



## APPENDIX TO THE RACE REGULATIONS SLALOM TOURIST REGULARITY 2017

DENOMINATION SLALOM RACE **3rd SLALOM TURIST REGULARITY CITY OF ESTE** \_\_\_\_\_

Date **08 / 09 July 2017** \_\_\_\_\_

ORGANIZER: **Hornet Corse A.S.D.** \_\_\_\_\_ Lic. n° **352128** \_\_\_\_\_

### ART. 1 – COMPETITORS DRIVERS AND NAVIGATORS

For each car you may register a crew of one or two people up to 18 years old, and one of them, the driver must have a regular driver's license.

At the moment of enrollment must be indicated the driver of the crew.

The driver must have at least one of these ACI SPORT license:

- license as a competitor/driver of tourist regularity or higher
- a daily license for the foreign competitor/driver

### ART. 2 – CARS ALLOWED AND THEIR RANKS

Are allowed all the production cars regularly registered, regulated by the norms of the current C.D.S., built until 2016.

The cars with test plates are not allowed.

The registered cars are divided in this way:

Touring in race trim - Vehicles with year of construction until 1990 in accordance with the J1 and J2 Regulation .

GROUP 1 – production cars built until 1981

Divided in the following classes:

- A until 1100 cc
- B until 1600 cc
- C over 1600 cc

GROUP 2 – production cars built after 1981

Divided in the following classes:

- A until 1100 cc
- B until 1600 cc
- C over 1600 cc

The competitor/driver, with the enrollment, declares and attests the good condition and the perfect functionality of the car used.

The Commissioners/Director of the competition, after the technical commissioners' consultation, can decide to not admit to the event the cars that would not give sufficient guarantees of suitability and safety.

### ART. 3- ENROLLMENT

The enrollment forms must be sent to this address: **Hornet Corse A.S.D. c/o** \_\_\_\_\_

**Broggio Sandro Via Piave , 100 35020 Ponte San Nicolo' ( PD )**

written in the specific forms and accompanied by the appropriate fee.

The enrollment fee is about € 100,00 (1)+ VAT, included of the race numbers.

(1) Maximum €. 100,00.

#### **ART. 4 – ROUTE RACE - MANCHES**

The race takes place in   4   manches and the route, prepared in the same route and according to the Slalom provisions, is divided in   2   (2) sections that must be travelled in the established times which are here indicated, with an average road speed not higher of 40 Km/h speed on the entire route.

1° Sector m **1480**\_\_\_ established time **2'25"**\_\_\_ average hourly **39,47** Km/h\_\_\_

2° Sector m **1500**\_\_\_ established time **2'30"**\_\_\_ average hourly **39,13** Km/h\_\_\_

3° Sector m \_\_\_ established time \_\_\_ average hourly \_\_\_

4° Sector m \_\_\_ established time \_\_\_ average hourly \_\_\_

5° Sector m \_\_\_ established time \_\_\_ average hourly \_\_\_

6° Sector m \_\_\_ established time \_\_\_ average hourly \_\_\_

7° Sector m \_\_\_ established time \_\_\_ average hourly \_\_\_

8° Sector m \_\_\_ established time \_\_\_ average hourly \_\_\_

9° Sector m \_\_\_ established time \_\_\_ average hourly \_\_\_

10° Sector m \_\_\_ established time \_\_\_ average hourly \_\_\_

#### **(2) Minimum from two sectors**

#### **ART. 5 – SCRUTINEERING**

Competitors and drivers must present themselves in the place, in the day and in the time provided for the program of the main Slalom, for the fulfilment of the following formalities:

- control of competitors / drivers admission document and navigators valid:
- valid driver's license in accordance with national laws;
- certificate of fitness for competitive sports or non-competitive;
- ACI membership card;
- ACI license Competitor / Driver Regularity or higher;
- Navigator identification
- Daily license for foreigners Competitors / Drivers.

identification of cars entered and document valid control:

- registration certificate.

#### **ART. 6 - DRIVERS OBLIGATIONS**

Throughout the course of the race, drivers and passengers are obliged to keep their seat belts locked (only if they are standard on the model of the car from the manufacturer), to wear a suit or garment to allow To cover the ends and to wear a protective helmet.

They must comply strictly with all the provisions of the Race Director, the reports of the Permanent Commissioners, and conduct a conscious and prudent driving behavior for themselves, for any passenger, the Race Officers, and in particular for the spectators.

Furthermore they must respect these behaviour rules:

a) Stop during the route.

drivers who have to stop during the race route must fix the car possibly on the roadside, in order to not obstruct other cars.

In any other case is admitted to push the car along the route

Is not allowed to cover route sections in the opposite way of the race and drives who do it will be excluded by the race and by ranks

For no reason the drivers withdrawn will have to leave the car or go through the circuit in reverse, even for short distances, but they will wait for the instructions for the recovery of the car in failure. Also they will not have to stop the car, back, turn around, open the doors and to obstruct the other crews. It is forbidden leaning out of the car when is moving.

b) Queuing waiting and return to starting.

When a manche is ended and before another one started the crews, dutifully observing the instructions of the Marshals, must line up in a parking lot following the chronological order of the race and wait near their car until the last driver has ended the test.

At the appropriate moment the Race Director, or another appointee, will reach the competitors in the parking lot and will provide to conduct them at the start, queuing after their cars.

Is not allowed to surpass, guide in a dangerous way (for example to accelerate), do sideslip and other similar operations. Transgressors will be punished with a financial fine or another kind of penalty established by the Sport Judge.

During the route every crew must maintain a continuous connection with the car in front, in order to avoid divisions and interruptions of the queue.

When the competitors arrive at the starting location they must make themselves available to the Race Director for the starting operations of the next manche.

c) The drivers who decided to not start off with the manche, before it begins they must forewarn the Race Director or they will be excluded by the rank.

d) Drivers must to take part to the Race Director breafing in the places and times indicated by the program” of the R.P.G.

Absentees are reported to the Only Judge for the related disciplinary measures.

Alternatively the Race Director can publish a public notice in which he has to synthetically write the information and the last instructions for the regular participation to the race. This public notice must be given to all the drivers during the scrutineering.

## **ART. 7 – STARTS**

The cars will start individually on the basis of the breakdown of the groupings provided by the art. 2 of this regulation and at a distance of not less than 15 second from one to another with the Race Director instructions who decides if cars have to go before or after the Slalom cars. The cars will start at a distance of 5 mt. from the detection time line and at this distance is collocated the device needed to reveal the start time for the fist sector. The starts must be given individually, with the stationary cars and the engine running. These are the vocal warning:

“ 30” seconds, 15” seconds 10” seconds, GO . The last 5 seconds must be articulated one by one or alternatively is allowed the us of a traffic light.

Alternatively, it is allowed to use the traffic light with the specification that the start time of the sector is given by the ignition of the green light with the following light signals:

Turning on red light is missing 10 seconds

Turning on yellow light is missing 5 seconds

The last 5 seconds will be individually scanned with light signals up to green light that is the start time of the first sector.

A driver who is ready at the starter could not be ready to start and in this case is allowed to start the car pushing it within a time of 20” or he will be excluded and must to retire. In the same way is not admitted to start to all drivers who would not be ready and who are not available to the Race Director in the order prescribed.

## **ART. 8 – TIMES DETENCTION - ARRIVAL**

Time of different sectors are measured by timekeepers with some devices when competitors pass throughout the bearing lines at the start, along the route and at the arrival. Surveies are made at 1/100 second and must be effectuated automatically, with writing devices or photocells, at the moment in which the car pass throughout the bearing line.

After the arrival drivers must stop at the end of the deceleration straight and follow the Marshals instructions. The use of chronometers by the competitors is allowed and can be used mechanical chronometers or the electron ones with the sound scan.

The crews could synchronize their chronometers only with the watch at the start without the possibility of connect to it.

## **ART. 9 – RANKS AND PENALTY**

### **Ranks**

According to the penalties made, are prepared the different ranks, overall and for each class of the two groups, considering for each group the amount of the penalties of all the manches.

In case of ex-aequo the discriminating factor will be the result of the 1st manche and than of the 2nd. Otherwise will be prepared the ranks: Female Rank (only with female driver and passenger), Under 23, Disabled and Stable.

### **Penalties**

Are attached these penalties:

For each cone Knocked down or moved

(a bowl is shifted when its position needs to be restored)	100 penalties (with a maximum of 300)
- for every hundredth of a second early or late: compared to the sector time	1 penalty (with a maximum of 300)
- for every hundredth of a second early or late: compared to the start time	1 penalty (with a maximum of 300)
- For failure to participate in a rush	300 penalties
- refusal to start in the established timetable :	100 penalties
- stopping the car in a control zone (stopped car):	100 penalties
- blocking the passage and / or harming other crews:	expulsion
- for unsportsmanlike conduct:	expulsion
- for transit to a check in a contrary direction:	expulsion
- for infringement of the Highway Code	expulsion
- To exceed the average of 40 km / h on the entire route	expulsion
- irregularities in documents in its audit:	no admission
- for failure to meet schedules verification:	no admission
- for failure to comply with the verification times:	no admission
- to delay the start more than 15 minutes early:	no admission
- having to drive the car by someone other than the conductor member:	expulsion
- for lack of a competition number or plate:	300 penalty
- for lack of two or of all competition numbers:	expulsion
- for not prudent behavior of a driver or a navigator:	up to expulsion
- for being extruded out of the car in motion:	up to expulsion
- for the presence of any projection from the bodywork profile, not provided by the manufacturer, which has the purpose of the sighting intermediate spit line involves assigning:	200 penalties

**Art. 10 AWARDS**

Are expected the following honor award for both the member of the crew:

**1st Group A**

Overall ranking for the first 3 of the ranking  
Class ranking for the first of the ranking

**2nd Group B**

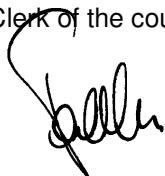
Overall ranking for the first 3 of the ranking  
Class ranking for the first of the ranking

Are also expected awards for the first of the rankings:

- Female Rank (only with female driver and passenger),
- Under 23
- Disabled
- Stable

(The organizer could increase the honour awards if he wants)

Clerk of the course



Organizer

