

INDIVIDUAL TENDERING REGULATIONS
(Regolamento Particolare di Gara – RPG)

• **Premise**

The norms inside this RPG are subject to the following of the government dispositions regarding the Covid-19 Pandemic and the health protocol redacted by ACI Sport, which is attached to this document. The organizer has the responsibility of obtain it at the link: http://www.acisport.it/public_federazione/2020/pdf/Documenti_Disciplina/protocollo_generale_slalom.pdf

Denomination: Date:

Validity:

Organizer: License N:

Legal Representation:

Address:

Phone

Number: Fax:

E- mail:

Co-host: License N:

REQUEST FOR CANDIDATURE FOR 2022 TITLING: CI

TROPHY CUP

PROGRAM

ENROLMENT

Opening: day

Closing: day Time:

RACE

MANAGEMENT -

SECRETARIAT - "PHYSICAL" OFFICIAL RACE REGISTER

Day

At

Day At

"VIRTUAL" OFFICIAL RACE REGISTER

Website where all the documentation of the race is published



PRESS ROOM

Day	26/06/202	At	BLOCK SHAFT – Z. INDUSTRIALE MONOPOLI
Day	27/06/202	At	B&B Taurp SP 113 (Starting Point)
	1		SARLI SILVANA – DELL'EDERA SAMANTA

Press Secretary

FIRST MEETING OF THE COMMISSION OF SPORTIF CHIEFS OR ONLY

JUDGE

26/06/202
1

14,30

Day:

Time:

At: MEETING ROOM, BLOCK SHAFT – ZONA INDUSTRIALE MONOPOLI

ACCREDITATION CENTER

26/06/202
1

Day:

15,00

From:

20,30

To:

At: ACCREDITATION ROOM, BLOCK SHAFT – ZONA INDUSTRIALE MONOPOLI

Day:

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From:

To:

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At:

VERIFICATIONS BEFORE THE RACE

Sporting checks:

the sport documents check take place online in the days before the competition. All documents have to be taken at the accreditation center (*Centro Accrediti*) by the “referent” declared by each Participant. The “referent” must also hand to the accreditation center the self-declaration (*autodichiarazione*) for the Covid-19 related risks of each member of the team. SEE “OPERATIVE OPERATION FOR COMPETITION MANAGEMENT” AT PAGE 13.

Technical checks:

Before the first race of the year, even outside the race field, the owner of the technical passport (*Passaporto Tecnico*) or someone delegated must subscribe the “Annual Technical Certification” (*Certificazione Tecnica Annuale*) and deliver it to a National Technical Chief along with an ID. If

it has not been possible to deliver it first, the Annual Technical Certification must be delivered to a Technical Chief at the first attending race. In case no Technical Chiefs are available, it can be delivered to the accreditation center where someone, instructed by the organizer, shall proceed at communicating to the Technical Chiefs.

At each race, the participant must present to a Technical Chief the "Certificate of safety devices of the car" (*Certificazione dei dispositivi di sicurezza della vettura*) attached with an ID. Instead, the driver must present the "Certificate of safety clothes" (*Certificazione dell'abbigliamento di sicurezza*) attached with an ID.

PUBLICATION LIST OF "VERIFIED" AND "ADMITTED AT STARTING"

26/06/202

21,30

1

Day:

Time:

"PHYSICAL" AND "VIRTUAL" OFFICIAL RACE REGISTER

BRIEFING RACE DIRECTOR

The briefing of the Race Director with the drivers takes place through a dedicated video conference; notes about the briefing shall be published on the "Virtual" Official Race Register after the participation to the videoconference. Alternatively, it can be distributed at the Accreditation Center.

OFFICIAL PARADE LAP

STARTING FIRST

27/06/202

Day:

09,00

Time:

1

CAR FIRST MANCHE

PARC FERMÉ

27/06/202

Day:

11,00

Time:

1

At

SP 113 RESTAURANT "LA MIA TERRA" – B&B PUGLIA VISTA MARE

DISPLAY LEADERBOARDS

At "PHYSICAL" AND "VIRTUAL" OFFICIAL RACE REGISTER

Time:

16,00

(The time is estimated. The maximum limit is 45' after the last arrive)

TECHNICAL VERIFICATIONS AFTER THE RACE



At PARC FERMÉ: SP 113 RESTAURANT "LA MIA TERRA"

WEIGHT VERIFICATIONS

At SP 113 RESTAURANT "LA MIA TERRA"

Type of scale: SPARCO ELETTRONICA

AWARD CERIMONY

At SP 113 RESTAURANT "LA MIA TERRA" – B&B PUGLIA VISTA MARE

Time: 16,45

• **ARTICLE 1 – RACE CHIEFS**

	Cognome e Nome	Albo	Autom. Club	n° licenza
RACE DIRECTOR	CAPEZZERA CARMINE	NAZ	POTENZA	73006
ADDED RACE DIRECTOR (1)	===	===	===	===
COMMISSION OF SPORTIF CHIEDS OR ONLY JUDGE (2)	LA DELFA PATRIZIA	DELEGATO ACI	PALERMO	72745
	DE SERIO DARIO	REG.	BARI	254923
	CALACE LUCIANO	REG.	POTENZA	111501
OBSERVER (3)	CIAMEI LUCA		SALERNO	345490
SPORTIF CHECKERS:	D'ERCOLE ROSANNA	PROV.	POTENZA	58992
	MARCANTONIO MARILISA	PROV.	POTENZA	131915
	CAPEZZER ERIC	PROV.	POTENZA	428822
TECHNICAL CHIEFS:	TOSTI FRANCESCO	DELEGATO ACI	BERGAMO	61323
	NOTAR FRANCESCO SERGIO	REG.	POTENZA	98676
	GIULIO DOMENICO	REG.	POTENZA	111501
		REG.		
TECHNICAL CHECKERS:	PIPOLI GASPARE	PROV.	BARI	103729
	OSTUNI ROCCO	PROV.	POTENZA	357615
	LA VECCHIA ANTONINO	PROV.	POTENZA	390647
SECRETARY OF THE EVENT:	PETRAGLIA ELISA	PROV.	POTENZA	395362
SECRETARY OF THE COMMISSION OF S.C.	LIPPOLIS MARIA	PROV.	COSENZA	58418
PARTECIPANTS RELATION OFFICER	MOLINARO FRANCESCO	PROV.	COSENZA	57062
COVID MANAGER:	POLISENO BIAGIO	PROV.	BARI	463313
RACETRACK CHIEFS (ALBO AUTOMOBILE CLUB):	BA-PZ-BR-CS			
TIMEKEEPERS indicare l'associazione FICr o altro organismo titolare di licenza ACI Sport n°	FICR POTENZA/BARI/BRINDISI			
HEAD OF SERVICE: CARNEYALE GIUSEPPE	n° licenza:			



EDITOR OF THE LEADERBOARDS:	n° licenza:
MATCH-DAY DOCTOR: Dr. CARNEVALE GIUSEPPE	n° licenza: 363477

(1) Optional

(2) Only for races not for Titling

(3) When nominated

- **ARTICLE 2 – GENERAL DISPOSITIONS**

This RPG has been redacted and the event will be organized accordingly to the International Sporting Code, the National Sporting Code, the Rules of the Slalom Sector, the government dispositions regarding the Covid-19 Pandemic, the contents of the health protocol redacted by ACI Sport, and all the other ACI dispositions are considered regulatory for anything not specified.

By the very fact of registration, each participant declares the recognition and acceptance of the dispositions in the present RPG for themselves and his drivers, principals or in charge, undertaking to respect and enforce them.

The Organizer reserves the right to let know promptly to all subscribers the instructions and clarifications, considered appropriate for the best application of the RPG, through Circulares.

- **ARTICLE 3 – INSURANCE**

Each race must be covered by the insurance policy of Civil Responsibility (*Responsabilità Civile*) towards third parties agreed upon by ACI Sport. The coverage of this policy does not relief participants and drivers from any responsibility in which they might incur outside the object of the insurance.

- **ARTICLE 4 – PARTECIPANTS AND DRIVERS ADMITTED**

The owners of a valid ACI Sport license are admitted in quality of Participant and Driver. Following the limitations of the races entered in the calendar as national events with authorized foreign participation (ENPEA), foreign citizens owners of licenses released by National Sport Associations of other EU member states are also admitted.

- **ARTICLE 5 – DRIVERS' DUTIES**

All drivers must be in possess of not expired driving license valid nationally, ACI card, ACI Sport License, and health certificate for agonistic sportif activity.

All drivers must wear protective cloths composed by suit, long under-suit, socks, gloves, shoes, and balaclava homologated accordingly to the FIA norm 8856-2000 or 8856-2018, and they must also use helmets homologated according to the FIA norms. The usage of what mentioned above has to be self-certified through the subscription of the dedicated declaration as expected by the RSN.

The drivers of the Groups E2 Silhouette, VST single-seater, E2 SS, and E2SC, must wear a frontal head restraint system homologated to the FIA norms 8858-2002 or 8858-2010. Such obligation is extended also to all those drivers who use safety belts bearing the tag "*For FHR use only*" or similar, independently from the type of car they are using.

The drivers of the Groups VST single-seater, E2 SS, and E2SC, must use full-face helmets whose chin-guard is part of the structure and it must have a visor.

Those found not conform to the national or international rules of clothes and protective gears are automatically excluded from the race and brought before the Sportif Justice (*Giustizia Sportiva*)

Those in possess of a License "Base Activity Ability" (*Attività di Base Abilità*) and/or Technical Passport "Light" have to comply to what specified by the Base Activity Regulations.

In the event of stopping along the racetrack, the drivers must arrange the car so that it is the closest to the edge of the road to avoid to interfere with other participants. If it occurs in a



curve, the car must be moved on the external side of the track outside from the trajectory. There are not any other circumstances where pushing the cars long the track is permitted. In any case, it is forbidden to take sections of the route in the opposite direction to that of the race, under penalty of exclusion from the race and from the rankings.

At the end of a potential parade lap or at the end of a manche before the next one, drivers must follow with discipline the instructions of the Chiefs routing cars in column following achronological order in a controlled area not considered Parc Fermé remaining next to the car until the arrive of the last driver. At the appropriate moment, the Race Director – or someone delegated – will come to the drivers and shall bring them back to the starting area.

During the return at the starting area, all drivers including the “closed” cars must wear the protective gears and fasten their security belts. The use of helmets is mandatory only for the “open” cars. Overtaking and hazardous driving behaviors (drifting, accelerating, and similar actions) are forbidden. Offenders will receive a fine and/or other punishment decided by the commission of sportif chiefs or the only judge.

During the return, all drivers are required to remain in constant communication with the car before them to avoid disruption of the column. After arriving at the starting area, all drivers must follow with discipline the instructions of the Race Director for the operations of the following manche.

Before starting the next manche, drivers must be informed of their times and eventual penalties of the previous manche.

Drivers who decide not to take part of the parade lap or a manche of the race must inform the Race Director before the start. Those who do not respect this shall be excluded from the leaderboards.

The briefing of the Race Director with the drivers takes place through a dedicated video conference; notes about the briefing shall be published on the “Virtual” Official Race Register after the participation to the videoconference. Alternatively, it can be distributed at the Accreditation Center.

• **ARTICLE 6 – RACETRACK AND PARADE LAP**

The competition will take place on the racetrack which is Km long. (4)

SP 113 MONOPOLI-CASTELLANA

The racetrack will be repeated times. (5) This is the number of manches set not including the optional parade lap.

There is going to be the parade lap.

There is not going to be the parade lap

The Organizer declares under its own responsibility:

- The racetrack has been tested in the year (6)
- The racetrack has been tested this year the day (7)
- That the route is prepared in accordance with the requirements of the test report



- That the hourly average will be less than 80 km/h following the calculation provided for in the RDS Slalom - General Standards - Art. 2
- That the distance between the rows of cones in the slow-down 11 stations is m, according to what described on the record of the test.

The race course will be closed to traffic 07,30 at hours of 27/06/2021 day and from that moment you will be able to pass only the means of service. Any 1 alternative routes to use for the return to the starting area must be previously authorized by ACI Sport.

It is left to the discretion of the Participant to carry out even a single manche, after communication to the Race Director.

Drivers can be given the opportunity to reconnoiter the racetrack, according to the provisions of the Race Director and according to the provisions of the respective RDS. The eventual parade lap while the road is still open to traffic made on initiative of the Drivers is under their exclusive responsibility and has to be done with cars conformed to the rules of road and its rules.

Provisory Norm for Covid-19: the validity of the record of the test of the racetrack that have already taken place is prorogated until the 31/12/2021, as long as there were not modifications.

(4) Minimum 2500, maximum 4000

(5) 2 or 3 times

(6) for races after the first edition

(7) for races at their first edition or in the case of renewal of expired tests

- **ARTICLE 7 – ENROLLMENT**

The enrollment of participants in possess of Italian license takes place through the “reserved area” on www.acisport.it. Instead, participants in possess of foreign licenses must download the forms from the website of the Organizer and forward them via e-mail to the organizer itself attached with the health certificate and the authorization of the National Sport Association.

The enrollment closes at most the Monday before the race. Enrollment fees for those who enroll in the last 5 (five) days are increased by 20%.

The enrollment fee is 160,00 € (8) + VAT (IVA, in Italy), and it includes the race numbers.

For drivers Under 23 (9) and owners of the license type “H” there is a 50% discount on the enrollment fee.

The payment has to be done through the modes proposed by the organizer.

Participants who do not accept advertisements from the organizer (excluding those on the number plaques) must pay a double fee.

(8) Maximum quota: Italian Championship (CI) € 160,00 – Trophies of Italy € 145,00 – ACI Sport Cup € 135,00 – Without Title € 110,00



(9) Drivers are defined as Under 23 when they have not turned 23 at the 1st of January of the current year

- **ARTICLE 8 – ADVERTISEMENT**

Advertisements on the cars are allowed if compliant with the current norms published on the RSN. The Organizer affixes the advertising:

TROFEO CPB 2021

on the number plaques (and it cannot be refused by participants) and on two or three ad slots with an overall dimension of 1600. The position on the cars of these ad slots is free.

- **ARTICLE 9 – REPORTS**

During the race, reports between the Race Chiefs and the Drivers takes place through the following flags, in accordance with the prescriptions of the attachment "H" of the International Sportif Code.

- a) Red flag: it must be waved at the drivers exclusively on direct disposition of the Race Director when a manche or the parade lap must be stopped. Drivers must immediately stop when seeing the flag waved and follow the instructions of the Race Chief.
- b) Yellow flag: it must be waved at the drivers to notify a danger. It can be displayed in two ways with the following meanings
 - one flag waved: slow down and be ready to change direction due to a danger being on the side or on part of the race track
 - two flags waved: slow down and be ready to change direction or stop due to a danger being on the side or on part of the race trackThe flag (or flags) can be displayed only by the Race Chief right before the danger, even though the Race Director can dispose an advanced report
- c) Yellow flag with red strips: it must be waved at the drivers to show a worsening of the adhesion of the road surface due to oil or water. It must be exposed still by all the Race Chiefs on the interested section of the racetrack.
- d) Blue flag: it must be waved at the drivers to show that they are about to be surpassed by a faster car. When seeing a blue flag, which must be exposed horizontally (*agiata*), the driver must slow down and assist the maneuver
- e) White flag: it must be waved at the drivers to show that they are approaching a car or emergency vehicle driving slow ahead. It must be exposed horizontally (*agiata*)
- f) Green flag: it must be waved at the drivers to let them know of the end of a danger. It must be exposed horizontally (*agiata*) by the Race Chief right after the last station that had to use one or more yellow flags.

Every infraction along the race track reported by the Racetrack Chiefs is examined by the Sportif Chiefs and it can cause the exclusion from the leaderboard.

- **ARTICLE 10 – CAR ADMITTED AND PARTITION IN GROUPS AND CLASSES**

The cars admitted are those provided by the article 3 of the Technical Regulation of Slalom

The following groups cannot take place in any leaderboard



Alternative Energy Group

It includes all the cars compatible with the technical norm published in the *RdS (Regulations for the Sector) Events with cars and regulations for alternative energies*, all the RS cars redeveloped into electric (RSE, RSTBE, and RSDE), and all the RS cars born electric (RSE1, RSE2, and RS3) with technical passports.

Vintage Cars Group

It includes all the cars with HTPs compatible with the current *RdS (Regulations for the Sector) for Vintage Cars configured for Speed or Rally*. Being a race not for speedsters, the subdivision does not take into account the Period but only the Category and Class mentioned on the HTP of the car:

HST 1 - Categories T, N e GT

Classes:

- HST 1 700 up to 700 cc
- HST 1 1000 701 – 1000 cc
- HST 1 1150 1001 – 1150 cc
- HST 1 1300 1151 – 1300 cc
- HST 1 1600 1301 – 1600 cc
- HST 1 2000 1601 – 2000 cc
- HST 1 >2000 Over 2000 cc

HST 2 - Categories TC, A e GTS

Classes:

- HST 2 700 up to 700 cc
- HST 2 1000 da 701 a 1000 cc
- HST 2 1150 da 1001 a 1150 cc
- HST 2 1300 da 1151 a 1300 cc
- HST 2 1600 da 1301 a 1600 cc
- HST 2 2000 da 1601 a 2000 cc
- HST 2 >2000 oltre 2000 cc

HST 3 – Includes the category “Silhouette”

Classes:

- HST 3 700 up to 700 cc
- HST 3 1000 701 – 1000 cc
- HST 3 1150 1001 – 1150 cc
- HST 3 1300 1151 – 1300 cc
- HST 3 1600 1301 – 1600 cc
- HST 3 2000 1601 – 2000 cc
- HST 3 >2000 Over 2000 cc

HST 4 - comprende le Categorie BC e SN

Classes:

- HST 4 1150 up to 1150 cc
- HST 4 1300 da 1151 a 1300 cc
- HST 4 1600 da 1301 a 1600 cc
- HST 4 2000 da 1601 a 2000 cc
- HST 4 >2000 oltre 2000 cc

Base Activities Group (AdB)

It includes all the cars with Technical Passport considered “Light”.

The group is going to be suppressed on 01/01/2022.

The cars included are subdivided in the following subgroups and classes:

AdB 1st subgroup (cars with on-going or expired homologation in the technical configuration in Group N)

Classes:

- AdB - N 1150 fino a 1150 cc
- AdB - N 1400 da 1151 a 1400 cc
- AdB - N 1600 da 1401 a 1600 cc
- AdB - N 2000 da 1601 a 2000 cc

AdB 2nd subgroup (cars with on-going or expired homologation in the technical configuration in Group A)

Classes:

- AdB - A 1150 fino a 1150 cc
- AdB - A 1400 da 1151 a 1400 cc



AdB - A 1600 da 1401 a 1600 cc
AdB - A 2000 da 1601 a 2000 cc

NOTE: Cars of the 1° and 2° subgroups turbo petrol engine with displacement up to 1500 cc are conventionally considered cars with 2000cc. Instead, the turbo diesel ones with displacement up to 2000 cc are in the class of their geometric displacement.

AdB 3rd subgroup (cars in the technical configuration *Group Special Slalom*)

Classes:

AdB - S1 fino a 700 cc
AdB - S2 da 701 a 1000 cc
AdB - S3 da 1001 a 1150 cc
AdB - S4 da 1151 a 1300 cc
AdB - S5 da 1301 a 1600 cc
AdB - S6 da 1601 a 2000 cc

AdB 4th subgroup (cars in technical configuration *Group Prototypes Slalom*)

Classi:

AdB - P1 fino a 1200 cc motore di derivazione automobilistica
AdB - P3 da 1201 a 2000 cc motore di derivazione automobilistica

The following groups of cars take place in the leaderbord

Group RS

It includes all the cars with the Technical Passport "START".

Classes:

Aspired petrol cars, 4 seats, divided as it follows:

RS 1.15 up to 1150 cc
RS 1.4 1151 – 1400 cc
RS 1.6 1401 – 1600 cc
RS 2.0 1601 – 2000 cc

Petrol cars with supercharges, 4 seats, divided as it follows:

RSTB-RSTW 1.0 up to 1000 cc (geometric displacement)
RSTB-RSTW 1.4 1001 – 1400 cc (geometric displacement)
RSTB-RSTW 1.6 1401 – 1650 cc (geometric displacement)

Diesel cars, either aspired or supercharged, 4 seats, divided as it follows:

RSD 1.5 up to 1500 cc (geometric displacement)
RSD 2.0 1501 – 2000 cc (geometric displacement)

RS Plus Group

It includes all the cars with Technical Passport "RSP", "START", and "National R1", and all the cars with former single-brand trophies or monotype with technical passport of the trophy of origin.

Classes:

Aspired petrol cars, 4 seats, divided as it follows:

RS 1.15 Plus up to 1150 cc
RS 1.4 Plus 1151 – 1400 cc
RS 1.6 Plus 1401 – 1600 cc
RS 2.0 Plus 1601 – 2000 cc

Petrol cars with supercharges, 4 seats, divided as it follows:

RSTB-RSTW 1.0 Plus up to 1000 cc (geometric displacement)
RSTB-RSTW 1.4 Plus 1001 – 1400 cc (geometric displacement)
RSTB-RSTW 1.6 Plus 1401 – 1650 cc (geometric displacement) including National R1T

Diesel cars, either aspired or supercharged, 4 seats, divided as it follows:

RSD 2.0 Plus Up to 2000 cc (geometric displacement)

Aspired petrol cars coming from single-brand or monotype trophies single class:

RS Cup Up to 2000 cc (geometric displacement)

Supercharged cars coming from single-brand or monotype trophies, divided as it follows:

RS TurboCup 1 up to 1500 cc (geometric displacement)

RS TurboCup 2 1501 – 2000 cc (geometric displacement)

N Group

It includes all the cars with technical passport "N", "VSO-N", "R", and "Prod S"

Classes:

N 1150 up to 1150 cc

N 1400 1151 – 1400 cc including R1A

N 1600 1401 – 1600 cc including R1B

N 2000 1601 – 2000 cc

N >2000 Over 2000 cc

A Group

It includes all the cars with technical passport "A", "VSO-A", "R", and "Prod E".

Classes:

A 1150 up to 1150 cc including Kit Car

A 1400 1151 – 1400 cc including Kit Car

A 1600 1401 – 1600 cc including Kit Car, R2B e Super 1600

A 2000 1601 – 2000 cc including Kit Car, R2C, R3C, R3T ed R3D

A >2000 Over 2000 cc including R4, R5 e WRC

Twin-cylinder group

It includes all the cars with technical passport "BC" or with a HTP.

Classes:

BC 650 cc Group 1,5

BC 700 cc Group 2

BC 700 cc Group 5

Special Slalom Group

It includes all the cars with technical passport "SS" and "VST".

Classes:

S1 up to 700 cc

S2 701 – 1000 cc

S3 1001 – 1150 cc

S4 1151 – 1300 cc

S5 1301 – 1600 cc

S6 1601 – 2000 cc

S7 Over 2000 cc

E1 Italia Group

It includes all the cars with technical passport "E1", "E1ISL", "TM-T" or the Group of origin.

Classes:

E1 1150 Up to 1150 cc automotive-derived engine

E1 1400 1151 – 1400 automotive-derived engine

E1 1600 1401 – 1600 cc automotive-derived engine

E1 2000 1601 – 2000 cc motore di derivazione automobilistica

E1 >2000 Over 2000 cc automotive-derived engine



E1 1600 Turbo	Up to 1600 cc automotive-derived turbo engine
E1 1150 Moto	Up to 1150 cc motorcycle-derived engine
E1 1400 Moto	1151 – 1400 cc motorcycle-derived engine
E1 1600 Moto	1401 – 1600 cc motorcycle-derived engine

Prototypes Slalom Group

It includes all the cars with technical passport "PS".

Classes:

P1	Up to 1300 cc
P3	1301 – 2050 cc

E2 Silhouette Group

It includes all the cars with technical passport "E2 SH", "TOPT", "LG", "TM-GT", "TM-SH" or the Group of origin

Classes:

E2 SH 1150	Up to 1150 cc aspired engine
E2 SH 1400	1151 – 1400 cc aspired engine
E2 SH 1600	1401 – 1600 cc aspired engine
E2 SH 2000	1601 – 2000 cc aspired engine , and up to 1400 cc turbo engine.

In the class E2 SH 2000 are admitted all the GT cars, even those that exceed the displacement, at the condition they have a technical passport different from "E2 SH" and "TOPT".

VST Single-seater Group

It includes all the cars with technical passport "MPA".

Classes:

VST 600	Up to 600 cc
VST 1300	601 – 1300 cc
VST 1600	1301 – 1600 cc

E2 SS Group

It includes all the cars with technical passport "E2 SS" e "TM-F".

Classes:

E2 SS 600	Up to 600 cc
E2 SS 1150	601 – 1150 cc
E2 SS 1400	1151 – 1400 cc
E2 SS 1600	1401 – 1600 cc

E2 SC Group

It includes all the cars with technical passport "E2 SC", "SPS" e "CN".

Classes:

E2 SC 1000	Up to 1000 cc
E2 SC 1400	1001 – 1400 cc
E2 SC 1600	1401 – 1600 cc
E2 SC 2000	1601 – 2000 cc

The admission in the Groups of cars of the Italian Championship, Trophy, and Cup, is described in the respective *RdS (Regulations for the Sector) Slalom*

The Sportif Chiefs, after listening the Technical Chiefs, have the right not to allow at the start the cars that present elements of danger either for construction or state of maintenance.



If during the technical verifications before the race, a car does not correspond with its Group and/or the Class, the Committee of Sportif Chiefs or the Only Judge (*Giudice Unico*) can assign the car to the Group or the Class in which it fits, upon recommendation of the Technical Chiefs.
Independently from what mentioned above, during the verifications before the race, a car enrolled registered can be substituted with another from the same Group and Class.

- **ARTICLE 11 – STARTING PROCEDURE**

Cars have to be routed in column at least 15 minutes before their respective theoretical departure time following the order arranged by the Race Director on the basis of the following order of Groups:

Alternative Energies – Vintage cars – Base Activities – RS – RS Plus – N – A – twin-cylinder – Special Slalom – E1 Italia – Prototype Slalom – E2 Silhouette – VST single-seater – E2 SS – E2 SC.

In each group the cars start according to an ascending order of classes of displacement. The official order has to be published on the official race register.

Starting is from a still position with the engine running. "Push-starts" (*avviamenti a spinta*) are not allowed, and they are punished with the exclusion from the manche. Cars start with at least 30" (seconds) between them.

Drivers who have not been able to start after 20" (seconds) from the green light are considered not started (*non partite*) and they are excluded from the manche; once the tools of time keeping are activated, the driver is considered as started (*partito*) and it is not allowed a second start.

All drivers, following the instructions of the officers, must position their cars at one meter from the starting line considering exactly the most projecting front part, and the starting procedure takes place entirely through race light with the following orders:

- Red light: 10 seconds to go
- Yellow light: 5 seconds to go
- Green light: START

It is allowed the use of race lights with countdown for the last 5" (seconds).

The real starting time is registered by a photocell attached to a writing mechanism on the starting line. There are no penalties for early starts.

In relation to situations of force majeure, the Race Director has the right to authorize, by reasoned decision, a new start in favour of the Drivers who have not been put in a position to complete the heat. This provision shall not, in any event, apply to the Parade Lap.

- **ARTICLE 12 – ARRIVE AND TIMES REGISTRATION**

The arrive, signaled by a white strip crossing the road, is "launched" and the time registration is done with photocells with precision of 1/100 of a second.

After the arrive, the drivers must stop at the end of the deceleration rectilinear and follow the instructions of the Race Chiefs.

- **ARTICLE 13 – LEADERBORDS AND PENALTIES**

At each manche, for every second used to run the race track is assigned a penalty point, any hundredths of a second constitute fractions of a point.

The following penalties are added to the times, already expressed in points, after being inappellably judged and indicated by the Race Officers in charge who are considered as



judges "concerning merit" (*addetti al merito*) while carrying their duties as stated in the Art.200.1 letter (c) of the National Sportif Code:

- a) for knocking down or moving a pin in a slow-down position (made by barriers or bottlenecks): 10 penalty points. A pin is intended to be moved when its position has to be restored;
- b) for the route jump: exclusion from the relevant manche. A Driver makes a "jump" avoiding one or more barriers in a slow-down position without moving or knocking down any pins.

The leaderboard of each manche follows the ascending order of scores after summing times (converted in points) with the penalties.

The final leaderboard follows the ascending of scores considering the best one made by each driver independently from the manche.

in the case of ex aequo, have to be considered the best times in the discarded manches. In the case of further ties, the ex aequo remains.

All Slaloms must provide the following final leaderboards:

- Absolute
- Group
- Class
- Base Activities
- Vintage Cars
- Alternative Energies
- People with Disabilities

In the races valid for the Italian Championship must be provided also the following special leaderboards:

- Under 23
- Women
- Scuderia (10)

- (10) The leaderboard is redacted adding together the times of the three Drivers best placed in the Absolute leaderboard for each Scuderia licensed by ACI Spot. Follow in order also those Scuderias with only two drivers qualified.

• **ARTICLE 14 – PARC FERMÉ**

The Parc Fermé is set up where described in the "Program" section of this RPG. After the last arrive of the last manche, all drivers must immediately drive their car in the Parc Fermé location where they will be able to pick them back up only after the authorization of the Race Director at the end of the appeal time window (30 minutes). The missing or late entrance of the car in the Parc Fermé or the departure before the agreed time and without the specific authorization of the Race Director imply the automatic exclusion from the leaderboard and eventual further disciplinary measures.

Inside the Parc Fermé is forbidden any kind of technical operation on the cars, and only the Race Chiefs and the surveillance personnel are allowed. Next to the Parc Fermé the organizer must make available an official scale.

All drivers who qualified for at least one manche have the compulsion of bringing the car in the Parc Fermé.

Drivers who are unable to drive the car into the Parc Fermé after qualifying for any reason must hand over the car to a Race Track Officer and inform immediately the Race Director.

- **ARTICLE 15 – TECHNICAL VERIFICATIONS AFTER THE RACE**

Drivers must let their cars undergo the technical verifications decided by the Sportif Chiefs of office after a complaint or an appeal.

The potential list of cars that require the verification after the race must be displayed in the 30 minutes after the arrive of the last Driver at the “physical” official race register.

Drivers are expected to look at the list and, if affected they must be immediately present and available for the Technical Chiefs at the Parc Fermé. A delay of more than 30 minutes is considered as refuse of the verification and it implies the exclusion from leaderboards and eventual further disciplinary measures.

Verifications after the race might take place the day after the race itself.

- **ARTICLE 16 – COMPLAINTS AND APPEALS**

Potential complaints must be presented in the modes and terms presented in the RSN with the tax of €350,00 and, in case of complaint against a car, it must include a deposit decided by the Sportif Chiefs to cover the expenses of the verification, after they have consulted the Technical Chiefs, following the guide table of the Appendix 5 of the RSN.

For Appeals, whose tax is €1.500,00, are applied the norms of the National Sportif Code (RSN). Following the decisions of the International Sportif Code FIA, the term of presenting an appeal at the National Sportif Association is 96 hours after the decision of the Sportif Chiefs, as long as the will of presenting the appeal has been notified on paper to the Sportif Chiefs no further than one hour after the publication of the decision itself.

Third parties interested with compelling reasons must ask to the TNA to be heard, presenting memories, and speaking on the matter of the appeal. Only if authorized by the Judge of the TNA, they must also pay the same deposit of the person presenting the appeal.

- **ARTICLE 17 – PRIZES**

All slaloms must award the following prizes as minimum: (define the nature)

- Absolute Leaderboard: 1st 2nd 3rd 4th 5th
- Groups Leaderboard: 1st
(as long as there are at least 3 admitted at the start)
- Classes Leaderboard: 1st 2nd 3rd
- Base Activities Leaderboard (for each Class): 1st
(as long as there are at least 3 admitted at the start)
- Vintage Cars Leaderboard (for each Class): 1st
(as long as there are at least 3 admitted at the start)
- Alternative Energies Leaderboard: 1st

- People with Disabilities Leaderboard: 1st

In the races valid for the Italian Championship must be awarded the following honor prizes:

- Under 23 Leaderboard: 1st

- Scuderia Leaderboard: 1st

- Women Leaderboard: 1st

In the faculties of the Organizer, it can increase the honor prizes with other Special Prizes (specify):



Firma del Direttore di Gara (per accettazione e per presa visione del presente Regolamento)


Carmine CAPIZZERA

Firma del Legale Rappresentante dell'Ente Organizzatore

AUTOMOBILE CLUB BARI - BAT
PRESIDENTE
(*Francesco RANIERI*)

Firma per la Delegazione Regionale

FIDUCIARIO SPORTIVO
REGIONALE ACI SPORT PUGLIA
DR. MARIO COLELLI

Mario Colelli

Firma del Legale Rappresentante dell'Ente Co-Organizzatore

A.S.D. Basilicata Motorsport
Organizzatore
Presidente
Carmine Capozzi

VISTO SI APPROVA
IL SEGRETARIO DEGLI ORGANI SPORTIVI ACI
Marco Ferrari


Via Solferino 32 - 00185 Roma (RM)

Il presente Regolamento Particolare di Gara dello Slalom denominato

9° SLALOM DEI TRULLI

da svolgersi in data 27/06/2021 è stato approvato in data 27/05/2021 con numero di approvazione RM/ 99 /2021

La suddetta approvazione è subordinata al rilascio del nulla-osta da parte del competente Ministero dei Trasporti Direzione Generale per la Sicurezza Stradale come previsto dal comma 3 art. 9 del Nuovo Codice della Strada.


Via Solferino 32 - 00185 Roma (RM)