



## 2011 SPORTING REGULATIONS

### FORMULA RENAULT 2.0 ALPS

#### INDEX

- Art. 1 - SANCTIONING BODY
- Art. 2 - ENTRIES
- Art. 3 - SPORTING SCHEDULE
- Art. 4 - ALLOWED COMPETITORS/DRIVERS
- Art. 5 - ALLOWED CARS
- Art. 6 - TEAM COMMUNICATION AND RACE CONVOCATIONS
- Art. 7 - FREE PRACTICE AND QUALIFYING
- Art. 8 - STARTING GRID
- Art. 9 - START
- Art. 10 - BRIEFING
- Art. 11 - PARC FERME
- Art. 12 - SCRUTINEERING
- Art. 13 - TYRES
- Art. 14 - FUEL
- Art. 15 - GENERAL ORGANIZATION
- Art. 16 - PROTESTS AND APPEALS
- Art. 17- PRIVATE TESTING
- Art. 18 - ADVERTISING
- Art. 19 - RACE NUMBERS
- Art. 20 - POINTS ATTRIBUTION
- Art. 21 - STANDINGS
- Art. 22 - PODIUM
- Art. 23 - GENERAL RULES



## ARTICLE 1

### SANCTIONING BODY

Fast Lane Promotion and Inside Media Connection GMBH sanction and promote the Formula Renault 2.0 ALPS 2011 championship. The single race meetings are promoted by "Gruppo Peroni Race SRL" as well as by each racetrack, as indicated in the Specific Race Regulation.

Formula Renault 2.0 ALPS 2011 is promoted and organized in accordance with the FIA Code, the CSAI National Sporting Regulations and the Additional rules that all parties claim to know and accept (Chapter 1 Art. 7 of the RNS and Article 58 of the Sporting Code).

## ARTICLE 2

### ENTRIES

#### 2.1 Entries for the Formula Renault 2.0 ALPS

All the competitors planning to enter the Formula Renault 2.0 ALPS 2011 must file the specific entry form by February 28, 2011.

The duly filled out entry forms must be sent to:

#### **Fast Lane Promotion S.r.l.**

Via Atto Tigri, 11  
00197 Roma  
Tel.: +39.06.88644288  
Fax: +39.06.88644288  
e-mail: [flp@garagegroup.it](mailto:flp@garagegroup.it)

#### **Inside Media Connection GMBH**

P.O. BOX 1219, CH-8700 KÜSNACHT  
SWITZERLAND  
Tel : +41 44085601541  
Fax : +41 448560767  
e-mail: [inside-media-com@bluewin.ch](mailto:inside-media-com@bluewin.ch)

Driver's name must be announced within 15 days from the date of the start of the Formula Renault 2.0 ALPS. Any substitutions of drivers during the season will be communicated by sending the entry form with the name at least 15 days before each race (event).

Additional entries submitted after the first race, will be reviewed by Fast Lane Promotion and Inside Media Connection GMBH with an irrevocable scrutiny.

Fast Lane Promotion and Inside Media Connection GMBH retain the right, not open to appeal, to refuse entry to each of the Formula Renault 2.0 ALPS 2011 races, according to the art. 74 RNS.



## 2.2 Admission to race meetings

All competitors of the Formula Renault 2.0 ALPS must pay down to the promoter, in occasion of each round and for each driver entered, an inscription fee as required by the CSAI 2011 Yearbook (N.S. 2 – Art. 3.2).

## ARTICLE 3

### SPORTING SCHEDULE

The races will be included in the National calendar, foreign participation is allowed.

DATE	CIRCUIT	RACE 1	RACE 2
		DISTANCE	DISTANCE
		Time	Time
March, 27	Monza	25' + 1 lap	25' + 1 lap
May, 8	Imola	25' + 1 lap	25' + 1 lap
May, 22	Pau	25' + 1 lap	25' + 1 lap
June, 12	Red Bull Ring	25' + 1 lap	25' + 1 lap
July, 3	Hungaroring	25' + 1 lap	25' + 1 lap
September, 18	Paul Ricard	25' + 1 lap	25' + 1 lap
October, 02	Spa	25' + 1 lap	25' + 1 lap

Fast Lane Promotion and Inside Media Connection GMBH (from art. 4 on the two companies will be referred to as FLP – IMC) retain the right to modify or cancel races previously put in calendar at any time, prior communication.

## ARTICLE 4

### ALLOWED COMPETITORS DRIVERS

The Formula Renault 2.0 ALPS 2011 is open to all the holders of a driver/competitor license granted by a A.S.N., recognized by the FIA, valid for 2011.

Drivers aged between 15 (must be 16 years old by December 31, 2011) and 17 years will be admitted only if they have express authorization from CSAI. Drivers over eighteen with C/R Int licence will be admitted after having attended a class at the C.S.A.I. Federal School and on condition they have passed the specific test.

Drivers holding an "A" and "B" International license will be also allowed on condition that they have not won Championship in the senior Formulas (FR V6, WSR, F 3, F 3000) in Italy and abroad.



Competitors must hold an International license released by an A.S.N. approved by the FIA valid for 2011.

Within the same event a competitor of the Formula Renault 2.0 ALPS will not participate in competitions or trophies that belong to other championship other than Renault brand.

## **ARTICLE 5**

### **ALLOWED CARS**

The only cars admitted to the Formula Renault 2.0 ALPS 2011 are the FORMULA RENAULT 2.0 racecars, complying with 2011 Technical rulebook approved by C.S.A.I.

All cars will be provided with a technical passport, which will be reviewed on each event by the dedicated Technical Steward. Each annotation will have to be fulfilled by the competitor, on pain of exclusion from the following meeting.

Cars will have to be equipped with a transponder for the transmission of lap times, which will be provided at each racetrack.

The promoters hold the right to install a video camcorder on two selected cars on each meeting. The camcorders will be included in the count of the car's weight.

## **ARTICLE 6**

### **TEAM COMMUNICATION AND RACE CONVOCATIONS**

FLP- IMC will be providing all teams with information notes (sent out by e-mail and published in the competitors area of the Formula Renault 2.0 ALPS official website) in occasion of each race meeting and for any official communication regarding the Formula Renault 2.0 ALPS 2011; the content of each information note will be considered part of this rulebook, and will have to be scrupulously respected by the Competitors/Drivers and Teams.

## **ARTICLE 7**

### **FREE PRACTICE AND QUALIFYING**

#### **7.1 Free practice**

On all the race meetings, the practice sessions will be held according to the program included in the respective information note, and included in the event's specific rulebook.

When it will be necessary to have two groups, according to the Art. 7.2, the free practice will be divided into two sessions.



The conduct of free practice and test, qualifying and/or private testing, outside the events in the calendar, is considered to be regulated as shown in Art. 18 of these Regulations.

## **7.2 Qualifying**

For each meeting drivers will have a single qualifying sessions of 30 minutes minimum - 45 minutes maximum.

The starting grid will be decided as follows:

Race 1 → based on the best lap time clocked by each driver during qualifying; if two or more drivers will score the same lap time, priority will be given to the driver who scored it earlier.

Race 2 → based on the second best time clocked by each driver during qualifying. For the Paul Ricard race, the Eurocup FR2.0 rule will be enforced.

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

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

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

This division will be made as follows:

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

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

In the case there will be two groups, each group will dispute a 30' minimum – 45' maximum qualifying session, and starting grids will be decided as prescribed by Art. 8.

## **ARTICLE 8**

### **STARTING GRID**

All the drivers who entered qualifying will be admitted to the grid, unless the maximum number of cars allowed on-track is reached. In the case that the grid was not completed, drivers who did not qualify could also be admitted to races, as decided by the Sporting Stewards after hearing the Race Director. After the drivers who did not qualify, even those drivers who could not make the qualifying because of technical problems of the car, may be admitted to the starting grid but they have to provide they have



entered the free practice. These drivers will be lined up at the end of the starting grid on the basis on the fastest time achieved in the free practice.

The distance of each race will be of 25'+ 1 lap.

Given all the rules stated so far, it's also prescribed that:

- any competitor whose racecar will be unable to start a race, will have to GIVE TEMPESTIVE NOTICE to the Race Director. In this case, the empty positions on the starting grid will be filled accordingly.

When possible, a revised starting grid will be made public; otherwise, following the instructions given by the Race Director, the Stewards will indicate drivers their respective starting position.

The maximum number of cars admitted to the starting grid is set by the N.S. 8 - Art. 7.5.

## ARTICLE 9

### START

The start can be given in two different ways:

- "STANDING", as prescribed by Art. 6.2 Cap. II of the N.S. 16 (C.S.A.I. yearbook);
- "ROLLING", as prescribed by Art. 6.3 Cap. II of the N.S. 16 (C.S.A.I. yearbook);

The type of start will be decided in each meeting's specific rulebook.

By final decision of the Race Director, a single-file start behind the "Safety Car" as prescribed by the N.S. 16.

## ARTICLE 10

### BRIEFING

All drivers admitted to the race and one representative from each team must attend the briefing held by the Race Director.

The briefing will be held according to the convocation. Any absence, with proof given by the lack of signature on the attendance sheet, will be fined 260,00 EUR.



## ARTICLE 11

### PARC FERME

At the end of qualifying and race, cars must be placed in parc fermé conditions: starting from the wave of the checkered flag, and ending 30 minutes past the publication of the official results, or otherwise according to the decision of the Race Director.

All classified cars will be at the disposal of the technical and sporting stewards during the Parc Fermé conditions.

All cars or only some of them may be object of scrutineering office arranged by the sporting Stewards, after consultation with the technical Stewards.

Only official representatives of teams (maximum three people per team including the competitor) might be accessing to the parc fermé and/or in any place in which scrutineering will take place.

The drivers who will fail to bring their cars to the parc fermé, after the end of the race, will be penalized by the Race Stewards.

## ARTICLE 12

### SCRUTINEERING

#### 12.1 Administrative Scrutineering

All drivers must show up for administrative scrutineering according to the convocation sent prior to each meeting, and carry all the necessary documents.

The check made on a driver/competitor's documents (license, physical ability, etc...) at their first race will be also valid for the rest of the season. Drivers Competitors will have to provide a renewed document in case of expiration during the season.

Drivers/Competitor must have their documents available through the whole meeting. Each Competitor and each driver must sign a certification that they fulfill any requirement of the current sporting rules. Drivers must also certify the use of homologated race wear (helmet, suit, shoes, gloves, socks, etc.) as prescribed by Art. 8 and 9 of the N.S. 8/2011. Drivers will be considered committed by signing the specific declaration. (Enc. B N.S. 9/2011).

#### 12.2 Technical Scrutineering

Cars will have to comply with the technical rulebook .

FLP, IMC and the Promoter will ask CSAI for the Stewards for the implementation of the Technical Regulations.

##### A) Pre-Race scrutineering



Pre-race checks will be held on Friday afternoon or Saturday morning before the meeting, as indicated by the Organization in the race's specific rulebook.

Technical inspections will be made to the first participation of each car in a Formula Renault 2.0 ALPS meeting.

The car's technical passport will be then updated with a certification stamp indicating the eligibility period. The endorsement of the technical passport will last the whole season, nevertheless race stewards may also hold more technical scrutineering and ask to review the car's passport at any time during the meeting.

The presentation of a car to any track activity will be considered an implicit declaration of conformity to the technical passport.

#### B) Engine sealing

While engines are sealed since building (as prescribed by Art. 5.2 of the 2011 technical rulebook), FLP-IMC reserve the right to rotate engines between competitors and/or replace engines with ones provided by FLP and IMC at any time during the meeting.

Rotation and replacements will be made in agreement with C.S.A.I.'s technical delegates in co-operation with the delegates put in charge by FLP- IMC for the Formula Renault 2.0 ALPS.

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

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

#### C) Post-session scrutineering

The sporting stewards board will decide, after having heard the technical stewards, what kind of scrutineering will be conducted. These operations could be done BEFORE OR AFTER each session (it is meant by "session" the qualifying and races).

Any disassembling/assembling cost will be at the competitor's charge.

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

The non-compliant part will be given back only in case of appeal of the competitor against the sporting stewards board's decision. Otherwise it will be sent to C.S.A.I. for the investigation of the appeal.

## ARTICLE 13

### TYRES

#### 13.1 Definitions

- **New tyres:** never used before, bought through the official supplier Michelin on the meeting's racetrack;
- **Registered tyres:** tyres marked in one of the previous races of the season, but already used or yet unused.
- **Set of tyres:** a set of tyres is compulsorily composed of two (2) front tyres and two (2) rear tyres.

#### 13.2 Limits to the use of slick tyres (2 Races)

On each event composed by: free practice (30') + qualifying + 2 races, each driver must use:

- A) During the first race of the season, n. 4 set of new Michelin slick tyres marked with his/her race number.
- B) On the occasion of the remaining events scheduled, n. 8 Michelin slick tyres (4 front + 4 rear) marked with his/her race number + n. 8 registered Michelin slicks tyres (4 front + 4 rear).
- C) During events that may include longer times than those indicated above (eg, an additional round of free practice), every driver will use the allocation of tyres that will be communicated through Information Note. The same rule applies in the course of events concomitantly with the Eurocup FR2.0.

##### 13.2.1 Marking and scrutineering procedure (2 races)

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

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

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

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

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

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

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

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



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

For the free practice, qualifying and the races, each driver must use only the respective tires. Each driver is responsible of presenting a car fitted with marked tires able to complete the free practice, qualifying and the races; otherwise, the on-track access could be refused.

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

At the arranged time, after that the tires are mounted on the wheels, driver must check the tire pressure at the presence of a Technical Steward.

One hour before the start of free practice, competitors will be able to retire their tires. Within 30' from the opening of the parc fermé, all the competitors must bring the marked tire supply back to the PCP.

The tires will be held in the PCP until one hour before the start of Qualifying 1, when competitors will have all their marked tires back at their disposal.

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

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

### **13.3 Rain tires use restrictions**

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

### **13.4 Rain tires use (2 races)**

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

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



## ARTICLE 14

### FUEL

#### 14.1 Fuel

On race meetings all the competitors must use - for qualifying and the races - only the fuel mandated by FLP and IMC.

**IMPORTANT NOTE:** on each race meeting, a reference sample will be collected in order to perform comparative checks on the fuel used during the races by the competitors.

So:

**The fuel used in one event won't be allowed in the following meeting.**

Any kind of mixture with other fuels or additives is forbidden.

#### 14.2 Fuel check procedure

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

Three 1-liter collections in new, metal recipients.

Sample #1: sent to the analysis facility

Sample #2: recipient for the competitor

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

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

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

**In case a competitor will violate the "FUEL" article, the driver will be excluded from Formula Renault 2.0 ALPS 2011 for the following races.**

## ARTICLE 15

### GENERAL ORGANIZATION

#### 15.1 Assistance FLP – IMC

FLP- IMC will provide technical assistance on racing grounds through the presence of:



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

## 15.2 Competitors assistance

### A) Assistance trucks

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

### B) Assistance team

The team's wear must be in perfect conditions.

### C) Box disposition

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

Refueling on the pit lane are forbidden through all the meeting.

Drivers must take off slowly from their assistance space, and keep through all the pit-lane a maximum speed of 60 Kilometers per hour. Any kind of signal transmission from and to the cars, except from the timekeeping transponder is forbidden.

## 15.3 Passes

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

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

## ARTICLE 16

### PROTESTS AND APPEALS

The rules of the "Regolamento Nazionale Sportivo" (National Sporting Rulebook, Art. 171/191) as well as the international sporting regulations are applicable.

## ARTICLE 17

### PRIVATE TESTING

Competitors, Drivers and teams can freely arrange private testing sessions on all circuits; it's forbidden for them to enter free practices on the following meeting's racetrack, starting from the Friday of the week before the event.



## ARTICLE 18

### ADVERTISING

Advertising must comply with the FIA International Sporting Code, and with all the applicable laws of the promoting country.

#### 18.1 Advertising on cars

All the cars entered in the Formula Renault 2.0 ALPS 2011 must be fitted with the promotional stickers provided by FLP-IMC, with the driver's name, his/her national flag and the race number, as reported by Appendix "1" of this regulation.

The unreserved spaces will be at disposal, except if the supported products are competing with the ones publicized by the Formula Renault 2.0 ALPS 2011 promoters, as follows:

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

**Important notice:** The non-conformity to the aforementioned rules, when assessed by the Sporting Stewards Board, will bring to a penalty.

#### 18.2 Advertising on the driver's suits

FLP – IMC will provide the patches that must be sewed on the driver's suits as reported by Appendix "2" of this regulation.

**Important notice:** The non-conformity to the aforementioned rules, when assessed by the Sporting Stewards Board, will bring to a penalty.

## ARTICLE 19

### RACE NUMBERS

FLP- IMC assign to each driver a race number, for the whole season. Every car must display its race number during free practices, qualifying and during the races.

The numbers are of white or black color; the height of the numbers will be 16 cm.

A classic number scheme will be used, as follows:



1 2 3 4 5 6 7 8 9 0

On each car, numbers will be put:

- the outside of each branch of the rear wing
- front bonnet, readable from the front

## ARTICLE 20

### POINTS ATTRIBUTION

The points will be awarded to the first 15 drivers classified on all the race meetings valid for the Formula Renault 2.0 ALPS 2011 as follows:

POSITION	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th
POINTS	32	28	24	22	30	18	16	14	12	10	8	6	4	2	1

2 additional points will also be awarded to:

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

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

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

## ARTICLE 21

### STANDINGS

#### 21.1 Provisional general standings after each race

This standing will be issued by tolling the points scored in all the season's meeting by each driver.



## **21.2 Final general standings Formula Renault 2.0 ALPS**

The final standings of Formula Renault 2.0 ALPS 2011 are built by tolling all the points scored in all the season's meeting.

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

There will also be the Junior Standings (18 aged before December 31, 2011), the Rookie Standings (for all drivers who have never raced with Formula Renault 2.0 and the Challenge Formula Renault 2.0 Italia) and the Gentlemen Standings (all drivers who have reached the age of 30 before December 31, 2011).

## **21.3 Team standings**

Specific standings will be reserved to the teams of the Formula Renault 2.0 ALPS 2011.

Each team can score point on the TEAM STANDINGS with a maximum two cars. In case a team fields more than two cars, the two drivers running for the TEAMS STANDINGS on each meeting must be communicated to FLP- IMC before the end of the pre-race scrutineering: one of the two drivers running for the Team standings must be a Junior or a Rookie.

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

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

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

## **21.4 Ex-aequo**

In case more then one driver or team will total the same amount of points, the winner of each standing will be declared by FLP-IMC as follow:

- a- quality of final position achieved
- b- any other kind of consideration if the quality of the positions will not be able to solve the ex-aequo.

## **ARTICLE 22**

### **PODIUM**

The winner, the runner-up and the third classified driver must show up for the podium prize ceremony together with one representative of the winning team. They also must be available in the aftermath to fulfill any media request, on pain of loss of the respective prize.



## ARTICOLO 23

### GENERAL RULES

The meetings of the Formula Renault 2.0 ALPS 2011 are disciplined by all the aforementioned rules and, if applicable, by the R.N.S and its N.S.

**Fast Lane Promotion S.r.l.**  
(signature)

**Inside Media Connection GMBH**  
(signature)

**The final text of these Sporting Regulations shall be the Italian version which will be used, should any dispute arise, as to their interpretation.**



## **INFORMATION NOTICE FOR ALL DRIVERS AND COMPETITORS**

FLP- IMC thank and welcome all the members of the Formula Renault 2.0 ALPS 2011.

FLP-IMC will do their best to ensure a satisfying season for all members, both on competitive and promotion of events level.

One of the main aims of FLP-IMC is to allow teams and drivers to compete in a sporting spirit of fair competition and fair play, in the respect of competitors, cars, regulations and stewards.

A brilliant "performance" and a healthy sense of competition cannot be separated from the absolute respect of the rules governing the behavior during the race and in the Paddock area.

This is the message that FLP-IMC will direct to the stewards who control the events in order to severely punish unsportsmanlike conduct and ensure strict compliance with the rules governing the sport.

**APPENDIX "1" (sponsor rules on the car)**

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