

General Regulations for Series run on Circuits / Automobile Sport

(As on 28 Jan. 2013)

Name of the series:

Formula Renault 2.0 Northern European Cup

DMSB approval number:

622/13

Status of the Events

National Series:

National A National A (incl. NEAFP)

International Series:

International (with registration on FIA Calendar)

The status of the event will be specified in the corresponding Supplementary Event Regulations.

Preface:

The Northern European Cup Formula Renault 2.0 (NEC) will be hosted according to globally uniform technical rules and the given sporting conditions of the respective country and its motor sport authorities.

RENAULT brand cups have been successful for over 30 years thanks to our many years of experience, our strict application of the rules and their supplements, and cooperation and continual involvement with well-known partners and sponsors. The worldwide exchange of information among the countries active in Renault sports activities will ensure the continued success of our series.

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

At the end of the year, a champion in the Northern European Cup Formula Renault 2.0 will be selected according to the official point tally.

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MdH Consultants AG

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Table of Contents

Part 1: Sporting Regulations

1. Introduction

2. Organisation

- 2.1 Details on titles and awards of the Series
- 2.2 Name of the parent ASN
- 2.3 ASN Visa/Registration Number
- 2.4 Name of the Organiser/Promoter, address and contacts (Permanent office)
- 2.5 Composition of the organising committee
- 2.6 Names of the Permanent Stewards (if any)
- 2.7 ASN's Delegates (if any)
- 2.8 Series Delegates (if any)
- 2.9 List of Officials

3. Regulations and Legal Basis of the Series

- 3.1 Official language
- 3.2 Responsibility, modification of the regulations, cancellation of the event
- 3.3 General Definitions

4. Entries

- 4.1 Registrations/entries, entry closing date and obligation to participate
- 4.2 Entry fees for the season and per event

5. Licences

- 5.1 Required grade of licence
- 5.2 Conditions for entrants outside their national territory

6. Insurance; Liability exclusion and disclaimer

- 6.1 Organiser's/promoter's insurance
- 6.2 Declaration by the entrant, driver and passenger on the exclusion of liability
- 6.3 Disclaimer of the vehicle owner

7. Events

- 7.1 Calendar of events
- 7.2 Eligible cars and maximum number of cars authorised
- 7.3 Running of the events

8. Classification

- 8.1 Scale of points

9. Private practice and testing (if applicable)

- 9.1 General conditions
- 9.2 Authorised period(s)

10. Administrative checks

- 10.1 Timetable administrative checks

11. Scrutineering/Technical checks

- 11.1 **Scrutineering before the start and final scrutineering: Place and timetable**

12. Fuel

- 12.1 Type of fuel and single fuel, if applicable
- 12.2 Fuel controls

- 13. Refuelling (if applicable)**
 - 13.1 Refuelling installations and control
- 14. Practice sessions**
- 15. Free practice**
- 16. Qualifying practice/Timed practice**
- 17. Race**
 - 17.1 Use of wet-weather tyres
 - 17.2 Maximum number of persons working on a car and safety equipment
 - 17.3 Pit stop safety and competitor's responsibility when starting from the pit area
- 18. Title, prize money and trophies**
 - 18.1 Title overall winner
 - 18.2 Prize money and trophies
- 19. Advertising**
 - 19.1 Advertising on the driver's equipment
 - 19.2 Advertising and start number on the race car
- 20. Protests and appeals**
- 21. Exclusion of jurisdiction of a court and limitation of liability**
- 22. Acceptance of the regulations**
- 23. Place of jurisdiction**
- 24. TV rights/ Advertising and television rights**
- 25. Specific regulations**

Part 2 Technical Regulations

- 1. Technical Series Regulations**
 - 1.1 Summary of the eligible groups/ classes
 - 1.2 Principles of the Technical Regulations in conformity with:
 - 1.3 General/Preamble
 - 1.4 Driver's equipment:
 - 1.5 General
 - 1.6 Minimum weights and ballast
 - 1.7 Equivalence formula for supercharged engines
 - 1.8 Exhaust prescriptions
 - 1.9 Noise regulations
 - 1.10 Advertising prescriptions and start numbers on the vehicles
 - 1.11 Safety equipment
 - 1.12 Fuel and single fuel, if applicable
 - 1.13 Technical definitions

2. Specific technical regulations (if any)

- 2.1 General
- 2.2 Engine
 - 2.2.1 Exhaust system
- 2.3 Transmission
- 2.4 Braking system
- 2.5 Steering
- 2.6 Suspension
- 2.7 Wheels (Flange + rim) and tyres
- 2.8 Bodywork and dimensions
- 2.9 Aerodynamic devices
- 2.10 Electrical equipment
- 2.11 Fuel circuit
- 2.12 Lubrication system
- 2.13 Data transmission
- 2.14 Other

Part 3: Attachments/Drawings

The present Regulations consist of 30 pages.

1. Introduction

The Formula Renault 2.0 Northern European Cup Series is held in accordance with the stipulations of the FIA International Sporting Code with Appendices, the FIA's General Regulations for Circuit Events and the ASN's National Competition Regulations. It takes place in accordance with the Competition Regulations and the Technical Rules and Regulations of the series, whereby the Technical Rules and Regulations comply with the FIA Safety Regulations listed in Appendix J (Article 277).

The competitions will be conducted in accordance with DMSB event rules and race track rules, unless otherwise stipulated in the following or in the tender of the respective organiser.

The series is sponsored by the following companies:

- Elf, petrol + lubricant
- Michelin, tyres
- Racecom, radio
- Oreca, engines
- Felu, stickers

2. Organisation

2.1 Details on titles and awards of Series

ISM International Sport Management GmbH, hereinafter referred to as the series' tendering party, is inviting tenders for the Formula Renault 2.0 Northern European Cup for **2013**.

2.2 Name of the parent ASN

DMSB – Deutscher Motor Sport Bund e.V.

2.3 ASN Visa/Registration Number

The series based on these Sporting and Technical Regulations has been approved by the Deutscher Motor Sport Bund on 25.01.2013 with visa number **622/13**.

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

ISM International Sport GmbH, Ralph Weishaupt, Marbachweg 347, 60320 Frankfurt/ Main, Germany

.....
.....

2.5 Composition of the organising committee

Ralph Weishaupt
Werner Aichinger
Claire Dubbelman
Mick de Haas

2.6 Names of the Permanent Stewards (if any)

Karl Heinz Stümpert (Lizenznr. SPA 1060230)

.....
.....
.....

2.7 ASN Delegates (if any)

N/A.....

2.8 Series Delegates (if any)

N/A.....

2.9 Lists of Officials

Aichinger, Werner (Race Director) (Lizenznr. SPA 1058607)

Weishaupt, Ralph (Technology Manager) (Lizenznr. SPA 1076911)

See Supplementary Regulations.....

3. Regulations and Legal Basis of the series

This series is subject to the following regulations:

- FIA International Sporting Code (ISC) and appendices
- DMSB event rules
- DMSB race track rules
- DMSB legal and procedural guidelines (RuVO)
- DMSB resolutions and regulations
- DMSB environmental guidelines
- Anti-doping policies from the National Anti-Doping Agency (NADA code)
- Sporting and Technical Rules for this series with the changes and supplements (bulletins) approved by DMSB
- Event tenders with possible changes and supplements

3.1 Official language

German, English and French are used, but only the German version of the rules text, that has been approved by the DMSB, is considered binding.

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

- (1) The participants (entrants, drivers, passengers, vehicle proprietors and registered keepers) take part in the event at their own risk. They carry the exclusive responsibility under civil and criminal law for all the damages caused by them or the car used by them as far as no exclusion of liability has been concluded.
- (2) The series organiser reserves the right to modify these Regulations if necessary for reasons of force majeure or for safety reasons or if requested by the administrative authorities and/or to cancel the event or single competitions if this is a consequence of extraordinary circumstances, without assuming any liability for damages, with the exception of purpose or gross negligence. The organiser is furthermore only liable as far as no liability renunciation is agreed in the Regulations and on the entry form.

3.3 General Definitions

4. Entries

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

The entrant and/or driver must submit the "Registration Application" issued by the series' tendering party no later than 01 April 2013 in order to register for the Formula Renault 2.0 Northern European Cup.

The series' tendering party reserves the right to accept applications submitted after this date as well.

The completed and signed application must be sent to the following address:
(if different from the series' tendering party's address)

With the "Registration Application", the entrant and driver commission and authorise the series' tendering party to submit his or her entry into the Formula Renault 2.0 Northern European Cup races (block entry).

By submitting the registration, the entrant and/or driver is obligated to take part in all of the races.

4.2 Entry fees for the season and per event

The registration fee/entry fee and any possible deposits are due in accordance with the "Registration Application".

Each participant must transfer the entry fee of **€ 16,500 plus taxes** (to participate in all events) to the following account:

MdH Consultants AG
Bank: UBS AG
Bahnhofstrasse 12
6301 Zug
Switzerland
IBAN: CH74 00273273 2772 7175W
BIC: USBWCHZH80A

with "NEC 2013" as the reference.

Accepted participants will receive a written registration confirmation.

The series' tendering party reserves the right to refuse "Registration Applications" **with** giving reason.

5. Licenses

5.1 Required grade of licence

a) Drivers

- **x** Drivers with a valid International Competitor's and Driver's licence for **2013** from the DMSB or any other FIA-affiliated ASN who are registered for the Formula Renault 2.0 Northern European Cup and have paid the entry fees are eligible to compete.

b) Entrants

- **x** Entrants who register themselves with the driver must hold an *International* Company or Club Competitor's licence from the DMSB or any other FIA-affiliated ASN for **2013** and must have paid the entry fees.

c) Guest drivers

The ISM may allow guest drivers with a valid Competitor's and Driver's license to enter the races. If the guest drivers meet the requirements of the application for the respective even, they make take part in the event excluding the allocation of points and prize money. The registered participants' eligibility takes precedence over guest drivers.

d) Age regulations

Are determined based on the application requirements of the licensor, according DMSB licence regulations.

5.2 Conditions for entrants outside their national territory

The permanent start authorisation for events that take place abroad is located on the back of the German Driver's/Competitor's licence of the DMSB.

Foreign competitors/drivers have to present the approval of their own ASN according Art. 18 of the ISC.

6. Insurance; Liability exclusion and disclaimer

6.1 Organiser's/promoter's insurance

See Supplementary Regulations

6.2 Declaration by the entrant, driver and passenger on the exclusion of liability

The participants take part in the event at their own risk. They assume sole civil and criminal responsibility for all damage caused by them or the vehicle they use, insofar as there is no indemnity against liability.

By submitting this entry, entrants, drivers and co-drivers declare that they waive all rights and claims for damages of any kind associated with the event, specifically involving

FIA, DMSB, member organisations of the DMSB, Deutsche Motor Sport Wirtschaftsdienst GmbH, its presidents, bodies, CEOs, general secretaries, ADAC chapters, promoters/series organisers, organisers, stewards, racetrack owners, authorities, racing services and all other persons associated with the organisation of the event, road builders, insofar as damage is caused by the roads and accessories to be used for the event, and agents or representatives of the above-mentioned persons and bodies,

with the exception of damages resulting from death; from personal injury or to health that are caused by intentional or negligent breach of duty – also in the case of a legal representative or an agent of the liability-disclaimed circle of people – and with the exception of other damage that is caused by intentional or negligent breach of duty – also in the case of a legal representative or an agent of the liability-disclaimed circle of people;

vis-à-vis:

other participants (entrants, drivers, co-drivers), their assistants, the owners and holders of other vehicles, individual entrants, individual driver(s), individual co-driver(s) (contrary special agreements between entrant(s), driver(s) and co-driver(s) take precedence) and individual assistants

waive all rights and claims of any kind for damage associated with the races (untimed training, timed training, qualification training, warm-up, racing), arising from the slalom in conjunction with training and events/races; for rally events, they waive all rights and claims of any kind for damage associated with special stage(s) for reaching high speeds or the shortest times or the corresponding practice run(s) or an inspection run, with the exception of damages resulting from death;

from personal injury or to health that are caused by intentional or negligent breach of duty – also in the case of a legal representative or an agent of the liability-disclaimed circle of people – and with the exception of other damage that is caused by intentional or negligent breach of duty – also in the case of a legal representative or an agent of the liability-disclaimed circle of people.

The liability disclaimer becomes effective for all parties involved upon submission of the registration.

The liability disclaimer applies to claims for any legal reason, in particular both for damages claims resulting from contractual and non-contractual liability and for claims resulting from non-permitted actions. Tacit liability disclaimers remain unaffected by the preceding liability disclaimer clause. Upon submission of the entry, the entrant/driver/co-driver is to note that the insurance coverage in terms of motor traffic insurance (vehicle liability insurance, damage and personal accident insurance) is not guaranteed for damage incurred during the event. He or she is obligated to inform the owner of the vehicle being used as well.

In the case of injuries that occur or are diagnosed during an event, or in the case of health-related issues that could permanently or temporarily affect the individual in question's ability to perform his or her vehicle racing-related functions, the signatory releases all doctors

involved – with regards to the safety risk that would result not only for him/her individually, but also for third parties – from doctor/patient confidentiality among other medical professionals as well as between the doctor and the racing/rally organisers, sports commissioners, head of medical response team, the DMSB-appointed doctor, the organisation team, auto racing team and the Gothaer adjustment office. I hereby implicitly accept the DMSB licence requirements.

I consent to the storage, transmission and processing of my personal data in accordance with DMSB data protection regulations taking into consideration the German Federal Data Protection Act. I may at any time request information from the DMSB data protection officer regarding my data and/or object to the use of this data.

The data privacy regulations can be accessed at any time at www.dmsb.de/Lizenznehmer and/or are displayed openly at the event location.

6.3 Disclaimer of the vehicle owner

(Only required if entrants, drivers or co-drivers are not themselves the owners of the vehicles being used, see the information detailed above.)

By submitting this entry, the vehicle owner declares that he or she agrees to the involvement of the vehicle described in the entry and waive all rights and claims for damages of any kind associated with the event, specifically involving

FIA, DMSB, member organisations of the DMSB, Deutsche Motor Sport Wirtschaftsdienst GmbH, its presidents, bodies, CEOs, general secretaries, ADAC chapters, promoters/series organisers, organisers, stewards, racetrack owners, authorities, racing services and all other persons associated with the organisation of the event, road builders, insofar as damage is caused by the roads and accessories to be used for the event, and agents or representatives of the above-mentioned persons and bodies,

with the exception of damages resulting from death; from personal injury or to health that are caused by intentional or negligent breach of duty – also in the case of a legal representative or an agent of the liability-disclaimed circle of people – and with the exception of other damage that is caused by intentional or negligent breach of duty – also in the case of a legal representative or an agent of the liability-disclaimed circle of people;

vis-à-vis:

- the entrants, drivers, co-drivers, holders, owners of the other vehicles used, the assistants of the participant(s) named in the entry and the other participants involved in the event, as well as vis-à-vis the entrant(s), driver(s), co-driver(s) of the vehicle provided by me (contrary special agreements between owners, entrants, driver(s) and co-driver(s) take precedence)

the vehicle owner waives all rights and claims of any kind for damages that occur in association with the races (untimed training, timed training, qualification training, warm-up, racing), with the exception of damages resulting from death; from personal injury or to health that are caused by intentional or negligent breach of duty – also in the case of a legal representative or an agent of the liability-disclaimed circle of people – and with the exception of other damage that is caused by intentional or negligent breach of duty – also in the case of a legal representative or an agent of the liability-disclaimed circle of people;

The liability disclaimer applies to claims for any legal reason, in particular both for damages claims resulting from contractual and non-contractual liability and for claims resulting from non-permitted actions.

Tacit liability disclaimers remain unaffected by the preceding waiver.

7. Events

7.1 Calendar of events

07/04/2013	Hockenheim
21/04/2013	Nürburgring
02/06/2013	Silverstone
28/07/2013	Spa-Francorchamps
04/08/2013	Assen
01/09/2013	Most
13/10/2013	Zandvoort

7.2 Eligible cars and maximum number of cars authorised

In the Formula Renault 2.0 Northern European Cup, only vehicles that comply with the technical requirements listed in these rules are used.

- Eligible cars and division into classes

a) Formula Renault 2.0, 2009 model (FR2000)

Formula Renault competition vehicles built in or after 2007, must comply with all aspects of the 2009 Technical Rules, the 2009 nomenclature and the relevant technical notes. These notes are numbered consecutively and are accessible on the Internet at www.necup.com.

b) Formula Renault 2.0, 2010 model

Formula Renault competition vehicles built in or after 2010, must comply with all aspects of the Technical Rules 2012 for this model, the applicable nomenclature 2012 and the relevant technical notes. These notes are numbered consecutively and are accessible on the Internet at www.necup.com.

c) Formula Renault 2.0, 2013 model

Formula Renault competition vehicles built in 2013 must comply with all aspects of the current Technical Rules, the current nomenclature and the relevant technical bulletins. These notes are numbered consecutively and are accessible on the Internet at www.necup.com.

7.3 Running of the events

a) Practice

- x one free practices of 30 minutes and one time practice of 35 minutes per event.
- x Every driver must perform at least 2 timed practices runs. If proof of this is not provided, admission to the race may be denied.

b) Qualification

The qualification minimum for taking a position in the starting line is determined based on the fastest lap time during the official time training (training result for 1st place in the respective class) plus 30%.

Drivers who do not qualify are not allowed at the starting line as a rule. The race director has the decision on the final starting positions.

c) Starting modes

The races will be started as follows:

- "Rolling start" (Indianapolis start)
- Standing start with staggered starting position (GP start)

d) Races

- The race(s) cover a distance of km and.....km.

These distances are individually calculated for the race(s) in terms of a specific number of laps and are determined for every event.

If the driver in the lead does not reach the determined distance for the race after minutes, the driver in the lead is stopped the next time they reach the finish line.

- The races cover a time span of 25 minutes.

The finish line applies both on the track and in the pit lane.

8. Classification

8.1 Scale of points

The winner of a race is the participant who has completed the determined distance with his vehicle in the shortest time, taking into account any penalties incurred.

All participants who started at the starting line are considered as long as they have covered at least 75% of the distance covered by the winner.

If the distance is shortened or a race is interrupted, and if the race is not started again, the participants receive the following points:

- at least 75% of the planned distance = full points
- at least 50% of the planned distance = half of the points
- less than 50% of the planned distance = no points

Points are only allotted if at least 3 participants in the respective class started the race.

The following points are allotted for the races:

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

- For the yearly overall standings, all of the results of the individual races are taken into account. No scores are dropped.
- Two dropped scores are taken into account for the overall standings for every event.

9. Private training and tests (if applicable)

9.1 General rules and requirements

N/A

9.2 Authorised period(s)

N/A

10. Administrative checks

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

- Entry confirmation
- Entrant's licence/ Sponsors (if present)
- Driver's license
- ASN confirmation, if applicable
- Medical aptitude form
- _____
- _____

10.1 Timetable administrative checks

See the Supplementary Regulations of the respective event.

11. Scrutineering/Technical checks

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

The following car documents must be submitted:

- Technical passport or registration document/motor vehicle registration certificate Part I
- Technical passport (*of the DMSB*)
- Registration document or motor vehicle registration certificate Part I
- Copy of the vehicle title or motor vehicle registration certificate Part II
- Homologation form
- Copy with extract of G vehicle list
- Certificate for rollover structure
- _____
- _____

Repair, sealing and marking of vehicle parts

All required seals must be present.

.....

11.1 Scrutineering before the start and final scrutineering: Place and timetable

Participants' vehicles may be subject to technical inspections performed by the scrutineers and officials of ORECA (F-Magny-Cours) at any time during an event that is part of the NEC. Every driver or entrant expressly agrees that these inspections can be performed at a location determined by the ISM. Transportation costs will not be reimbursed.

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

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

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

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

Re-assembly is the responsibility of the participant. There is no compensation for checking the engine on the power testing station.

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

Time table: see Supplementary Regulations

12. Fuel

12.1 Type of fuel and single fuel, if applicable

See Technical Regulations Art. 1.12

12.2 Fuel controls

The technical commission make take fuel samples at any time during the event. DMSB regulations for fuel sampling apply.

13. Refuelling (if applicable)

13.1 Refuelling installations and control

Fuelling and emptying the fuel tank during qualifying and racing is prohibited. (Article 5.11.3.1)

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

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

14. Practice sessions see Art. 7.3a) and event timetable

15. Free practice see Art. 7.3 a)

16. Qualifying practice/Timed practice see Art. 7.3 a)

17. Race

17.1 Use of wet-weather tyres

The race director decides whether it is justified to use wet tyres on the track. The decision must be announced to the participants promptly.

After the “WET RACE/WET PRACTICE” board is displayed, the participant has the choice of which tyres to use in observance of this section. The participant must assume that the race director will not interrupt the training or race.

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

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

The use of wet tyres is limited to a maximum of three sets per vehicle at each event (open training, qualifying and racing). As with slick tyres, the wet tyres must be presented to the scrutineers for marking during the time slot indicated.

17.2 Maximum number of persons working on a car and safety equipment

N/A

17.3 Pit stop safety and competitor's responsibility when starting from the pit area

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

Further details see Supplementary Regulations.

18. Title, prize money and trophies

18.1 Title overall winner

The driver with the highest overall number of points at the end of all of the races in the Formula Renault 2.0 Northern European Cup receives the:

Northern European Cup

18.2 Prize money and trophies

Winner: Test in a Formula Renault 3.5 Series vehicle and a test in a Formula 3 vehicle

2nd and 3rd place: Test in a Formula Renault 3.5 vehicle

19. Advertising

19.1 Advertising on driver's equipment

- No advertisement is required on the drivers' equipment.

- The following advertisement regulations apply for driver equipment (*see Technical Rules 1.10.*)

19.2 Advertising and start number on the race car (*see Techn. Regulations Art. 1.10*)

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

20. Protests and appeals

The FIA International Sporting Code and the DMSB Legal System and Code of Procedure are applicable.

The fees of an appeal are as following:

International appeal (DMSB): 1.500 €

International appeal (FIA): 6.000 € + 3.000 € processing fee . (excl. VAT)

21. Exclusion of jurisdiction of a court and limitation of liability

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

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

22. Acceptance of the regulations

Every entrant and driver participating in the Formula Renault 2.0 Northern European Cup confirms with his or her signature on the "Registration Application" that he or she recognizes the rules listed above including DMSB regulations and the FIA International Sporting Code with Appendices.

23. Place of jurisdiction

As long as there is nothing barring the legal proceedings and a participant intends to make a claim against the ISM and the place of jurisdiction may be agreed upon in accordance with § 38 ZPO, Frankfurt am Main is hereby agreed upon as the place of jurisdiction.

24. TV rights/ Advertising and television rights

ISM retains all copyright and image rights, including for images taken from television broadcasts.

ISM retains all broadcasting rights for the Formula Renault 2.0 Northern European Cup, both for terrestrial transmission and cable and satellite transmission, all video rights and usufructuary rights using all electronic media, including the internet.

All forms of recording, airing, repetition and reproduction for commercial purposes are prohibited without the written approval of ISM.

25. Specific regulations

- The special conditions for the series were published in Part 3
- There are no additional special conditions for the series.

Part 2 Technical Regulations

1. Technical Series Regulations

1.1 Summary of the eligible groups/ classes

See *Sporting Rules 7.2 Permitted vehicles and vehicle classification*:

- a) Formula Renault 2.0, 2009 model (FR2000)
- b) Formula Renault 2.0, 2010 model
- c) Formula Renault 2.0, 2013 model

1.2 Principles of the Technical Regulations in conformity with:

- Art.277 of the Appendix J (FIA ISC)
- Technical regulations for DMSB group/s:.....
- General regulations, definitions and clarifications with regard to technical regulations (DMSB Yearbook, blue part)
- These Technical Rules
- Technical Rules of Formula Renault 2.0 from 2009
- Technical Rules of Formula Renault 2.0 from 2012
-

1.3 General/preamble

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

1.4 Driver equipment:

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

Furthermore, the wearing of a helmet:

- in compliance with the DMSB regulations
 - in compliance with the FIA regulations (Appendix L of the ISC)
- is compulsory.

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

- recommended
- compulsory.

DMSB Note: Since **01.01.2010**, the use of a head restraint (e.g. HANS) is mandatory for all drivers in circuit races and *performance tests (exclusive of Appendix K)*.

1.5 General

Permitted modifications and installations:

Work may be performed that is part of the vehicle's normal maintenance or involves the replacement of parts damaged by wear or accidents.

Modifications and installations may only be performed within the framework defined below. Parts damaged by wear or accidents may be replaced only with identical original parts.

Standard fasteners such as: nuts, screws, washers, spring washers, spring discs, and split pins may be replaced by equivalent standard parts that correspond to the original parts on the entire vehicle. For screw threads, the type of thread, thread size, and thread pitch (ex: M 8 x 1.25) must be equivalent.

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

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

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

All dimensions of new parts must be checked before installation.

Screws

With the exception of screws for the engine, axle, suspension and steering, all other screws are exempt on the condition that the function (additional functions prohibited), original diameter and the original thread pitch are retained.

1.6 Minimum weights and ballast

(Weight, calculation, reference scale if necessary, attaching ballast)

- Minimum weight

The minimum weight of a **Formula Renault 2.0, 2013 model** may be no less than **505 kg**.

The minimum weight of a **Formula Renault 2.0, 2010 model** may be no less than **520 kg**.

The minimum weight of a **Formula Renault 2000, 2009 model** may be no less than **490 kg**.

The ISM reserves the right to adjust the required weight by making a bulletin announcement, even during the season.

- Racing weight

The minimum racing weight of a **Formula Renault 2.0, 2013 model** may be no less than **580 kg**, including the driver and his/her equipment (according to Section 4.4).

This weight refers to the condition of the vehicle during test and tune runs, qualifying and races. This includes residual fuel. Any modification to the vehicle, including the addition of material, is prohibited.

The minimum racing weight of a **Formula Renault 2.0, 2010 model** may be no less than **595 kg**, including the driver and his/her equipment (according to Section 4.4).

This weight refers to the condition of the vehicle during test and tune runs, qualifying and races. This includes residual fuel. Any modification to the vehicle, including the addition of material, is prohibited.

The minimum racing weight of a **Formula Renault 2000, 2009 model** may be no less than **565 kg**, including the driver and his/her equipment (according to Section 4.4). This weight refers to the condition of the vehicle during test and tune runs, qualifying and races. This includes residual fuel. Any modification to the vehicle, including the addition of material, is prohibited.

- Ballast

Vehicle ballast is permitted, on the condition that it is attached in the position intended for this purpose and that it can be removed only by using tools. It must be possible to apply seals to it. If the vehicle is equipped with ballast to meet the stipulated weight, this must be reported to the scrutineers responsible for the NEC and sealed by them. Ballast that is not sealed properly is against the rules and will be deemed non-existent. Maintenance of the intact seals is the responsibility of the driver.

- Adding weight during an event

Adding liquids, materials or replacing parts with others made from heavier material is prohibited during the event (according to the definition in Article 4.13.2).

- Checking the minimum racing weight

The minimum racing weight must be adhered to at all times during the event. The official scale is the scale used by the NEC organisation: (Captels VPN MVN/797). Any changes will be announced in a bulletin.

1.7 Equivalence formula for supercharged engines

N/A

The equivalence formula is:

- Vehicles with turbocharger (Otto engine):
- Vehicles with mechanically driven charger (e.g. type G mechanical compressor):
- Diesel cars with turbocharger:
-
-

1.8 Exhaust prescriptions

The catalytic converter in accordance with DMSB homologation No. ROSI 50181/METALCAT must be used. The catalytic converter must always be functional. The catalytic converter/exhaust silencer system manufactured by HJS with homologation number FR 1112/10 (HJS system) may be used as an alternative. When the HJS system is being used, the exhaust silencer is no longer required (ref.: 77 11 166 123/ ref.: 77 11 166 124) and the catalytic converter (ref.: 77 11 166 121/ ref.: 07 11 166 121) may be used cleared out. The HJS system must be used in Zandvoort. No protest against the conversion rate is allowed.

1.9 Noise regulations

The maximum permissible noise levels are 132 dB(A) according to the LWA principle (level C1) and 100 dB(A) according to the LP principle of the DMSB noise regulations.

This noise level is calculated according to the:

- DMSB near-field measurement method (in addition to the pass-by noise level measuring method)
- DMSB pass-by noise level measuring method (obligatory for all circuit racing events)

The current DMSB noise regulations must be complied with (see the DMSB manual, blue section).

1.10 Advertising prescriptions and start numbers on the vehicles

Current FIA/DMSB regulations for start numbers and the advertising (see the DMSB manual, blue section) must be complied with.

- The series' tendering party will not establish any additional advertising regulations.
- In observance of the FIA/DMSB requirements for start numbers and advertisements on vehicles, the following mandatory advertising on competing vehicles and drivers' overalls is defined:
 1. Mandatory advertising on competing vehicles is defined in detail in the **series** adhesion instructions and must be followed at all times during the event.
 2. Mandatory advertising on drivers' overalls is defined in detail in the **series** patch instructions and must be followed at all times during the event.
 3. On the rear of the team truck, the team must attach two flag poles extending two meters above the roof of the truck, flying at least one **sponsor** flag (provided and **determined by ISM**) during the entire duration of the event. The second flag pole can be used for team advertising.
 4. *Advertising on the vehicles is allowed under the condition that the advertisements are not for products which are from competitors of the official sponsors of the series. The official sponsors of the NEC are:*
 - Elf, petrol + lubricant
 - Michelin, tyres
 - Racecom, radio
 - Oreca, engines
 - Felu, stickers

Adhesion instructions and attachment stipulations are part of these rules. Infringement can result in the participant being excluded from the event.

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

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

Advertising on the vehicle or drivers' clothing for competing brands or products of the mentioned companies is not permitted.

ISM has the right at all times to reject inappropriate advertising on vehicles, on driver clothing and in the driver's area assigned by Renault without providing a reason.

It is important to ISM that the vehicles do not damage the image of automotive sports, and ISM reserves the right to deny technical acceptance of vehicles that do not comply.

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

1.11 Safety equipment

The vehicles must have the following safety equipment.

The information in the section is based on the current version of the ISC Appendix J, unless otherwise noted.

- Lines and pumps in accordance with Articles 253.3.1 and 253.3.2 or Article 259.6.2
- Oil catch tank in accordance with Article 259.7.4
- Fuel tank ventilation in accordance with Article 253.3.4
- Double circuit brake system in accordance with Article 253.4
- Bonnet fastener in accordance with Article 253.5
- Safety belts in accordance with Article 253.6 or Article 259.14.2.1
- Manual fire extinguisher in accordance with Article 253.7.3
- Fire extinguisher system in accordance with Article 253.7.2 or Article 275.14.1
- Safety cages in accordance with Article 253.8
- Safety cages in accordance with Article 253.8 (Appendix J 1993)
- Rollover structures in accordance with Article 277
- Rear-view mirror in accordance with Article 253.9 or Article 275.14.3
- Tow eyes/ in accordance with Article 253.10 or Article 259.14.6
- Safety laminate on the windows in accordance with DMSB regulations
- Laminated glass windscreen
- Window safety nets in accordance with Article 253.11 or DMSB regulations
- Safety fixing devices for the windscreen in accordance with Article 253.12
- Circuit breaker in accordance with Article 253.13
- Safety fuel tank in accordance with FIA Standard FT3/FT3-1999 or FT5 and in accordance with Article 253.14 or 259.6.3
- FIA homologated non-return valve in the fuel tank filler neck in accordance with Article 253.14.5
- Firewall in accordance with Article 253.15 or Article 259.16.6
- Seats and anchorage points in accordance with Article 253.16
- FIA homologated driver's seat in accordance with Article 253.16
- Head rests in accordance with Article 259.14.4
- Rear light in accordance with Article 275.14.5
- Reverse gear in accordance with Article 275.9.3
- Ban on pressure control valves in accordance with Article 253.17
- X** *Article 277*
- In accordance with ISC Appendix K*
- x** The vehicle must meet all of the requirements defined in the Technical Rules for its specific type (nomenclature).

1.12 Fuel and single fuel, if applicable

Only commercially-available unleaded fuel in accordance with Appendix J Article 252.9 (ISC) which complies with DIN EN 228 or diesel fuel in accordance with Article 252.9 and DIN EN 590 may be used. Any and all additives, with the exception of air or oil for two-stroke engines, are forbidden.

The following uniform fuel must be used:

The fuel tank of each vehicle must be emptied prior to the start of each event.

When the fuel pump in the tank is used to empty the fuel tank, residual fuel remains in the tank. The tank must be completely emptied to ensure the result of a fuel test is not falsified. Ensure maximum safety when emptying the tank using the external fuel pump.

ISM is entitled to take fuel samples from participating vehicles at any time during the event. Fuel samples are taken from the respective supplier prior to the start of the event.

The participant must ensure that, at all times during the event until the end of the protest period, at least one litre of fuel can be taken from the tank.

Fuelling and emptying the fuel tank during qualifying and racing is prohibited. (Article 5.11.3.1)

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

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

1.13 Technical definitions

In addition to the definitions according to this section and Section 3.3 (Part 1) of this regulations, the definitions of the “General Requirements, Definitions and Clarifications of Technical Rules” (DMSB Yearbook, blue section) and the definitions according to Article 251 of Appendix J (ISC) apply.

2. Specific technical regulations

2.1 General:

In addition to the Technical Rules in Section 2 of this tender, the following special technical stipulations apply.

Everything not expressly permitted in these rules is prohibited.

Permitted modifications must not result in prohibited modifications or infringements of the rules.

2.2 Engine

2012/13 models:

RENAULT SPORT Type F4R 832

Engine capacity: 1998 cm³

2009 model

RENAULT SPORT Type F4R FRS

Engine capacity: 1998 cm³

2.2.1 Exhaust system

2.3 Transmission

Transmission and gearbox

Only the original RENAULT SPORT transmission for the NEC may be used.

Only transmissions listed in the technical requirements for the NEC are allowed.

Reverse gear

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

Traction control

A system for automatic traction control is prohibited.

Transmission maintenance

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

2.4 Braking system

Only the original brake system may be used.

Two types of brake pads may be used:

-Ferodo

-Pagid

Only the pads supplied by Renault Sport Technologie (RST) and marked accordingly are permitted.

2.5 Steering

Only the original steering may be used.

The following is mandatory:

-a steering wheel, irrespective of shape and design, with closed steering wheel rim,

-the original, removable steering wheel hub.

2.6 Suspension

All wheels that come into contact with the ground and their axles must be suspended in relation to the chassis/bodywork unit. In other words, the axles must not be directly connected to the chassis/bodywork unit. Accordingly, the axle stubs and hubs must have free spring deflexion.

- Active suspension

Active wheel suspensions are prohibited.

- Chrome-plating of suspension parts

Chrome-plating of any wheel suspension parts is prohibited.

- Suspension

Only original parts may be used.

2.7 Wheels (Flange + rim) and tyres

Only tyres from Deutsche Michelin Reifenwerke KgaA, or a service commissioned by it, with the side inscription "NEC" may be used.

- Wheel rim dimensions

2009 model:

- Width at front : 8 inches
- Width at rear : 10 inches
- Diameter : 13 inches

Aerodynamic modifications or installation of extractors is prohibited.

2010 model:

- Width at front : 9 inches
- Width at rear : 10.5 inches
- Diameter : 13 inches

Aerodynamic modifications or installation of extractors is prohibited.

2013 model:

- Width at front : 9 inches
- Width at rear : 10.5 inches
- Diameter : 13 inches

Aerodynamic modifications or installation of extractors is prohibited.

- Tyres

2009 model:

	Dimensions:	Type:	
Front:	16 x 53 x 13	Slick:	FR2.0
Rear:	23 x 57 x 13	Wet:	P220

2010 model:

	Dimensions:	Type:	
Front:	20 x 54 x 13	Slick:	RST 2.0
Rear:	24 x 57 x 13	Wet:	RST 2.0R

2013 model:

	Dimensions:	Type:	
Front:	20 x 54 x 13	Slick:	RST 2.0
Rear:	24 x 57 x 13	Wet:	RST 2.0R

- Tyre treatment

Use of tyre warmers or insulating covers or any other materials to modify or maintain tyre temperature is prohibited throughout the entire duration of the event.

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

- Restrictions on use of slick tyres

The use of any air cooling system for ventilating the front and rear brakes is prohibited (hoses, scoops, ducts, extractors fitted to the wheels, etc.).

The following new slick tyres may be used per vehicle (start number) for the duration of the event with **2** races (i.e. open training, qualifying and races 1 and 2):

- 4 front, marked with start number.
- 4 rear, marked with start number.

The following slick tyres, already marked for a previous NEC 2013 event, may be used per vehicle (start number) for the duration of the event with **2** races (i.e. open training, qualifying and races 1 and 2):

- 4 front, marked with start number.
- 4 rear, marked with start number.

The following new slick tyres may be used per vehicle (start number) for the duration of the event with **3** races (i.e. open training, qualifying and races 1.2 and 3):

- 6 front, marked with start number.
- 6 rear, marked with start number.

The following slick tyres, already marked for a previous NEC 2013 event, may be used per vehicle (start number) for the duration of the event with **3** races (i.e. open training, qualifying and races 1 and 2):

- 2 front, marked with start number.
- 2 rear, marked with start number.

The following new, marked slick tyres may be used for a test during the official test and tune runs:

- For a test over one day
 - 4 front, marked with start number.
 - 4 rear, marked with start number.

The driver is responsible for marking the tyres.

- For a test over two days
 - 6 front, marked with start number.
 - 6 rear, marked with start number.

The driver is responsible for marking the tyres.

The following slick tyres, already marked for a previous NEC 2013 event, may be used for a test during the official test and tune runs:

- For a test over one day
 - 2 front, marked with start number.
 - 2 rear, marked with start number.

The driver is responsible for marking the tyres.

- For a test over two days
 - 4 front, marked with start number.
 - 4 rear, marked with start number.

The driver is responsible for marking the tyres.

Used slick tyres without the NEC marking can be authorised for use during the first test and tune run (kick-off event).

- Marking and checking tyres

Tyres for the respective vehicle must be inspected for technical acceptance before the event.

The commissioners/assistants mark the outside of the tyre or, at the request of the participant, the inside as well. Marking includes the start number and a special symbol for the respective event.

Only these tyres marked with start numbers may be used during the entire event (according to the definition in Article 4.13.4).

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

- Tyre parc fermé

The three participants with the highest point totals and two other participants chosen by the scrutineer must submit their new slick tyres to the tyre parc fermé during the event.

These tyres are mounted by Michelin technicians and then marked as described in Article 5.7.4. Participants are issued with eight wheels before open training, time training and the races.

- Restrictions on use of wet tyres

The race director decides whether it is justified to use wet tyres on the track. The decision must be announced to the participants promptly.

After the "WET RACE/WET PRACTICE" board is displayed, the participant has the choice of which tyres to use in observance of this section. The participant must assume that the race director will not interrupt the training or race.

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

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

The use of wet tyres is limited to a maximum of three sets per vehicle at each event (open training, qualifying and racing). As with slick tyres, the wet tyres must be presented to the scrutineer for marking during the time slot indicated.

- Tyre pressure control valve

Use of tyre pressure control valves is prohibited.

2.8 Bodywork and dimensions

a) External bodywork (incl. windows)

- Overhang and vertical axis

To measure the overhang, the vertical axis is determined as follows:

The vertical axis of the wheel is the line which is perpendicular to the vehicle base on each side of adjacent levels in the middle of the tyre's rolling surface. This is determined by projecting vertically to the ground the foremost and rearmost points of the complete wheel at the median plane of the rolling surface. The two points determined in this manner are connected to each other on the right and left sides. The middle of these two points is the vertical axis.

- Height measurement

All height measurements are performed on the race-ready vehicle with the driver in normal driving position.

- Total height

N/A

- Front bodywork height

No part of the bodywork forward of the rearmost part of the complete front wheels and more than 30 cm from the longitudinal axis of the vehicle may be located closer than 50 mm to the reference plane or higher than the front wheel rims.

- Reference planes/vehicle underbody

Reference plane: located between the rear edge of the complete front wheels and the forward edge of the complete rear wheels, symmetrical to the longitudinal axis of the vehicle.

Stepped plane: all suspended vehicle parts that are visible from below and are not in the reference plane must be located 50 mm above the reference plane.

- Overhangs

2009 model

No part of the vehicle may protrude more than 550 mm beyond the centre line of the rear wheels and more than 1100.5 mm beyond the centre line of the front wheels.

2010 model

No part of the vehicle may protrude more than 643 mm beyond the centre line of the rear wheels and more than 1001.8 mm beyond the centre line of the front wheels.

2013 model

No part of the vehicle may protrude more than 615,54 mm beyond the centre line of the rear wheels and more than 907,8 mm beyond the centre line of the front wheels.

- Wheel base and tracks

The tracks (front and rear) must remain original.

b) Cockpit

Dashboard:

Only the original RENAULT dashboard may be used.

c) Additional accessories

Padding in the cockpit:

Parts within the cockpit they are used solely to improve the comfort and safety of the driver. It must be possible to remove these parts quickly and without the need for tools.

Any padding used may not impair the function of the extractable seats.

2.9 Aerodynamic devices

- Aerodynamic influence

Only wing profiles supplied by RENAULT may be used.

Adding parts which exert an aerodynamic effect is prohibited.

- Aerodynamic aids

Rear wing profiles

Only original profiles from RENAULT may be used for the NEC.

Max. permissible wing height from the ground: 900 mm

2.10 Electrical equipment

- Starter

Only the original starter may be used. It works with the on-board electrical source and must be operated by the driver in normal driving position.

- External starting devices

The engine can be started in the pit or at the starting position using an additional battery that is temporarily connected. This plug must be installed behind the rear axle.

- Battery

Only the original battery supplied by RENAULT or an Odyssey, type PC 680 or DEKA Power Sport, type ETX20L may be used.

Location: Original

Mounting bracket: Original

The positive pole must be shielded.

- Transponder

The transponder must be secured on the left side behind the front pivot point of the suspension arm.

2.11 Fuel circuit

- Fuel tank

Only the original fuel tank may be used.

The approved fuel tank must have a code printed on it with the manufacturer's name and technical specifications stating how the tank was manufactured and clearly displaying the manufacturing date.

Fuel tanks may not be used more than five years after the manufacturing date, unless they are inspected and approved for another two years by the manufacturer.

- Lines and their connecting parts

Only original lines and connectors may be used for the NEC.

- No fuel lines may be fed through the cockpit.

- All lines must be installed in such a way as to ensure that no liquid can enter the cockpit in the event of a leak.

- No part containing fuel may be positioned more than 55 cm from the longitudinal axis of the vehicle.

- Refuelling

- Fuelling and emptying the fuel tank during qualifying and racing is prohibited.

- Refuelling upon entering the starting position is prohibited.

2.12 Lubrication system

Only the oils specified by Renault Sport Technologie (RST) are permitted:

Engine oil: ELF Excelsium 5W40 NF

Transmission oil: ELF HTX 755 (80W140)

Brake fluid: Caparo replacement part no.: 7711 166 127

Clutch: Castrol SRS

- Location of the oil tank

Only the original tank located in the clutch bell housing may be used.

- Oil catch tank

The vehicle's lubrication system has an open housing breather. This breather must vent into the catch tank.

- Oil replenishment

Oil replenishment is not allowed during a race.

- Oil lines

Only the original lines for the NEC are permitted.

2.13 Data transmission

All telemetric systems (see definition in Article 4.13.7) and their associated electrical equipment are forbidden during the test and tune runs, qualifying and during the races. Systems for voice radio links between driver and pit or vice versa are permitted. The operator is responsible for the system.
Only the on-board data recording system approved by Renault Sport is permitted.

2.14 Other

N/A

Part 3: Attachments/Drawings:

Appendix for the execution rules

1. Registration/entry form
2. Change notifications/bulletins

Please follow the attached link

<http://necup.com/index.php/regulations>

Appendix for the Technical Rules

1. Nomenclature (2009, 2012 and 2013)
2. Spare parts manual (2009, 2012 and 2013)
3. Technical bulletins

Please follow the attached link

<http://necup.com/index.php/bulletins>