



SUPER COPA SEAT LEON

FRANCE

Regulations

V 260112 - UK

SUPER COPA SEAT LEON

Sporting Regulations

2012

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Article 1 - Organisation – Organising Committee

- 1.1 SEAT Sport has scheduled the SUPER COPA SEAT LEON, in France in 2012, under the authority of the French Federation of Sport Automobile.
- 1.2 SEAT Sport has given control of the organization of the SUPER COPA SEAT LEON to Oreca.
- 1.3 This racing competition is defined as a single-make championship.
- 1.4 The present regulations supersede all earlier versions, which should no longer be used.
- 1.5 All modifications to the present regulations shall be proposed by the Organisation Committee to the French Federation of Sport Automobile for approval.
- 1.6 The Organising Committee of the SUPER COPA SEAT LEON France is comprised of SEAT and ORECA members.
- 1.7 All unforeseen items will be determined by :
 - Seat report and notes
 - Technical notes from Seat
 - International sportive code
 - FFSA prescriptions
 - Standard circuit regulation
 - Specific rule of concerned meeting
- 1.8 SEAT Sport and ORECA will not be held responsible for decision made by the officials of a specific race and will only abide by the regulations.
- 1.9 **The regulation of the SUPER COPA SEAT France has been registered with the F.F.S.A. under organizing permit number C24, date January 20, 2012**
- 1.10 Only the original regulations in their French version can be used for any legal interpretation. The present English version shall be used for informative purposes only.

Article 2 - Insurances

Following the FFSA rule and prescription. Risk C and D insurance compulsory

Article 3 - Competitors

- 3.1 All competitors with an authorized registration are required to know the rules and regulations of the SUPER COPA SEAT LEON and to respect them in form and spirit. Furthermore, they will make sure that any person that is concerned by such a registration abides by these regulations.
- 3.2 Incidents, unsporting behavior, provocations, threats or other, be it on the track or in the paddocks, will be punished by penalties that can go to the exclusion from the SUPER COPA SEAT LEON.
- 3.3 **Driver Categories**
 - 3.3.1 **General Classification**

Open to any driver holding a valid International driving licence.
All races will be taking in account for classification.

3.3.2 Gentleman Classification

Out of the overall classification, a “Gentleman” classification will be open to drivers participating strictly as amateurs.

Drivers wishing to be involved with the SUPER COPA SEAT LEON France “Gentleman” must send a written request along with a list of achievements since their start in competition. All requests will be considered by the Organizing Committee which will be the only entity to determine the eligibility of the request.

Performances, accomplishments, and driver’s age will be the principal criteria for the eligibility of drivers in “Gentleman.”

Drivers aged under 25 as of January 1st of the current year will not be entitled to enter the “Gentleman” classification.

In case of dispute (other than that coming from a declined candidate), the Organising Committee may have to intervene with the help of an arbitrary panel composed as follows:

- 1 representative from Seat France
- 1 representative from ORECA
- 5 drivers (other than those in question) randomly selected from those entered in SUPER COPA SEAT LEON France.

The decision made by the arbitrary panel will be without appeal and ratified by the Organising Committee. With their registration in the SUPER COPA SEAT LEON, all drivers imply to accept the above-stated decision making process.

The drivers listed in the SUPER COPA SEAT LEON “Gentleman” will score points in two different classifications: both general “Elite” and “Gentleman”, and they will receive the associated prizes.

3.3.3 Junior Classification

Out of the overall classification, a “Junior” classification will be open to drivers aged under 25 as of January 1st of the current year.

“Junior” title will be valid only if there are 5 (five) or more drivers enlisted.

The classification will be established with regards to the points scored at each race, including points awarded for best lap.

The drivers listed in the SUPER COPA SEAT LEON “Junior” will score points in two different classifications: both general and Junior, and they will receive the associated prizes.

3.3.3 Team Classification

A team must have at least two (2) cars to be entitled to compete in the Team Classification. The classification will be established with regards to the points scored at each race, excluding points awarded for best lap.

Any team that changes name during the season will be considered a new team and will not be allowed to use points gained under the old name.

Article 4 –Eligible cars

- 4.1** The SUPER COPA SEAT LEON is exclusively reserved for the SEAT LEON SUPERCOPA 2.0 manufactured specifically for SEAT Sport S.A. for use in SUPER COPA SEAT LEON. Versions that have been built before 2010 are admitted as long as they conform to the 2010 model.

- 4.2** Drivers can only drive a single car during a race weekend unless in extreme case of force majeure which will be determined by the Organising Committee.
In the rare case that a change of car is authorised, regardless of the qualifying time, the driver must take the start from the last place on the starting grid of the first race.
- 4.3** These cars are not approved for road going use, therefore can only be used on tracks for auto racing such as they were designed.
- 4.4** In order to take part in qualifying and races, the cars must be in good condition, in both mechanical aspect and presentation (particularly in regards to the car's livery and decoration).
- 4.5** In case a competitor has not duly paid off his debts (registrations and/or spare parts), he will not be allowed to take part in the race until the situation has been cleared.
In order to take part in qualifying and races, the cars must be in good condition, in both mechanical aspect and presentation (particularly in regards to the car's livery and decoration).

Article 5 -Registration

5.1 Registrating with the SUPER COPA SEAT LEON:

- 5.1.1** All competitors and drivers willing to participate in the SUPER COPA SEAT LEON France must send their registrations fully completed and signed to:

ORECA -SUPERCOPA SEAT LEON
Parc d'activités de SIGNES – BP706
83030 TOULON Cedex 9
France

Tel: +33(0)494885788
Fax: +33(0)494328024
email: amarguet@oreca.fr

The registration fee amounts to **4,500.00 €** (four thousand five hundred) **incl. taxes** for competitors who register before February 10, 2012. After this date, registration fee will be 5,000.00 € (five thousand) incl. taxes.

To be approved, the registration must be sent with the following items:

- A photocopy of an ID
- A photocopy of a competitor's license
- A photocopy of a professional driver's license
- A photo ID
- A check to the order of Oreca for the registration fee
- A deposit check (not debited) for 10,000 € for spare parts
- A deposit check (not debited) for 3,000 € for tyres

The registration request may be declined if incomplete.

Oreca will confirm to each competitor if their registration has been approved.

On top of the registration fee for the SUPER COPA SEAT LEON, each competitor will need to pay race entry fees for each race.

All information will be transmitted by email. Therefore competitors must have an email address.

5.1.2 Occasional Registration

After acceptance by the Organising Committee, registrations for a single race are admitted, by paying the registration fee of **1,200.00 €** (one thousand two hundred) incl. taxes, in addition to the corresponding race entry fees.

In this case, the competitor will not be included in the final classification of the SUPER COPA SEAT LEON. However, the competitor will be able to collect prizes awarded according to the results of the race.

5.1.3 Registrations cannot be transferred from one race to another, from one team to another, or from one driver to another without the prior approval of the Organising Committee.

5.2 Entry to Race Meetings

After the registration to the SUPER COPA SEAT LEON has been approved, an entry form will be sent to each competitor for every race. These forms must be filled in and returned to ORECA – SUPER COPA SEAT LEON, at least 10 days before each race, along with the entry fee (650 € - six hundred fifty- incl. taxes), by check to the order of the concerned ASA (racing association).

For practical reasons, the organisers are entitled to ask for the entry fee checks for the six races at the start of the season. These checks, however, will not be handed over to the corresponding ASA (racing association) prior to the day before each race.

5.3 Registration Refusal

The Organising Committee reserves the right to refuse a registration (cf. art. 74 of CSI)

5.4 Invited Cars

SEAT is entitled to enter one or more cars for famous personalities invited for public relations purposes. These cars will not be eligible to be classified in the general classification (followers will raise in the rankings) and consequently will not receive prizes or awards. They will have podium honours if the results justify it.

Article 6 -Calendar

6.1 The number of events scheduled for the SUPER COPA SEAT LEON France is 6 (six). Each event will have two races.

6.2 The 2012 calendar will be as follows:

27 > 29 April	LEDENON
18 > 20 May	DIJON
22 > 24 June	VAL de VIENNE
13 > 15 July	MAGNY COURS
07 > 09 September	NAVARRA (Spain)
26 > 28 October	PAUL RICARD HTTT

6.3 The Organising Committee has the right to change these dates or locations with the approval of the FFSA.

Article 7 -Advertisement

- 7.1 Teams are authorised to place advertisements as follows:
-As long as they conform to French law.
-As long as they conform to the published SUPER COPA SEAT LEON livery plan.
-As long as these sponsors are not in competition with SUPER COPA SEAT LEON partners.
- 7.2 The above applies to racing suits and clothing, as indicated in the ID plan published by the SUPER COPA SEAT LEON.
- 7.3 Each competitor is responsible for correctly placing mandatory advertising during the full length of each race weekend. A competitor not in conformity will be denied the right to participate in the races.
- 7.4 The competitors and drivers participating in the SUPER COPA SEAT LEON authorise SEAT Sport and its partners to use their names, current information, results, photos, voice and video, linked to their participation in the SUPER COPA SEAT LEON, freely and free of charge for publicity, promotional or commercial, and to cede this right to a third party.
- 7.5 The use of advertisement by the competitors, teams or drivers or any other persons must be submitted to the Organising Committee of the SUPER COPA SEAT LEON for approval.
- 7.6 During podium ceremonies, participants must wear the SEAT firesuit with mandatory advertising and the tyre manufacturer's cap.

Article 8 –Administrative and Technical Inspection

- 8.1 The administrative check and scrutineering will be held before the qualifying session. Before each race, the schedule will be sent ahead of time by email.
- 8.2 Drivers and Competitors must present their valid licence
- 8.3 During preliminary technical inspection, the approval and conformity of the driver's gear (firesuit, gloves, racing shoes, helmet, visor, Hans, undergarments...) will be checked. A Hans device is mandatory at all races.
- 8.4 The technical inspection will take place either at the SEAT facility or at each competitor's facility, or at a location at the track. Competitors will be informed by email. These inspections will be conducted by the Technical Inspector representing the SUPER COPA SEAT LEON and SEAT technicians along with a maximum of two representatives from each team.
- 8.5 After each qualification session and at the end of every race, the two fastest cars and a number of cars selected at random, will go through technical inspection on specific points defined by the technical inspectors. Inspectors will determine the number of cars to inspect, at any point in time.
- 8.6 Cars destined for inspection (either called by inspectors or following an appeal), must go to parc fermé under orders from the Technical Inspector. All other vehicles will be under parc fermé conditions where it is not allowed to work on the cars, until the end of the appeal process.

8.7 In case of doubt or litigation the Technical Inspector could take parts for deeper checking.

The presence and state of seals is the Teams' responsibility

The car conformity is the Teams' responsibility

The conformity state will be considered apart from the performance.

Every competitor rejected to submit to technical control will be proclaimed as nonconformity.

Any violation of the rules will result in the car's exclusion.

Any car violating the rules will be declassified from the concerned race.

A competitor excluded from race 1 will be allowed to compete in race 2 provided that the car has been put back into conformity and accepted by the technical inspectors. In this case, the car will take the start from the last position on the grid.

Article 9 -Tyres

9.1 Definition

Slick: tyre without grooves for use on a dry track

Rain: tyre with grooves for use on a wet track

New: a tyre that has never been used but was previously bought.

Meeting: new tyre bought at the concerned.

Used: tyre that has been used but still in usable condition.

9.2 Competitors must use tyres selected for the SUPER COPA SEAT LEON:

Slick : 245 / 650 R18 Ref. C98D

Rain : 245 / 650 R18 Ref. CR 9000

These tyres will be furnished by Dunlop, the official tyre supplier of the SUPER COPA SEAT LEON.

9.3 Tyre usage limit

9.3.1 The maximum number of slick tyres authorised for qualifying and races during one weekend is six (6). The six tyres are to be recorded with the technical inspector in a time frame communicated before the race sometime between practice and qualifying.

9.3.2 Practice: competitors are free to use new or used tyres that are not registered.

9.4 In case of a problem with a tyre: It will be possible, twice during the season, to ask for a new tyre. Otherwise, any competitors needing a new tyre must start in last place on the grid. It is possible, to use a previously used and registered tyre from a previous race, in which case the driver will keep his place on the grid.

The Organising Committee will decide whether to approve a change of tyre.

9.5 Only the race director may decide if the weather conditions are "wet" if which rain tyres will be allowed.

9.6 The car must be fitted with same type of tyre. It is forbidden to mix rain and slick tyres.
All tyre warming systems are forbidden at all times during all events.
It's forbidden to modify the tyre
The tyre inflation must be done with air or nitrogen only
All pression regulation is forbidden

9.7 Parc fermé for tyres

In order to guarantee the conformity of the tyres, the organizer may require a “parc fermé” for tyres under the following procedures:
The first six competitors in the provisional classification or randomly selected competitors will have to present all registered tyres in the parc fermé. The tyres will be taken to the Dunlop truck and placed under the responsibility of our tire partner and then released one hour before the qualifying session.

Article 10 - Drivers outfit

10.1 Drivers overall

The drivers must wear the official SEAT overall
In case of absolute necessity they could wear another suit with the proviso that it is homologated and there is no publicity competing with SUPER COPA SEAT LEON

10.2 Helmet

The Helmets must comply with the homologation list N° 41 from FIA.

10.3 Hans® system

The use of Hans® system is mandatory.

10.4 Other wears

Underwear, cowl, gloves and shoes must comply with the rules in force.
(Ch. III-2 annex L of the Code Sportif International)

Article 11 - Race Numbers and Identification

11.1 The race number, attributed for the year, must be affixed to the two side doors, windshield and rear window, as defined by the livery plan of the SUPER COPA SEAT LEON.

The numbers and SEAT partner stickers will be provided by SEAT in a set of four per car. Beyond this, it will be possible to buy stickers from the spare parts service.
The style and size shall not be modified without expressed permission from the Organising Committee.

11.2 The name of the driver must be present on the windshield in the bottom passenger side as well as on the two secondary side windows as shown in the identification plan provided by ORECA.

Article 12 –Format of the Meetings

12.1 The maximum number of cars authorised to participate will be determined by the reglement of each track where the event is being held.

12.2 PRIVATE COLLECTIVE TESTING SESSIONS

Collective private practice sessions will be organized by the SUPER COPA SEAT LEON operator. The locations and dates of these tests will be notified to the teams.

Besides these collective sessions, teams and drivers are strictly prohibited from carrying out tests within the period of 15 (fifteen) days prior to the Friday of a race event, with a SEAT Leon Super Copa 2.0L, on the tracks staging a SUPER COPA SEAT LEON race in 2012, regardless of the layout used.

12.3 FREE PRACTICE

There will be two sessions on Friday, of 20 to 30 minutes each, depending on the possibilities for the organizer, except in special cases.

12.4 PRE-GRID

Cars and their drivers must be present on the pre-grid 30 minutes before the qualifying sessions and races.

12.5 DRIVER'S BRIEFING

The drivers' presence at the briefing is mandatory. Any absence may be subject to penalty by the College of Sporting Commissioners.

12.6 QUALIFYING

The length of qualifying time trials will be as follows:

Session #1: 20 minutes (which will determine starting grid for race 1)

Break: 5 minutes

Session #2: 20 minutes (which will determine starting grid for race 2)

12.7 One point will be awarded to the best lap in each qualifying session.

12.8 All drivers must participate in the timed qualifying session.

In case of force majeure, the Race Director may authorize a driver to start the race in last position, if the case is proven valid.

12.9 The starting grid is defined as follows:

RACE 1 – Rolling Start

The starting grid will be determined by the times achieved during the first qualifying session.

The length of race 1 will be approximately 30 minutes maximum.

One (1) point will be awarded for best lap.

RACE 2 – Standing Start

The starting grid will be determined by the times achieved during the second qualifying session.

The length of race 1 will be approximately 30 minutes maximum.

One (1) point will be awarded for best lap.

To be ranked, a driver must have crossed the checkered flag and completed at least 75% of the distance of the first place finisher.

12.10 A podium ceremony will take place after each race. The top three "Elite" ranked, the first three of the Gentleman classification and the first Junior will be invited.

Article 13 – Allocation of points

13.1 Overall Standings

The schedule for awarding points for the overall standings of the SUPER COPA SEAT LEON will be:

1 st	30 points	8 th	14 points
2 nd	26 points	9 th	12 points
3 rd	24 points	10 th	10 points
4 th	22 points	11 th	8 points
5 th	20 points	12 th	6 points
6 th	18 points	13 th	4 points
7 th	16 points	14 th	2 points

+ 1 point awarded to the best lap at each qualifying session

+ 1 point awarded to the driver of the best lap of each race

13.2 Gentleman Rankings

The schedule for awarding ranking Gentleman points is identical to that of the SUPER COPA SEAT LEON general classification..

13.3 Junior classification

The schedule for awarding ranking Junior points is identical to that of the SUPER COPA SEAT LEON general classification. However, there will be no points for best lap in the race.

13.4 Team Rankings

The scoring points scale is the sum of the points scored by the two best finishing cars. Points awarded for best laps in qualifying or in the races are not taken into account.

Article 14 – Final rankings, results withheld

14.1 The winner of the SUPER COPA SEAT LEON 2012 will be the driver who scored the most points throughout the season. All results will be taken into account.

14.2 Pilots taking part only in the fifth and/or sixth race of the 2012 SUPER COPA SEAT LEON cannot score points and therefore will not participate in the final standings. The same is true for the Gentleman rankings and the Team rankings

Article 15 – Prizes

15.1 Prizes distributed by race:

□ For the first eight overall classified for each race:

1 st	2,000.00 €	5 th	1,000.00 €
2 nd	1,500.00 €	6 th	800.00 €
3 rd	1,300.00 €	7 th	600.00€
4 th	1,100.00 €	8 th	500.00 €

This amounts to a total of 8,800.00 € per race and 105,600.00 € for the season.

- An endowment for the top three Gentlemen will be awarded after each race:

1 st	4 Dunlop tyres
2 nd	2 Dunlop tyres
3 rd	2 Dunlop tyres

This amounts to a total value of 35,018.88 €.

15.2 Endowments and Prizes of end of season

SUPER COPA SEAT LEON – General Rankings

Once the final classification of the SUPER COPA SEAT LEON is established, the following bonuses will be awarded:

1 st	20,000.00 €
2 nd	10,000.00 €
3 rd	5,000.00 €

A total amount of 35,000.00 € for the end of season bonuses in the overall standings.

SUPER COPA SEAT LEON – Gentleman Rankings

Once the final Gentleman rankings are established, the first ranked will receive a bonus of 3,000 €.

SUPER COPA SEAT LEON – Junior Rankings

The best Junior at the end of the season will be reimbursed 50% of the total cost of his Dunlop race tyres or a maximum of 36 tyres (excluding jokers).

A total value of 6,415.00 € incl. taxes.

SUPER COPA SEAT LEON – Team Rankings

The highest ranked team will be offered free registration to compete in the 2013 season, that is a value of 5,000.00 €.

- 15.3** Any competitor who has been excluded for any reason whatsoever will lose the right to receive prizes and awards announced in these Regulations.

In case of late payments (tyres, spare parts or others) the due amount will be deduced from the prize money.

- 15.5** Payment of endowments will be made to the competitor who entered the car, unless the payment is to be paid to the driver, at the competitor's exclusive request. No changes can occur during the season.

Article 16 – Interpretation and Application Procedures

All cases not provided for in these Regulations, all doubts and disputes over its interpretation shall be settled by decision of the Organizing Committee of the SUPER COPA SEAT LEON, and will be final.

SUPER COPA SEAT LEON

Technical Regulations

2012

Summary

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Article 1 – Preamble

- 1.1 The participating SUPER COPA SEAT LEON cars will be the SEAT LEON 2.0 SC (limited series, not approved for road use) exclusively manufactured by SEAT Sport for the SUPER COPA SEAT LEON.
- 1.2 All cars must be in compliance with this technical regulations booklet, the 2010, 2011 and 2012 technical specifications, the user manual, and the technical notes published by the Organizing Committee.
- 1.3 All cars will be delivered in their original version defined by the manufacturer. The addition, replacement, alteration, or deletion of any component or part which is not expressly permitted in these regulations, technical notes, and user manual are prohibited. Any part to be replaced will be with original SEAT parts exclusively, issued by SEAT Sport, according to the SUPER COPA SEAT LEON 2012 catalog.
The competitor is responsible for technical compliance of parts mounted on his car, of which he is obligated to make certain before use.
- 1.4 In case of doubt about the compliance of a part, and if deemed appropriate, the Commissioners may request the replacement of the part.
- 1.5 If SEAT Sport was to decide in favor of a technical change, note would be made and competitors will have to comply with the technical change.

Article 2 – Equipment

All participating vehicles in the SUPER COPA SEAT LEON should have the following standard equipment :

- Roll bar
- Six point seat belts
- Automatic extinguisher
- Battery switch
- Front and back cover security locks
- Approved seat
- Hydraulic jack
- Aerodynamic elements in compliance with the 2010/2011/2012 model

Article 3 – Engine

- 3.1 Upon delivery, the engine is protected by numbered seals as defined in the technical specifications of the SUPER COPA SEAT LEON. The seal numbers must appear on the list of vehicle registration. They must remain intact until the engine is revised.
The competitor is responsible for the accuracy of the numbers on the list..
- 3.2 No manipulation and/or modification of any kind is permitted. Any modification and/or engine overhaul can only be performed by Oreca.

3.3 In the case of tampering with or lack of seals, the following procedure will be followed:

3.3.1 During the preliminary checks:

Changing the engine will be required in order to participate in qualifying. In this case the engine should return for revision before being returned to the competitor, who will bear the costs of transportation and revision.

3.3.2 During qualifying and/or races:

The Commissioners reserve the right to consider the car non-compliant.

3.4 In case of overhaul or repairs, the engine will be sent to Oreca who will perform the overhaul or repairs and affix new seals. Transportation costs, overhaul and repairs costs will be borne by the competitor.

Article 4 – Electricity and Electronics

4.1 The engine management box is specific to the SUPER COPA SEAT LEON:

Brand : WW – AUDI / BOSCH

Model : MOTRONIC

Reference : 8P0 907 115 E

4.2 It is mandatory to use the following data acquisition system:

Brand : AIM

Model : MXL

4.3 It is forbidden to manipulate and/or modify the management and acquisition boxes. They must remain connected at all times. The management case is locked with numbered seals, in agreement with the technical specifications of the SUPER COPA SEAT LEON. The competitor is responsible for the condition of the seals.

4.4 It is prohibited to alter or to add a connection to the wiring of the management and acquisition boxes, as well as any other electrical equipment in the car.

4.5 It is prohibited to handle, remove, or disconnect the sensors forming part of the engine management system.

4.6 The only additional sensors allowed are those connected and utilized through the four auxiliary analog channels connected to the original beam, as detailed in the user manual.

4.7 The Technical Commissioners, with the assistance of SEAT technicians, reserve the right to replace or exchange the electronic engine management box, wiring and sensors, and the acquisition box, by lottery, for the race or season, with another having the same specifications and features.

4.8 Throughout the meeting, SEAT technicians can download and collect information regarding management and/or acquisition boxes, in the presence or absence of the Technical Commissioners in order to control the information recorded. During technical inspection, this operation can be done with the consent of the President of the College in the presence of the Technical Commissioner.

- 4.9** When the tampering with or lack of sealing of electronic enclosures has occurred, the following procedure will be followed:
- 4.9.1 During the preliminary checks: the replacement of the box in question will be required in order to participate in qualifying. In this case the box will be checked and inspected before being returned to the competitor who will bear the costs of transportation and inspection.
 - 4.9.2 During qualifying and/or races: the Commissioners reserve the right to consider the car non-compliant.
- 4.10** In case of revision or repairs, the engine will be sent to Oreca who will perform the revision or repairs and affix new seals. Transportation costs, revision and repair costs will be borne by the competitor.

Article 5 – Intake

- 5.1** The Turbo wastegate comes sealed with numbered seals mentioned in the technical specifications of the SUPER COPA SEAT LEON. The Turbo wastegate must remain intact until the return from Oreca for review. The competitor is responsible for the condition of seals.
- 5.2** No operation and/or modification of any kind is permitted. Any revisions or modifications in the overall turbo wastegate will be made by Oreca.
- 5.3** When the tampering with or lack of seals has occurred, the following procedure will be followed:
- 5.3.1 During the preliminary checks: the replacement of the entire turbo wastegate will be required in order to participate in qualifying. In this case this set will go for inspections before being returned to the competitor, who will bear the costs of transportation and inspection.
 - 5.3.2 During qualifying and/or races: the Commissioners reserve the right to consider the car non-compliant.
- 5.4** In case of inspection or repair, the turbo wastegate should be sent to Oreca who will restore the assembly and affix with new seals. Transportation costs and repair costs being borne by the competitor.
- 5.5** Tampering, disconnection, or blockage of any element of the intake or of the turbo wastegate is prohibited.
- 5.6** Air filter: the only air filter for regulatory air for the SUPER COPA SEAT LEON is provided by SEAT, as described in the technical specifications of the SUPER COPA SEAT LEON.
- 5.7** Any system or process for cooling the intake ducts or air exchanger is prohibited.

Article 6 – Ignition

All components of the ignition system must be those originally supplied by SEAT, as defined in the technical specifications and the user manual for the SUPER COPA SEAT LEON.

Article 7 – Cooling System

- 7.1 It will be possible to reduce the passage of air through the radiators by the application of adhesive tape on the grill.
- 7.2 The cooling system includes a thermostat. It is authorized to remove the thermostat, provided that all the tubes keep the same position as described in the user manual.

Article 8 – Exhaust

The original exhaust system of the car must be preserved. No changes are allowed, be it on the exhaust pipe or the thermal protections.

Article 9 – Transmission

- 9.1 The transmission assembly comes sealed with numbered seals mentioned in the technical specifications of the SUPER COPA SEAT LEON. The transmission assembly must remain intact until returned to Oreca for review. The competitor is responsible for the condition of the seals.
- 9.2 No operation and/or modification of any kind is permitted. Any revisions or changes to the transmission group will be made by Oreca.
- 9.3 When the tampering with or lack of seals has occurred, the following procedure will be followed:
 - 9.3.1 During the preliminary checks: replacement of the unsealed part will be required in order to participate in qualifying. In this case the transmission will go for inspection before being returned to the competitor, who will bear the costs of transportation and inspection.
 - 9.3.2 During qualifying and/or races: the Commissioners reserve the right to consider the car non-compliant.
- 9.4 In case of inspection or repair, the transmission will be sent to Oreca who will conduct the inspection or repairs and affix new seals. Transportation costs and inspection costs being borne by the competitor.

Article 10 – Suspension

- 10.1 All components must be those originally supplied by SEAT. No modifications are allowed except those provided in the user manual for the SUPER COPA SEAT LEON.
- 10.2 Ride height: the front and rear ride heights are limitless to the extent possible allowed for by the original parts.
- 10.3 Camber and toe settings can be done within the limits allowed for by the original parts.
- 10.4 Shocks: no changes are allowed on the original parts provided by SEAT. The only settings available are those listed in the user manual for the SUPER COPA SEAT LEON.

- 10.5** Springs: the only usable springs are those mentioned in the technical specifications and user guide for the SUPER COPA SEAT LEON.
- 10.6** Sway bars: the hardness of the bars can be adjusted using different holes provided for this purpose. It is possible to disconnect the bars, but in this case, it will be mandatory to remove the link connection.
- 10.7** All parts damaged or deformed due to impact or accident should be replaced.
- 10.8** Track width: only the rear track width can be increased or decreased, using the 10mm spacers on one side, the other, or both sides, within one block per side, as described in the technical specifications and the user manual for the SUPER COPA SEAT LEON.

Article 11 – Brakes

Any and all unanticipated changes in the technical specifications and the user manual of the SUPER COPA SEAT LEON, are not allowed.

Two types of brake pads are allowed for Seat Leon Supercopa France:

1	Ferodo	Front :	V4PL615115B
		Rear :	V4PL615415A
2	Galfer	Front :	16.921.00/RR
		Rear :	16.447.00/RR

Article 12 – Chassis and Body

All modifications to the chassis and body are prohibited, except as expressly permitted in the technical specifications and user guide for the SUPER COPA SEAT LEON. Any repairs or body work can consist of the replacement of damaged parts, however reinforcement by additional materials is prohibited.

Article 13 – Wheels

The only authorized wheels are those furnished by SEAT for the SUPER COPA SEAT LEON.

Brand:	BRAID
Model:	SEAT
Sport Dimensions :	9.5" x 18J

Article 14 – Passenger Cell

The passenger cell needs to remain in its original state, except for:

- Changing seats, if the new seat is homologated and is not lighter than the original seat
- Fixing plates on the pedals, if the pedals themselves are not modified.

Article 15 - Aerodynamics

- 15.1** It is prohibited to modify, add, or replace parts that can affect the aerodynamic performance of the car. All aerodynamic components are to be set exactly as originally planned. Any damaged or deformed aerodynamic piece should be replaced.
The Scrutineers may check the strength of attachment of parts and components at any time during the race.
- 15.2** Rear wing: the position of the rear spoiler can be adjusted only using the points specified in the technical specifications and user guide for the SUPER COPA SEAT LEON.

Article 16 – Fuel

The federally authorized fuel flow will be communicated by a SUPERCOPA SEAT LEON technical note prior to the first race.

Only the fuel sold at the racetrack by the designated supplier is allowed.

Additives are strictly prohibited.

It is strictly prohibited to fill or empty a tank on the pit lane or in a booth during a session or a race.

Article 17 – Weight

- 17.1** The minimum base weight of the Seat Leon Supercopa is 1155 kg (one thousand one hundred fifty-five kilograms) without ballast, with empty gas tank, and vehicle in normal operating condition.
- 17.2** The weight limit: it is the weight of the car including the driver. At no time during the race, may the weight limit of a vehicle be less than 1255 kg (one thousand two hundred fifty-five kilograms). This weight is defined as the state in which the car is at the end of the event concerned (qualifying or race). To achieve the minimum weight allowed, it is mandatory to attach the ballast plates provided by SEAT Sport, said plates being 5 kg in weight and limited in number to eight in total. Driver weigh-in will be conducted at the beginning of the year determine the ballast weight to set for each driver. The Technical Commissioners reserve the right to re-check the weight of the driver at any time during the season.
- 17.3** These ballast plates must be securely fastened under the driver's seat. There will be made available an opportunity to affix seals if the Commissioners deem it useful. These ballast plates must be positioned exclusively according to the mounting kit provided by SEAT Sport
- 17.4** Any vehicle with a ballast must be declared during the screening. If a weight has failed to be declared, it will not be taken into account when checking weight during a race.
- 17.5** After each qualifying session or race, the weight of the cars may be inspected at random.

Article 18 – Data Acquisition and Radio

- 18.1** The telemetry system between a car and the booth, and vice versa, is rigorously prohibited during races, with the exceptions of those possibly mounted at the demand of the Technical Commissioners for control as well as the timing transponders. Data acquisition is allowed using the available auxiliary channels in the data acquisition system of the SEAT LEON, described in the user manual of the SUPER COPA SEAT LEON.
- 18.2** The only transponder authorized is the one advocated by the Organizer.
- 18.3** Communication between the driver in a moving car and his team is permitted by the use of a radio which only transmits the human voice. This system should be in accordance with French law.

Article 19 – Free to use Components

The following components are free to use:

- 19.1** Brand and type of cooling liquid
- 19.2** Brand and type of brake fluid
- 19.3** Brand and type of power steering fluid

Article 19 – On-board Camera

20.1 Principal

All of the cars must be equipped with an on-board camera that will record the inside-car view of the qualifying sessions and the races.

20.2 Brand and installation

The brand of the camera, support, and memory card are HD GO Pro, as indicated in the technical specifications. The installation described in the technical specifications must be respected so that the inside-car view will be framed so as to see the track and the driver's hands.

20.3 Utilization

The competitors must make certain the camera is always functioning (fully-charged battery, appropriate memory card capacity, etc. and must systematically record the qualifying sessions and races.

The recordings should be accessible to the race director and/or the organizer of the SUPER COPA SEAT LEON for two hours after the end of the sessions or races.

The Organizing Committee reserves the right to use the inside-car view for promotional purpose for SUPER COPA SEAT LEON.

A competitor unable to fulfill this requirement without valid reason will be disqualified from the session or race in question.

