaving the Pit Lane to return to the track must not cross any white line marked at the Pit Lane exit aimed to separate the cars leaving the Pit Lane from the cars running on the track.

Any breach of this rule during the course of qualifying sessions will result in the following penalties:

First offence:	Fastest qualifying time deleted
Second offence:	Cancellation of all qualifying times

Any breach of this rule during the races will result in the following penalties:

First offence:	A ten seconds penalty to be added to the whole race time.
Second offence:	A "drive through" penalty
Third offence:	Exclusion

25.5.- It is the responsibility of the Competitor to release his car after a pit stop only when it is safe to do so. The cars running on the fast lane have priority over the ones leaving the inner lane.

25.6.- The Organizing Committee will allocate a specific area at the pit lane where each team/competitor can work and where to make their stops at the pits. For the teams using pit garages, this area, if possible, will be the one being just in front of their allocated Pit Garage.

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/Team is not permitted.

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

25.7.- Any driver intending to start the race from the pit lane may not drive his car from his team's designated garage area until the five (5) minute signal has been given and must stop in a line in the fast lane.

Under these circumstances working in the fast lane will be permitted but any such work is restricted to :

- starting the engine and any directly associated preparation ;
- Any modification made for the driver's comfort.
- changing wheels.

When cars are permitted to leave the pit lane they must do so in the order that was established under Article 31.2 unless another car is unduly delayed. At all times drivers must follow the directions of the marshals.

25.8.- Cars may enter or remain in the "fast lane" only with the driver sitting in the car behind the steering wheel in his normal position, even when the car is being pushed.

Any car(s) required to stop at the pit exit during a safety car period, must form up in a line in the fast lane and leave in the order they got there unless another car is unduly delayed.

25.9.- It is forbidden to paint lines on any part of the Pit Lane.

Any infringement of this provision will result in a fine of a minimum of five hundred euros (€500) and the sanction may even lead to exclusion at the sole discretion of the Stewards.

25.10.-No equipment may be left in the "fast lane".

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

25.11.-Should any driver overshoot his Pit work area and stop beyond it, the car may only regain access to its own work area by being pushed.

Any breach of this rule during qualifying will result in the following penalty: fastest qualifying time deleted.

Any breach of this rule during the races will result in the following penalty: a drive-through penalty.

25.12.-Pit Lane areas shall not be used for any purpose other than to take part in practice sessions and the races for which the Competitors are entered, unless authorization has been given by the Race Director and/or his Assistant.

Any failure to obey this rule will lead to the issuing of a fine of five hundred euros (€500) for the first offence, of one thousand euros (€1,000) for the second offence and of fifteen hundred euros (€1,500) for the third offence committed during the season.

At any time, cars can only be moved in the Pit Lane with the permission of the Race Director and/or his Assistant and the car must be moved in the direction of race traffic with the engine stopped.

25.13.-Oil replenishment is forbidden during the races. Failure to comply with this rule will result in the exclusion of the offender from the race.

25.14.-Persons under 16 years of age are not allowed in the Pit Lane.

25.15.-No animals (except those whose presence has been expressly authorized in order to work with security services) are allowed in the Pit area, on the track, in the Paddock or in any of the spectator areas.

25.16.-When a Team uses a Pit Garage, the garage doors must remain open at all times, except in case of Officials' request, during qualifying and the races of the concerned series. The interior of the garage must remain visible at all times from the Pit Lane throughout the duration of activity on the track.

25.17.-If a team uses a Pit Garage, throughout qualifying sessions and the races, cars will be permitted to receive assistance inside the garages assigned to each team. If a car is in the Pit Garage when the Parc Ferme rules come into force at the end of the qualifying session or at the end of the race, then the team staff must immediately stop all work on the car and the driver must drive the car to the Parc Ferme in accordance with the instructions of the Officials.

25.18.-A maximum of seven (7) persons per car, plus one person in charge of visual inspections, may be located in the Pit Lane during the wheel-changing operations in the course of a race. The compressed air system must have only one overhead mast and a maximum of four air guns per team/competitor. The use of support arms for the compressed air pipes is mandatory. The maximum length allowed for the supporting arms is 4 metres and they must be positioned at least 2 metres above the ground. Supporting arms must not under any circumstances surpass the line of the Pit Lane's "inner lane". All air bottles, air hoses and wheel changing equipment must be at all times confined to the Pit work area assigned to each Team.

The team/competitor personnel will only be allowed to get to the pit lane just before intervening on the car, having to evacuate the pit lane as soon as they finish the intervention.

25.19.-Cars are neither allowed to move to the exit of the pit lane nor to wait at the fast lane until the green light is on, except according to the provisions of article 25.7 of these regulations.

25.20.-Under exceptional circumstances the Race Director may decide to close the pit lane entry during a race due to safety reasons. At such times drivers may only enter the pit lane in order to make essential and entirely evident repairs to be carried out to the car.

If this happens during the mandatory pit stop window (Art. 32.3) the end of this period will be extended by the number of laps on which the pit lane entry has remained closed.

25.21.-It is forbidden to climb at the pit wall fences during a race or at the end of it. Any breach of this rule may imply a penalty by the Stewards of 300 Euro.

Art. 26. – PARC FERME

26.1.- Immediately after the end of the qualifying sessions and the races all cars must proceed directly to the Parc Ferme without stopping, without receiving any object whatsoever and without any assistance (except that of the Marshals if necessary).

Only those Officials in charge of supervision may enter the Parc Ferme. No work of any kind is allowed on the car there unless authorized by such Officials.

Parc Ferme rules come into effect at the end of the qualifying sessions or races when the chequered flag is first shown at the Finish Line. If a car is being worked on at this point in the Pit Lane, then all work on the car must immediately be stopped and the driver must obey the instructions given by the Officials to drive the car directly to the Parc Ferme.

Unless otherwise authorized by the Stewards, failure to immediately comply with Parc Ferme rules after a qualifying session will result in times being rendered null and void. Any breach of this rule after a race will result in the exclusion of the car from the race results.

Unless any other arrangements are fixed by the Stewards, all cars will remain under Parc Ferme rules until the signal is given to indicate that Parc Ferme rules no longer apply, no less than thirty (30) minutes after the provisional results signed by the Race Director have been published.

26.2.- When the Parc Ferme is in operation, Parc Ferme regulations will apply in the area between the Finish Line and the Parc Ferme entrance.

26.3.- At the end of the qualifying and races, all cars must proceed into their Pit Garages. Unless any other provision is required by the Stewards, all the cars will remain in their Pit Garages under Parc Ferme rules until the signal is given as cars are released from Parc Ferme rules, no less than thirty (30) minutes after the provisional results signed by

the Clerk of the Course have been published. Where the Parc Ferme is organized inside each team's garage, a portable safety barrier must be placed both in front of and behind each car. No one shall be authorized in the area between the two safety barriers. All operations on the car of any kind (tyre pressure or temperature readings, retrieval of acquired data etc.) are prohibited between the moment when the chequered flag is shown and the end of the Parc Ferme period. Each Team/competitor is responsible for ensuring that no one enters the area between the safety barriers while Parc Ferme rules are in force.

Pit garage doors must be left open throughout the Parc Ferme and the garage interior must always be clearly visible from the Pit Lane, as cars may be sealed by the Scrutineers in order to guarantee full compliance of Parc Ferme rules. Unless otherwise requested by the Officials, no one is authorized in the garages in the part occupied by the car throughout the Parc Ferme.

- 26.4.- In the event that the Parc Ferme is not provided for in the garages, the Parc Ferme must be sufficiently large and secure to ensure that no unauthorized personnel can gain access to it.
- 26.5.- From the scheduled time in which Parc Ferme rules come into effect until cars are released from Parc Ferme, each Competitor will make at least one mechanic available to carry out any duties related to Parc Ferme procedures.
- 26.6.- The end of the Parc Ferme period shall be indicated on the timing monitors if possible or by any other means.

Art. 27. – BRIEFING

- 27.1.- 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.
- 27.2.- 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 euros (€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.

Art. 28. – FREE PRACTICE AND QUALIFYING

- 28.1.- Save where these Sporting Regulations require otherwise, Pit and track discipline and safety measures will be the same for all practice sessions as for the races.
- 28.2.- No driver may start in a race without taking part in qualifying practice, except in a case of force majeure duly recognised as such by the Stewards.
- 28.3.- During practice there will be a green light and a red light at the pit lane exit. Cars may only leave the pit lane when the green light is on. Further, a blue flag or a blue flashing light will be shown at the pit lane exit to warn drivers leaving the pit lane if cars are approaching on the track.
- 28.4.- The qualifying session will be open to all the competitors and drivers admitted at the meeting.

The number of cars authorised to take part at each session of qualifying practice will be

limited by the concerned circuit's licence.

28.5.- Each qualifying session will last no less than 20 minutes.

All laps completed during the qualifying session will be timed except for laps when the red flag is shown, a car will be considered to have completed a lap every time it crosses the Finish line, either on the track or through Pit Lane. The lap times obtained after a « full yellow » sign or a stopping (red flag) sign is given, will not be taken into account for qualifying purpose.

28.6.- At the end of each qualifying session, the fastest time achieved by each driver will be officially published and posted on the official notice board. If during a qualifying session one or more drivers achieved identical best lap time, priority will be given to the first having achieved the time.

28.7.- If the number of cars qualifying for the races is greater than the maximum number of cars allowed to start, two reserve cars will be selected on the basis of qualifying times.

Should any qualified car withdraw for whatever reason, only these reserve cars may be allowed to take part in the race.

28.8.- A car may not be qualified by more than one driver.

28.9.- The Race Director may interrupt a practice session as often and for as long as he thinks necessary to clear the track or to allow the recovery of a car.

Whenever possible, the time lost by the suspension of any qualifying session shall be recovered so that the minimum scheduled period for qualifying may be accomplished.

Should one or more practice sessions be thus interrupted, no protest can be accepted as to the possible effects of the interruption on the qualification of drivers admitted to start.

28.10.-If a driver deliberately stops on the circuit or impedes another driver unnecessarily during the qualifying practice session, the stewards may drop the driver as many positions as they consider appropriate. In this case, a Competitor will not be able to appeal against the Steward's decision.

28.11.-As long as the maximum number of cars allowed to start a race is not exceeded, drivers who have been unable to qualify for the race because of *force majeure* may be allowed to line up on the Start Grid at the discretion of the Stewards. Additional drivers and cars may only be allowed on the Start Grid if the following conditions are met:

a) No qualified drivers or cars will be adversely affected as a result of additional drivers and cars being allowed onto the Start Grid.

b) Additional drivers must have full knowledge of the circuit and of the general safety guidelines.

c) Additional cars will always be positioned at the back of the Starting Grid.

28.12.-If any driver causes the session to be stopped (red flag) or neutralised under « full yellow » the best lap time of the driver concerned will be cancelled.

The Stewards decisions concerning any lap time cancellation for this reason are not deemed to be appealed.

In the case of an incident implying more than one car, if the Stewards observe that some of the drivers are not directly responsible of the incident, may decide (the stewards) not to penalise him/them.

28.13.-In the event of a driving infringement during practice the Stewards may delete any number of qualifying times of the concerned driver or to impose a time penalty. In this case, the competitor will not be able to appeal against the steward's decision.

28.14.-At the end of each practice session, all drivers may only cross the Line once. Any breach of this rule will be punished by a fine of two hundred and fifty euros (€250).

Art. 29. – STOPPING THE PRACTICE

29.1.- Should it become necessary to stop the practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the red flag and the abort lights will be shown at the Line. Simultaneously, red flags will be shown at all the marshals' posts and the light will go to red at the end of the Pit Lane.

29.2.- When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly back to their respective Pits and all cars abandoned on the track will be removed to a safe place. Any lap time recorded after a signal is given to stop will not be taken into account.

Art. 30. – STARTING GRID

30.1.- At the end of each qualifying session the official best lap time for each driver will be published.

30.2.- The starting grids will be determined according to the order of the best timed laps scored by the drivers during the qualifying sessions. Should two or more drivers be credited with identical fastest lap times, priority will be given to the one who set it first.

If a driver fails to set a time they will be the last classified of the session and arranged in the following order:

1. any driver who attempted to set a qualifying time by starting a flying lap;
2. any driver who failed to start a flying lap;
3. any driver who failed to leave the pit lane.

According to the above mentioned cases, if more than one driver is concerned, the order will be given according to the Championship standings.

Once the grids will be established according this rule, grid position penalties will be applied to the concerned drivers following the order on which the offences were made.

30.3.- The number of cars allowed to start in each race making up the FORMULA RENAULT 3.5 SERIES is limited to the maximum which the relevant circuit licence permits.

30.4.- Any driver whose best qualifying lap exceeds 107% of the fastest time of the session will not be allowed to take part in the race. Under exceptional circumstances however, which may include setting a lap time in a previous free practice session or collective test, the Stewards may permit the car to start the race. Should more than one driver be accepted in this manner, their order will be determined by the Stewards. In neither case may a competitor appeal against the Stewards' decision.

30.5.- The Grid will be in a staggered 1x1 formation and the rows will be separated by 16 metres.

30.6.- Cars must take their Grid positions at least five (5) minutes before the scheduled time for the start of the formation lap.

Any car which has not taken up its position on the Grid by the time the "five-minute" signal is shown will not be permitted to do so and must start from the Pit Lane.

30.7.- 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 and/or his assistant will be given a fine of five hundred euros (€500).

30.8.-The final starting grid for the concerned race will be published no later than forty-five (45) before the scheduled time of the race starting..

GRID COMPOSITION FOR THE FIRST RACE

30.9.- The Starting Grid for the first race will be determined according to the order of the best timed laps scored by the drivers during the first qualifying session (if the final classification can not yet be published, the last provisional one will be taken in to account).

GRID COMPOSITION FOR THE SECOND RACE

30.10.-The Starting Grid for the second race will be determined according to the order of the best timed laps scored by the drivers during the second qualifying session (if the final classification can not yet be published, the last provisional one will be taken in to account).

Art. 31. – STARTING PROCEDURE

31.1.- Seventeen (17) minutes before the start of the formation lap the pit exit will be open and the cars will be allowed to leave the pit lane to cover a reconnaissance lap. At the end of this lap they will stop on the grid in starting order with their engines stopped.

Should they wish to cover more than one reconnaissance lap, this must be done by driving down the pit lane at greatly reduced speed between each of the laps. Dangerous driving or failure to comply with the Pit Lane speed limitation between reconnaissance laps will result in the driver being fined as described in Article 24.10.

Any car failing to complete a reconnaissance lap or being unable to reach the starting grid on its own will not be allowed to start the race from the grid.

31.2.- Nine (9) minutes before the start of the formation lap, a warning signal will be given indicating that the end of the pit lane will be closed in two (2) minutes.

Seven (7) minutes before the start of the formation lap the end of the pit lane will be closed and a second warning signal will be given. Any car which is still in the pit lane can start from the end of the pit lane provided it got there under its own power. If more than one car is affected they must line up in the order in which they have been qualified. However, any car reaching the end of the pit lane after the signal "five minutes" will have to start from behind any other car already aligned at the pit exit.

These cars may then join the race once the whole field has passed the end of the pit lane for the first time after the start.

31.3.- The approach of the start will be announced by signals shown five minutes, three minutes, one minute and fifteen seconds before the start of the formation lap, each of which will be accompanied by an audible warning.

When the "five-minute" signal is shown, all cars on the grid must have their wheels fitted. After this signal (other than on the grid if the race is suspended) wheels may

only be removed in the pit lane. Any car which does not have all its wheels fully fitted at the five minute signal will be sanctioned with a "drive through" penalty.

When the "three-minute" signal is shown everybody except drivers, officials and Team technical staff must leave the grid.

When the "one minute" signal is shown, engines should be started and all team personnel must leave the grid by the time the 15 second signal is given taking all equipment with them. If any driver needs assistance after the 15 second signal he must raise his arm and, when the remainder of the cars able to do so have left the grid, marshals will be instructed to push the car into the pit lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

When the green flag is waved, the cars will begin the formation lap with the pole position driver leading. When leaving the Grid, all drivers must proceed at a greatly reduced speed until clear of any Team personnel standing beside the track. Marshals will be instructed to push any car (or cars) which remain on the Grid into the Pit Lane by the fastest route immediately after cars able to do so have left the Grid. If the driver is able to re-start the car whilst it is being pushed he may rejoin the formation lap.

During the formation lap practice starts are forbidden and the formation must be kept as tight as possible.

Overtaking during the formation lap is only permitted if a car is delayed when leaving its Grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order. Any driver delayed in this way, and who is unable to re-establish the original starting order before he reaches the first safety car line, must enter the pit lane and start from the end of the pit lane as specified in Article 31.2.

Any driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must start the race from the back of the grid. If more than one driver is affected, they must form up at the back of the grid in the order they left to complete the formation lap. If the Line is not situated in front of pole position, and for the purposes of this Article as well as articles 31.4 and 33.14, it will be deemed to be a white line one metre in front of pole position.

A ten seconds penalty to be added to the whole race time will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the formation lap.

31.4.- Any driver who is unable to start the formation lap must raise his arm and, after the remainder of the cars have crossed the Line, the car will be pushed into the Pit Lane by the fastest route.

31.5.- Any car which is unable to maintain the starting order during the entire formation lap or is moving when the "five seconds" signal is shown must enter the Pit Lane and start from the end of the Pit Lane as specified in Article 32.2.

This will not apply to any car which is temporarily delayed during the lap and which is able to regain its position, without endangering itself or any other car, before the leading car has taken up its position on the Grid.

31.6.- When the cars come back to the Grid at the end of the formation lap, they will stop on their respective Grid positions, keeping their engines running. Grid Marshals will stand at the side of the track, alongside each Grid position with boards showing the number of the car or the number of line until the car concerned is completely stopped.

31.7.- Any driver who ignores the indications given by the Grid Marshals when he takes his place and/or stops his car forward or off-centre of the position prescribed by the lines on the Grid, may be penalized at the discretion of the Stewards.

A penalty of no less than ten seconds to be added to the whole race time will be imposed on any driver failing to observe his proper place on the Grid if, in the opinion of the Stewards, the advantage obtained by moving outside of his prescribed position has altered the starting procedure.

31.8.- Once all the cars have come to a halt and no board is shown alongside the Grid, the "five seconds" signal will be shown and five seconds later the starter will switch on the red light(s). At any time between two (2) and seven (7) seconds after the red light(s) become visible, the start of the race will be indicated by extinguishing the red light(s). The race is deemed to have started when the red light(s) are extinguished.

If the circuit is equipped with a F1 starting system then once all cars are stopped on the grid and no boards are displayed through it, then the 5 seconds lights will appear followed by the four, three, two and one second lights.

At any time between two (2) and seven (7) seconds after the one second light appears the race will be started by extinguishing all red lights. The race is considered started when red lights are switched off.

31.9.- If, after returning to the starting grid at the end of the formation lap a problem arises, the following procedures shall apply :

a) If a car develops a problem that could endanger the start, the driver must immediately raise his hands above his head and the Marshal responsible for that row must immediately wave a yellow flag. If the Race Director decides the start should be delayed the green flag will be waved after the abort lights, a board saying "EXTRA FORMATION LAP" will be displayed and all cars able to do so must complete a further formation lap whilst the car which developed the problem is moved into the Pit Lane.

The Team may then attempt to rectify the problem and, if successful, the car may then start from the end of the Pit Lane. Should there be more than one car involved their starting order shall be determined by the order in which they reached the end of the Pit Lane.

Every time this happens, the race will be shortened by one lap (and/or if the race is to be run for a given duration or a maximum duration, it will be reduced by two minutes).

Any car being responsible of causing an "EXTRA FORMATION LAP" not taking the start of the race from the pit lane, whatever the reason is, will be penalized with a "drive through".

b) If any another type of problem arises and if the Race Director decides the start should be delayed, the following procedures shall apply:

- 1) If the race has not been started, the abort lights will be switched on, a board saying "DELAYED START" will be displayed, all engines will be stopped and the new formation lap will start 5 minutes later with the race distance reduced by one lap or two minutes. The next signal will be the three minute signal.

Tyre changing on the grid is not permitted during such a delay.

Every time this happens, the race will be shortened by one lap (and/or if the race is to be run for a given duration or a maximum duration, it will be reduced by two minutes).

- 2) If the race has been started, the Marshals alongside the Grid will wave their yellow flags to inform the Drivers that a car is stationary on the Grid.

- 3) If, after the start, a car is immobilised on the Starting Grid, it shall be the duty of the Marshals to push it into the Pit Lane by the fastest route. If the driver is able to re-start the car whilst it is being pushed he may rejoin the race.
- 4) If the driver is unable to start the car whilst it is being pushed, his mechanics may attempt to start it in the Pit Lane. If the car then starts it may rejoin the race. The driver and his mechanics must follow the instructions of the Track Marshals at all times during such a procedure.

31.10.-Should Article 31.9 apply, the race will nevertheless count for the Championship no matter how often the procedure is repeated, or how much the race time or number of laps is shortened as a result.

31.11.-No refuelling will be allowed on the Grid if more than one start procedure proves necessary under Article 31.9.

Failure to comply with this rule will result in exclusion from the race.

31.12.-Only in the following cases will any variation in the start procedure be allowed :

a) If it starts to rain after the five minute signal but before the race is started and, in the opinion of the Race Director teams should be given the opportunity to change tyres, the abort lights will be shown on the Line and the starting procedure will begin again at the 10 minute point. If necessary the procedures set out in Articles 31.2 and 31.3 will be followed.

b) If the start of the race is imminent and, in the opinion of the race director, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, the abort lights will be shown on the Line and information concerning the likely delay will be displayed on the timing monitors. Once the start time is known at least ten minutes warning will be given.

c) If the race is started behind the Safety Car, Article 33.14 will apply.

31.13.-At least a ten seconds penalty to be added to the whole race time will be imposed on any driver who jumps the start. The Stewards may use all available video or electronic equipment to assist them in reaching a decision. In such circumstances, the Stewards may overrule the Judges of Fact.

Any other breach or failure to comply with the provisions of the FIA International Sporting Code or these Sporting Regulations, regarding the starting procedure, shall be penalized at the discretion of the Stewards, as described in Article 14.4, by penalties ranging up to the exclusion of the car and driver concerned from the Event.

31.14.-During the start of a race, the Pit wall must be kept free of all persons with the exception of properly authorized Officials carrying out specific duties assigned by the Race Director and/or his Assistant and Fire Marshals equipped with fire-fighting equipment.

Art. 32. – THE RACE

32.1.- Between the time when the Pit Lane is opened and the red lights go out as part of the start procedure, the use of wet-weather tyres is only permitted if the Clerk of the Course has declared that the track is wet by showing the "Wet Track" board to all Competitors.

Once the red lights go out, the drivers are free to choose their tyres ("slick" or "wet") at any time without waiting for the Race Director to give a signal.

- 32.2.- During the race, drivers leaving the pit lane may only do so when the light at the end of the pit lane is green and on their own responsibility, a marshal with a blue flag, or a flashing blue light, will also warn the driver if cars are approaching on the track.
- 32.3.- A mandatory Pit Stop procedure will apply during the course of the second race at each Event. All cars must stop in the Pit Lane to change at least two wheels with different wheels during the period defined in Appendix II of these Sporting Regulations.

If the race is interrupted and cannot be resumed, thirty seconds will be added to the race time of any driver who has not made the mandatory Pit Stop.

The Pit Stop procedure will start once the leading car has covered the number of laps defined for the start of the Pit Stop procedure.

The Pit Stop procedure will end once the leading car has completed the number of laps defined for the end of the Pit Stop procedure.

If the Safety Car enters the track the cars may not come into the Pits for the mandatory wheel changes. This restriction will be in force when the "SC" panel is displayed and until one lap after the Safety Car enters the pit lane. If a driver stops to change his wheels while the Safety Car procedure, this will not be considered as a mandatory pit stop.

If the Safety Car enters the track during the time allocated for the mandatory stop, the end of the Pit Stop procedure will be extended by the number of laps that the Safety Car has been on the track.

At any time during the race (even during the deployment of the safe car) if a car makes a pit stop to change wheels, and if the wheels fitted with slick tyres with which the car started the race are replaced by four wheels fitted with wet-weather tyres, then this car shall be deemed to have correctly made its obligatory Pit Stop.

- 32.4.- At least two complete wheels must be replaced by two different wheels during the Pit Stop procedure. The tyres used must have been marked in accordance with the rules described in Article 20. Any other work that a Competitor wishes to carry out on the car during this Pit Stop may only be done by the same personnel authorized for the Pit Stop procedure, as prescribed in Article 32.6.
- 32.5.- Any car that makes the mandatory Pit Stop before (except as described in Article 32.3 here above) or after the scheduled number of laps defined for the start or the end of the Pit Stop procedure, as indicated in Appendix II of these Sporting Regulations, will be penalised with a twenty (20) second time penalty that is added to the driver's total race time prior to the publication of the official race results.

By way of exception, any car that makes its mandatory Pit Stop before the end of the first lap will be given a one (1) minute time penalty that shall be added to the driver's total race time prior to the publication of the official race results. In addition, any car that does not make the mandatory Pit Stop before the last lap of the race will be penalised with a one (1) minute time penalty that is added to the driver's total race time prior to the publication of the official race results.

- 32.6.- A maximum of seven (7) persons per Team/Competitor will be allowed in the Pit Lane for the mandatory Pit Stop procedure or for any other work on a car. When the mandatory pit stop of the second race, these six persons must wear identical helmets and clothing. The helmet must be a model that has been approved by the Scrutineers. Clothing must be made from cotton or fireproof material.

An additional person, wearing identical clothing to the personnel mentioned above, (the additional person is not however required to wear a helmet) will be allowed in the Pit Lane in order to oversee the stopping and restarting of the car. This person will be allowed to use any means of visual identification, provided that they are confined to the

Pit Lane work area assigned to the Team. However, during the Pit Stop procedure, this person will not be allowed to handle any car part or tool deemed necessary for wheel changes.

32.7.- A maximum of five (5) personnel per car wearing the proper identification will be allowed in the Pit wall area.

Unless otherwise authorized by the Marshals, only one duly identified person per car is permitted to cross the Pit Lane during the Pit Stop procedure.

32.8.- Each Team is responsible for positioning and handling all equipment (car included) during the Pit Stop in such a manner so as not to interfere with the smooth running of the race.

32.9.- Personnel and equipment required for the Pit Stop procedure are only allowed in the Pit Lane during the lap preceding the lap selected for the Pit Stop procedure.

32.10.-Cars must be completely free of hoses and tools before leaving the assigned Pit work area. Failure to comply with this rule may result in a penalty being imposed at the discretion of the Stewards.

32.11.-At the end of the Pit Stop, the Competitor is responsible for making sure that the car leaves the Pit Lane work area only when it is safe to do so. The cars running on the fast lane have priority over the ones leaving the inner lane.

At least a ten seconds penalty to be added to the whole race time will be imposed should any driver breach this article.

32.12.-As soon as the Competitor has completed the Pit Stop, all personnel must leave the Pit Lane work area, taking their equipment with them and storing it in the Pit Garage allocated to the Team (apart from the compressed air equipment including air cylinders, hoses and guns used to change the wheels, which must nevertheless be stored in a way that does not interfere with the work area).

32.13.-Should any car officially retire from the race and enter the Pit Lane, it must be immediately pushed into its allocated Pit Garage or to the Parc Ferme.

32.14.-Should, in the opinion of the Pit Lane Marshals and Officials, any Team, which has been previously warned or not, position its equipment in such a way that it is considered to cause a danger, obstruction or interference with the activities of another Competitor, a penalty will be imposed at the discretion of the Stewards. Such a penalty could even lead to the exclusion of the offending party from the race.

Art. 33. – SAFETY CAR

33.1.- The RENAULT SPORT Safety Car will be driven by an experienced circuit driver appointed by the Organizing Committee. It will carry an observer capable of recognising all the competing cars, who is in permanent radio contact with race control.

33.2.- Seventeen (17) minutes before the race start time, the Safety Car will take up position at the front of the Grid and remain there until the "five-minute" signal is given. At this point (except under Article 33.14 hereafter), it will cover a whole lap of the circuit and take up position.

33.3.- The safety car may be brought into operation to neutralise a race upon the decision of the Race Director. It will be used only if competitors or officials are in immediate physical danger but the circumstances are not such as to necessitate suspending the race.

- 33.4.- When the order is given to deploy the Safety Car all observer's posts will display waved yellow flags and a board "SC" which shall be maintained for the duration of the intervention.
- 33.5.- No car may be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other drivers or any other person at any time whilst the safety car is deployed. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.
- 33.6.- The Safety car will join the track with its orange lights illuminated and will do so regardless of where the race leader is.
- 33.7.- All competing cars must then reduce speed and form up in line behind the safety car no more than ten car lengths apart and overtaking, with the exceptions shown hereafter, is forbidden until the cars reach the Line after the safety car has returned to the pits. Overtaking will only be permitted under the following circumstances:
- if a car is signalled to do so from the safety car ;
 - under 33.14 below ;
 - any car entering the pits may overtake another car remained on track, including the safety car, after it has reached the first safety car line ;
 - any car, safety car included, leaving the pits may overtake or to be overtaken by another car on the track before it reaches the second Safety Car line;
 - when the safety car is returning to the pits it may be overtaken by cars on the track once it has reached the first safety car line ;
 - any car stopping in its designated garage area whilst the safety car is using the pit lane (see art. 33.10 here after) may be overtaken.
 - if any car slows with an obvious problem.
- 33.8.- When ordered to do so by the Race Director, the Observer in the car will use a green light to signal any cars between it and the race leader that they should pass. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the Safety Car.
- 33.9.- The Safety Car shall be used at least until the leader is behind it and all the remaining cars are lined up behind him.

Once behind the Safety Car, the race leader must remain within ten (10) car lengths of the Safety Car (except as per Article 33.11) and all remaining cars must keep the formation as tight as possible.

- 33.10.-Whilst the Safety Car is in operation, competing cars may enter the pit lane but may only rejoin the track when the green light at the end of the pit lane is on. It will be on at all times except when the safety car and the line of cars following it are about to pass or are passing the pit exit. A car rejoining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the safety car.

Under certain circumstances the Race Director may ask the safety car to use the pit lane. In these cases, and provided it's orange lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.

- 33.11.-When the Race Director calls in the safety car, a message "SAFETY CAR IN THIS LAP" will be displayed, if possible, on the timekeeping screens and the car's orange lights will be switched off. This will be the signal to the teams and drivers that it will be entering the pit lane at the end of that lap.

At this point, the first car in line behind the safety car may dictate the pace and, if necessary, fall more than ten car lengths behind it.

In order to avoid the likelihood of accidents before the safety car returns the pits, from the point at which the lights on the car are turned out drivers must proceed at a pace which involves no erratic acceleration or braking nor any other manoeuvre which is likely to endanger other drivers or impede the restart.

As the safety car is approaching the pit entry the yellow flags and SC boards at the observer's posts will be withdrawn and other than on the last lap of the race replaced by waved green flags with green lights at the Line. These will be displayed until the last car crosses the Line.

33.12.-Each lap completed while the Safety Car is deployed will be counted as a race lap.

33.13.-If the Safety Car is still deployed at the beginning of the last lap or is deployed during the last lap, it will enter the Pit Lane at the end of the last lap and the cars will take the chequered flag as normal without overtaking.

33.14.-Under certain circumstances the race may be started behind the safety car or resumed in accordance with Article 35.5. In either case, at any time before the three minute signal its orange lights will be illuminated. This is the signal to the drivers that the race will be started (or resumed) behind the safety car. At the same time, if possible, a message confirming this will be displayed on the timing monitors.

When the green lights are illuminated the safety car will leave the grid with all cars following in grid order no more than 10 car lengths apart. During a race start there will be no formation lap and race will start when the green lights are illuminated.

Overtaking, during the first lap only, is permitted if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order.

Any driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must form up at the back of the line of cars behind the safety car. If more than one driver is affected, they must form up at the back of the field in the order they left the grid.

A drive-through penalty will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the first lap.

Art. 34. – SUSPENDING OF A RACE

34.1.- Should it become necessary to suspend the race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director will order red flags to be shown at all marshal posts and the abort red light/s to be switched on at the Line.

34.2.- When the signal is given overtaking is forbidden, the pit exit will be closed and all cars must proceed slowly to the starting grid. The first car to arrive on the grid must occupy the pole position and the rest must fill up the remaining positions on the grid in the order they arrive.

If the race is suspended during a safety car intervention, and the safety car is directed into the pit lane, cars should stop in a line behind the safety car in the fast lane of the pits.

34.3.- Any car unable to return to the grid as a result of the track being blocked will be brought back when the track is cleared and will be arranged in the order they occupied before the race was suspended.

Additionally, any cars in the pit lane or pit entry at the time the race was suspended will be pushed onto the grid and arranged in the order they occupied before the race was suspended. If the race has been suspended in the pit lane (see Article 34.2) any such cars will again be arranged in the order they occupied before the race was suspended.

In all cases, the order will be taken at the last point at which it was possible to determine the position of all cars. All such cars will then be permitted to resume the race.

The Safety Car will then be driven to the front of the grid.

34.4.- Whilst the race is suspended :

- Neither the race nor the timekeeping system will stop.
- Cars may be worked on once they have stopped on the grid or entered the pits but any such work must not impede the resumption of the race
- Refuelling is forbidden.
- Only team members and officials will be allowed on the Grid.

34.5.- Cars may not enter the pit lane when the race is suspended. A "drive through" penalty will be imposed on any driver who enters the pit lane or whose car is pushed from the grid to the pit lane after the race has been suspended. Any car which was in the pit entry or pit lane at the time the race was suspended will not incur a penalty. However, if the race has been suspended in the pit lane (see Article 34.2) a penalty will only be imposed on any driver whose car is moved from the fast lane to any other part of the pit lane.

All cars in the pit lane will be permitted to leave the pits once the race has been resumed. and subject to the above, any car intending to resume the race from the pit exit may do so in the order they got there under their own power, unless another car was unduly delayed.

At all times drivers must follow the directions of the track marshals.

34.6.- If at least 75% of the initial race distance has been covered when the race is suspended (rounded up to a number of complete laps), then the cars will be directed to the Parc Ferme and the race will not restart.

If the race cannot be restarted, the result will be based on the race order obtained at the end of the penultimate before the lap during which the signal to suspend the race was given. The race classification shall be established accordingly.

If the race is suspended and cannot be resumed, thirty seconds will be added to the race time of any driver who has not made the mandatory Pit Stop.

Art. 35. – RESUMING A RACE

35.1.- The delay will be kept as short as possible and as soon as a resumption time is known teams will be informed via the timing monitors, in all cases at least seven (7) minutes warning will be given.

35.2.- Signals will be shown five minutes, three minutes, one minute and fifteen seconds before the resumption and each of these will be accompanied by an audible warning.

35.3.- When the five minute signal is shown all cars must have their wheels fitted, after this signal wheels may only be removed in the pit lane or on the grid during a further race suspension. If the race has been suspended in the pit lane (see Art. 34.2) all the cars in the fast lane must have their wheels fitted at the five minutes signal.

A "drive through" penalty will be imposed on any driver whose car did not have all its wheels fully fitted at the five minute signal.

At the two minutes signal all the cars being between the safety car and the leader will receive the instruction to accomplish one more lap without overtaking in order to rejoin the line of cars behind the safety car.

35.4.- When the one minute signal is shown, engines should be started and all team personnel must leave the grid by the time the 15 second signal is given taking all equipment with them. If any driver needs assistance after the 15 second signal he must raise his arm and, when the remainder of the cars able to do so have left the grid, marshals will be instructed to push the car into the pit lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

35.5.- The race will be resumed behind the safety car when the green lights are illuminated, or when the green flag will be waved on the starting line. The safety car will enter the pits after one lap unless:

- a) the race is being resumed in wet conditions and the Race Director deems more than one lap necessary, in which case see Articles 20.8.c) and 33.14;
- b) all cars are not yet in a line behind the safety car;
- c) team personnel has not left the grid;
- d) a further incident occurs necessitating an other intervention.

When the green lights are illuminated the safety car will leave the grid with all cars following no more than 10 car lengths apart. Soon after the last car in line behind the safety car passes the end of the pit lane (including all the cars having received the instructions according to Article 35.3, here above) the pit exit light will be turned green and any car in the pit lane may then enter the track and join the line of cars behind the safety car.

35.6.- Overtaking during the lap is permitted only if a car is delayed when leaving the grid and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the order before the race was suspended.

Any driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must form up at the back of the line of cars behind the safety car. If more than one driver is affected, they must form up at the back of the field in the order they left the grid.

35.7.- Either of the penalties under Article 14.4.c) or 14.4.d) will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during this lap.

During this lap Articles 33.11, 33.12, 33.13 and 33.14 will apply.

35.8.- If the race cannot be resumed the results will be taken at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

Art. 36. – FINISH

36.1.- The end-of-race signal will be given at the finishing line as soon as the leading car has completed the full race distance. If the race time reaches its maximum duration before the full distance has been covered, the end-of-race signal will be given to the leading car the first time it crosses the Line after this time has elapsed.

36.2.- Should for any reason (other than those under Article 34.1) the end-of-race signal be given to a car not being the leader and before that the leading car completes the

scheduled number of laps, the race will be deemed to have finished when the leading car last crossed the Line before the signal was given.

If the end-of-race signal is given to the leading car before completing the scheduled number of laps, then the race will be considered ended at this moment.

36.3.- Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.

36.4.- After receiving the end-of race signal all cars must proceed directly to the post race Parc Ferme without stopping, without overtaking (unless clearly necessary), without receiving any object whatsoever and without any assistance (except that of the Marshals, if necessary).

Any classified car which cannot reach the post race Parc Fermé under its own power will be placed under the exclusive control of the Marshals who will take the car to the Parc Ferme.

Art. 37. – CLASSIFICATION

37.1.- The car ranked in first position will be the one having completed the scheduled distance in the shortest time or, where appropriate, having crossed the Line in the lead at the end of the maximum race duration (or more if the race was suspended, see Article 8.2). All cars will be classified according to the number of laps completed, and for those which have completed the same number of laps, the order in which they crossed the finishing line.

37.2.- Cars having covered less than 90% of the number of laps covered by the winner (rounded down to the nearest whole number of laps) will not be classified.

37.3.- The official classification will be published after the race. It will be the only valid result subject to any amendments which may be made under the Code or these Sporting Regulations.

37.4.- If however, for whatever reason, the official classification cannot be signed by the Stewards once the time limit for protests has expired, then the Stewards will state in writing to the car(s) concerned the decision that prevents the aforementioned final classification from being published. For the other classified cars, the elements taken into consideration for classification purposes will be considered as final.

37.5.- Should any intention to appeal against the official race results be formulated, then the classification in question will remain provisional until a decision is taken at the end of the appeal procedure.

Art. 38. – PRIZE-GIVING CEREMONY

38.1.- In all the Events making up the FORMULA RENAULT 3.5 SERIES a prize-giving ceremony will take place on the podium after each of both races.

38.2.- Drivers being awarded a trophy are obliged to attend the prize-giving ceremony and to follow all rules and instructions applying to the procedure.
A special procedure will be followed at the Monaco Event in accordance with the instructions received from the Automobile Club de Monaco.

38.3.- The drivers finishing the race in 1st, 2nd and 3rd positions will usually have a secure area near the podium where they can leave their cars and gain direct access to the podium.

38.4.- The trophies will be awarded in the following order during the prize-giving ceremony:

Overall classification

- a) To the driver finishing in third place.
- b) To the driver finishing in second place.
- c) To the race winner.
- d) To the Winning Team (collected by a Team representative).

"Rookie" classification

- b) To the driver finishing in third place.
- e) To the driver finishing in second place.
- f) To the race finishing in first position.

38.5.- Any persons not directly involved in the prize-giving ceremony are not allowed in the podium area. This also applies to hostesses and/or personnel representing commercial brands, with the exception of the main sponsor's personnel or other official sponsors of the Series.

Art. 39. – OFFICIAL PRESS CONFERENCES

39.1.- The top three classified drivers in both races will be required to attend the official press conferences in the Media Centre right after the end of the prize-giving ceremony of each race. No exception will be made, except in cases of *force majeure* or as duly approved by the Organizing committee.

39.2.- Drivers will be required to make themselves available at the Media Centre and refrain from making any statements prior to the official press conferences, unless otherwise instructed as part of unilateral television interviews duly approved by the Organizing committee.

39.3.- After the press conference, drivers must be available, if required, for a marketing operation lasting no more than 30 minutes.

Art. 40. – DISCIPLINE IN THE PITS AND THE Paddock

40.1.- Wherever possible, the organizer must provide a Paddock area that is large enough for all activities related to the Event to be conducted.

40.2.- A parking area large enough to meet the needs of all Competitors and/or Teams will be provided on the site at every Event.

40.3.- The Paddock area is strictly reserved for accredited working vehicles. Private vehicles will not be admitted under any circumstances. Failure to comply with this provision may result in the following fines:

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

40.4.- Use of Pit Garages assigned to Teams by any racing car other than those competing in the Event or by any other vehicle is forbidden during the entire course of the Event. Failure to comply with this provision may result in the following fines:

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

40.5.- 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 euros (€300)
Second offence:	Four hundred and fifty euros (€450)
Third offence:	Six hundred euros (€600)

40.6.- 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 euros (€300)
Second offence:	Four hundred and fifty euros (€450)
Third offence:	Six hundred euros (€600)

APPENDIX I TO THE 2012 FORMULA RENAULT 3.5 SERIES SPORTING REGULATIONS DECAL LAYOUT (ADVERTISING IDENTIFICATION)

FORMULA RENAULT 3.5 OFFICIAL IDENTIFICATION

SURFACE RÉSERVÉE AUX PARTENAIRES RENAULT SPORT
AREA RESERVED FOR THE RENAULT SPORT PARTNERS

TYPOGRAPHIE IMPOSÉE EN BLANC OU NOIR EN CONTRASTE MAXIMUM AVEC LA TENUE DE LA MONOPLACE
DESIGNATED TYPEFACE, WHITE OR BLACK TO ENSURE MAXIMUM CONTRAST WITH THE VEHICLE COLOUR

SURFACE RÉSERVÉE AUX PARTENAIRES RENAULT SPORT
AREA RESERVED FOR THE RENAULT SPORT PARTNERS

RENAULT SPORT
Dos aileron arrière
Back of rear wing

TYPOGRAPHIE IMPOSÉE
DESIGNATED TYPEFACE

ADHÉSIF
STICKER

ADHÉSIF SUR FOND BLANC
STICKER ON WHITE BACKGROUND

FORMULA RENAULT

BLANC OU NOIR EN CONTRASTE MAXIMUM AVEC LA TENUE DE LA MONOPLACE
WHITE OR BLACK TO ENSURE MAXIMUM CONTRAST WITH THE VEHICLE COLOUR

RENAULT SPORT
Dos aileron arrière
Back of rear wing

Product 1
Rear Wing

Product 2
Front Wing

Formula Renault 3.5

Renault Sport (aileron arrière/rear wing): 900 x 67 mm
Renault Sport (papier/hood): 700 x 54 mm
Formula Renault 3.5 (museau/nose): 100 x 24 mm
Formula Renault 3.5 (dérives/rear fins): 200 x 53 mm
Lesange/chevron (museau/nose): 97 x 120 mm
EIF: 300 x 120
Michelin: 350 x 54 mm

Numéros/numbers: hauteur/height 100 mm
Nom & drapeau/ Name & Flag: hauteur/height 40 mm

RENAULT SPORT



FORMULA RENAULT 3.5 OFFICIAL IDENTIFICATION

SURFACE RÉSERVÉE AUX PARTENAIRES RENAULT SPORT
AREA RESERVED FOR RENAULT SPORT PARTNERS

RENAULT SPORT

FORMULA RENAULT

MICHELIN

EIF

RENAULT SPORT

FORMULA RENAULT

MICHELIN

EIF

RENAULT

3A

A

Renault: 60 x 60 mm
Renault Sport: longueur/length: 150 mm
Formula Renault 3.5: longueur/length: 108 mm
EIF: longueur/length: 124 mm
Michelin: longueur/length: 150 mm
Bibendum: hauteur/height: 113 mm
BRM: longueur/length: 65 mm

RENAULT SPORT



IDENTIFICATION PLAN – OBLIGATORY DRIVER NAME AND RACE NUMBER TYPOGRAPHY

**Helvetica Neue Black Condensed
20 pt**

a b c d e f g h i j k l m n o p q r s t u v w x y z

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

0 1 2 3 4 5 6 7 8 9

**APPENDIX II TO THE 2012 FORMULA RENAULT 3.5 SERIES SPORTING REGULATIONS
RACE DISTANCES**

DATE	CIRCUIT (LENGTH)	RACE 1 DISTANCE	RACE 2 DISTANCE	PIT STOP
5-6/05	MOTORLAND (5,345)	44' + 1 tour	44' + 1 tour	5/15
24-27/05	MONACO (3,340)	44' + 1 tour	-	-
2-3/06	SPA (7,003)	44' + 1 tour	44' + 1 tour	5/13
30/06-01/07	NURBURGRING (5.148)	44' + 1 tour	44' + 1 tour	5/17
14-15/06	MOSCOW RACEWAY (3,955)	44' + 1 tour	44' + 1 tour	5/17
25-26/08	SILVERSTONE (5,901)	44' + 1 tour	44' + 1 tour	5/17
15-16/09	HUNGARORING (4.381)	44' + 1 tour	44' + 1 tour	5/16
29-30/09	PAUL RICARD (5,842)	44' + 1 tour	44' + 1 tour	5/16
20/21/10	CATALUNYA (4,655)	44' + 1 tour	44' + 1 tour	5/17

**APPENDIX III TO THE 2012 FORMULA RENAULT 3.5 SERIES SPORTING
REGULATIONS
LIST OF DALLARA CHASSIS**

T02 (World Series by Nissan 2002)
IPS (Infinity Pro Series)
T03 (World Series by Nissan 2003)
T05 (Formula Renault 3.5 2005)
GP2 2005
T08 (Formula Renault 3.5 2008)
GP2 2008