



# AUTOMOTOCLUB STORICO ITALIANO 2018

## CAR RALLIES NATIONAL COMMISSION

### CULTURAL/SOCIAL NON COMPETITIVE EVENT

### WITH SPEED UNDER 40 km/h AND TIME RELIEFS

#### FAC-SIMILAR REGULATION PAPER

(this regulation has been updated on the 1<sup>st</sup> January 2017)

The Organizer must use this regulation in A4 format. The text can be downloaded from the website [www.asifed.it](http://www.asifed.it) as PDF. The regulation must be hand-written (capital letters) or with a video-writing programme (in this case, the character should be different or in bold). Erasing should be done by crossing a line which allows to read what crossed. Regulations different from this one will not be accepted.

ORGANIZING CLUB: \_\_\_\_\_

EVENT: \_\_\_\_\_

#### ART.1 SCHEDULE

The organizing club \_\_\_\_\_

Enrolled at A.S.I., organizes, on \_\_\_\_\_ a

NON COMPETITIVE SKILLS EVENT WITH FREE EQUIPMENT

NON COMPETITIVE SKILLS EVENT WITH CLASSIC EQUIPMENT

NON COMPETITIVE SKILLS EVENT FORMULA ASI

For vintage cars with passage time reliefs called: \_\_\_\_\_

# 21-22 APRILE 2018

# CLUB GOZZANI AUTOMOTO STORICHE

Registration opening: date: \_\_\_\_\_

Registration closure: date: \_\_\_\_\_

Road Book withdrawal: place: \_\_\_\_\_

Data: \_\_\_\_\_

Pre-event verifications: place: \_\_\_\_\_

Data: \_\_\_\_\_

Time: \_\_\_\_\_ (at least 2 hrs)

Timetables:

First stage:

First car departure: place: \_\_\_\_\_ date: \_\_\_\_\_ at: \_\_\_\_\_

First car arrival: place: \_\_\_\_\_ date: \_\_\_\_\_ at: \_\_\_\_\_

Second stage:

First car departure: place: \_\_\_\_\_ date: \_\_\_\_\_ at: \_\_\_\_\_

First car arrival: place: \_\_\_\_\_ date: \_\_\_\_\_ at: \_\_\_\_\_

Possible further stages:

First car departure: place: \_\_\_\_\_ date: \_\_\_\_\_ at: \_\_\_\_\_

First car arrival: place: \_\_\_\_\_ date: \_\_\_\_\_ at: \_\_\_\_\_

First car departure: place: \_\_\_\_\_ date: \_\_\_\_\_ at: \_\_\_\_\_

First car arrival: place: \_\_\_\_\_ date: \_\_\_\_\_ at: \_\_\_\_\_

Placements releasing: place: \_\_\_\_\_ date: \_\_\_\_\_ at: \_\_\_\_\_

Prize giveaway: place: \_\_\_\_\_ date: \_\_\_\_\_ at: \_\_\_\_\_

Event Head place: \_\_\_\_\_

Credits: place: \_\_\_\_\_

Reliefs type:  pressure switch  photocell

**Art. 2 HONOUR COMMITTEE**

President: \_\_\_\_\_

Members: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Art. 3 ORGANIZATION COMMITTEE**

President: \_\_\_\_\_

Members: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Head: \_\_\_\_\_

21-22 APRILE 2018

CLUB GORIZIA AUTOMOTO STORICHE

#### Art. 4 EVENT STAFF

ASI delegate: \_\_\_\_\_ (only judge)  
Club delegates: \_\_\_\_\_ (event director)  
Route commissioners: \_\_\_\_\_  
Time keepers: \_\_\_\_\_  
Placements fulfiller: \_\_\_\_\_  
Verifications delegate: \_\_\_\_\_  
ASI technical commissioner: \_\_\_\_\_  
Press office: \_\_\_\_\_  
Logistic delegate: \_\_\_\_\_

#### Art. 5 ROUTE

The event's route will be \_\_\_\_\_ km *and it will be marked at the start and at the end of all its parts by proper signals.*

The attached distances and times grid, which is part of this regulation, will indicate the checkpoints type and modality *as well as the check and the test's opening and closing timetables.* There will be:

No. \_\_\_\_\_ Time checks (C.O.)

No. \_\_\_\_\_ Seal checks (C.T.)

No. \_\_\_\_\_ Time trial

No. \_\_\_\_\_ 1/100 second reliefs

No. \_\_\_\_\_ second reliefs.

The event will take place in traffic-opened roads *fully according to the highway code.* In the part of the route where the skill trials will take place the speed **will have to be less than 40 km/h.** *The route's opening and closing timetables are compulsory. The participant that will show up outside the indicated timetables will not be admitted to the trial or to the check.* For the placements fulfilment, ASI re-evaluation coefficients will be utilized (x1, year of construction).

The organizer will draw a road book, in which the checks and trials' places and the suggested route will be indicated. The transfers among the trials and the checks as well as those for reaching the gathering points will be up to the participant.

#### Art.6 VEHICLES

Cars with ASI identity (Homologation) certificate or FIVA identity card (in case of events registered at the international FIVA calendar or for foreign drivers) or participation permit issued by ASI will be admitted. Cars without any of these documents will be admitted too (in this case a coefficient of x3,000 will be applied).

The dating and history certificate is not a valid document for participating at the event. The vehicles will be divided in these following classes (periods):

- |   |              |   |
|---|--------------|---|
| A | Ancestor     | constructed until 31/12/1904                        |
| B | Veteran      | constructed until 31/12/1918                        |
| C | Vintage      | constructed until 31/12/1930                        |
| D | Post-vintage | constructed from 1/1/1931 until 31/12/1945          |
| E | Classic      | constructed from 1/1/1946 until 31/12/1960          |
| F | Post-classic | constructed from 1/1/1961 until 31/12/1970          |
| G | Modern       | constructed from 1/1/1971 and produced since 20 yrs |

And divided in the following (optional) groups:

Ante 1945  
Sport  
GTS  
GT  
Tourism

14



**Trial-plated cars or cars with a different plate from the one on the vehicle registration are not admitted.**

### **Art. 7 PARTICIPANTS**

For every car there will be a team composed of a driver and a co-pilot (even under age) or composed of a driver only. No more passengers than the ones indicated on the vehicle registration can be in the car. In order to be admitted to the event, you will be requested:

- ASI valid registration
- Valid driving license (for drivers)
- RCA insurance

Co-pilots and passengers, who anyway cannot drive the car during the time passage reliefs, might not be registered to ASI. **For foreign drivers, associated with foreign clubs recognized by FIVA, who participate to international and national events, ASI registration is not compulsory.**

### **Art. 8 REGISTRATION**

Registrations, to be sent to \_\_\_\_\_  
Will open on \_\_\_\_\_ and will be accepted until \_\_\_\_\_  
on \_\_\_\_\_.

Registration requests will have to be submitted jointly with the registration fee of € \_\_\_\_\_, \_\_\_\_\_. The organization staff might not accept a registration request, without giving any justification. Timely communication will occur in this case, jointly with a full registration fee cash-back.

Watch: only in this case the fee will be given back.

### **Art. 9 VERIFICATIONS**

Drivers will have to show up at the time and place provided by the programme, to accomplish the following fulfilments:

Participants admission documents verification

- ASI registration
- Driving license
- RCA insurance

Registered cars identification:

- ASI identity certificate (homologation)
- ASI participation permit issued by CTN
- FIVA identity card (for FIVA international calendar events and

foreign

drivers)

History and date certificates are not valid documents for participating to events.

21-22 APRILE 2018

CLUB GARZIA AUTOMOTO STORICHE

### **Art. 10 START**

The starts will be given exclusively while the car is still and the engine on, with the following oral countdowns: 30 seconds left, 15 seconds left, 10 seconds left, VIA! The last 5 seconds will be counted for each second. A driver under the order of the starter might not be ready to start: the start can be done also by pushing (under the events staff supervision) with a delay of not more than 15 seconds.

### **Art. 11 EVENT ARTICULATION**

The event will have to be compliant, accordingly with the provided type, to the CNM A tab (see tab at page 34 of the vademecum).

The event will articulate accordingly with the following dispositions:

- the official times, that drivers have to respect, are exclusively those on the road book.
- GPS system will be utilized for the official timing synchronisation (UTC – Official Europe Time)
- The manual synchronization of the drivers' equipment can be done accordingly with the watch at the start
- There will be no fleets
- Hourly average trial(s) are optional
- The events might occur partly at night.
- In the event's articulation it is compulsory to insert time checks with tolerance + or – 10' (start and re-start excluded)

### **Art. 12 PLACEMENTS EXCLUSION**

A participant will be considered out of time:

If he will pass at a time check with a delay equal or of more than 15 mins

If he will gain delay at several time checks for more than 30 mins total.

In events with more stages, the teams on borrowed time and the teams that do not pass at one or more checks (C.O, P.C., C.T.), can be re-admitted (after having requested it at the rally judge) at the following stage start, receiving a penalty equal to the 100% of the last team's penalty.

### **Art. 13 DRIVERS'OBLIGATIONS**

Throughout the whole event, drivers will have to respect all the driving regulations and the dispositions ordered by the rally judge and be prudent and consciously. Drivers will not be able to stop the car, step back, double back and/or obstruct in any way the other teams in the trial areas signalled by the signs of start and end of trial.

In case of street obstruction or other force majeure cases which occurred before the start, the event's route can be modified or some particulars sections might be cancelled, in which an imposed hourly average speed might provoke danger situations. Specifically:

- It is forbidden to open the doors during the time trials
- It is forbidden for safety reason to lean on the car's window
- It is forbidden to be connected via radio or phone with car or motorcycles that open the route before the vehicle, particularly nearby time trials and in the imposed hourly average speed.

21-22 APRILE 2018

CLUB GARZIA AUTOMOTO STORICHE

- It is forbidden every projection applied to the body which is not provided by the Constructor (so to speak plastic or metal viewfinder) that might deface the car's image, but it is permissible (even if not recommended) to apply a reference on the body with not more than two segments of adhesive tape of max. 10 cm length each.
- It is compulsory, for the participants at Calendar Events, to show the metal A.S.I. Homologation Plate.

In case of failure of the aforesaid bans, A.S.I. Delegates will proceed with disciplinary measurements (from warning to 500 penalties) accordingly with the relevance and gravity of the failure itself. Event and placement exclusion might occur.

#### **Art. 14 TIMES RELIEFS AND MEASUREMENT DEVICES**

Stopwatches or any other measurement device are not subjected to any limitation in this case. **Relatively to mechanical devices Events, time reliefs and distances measurements will have to be done with mechanical devices or analogue stopwatches with hands.** It is forbidden the use of any type of scanning (e.g.: sonic, visual, electric, etc.) which can transmit directly from the watch (even if allowed) to the driver or the co-pilot, the rhythm and the frequency of the seconds. The only allowed scan is the one generated locally or mechanically by the co-pilot, perceiving the rhythm just from seeing the watch's hands. The use of headphones is forbidden, earphones and interphone devices. Also for distances measurements electric devices are forbidden: only mechanical reading tools are allowed. All average and/or distance calculation and measuring tools are forbidden on board, even if not mounted on the car itself (self-phones). The failure of these rules, might provoke the event and placement's exclusion.

#### **Art.15 PENALTIES AND OTHER MEASURES**

##### **15.1 Time checks**

They are hand-checked: in case of a start every 60" the driver must pass through within the full minute provided by the roadmap; if the cars are leaving every 30" the time checks will be done, checked and penalised on the 60<sup>th</sup> following second according to the ideal time of passage; so if the ideal time of passage is 10h 45' 30" the participant can transit at the time check until 10h 46'29".

For every minute (or fraction) in advance	<b>100 penalties (max. 300)</b>
For every minute (or fraction) late	<b>100 penalties (max. 300)</b>
for borrowed time transit	<b>stage placement exclusion</b>

It is generally forbidden a complete stop of the car in time checks in the road section between the yellow sign and the crossed khaki one, unless the regulation requests the time of passage notation or the control area access is forbidden.

The failure will mean: **100 penalty pts** in the relative time checkpoint

## 15.2 Passage reliefs

For every 1/100 second in advance or late

**1 penalty (max.300)**

### Notes for doing the timed trials (TT)

These trials are independent from time checks, never overlapping but inside them. They are always marked by an Entrance check, an Exit check and an imposed travelling time (indicated on the roadmap). The driver, close to the Trial Start sign and after having received the “go ahead” indication by the commissioner, chooses himself the starting moment, which is when he crosses the check and consequently considers the accuracy of his passage time at the Exit Check. It is possible that several trials of this type might be contiguous: in this case, the time of passage at the end of the first trial (no matter whether right or wrong) will also be the entrance time of the following trial.

In 200 meters broader trials a yellow pre-warning sign, located **25 meters before** the check, notifies the check's presence, unless in case of different time keepers' needs evaluated in that place.

It is forbidden to stop the car in the road section between the yellow sign and the crossed khaki one, in time trials passage time reliefs.

**Stopping** the car will mean

**100 penalty pts** in the concerning trial

## 15.3 Imposed average speed trials

For every 1/100 second in advance or late

**10 penalty (max.300)**

### Notes for doing Imposed Average speed Trial (IAT)

Also these trials are independent from Time Checks and inside them, never overlapped.

The beginning might overlap an entry or exit check of a TT. From this point the Imposed Average speed Trial starts, of a minimum distance of 5 km, inside of which there will be prepared one or more secret timing points. The roadmap will indicate the imposed average speed under which one can calculate the exact time of passage at the secret timing reliefs. The secret timing cannot be in the first 500 meters of the trial. The exit times will be calculated at the second by a timekeeper located near a note on the road book (+/- 100m). The road book and the Times and Distances Grid will indicate the place (and the radar note) which is the theoretical maximum limit of the trial. The radar in this section might not show metric indications to increase the difficulty. The Organiser must indicate in the road book and in the place itself (with the same tools as for the road book) **a straight road section (Measured Base)** with distances indications, that can be checked by the participants before the event.

## 15.4 Seal Checks (SC)

This only occur if provided by the route radar and the roadmap. The team must let the Commissioner to put the passage stamp. If one does not pass at the check or there is no evidence of the passage in the Roadmap, will be excluded from the final placement.

**21-22 APRILE 2018**

**CLUB GORIZIA AUTOMOTO STORICHE**

## 15.5 Roadmap

Alteration, tampering or corrections  
Not done by the Event Manager  
Arriving check return failure  
Seal check failure (SC)

*Event exclusion*  
*placement exclusion*  
*placement exclusion*

## 15.6 Other penalties

Scheduled time start and order refusal	<i>100 penalties</i>
Stopping the car in the check area	<i>100 penalties</i>
Team's unauthorised access to the Check area (unless different dispositions)	<i>300 penalties</i>
For every trial missed (car does not transit in entrance and exit)	<i>500 penalties</i>
For transit at the checkpoint with closed windows	<i>from warning to 500 penalties up to The exclusion</i>
For opening the doors while crossing	<i>from warning to 500 penalties up to The exclusion</i>
For leaning out the window while crossing	<i>from warning to 500 penalties up to The exclusion</i>
For not regular viewfinder use	<i>from warning to 500 penalties up to The exclusion</i>
For radio connection with a support car	<i>from warning to 500 penalties up to The exclusion</i>
For not showing A.S.I. Homologation Plate	<i>from warning to 500 penalties up to The exclusion</i>
For obstructing the passage and/or damages to teams	<i>from warning to 500 penalties up to The exclusion</i>
For unfair behaviour	<i>from warning to 500 penalties up to The exclusion</i>
For crossing a checkpoint the wrong way	<i>event exclusion</i>
If the car is not consistent with the Street Code	<i>non-admission</i>
For Street Code violation verified by the Authority	<i>event exclusion</i>
For documents' irregularity at the verification	<i>non-admission</i>
For not respecting the verifications times	<i>non-admission</i>
For starting more than ten minutes later	<i>non-admission</i>
For making another person drive the vehicle at a passage	<i>event exclusion</i>
For all event numbers' lack	<i>event exclusion</i>

21-22 APRILE 2018

CLUB GORIZIA AUTOMOTO STORICHE

### Art. 16 FINISH

The first stage check will open at: \_\_\_\_\_

The second stage check will open at: \_\_\_\_\_

The third stage check will open at: \_\_\_\_\_

The fourth stage check will open at: \_\_\_\_\_

### Art. 17 OFFICIAL PLACEMENTS

The following placements will be drawn up:

- General
- Period or group general
- For Club
- Women
- **The Organiser might draw up, besides the General Placements, another ranking for participants with mechanical devices.**

### Art. 18 PRIZES

The event will have at least the following prizes:

To the first \_\_\_\_\_ teams of the General Placements

To the first \_\_\_\_\_ teams of every period or group

To the first Club that has the highest points calculated by adding the points of its best three drivers

To the first \_\_\_\_\_ women teams

Other prizes might be given according to the Organisation Committee. Group prizes are not cumulative.

### Art. 19 COMPLAINTS AND TIME REVISION REQUESTS

The possible complaints have to be submitted in written form within 30 minutes from the Official Placement publication done by the Event Manager, jointly with the cautionary deposit of € 250,00. This deposit will have to be paid cash to the A.S.I. Delegate: in case of complaint's acceptance, it will be given back; on the contrary, it will be forwarded to A.S.I.

During this type of events (on open traffic roads), since there are some unpredictable circumstances, some situations that might obstruct the regular development of the event may occur. Analogous problems may rise in case of time-keeping devices wrong or bad functioning as well.

Possible behaviour rules that might be applied in these cases are reported below.

#### **Wrong stopwatch calibration or mismatch during a TT.**

New electric device allow to totally erase this inconvenient.

In the case inconvenient occurs, this is going to be the procedure:

Uncertain origin of a wrong stopwatch calibration, but contained: **accepted as part of the game**

**21-22 APRILE 2018**

**CLUB GORIZIA AUTOMOTO STORICHE**

Uncertain origin of a wrong stopwatch calibration, but serious and consistent (considerably favouring one or more teams that casually find in this mistake a perfect compensation to their imperfect performances) : **trial cancelling**. **Average assignment** is provided in substitution of the flawed point, if the number of damaged teams is low (less than 10%). The gravity determination threshold for wrong stopwatch calibration is final and entrusted to A.S.I. Delegate and the Single Judge.

Electric device breaking during a TT time trial: **trial cancelling**

### **Obstruction in time relief zone**

Damaging or obstructing the lane in a time relief zone, caused by other driver's mistakes or incompetence are considered **part of the game and accepted as possible event's inconvenient** (unless in specific cases the Commissioner might report). The Single Judge has the faculty of examine possible reports and solve them with the average principle.

### **Check obstruction caused by other means or agents**

The temporary obstruction or damaging caused by a sudden action by a spectator or a bystander are considered **part of the game**. A more serious interruption, but limited to one or a few participants (such not to allow the time relief), if precisely reported by the Commissioner delegated to the check, can be solved by the Single Judge with the **average** criteria (a score equal to the average, rounded down, of all the event points gained by the driver in all its stages, without the best and the worst one). If the obstruction is serious and involves a relevant number of teams the check **will be entirely cancelled**.

### **Time determination impossibility**

In case of non-functioning stopwatch devices (pressure switch or writing) which determine a loss of time, the rule of the **average** might apply. In all the cases, anyway, the principle of the average will be reserved only for the clearest and most serious cases and will be without appeal entrusted to Single judge's decision.

### **Complaints and verifications of informal times**

In order to detect and solve possible mistakes due to unintended inaccuracies resulting from time keepers actions or event's data elaborating personnel, all unofficial times will be shown at the end of each stage in the places and times communicated by the Organisation Committee. The teams, after having seen these times, will have 30 minutes to submit any possible complaint to the Single Judge for a verification. The Single Judge, by using all the official documentation, will take the decisions accordingly (time validation, correction or other decisions).

Time keepers working method foresees the automatic times detection without manual typing (which may be used just in particular contingent situations) with a time normally set at 2 seconds.

This time can be varied only if specific situations occur and they require a different one but no cancellation. Possible complaints or verification requests can be admitted only in presence of evident objective documentation (thus no personal opinions, participant's manual reliefs comparisons, theoretical calculation etc., ...), which

subsistence and validity will be examined both by the A.S.I. Delegate and the Time-keepers Chief.

#### **Art. 20 GENERAL DISPOSITIONS**

By registering at the event, the participant declares for himself/herself and for the drivers, co-pilots, workers and responsible for other activities of:

- 1 Having read and agreed the A.S.I. Event Regulation (and its supplementary rules) and this Particular Event Regulation, undertaking to respect and making others respect it.
- 2 Undertaking to solve any controversy for facts deriving from the Organisation and the event's articulation, through the mechanisms and solving methods provided by A.S.I., giving up on appealing to other authorities from the sport one, protecting the rights and interests of the driver, co-pilots, workers and responsible for other activities.
- 3 deeming A.S.I., the Organisation and all the staff free from any responsibility deriving from damages to the participants, drivers, co-pilots, workers and responsible for other activities or things, as well as produced or caused by third parties or other participants, drivers, co-pilots, workers and responsible for other activities.

#### **Art. 21 ATTACHMENTS**

The following attachments will be part of this Particular Event Regulation:

- 1 itinerary cartography
- 2 Event complete programme
- 3 Times and distances grid

#### **Art. 22 SINGLE JUDGE**

The Single Judge is A.S.I. Delegate and will be the only one who undertakes decisions after having discussed with the Event Staff. The interlocutor for the Event will be the Event Manager, everything will be reported. In case of official complaints, in which the participant will execute the right of appeal, the whole report will have to be sent to the A.S.I. Events National Commission, which will judge the case according to the current regulations.

#### **SCORES ASSIGNMENTS FOR TRICOLOUR TROPHY AND NATIONAL FINALS**

**A)** The event, registered in the National Calendar, will allow participants to accumulate points valid for the admission at Tricolour Trophy Finals 2017 only if, besides all the other regulations are observed, the following requirements will be respected:

- Car Events National Calendar enrolment
- A.S.I. Delegate compulsory presence
- A.S.I compulsory coefficient use

**B)** For **Stopwatch Reliefs Skills Events** category, maximum **5 (five) utile scores** can be summed for the A.S.I Tricolour Trophy ranking and for the admission at National Finals that will take place at the end of the rally season 2017.

**C)** At the end of every event registered in the national calendar, scores valid for the Tricolour Trophy ranking and the National Finals admission will be assigned. They

will be assigned to all the participants accordingly with the placement obtained according to this grid:

1 <sup>st</sup> pl. <b>100 pts</b>	9 <sup>th</sup> pl. <b>55 pts</b>	from 17 <sup>th</sup> to 20 <sup>th</sup> pl. <b>15 pts</b>
2 <sup>nd</sup> pl. <b>90 pts</b>	10 <sup>th</sup> pl. <b>50 pts</b>	from 21 <sup>st</sup> to 25 <sup>th</sup> pl. <b>10pts</b>
3 <sup>rd</sup> pl. <b>85 pts</b>	11 <sup>th</sup> pl. <b>45 pts</b>	from 26 <sup>th</sup> to 30 <sup>th</sup> pl. <b>5 pts</b>
4 <sup>th</sup> pl. <b>80 pts</b>	12 <sup>th</sup> pl. <b>40 pts</b>	
5 <sup>th</sup> pl. <b>75 pts</b>	13 <sup>th</sup> pl. <b>35 pts</b>	
6 <sup>th</sup> pl. <b>70 pts</b>	14 <sup>th</sup> pl. <b>30 pts</b>	
7 <sup>th</sup> pl. <b>65 pts</b>	15 <sup>th</sup> pl. <b>25 pts</b>	
8 <sup>th</sup> pl. <b>60 pts</b>	16 <sup>th</sup> pl. <b>20 pts</b>	

**D) 3 placements rankings for every event will be drawn up and will be awarded the first 3 for each type (free and mechanical equipment skills event and A.S.I. Formula). For the admission at the finals, the first 10 in each category will be invited.**

**In the finals, scores previously gained will not count and during the finals only mechanical and analogue devices can be used**

**E) In the case the Event has a number of participants equal or more than 25, points will be assigned halved. Teams regularly registered that will have completed more than the 25% of the trials will be considered participating. The event will not be registered in the national calendar the subsequent year.**

**F) The organising Club undertakes to send the placements to the cognizant coordinator for the final elaboration within six days from the end of the event. That term will have to be strictly respected since C.N.M.A. will be publishing the placements on its website, thus keeping the situation up-to-date.**

Organising Club Seal

Organising Club President

Auto C.N.M. President

A.S.I Delegate

**21-22 APRILE 2018**

**CLUB GO-RIZIA AUTOMOTO STORICHE**