



SECTOR REGULATION

SPEED ON ICE 2022

PREAMBLE

The International Sports Code of F.I.A. (COD) and its attachments, the National Sporting Regulation (RSN) and its Appendices, the Sporting Regulation of the Italian Championship on Ice, are, to all intents and purposes, the only valid texts to which to conform.

ACI SPORT reserves the right to publish any amendments and instructions it deems appropriated to give for the best application of the Regulation and of which they will be considered an integral part.

ARTICLE 1 – DEFINITIONS

They are speed competitions on ice those that take place on completely snowy and icy paths with multiple competitors who participate simultaneously or at varying intervals.

ARTICLE 2 – COMPETITORS AND DRIVERS

For the races of speed on ice competitors and drivers must have a valid licence (see Appendix 1 to National Sports Regulation – LICENSES AND INSURANCES).

Underage drivers will be admitted, as required by the Italian sporting regulations in force.

ARTICLE 3 – VEHICLES

Are allowed the groupings of cars provided for the following article 10 equipped with Technical Passport. Each car must be in compliance with the respective Technical Regulation.

The organizers of tender which are not valid for national titles may provide for sub-groupings.

The same car can be entered twice if it is driven by two different drivers. If, at any time of the race, the car will result non-compliant, both competitors/drivers may be subject to the penalties provided for by the RSN.

It is also permitted for a driver, already registered with a car, to register with another car provided that this belongs to another group.

ARTICLE 4 – EXECUTION OF COMPETITIONS

4.1 ADMINISTRATIVE AND TECHNICAL CHECKS

REFER TO GENERAL EMERGENCY PROTOCOL COVID-19

4.2 BRIEFING

Before the start of the free practice there must be a briefing, mandatory for all drivers.

Failure to participate in the Briefing will result in a fine of €200.

In period of Emergency health, in reference to the general emergency protocol Covid-19, the briefing will be delivered to the Competitors in paper form.

4.3 FREE PRACTICE

Competitors who have passed the Administrative and Technical checks before the race, will have the right to play a session of optional free practice for a maximum of 5 minutes depending on track conditions.

The duration of free practice must be indicated in the RPG and may be modified by the Stewards on the proposal of the Clerk of the Course with Bulletin.

In each round of the free practice session, cars of different classes/regroupments may also be admitted, provided they are homogeneous.

4.4 QUALIFYING SESSIONS

The Qualifying sessions will have a duration of 6 minutes max, depending on the condition of the track.

The period of the qualification practice must be indicated in the RPG and may be modified by the Stewards on the proposal of the Clerk of the Course with Bulletin.

At the end of the time assigned for the qualification, all the cars passing on the finish line will be given checkered flag.

General provisions:

In the race register will be displayed the list of admitted to the tests and the composition of the related rounds. Will be admitted on the track up to a maximum of 8/10 cars at a time according to the type approval of the track.

Vehicles of different classes/regroupments may also be accepted for each round of qualification practice, provided that they are homogeneous (ex cars, single-seaters with single-seaters).

Procedure for departure:

Once entered in the circuit the cars will have to stop at the position indicated by the Marshals to receive the Start, which will be given to variable intervals at the discretion of the Clerk of the Course. Timing will be detected from the moment the car passes on the line of departure/arrival and will be detected to the hundredth of a second.

At the end of the qualifying sessions, the starting grid of the first race heats will be drawn on the basis of the best lap time achieved by each Driver, regardless of the laps covered. In the event of a tie between two or more drivers, the round in which each driver, in his qualifying session, has obtained the best performance. The latter will be awarded to those who obtained it first. In the case of further equality the best performance will be awarded to those who have chronologically obtained the best time for first ever.

In the event that a driver does not start or does not finish at least one lap will be placed at the bottom of the starting grid of the race. If, in the latter case, there was more than one driver ranked last, and in a battery a situation of parity between two or more drivers, the assignment of their respective positions on the bottom of the grid will be at the discretion of the Clerk of the Course.

The shifts of the Qualifying sessions may be varied by the Clerk of the Course in order to allow a driver (with established motivation) when possible, to start in another round; if the driver is not ready at the second call will be placed at the last place of the grid of start of the race.

The Free Practice and Qualifying sessions can be combined with a single max session: only one entry on the track, first part free laps realignment and set of timed laps. This choice can be taken by the Clerk of the Course in coordination with the Stewards, in order to improve timing management and preserve the track.

4.5 - INTERRUPTION OF QUALIFYING SESSIONS

In the event that a car stops and it creates an obstacle to the cars of the qualifying round, or in other circumstances, it will be faculty of the Clerk of the Course to interrupt the battery through the red flag.

In case of interrupted qualifying round, drivers will be allowed to enter to the pit area with their cars and will be subsequently carried out a new full qualifying round.

The new departure will be given on the order of departure of origin; who will have created the interruption, will be able to resume the way going to line up at the bottom of the grill.

4.6 WARM-UP

In the event that the race is disputed in several days will be faculty of the organization provide a session of Warm-up, at the beginning of the day, to be indicated in the Supplementary Regulation.

4.7 RACE HEATS

Each Event will consist of 3 rounds. Each round will take place on 8/12 laps.

Each race heat can be divided into one or more batteries (depending on the number of starters and the homogeneity of classes: 4WD, 2 WD, prototypes, speed on gravel... etc...).

The number of laps must be indicated in the Supplementary Regulation and may be modified by the Stewards on the proposal of the Clerk of the Course, based on at track conditions by Bulletin.

General provisions:

In the competition register, the composition of the batteries and their grids will be exposed.

In the first round of the race the starting order of each grid will be established on the basis of the results obtained in the Qualifying Session. In the second and third heats for the start the conductors will be aligned according to the ranking of the previous race heat.

The composition of each individual battery may provide for any amalgamation between cars of different classes/groupings provided they are homogeneous.

Up to a maximum of 8/10 cars at a time will be allowed on the track according to the type approval of the track.

Procedure for departure:

In the Supplementary Regulation must be indicated the type of departure that will be adopted among the following:

- a) **Departure at individual intervals:**
Once entered the circuit the cars will have to go to line up on the grid following the directions of the Marshals, stopping in the position indicated by them to receive the Start, which will be given at varying intervals at the discretion of the Clerk of the Course. Timing will be detected from the moment when the car will pass on the departure/arrival line and will be detected to the hundredth of a second.
It is however faculty of the Clerk of the Course, for motivated necessity, to modify the order of departure of the batteries; moreover it will be able to allow a competitor (with established justification) when possible, to start in one of the last batteries of the same heat; if the driver is not ready at the second call, will be found not classified in the race itself.
- b) **Departure on grid:**
Once entered the circuit the cars will have to go to line up on the grid following the directions of the Marshals, stopping in the position indicated by them to receive the Start.
The cars will be positioned following the starting order displayed on the Official Noticeboard.
Departure will be given with traffic lights or flag.
The timing will start when the starting signal will be given.

It is however faculty of the Clerk of the Course, for motivated need, vary the order of entry on the track of the individual batteries within the individual race heats; in addition, it may allow a competitor (with established motivation) when possible, to start in one of the last batteries of the same race round;

If the driver is not ready for the second call, he will not be classified in the race.

At the end of the laps will be given checkered flag and the cars, once completed the deceleration path, will have to exit the circuit following the indications of the Marshals.

In the event that a competitor, in any of the 3 race heats, transits on the finish line with a delay lap, will be awarded (for the lap not completed) a flat-rate time equal to the average of the rounds performed.

In case the missing laps are more than one, the competitor will be classified according to the number of laps run and the time taken.

4.8 – INTERRUPTION OF THE RACE

In the event that a car stops and there is a presumption that this creates an obstacle to the cars of that battery, or in other circumstances, the Clerk of the Course will interrupt the battery by the red flag.

If the battery is interrupted, the drivers will be allowed to enter the box area with their cars and a new full battery.

The new departure will be given on the order of departure of origin; who will have created the interruption, will be able to resume the way going to line up at the bottom of the grill.

4.9 – PARK FERME

At the end of the last heat of the race, the cars must be immediately brought to the park fermé according to the indications of the marshals and made available to them. The obligation to bring the car in park fermé is also incumbent on drivers who for any reason do not perform the last race heat, or retire during the same, having completed the previous one. Failure or late delivery of cars in park fermé will result in exclusion from the ranking.

The cars can be withdrawn after the expiration of the terms of protest and after the authorization of the Stewards.

ARTICLE 5 – RACE RANKINGS

The absolute rankings of the event will be drawn by adding up the scores obtained in every single race heat.

In the event a driver fails to take the lead, or fails to make at least one lap will be considered as not started and will not figure in the ranking, and therefore will not be awarded points.

The Absolute ranking of each Race Round, will assign the following scores to the drivers:

1° **100**; 2° **97**; 3° **95**; 4° **93**; 5° **91**; 6° **90** and so on climbing one point for each position.

In the event of a tie between one or more drivers will be taken into account the best heat time held during the event

Taking into account the typology differences between all the admitted cars, three absolute rankings will be drawn up:

Modern passenger cars (RAGG-01, 02, 03, 04, 05), Single-seater, Speed On Gravel (RAGG-06), Single-brand passenger cars.

ARTICLE 6 – CHAMPIONSHIP RANKINGS

Refer to the Supplementary Regulation of Italian Championship

ARTICLE 7 – RACE OFFICIALS

In addition to the Clerk of the Course and the Secretary of Event, each event must include:

- Stewards, designated by the GUG.
- at least one Technical Delegate,
- Marshals and staff responsible for Administrative Checks.
- A Competitor Relation Officer (CRO) (mandatory for Italian Championship races).

ARTICLE 8 – FIRE AND HEALTH SERVICES

8.1 – FIRE SERVICE

In each race, one car must be in service for first aid against fire. The vehicle must be equipped with fire extinguishers of a capacity minimum total of 40 kg. and with equipped staff with adequate clothing to protect against fire (suit, gloves and helmet).

Each location of Marshals, along the track, must have a 6 kg powder fire extinguisher in perfect condition.

8.2 – HEALTH SERVICE

The following health requirements shall be met in speed on ice competitions:

- The Chief Medical Officer with the tasks provided for in Appendix 8 to the RSN - Chapter IV - Article 11.4, in service at departure and with instrumental equipment and adequate health.
- in agreement with the Clerk of the Course, the Chief Medical will be able to act as a medical officer on one of the rescue vehicles used for the departure area, as long as he's licensed as a CPR.
- At least two crewed resuscitation ambulances, one of which carrying a Medical Resuscitator and/or Medical Practitioner operating in the National Service 118.

The Organizer is allowed to use, at its discretion, only one ambulance with the exclusion of entitled races, and only one doctor.

In the case of a single ambulance and/ or a single Doctor, if one of the two figures should leave the race area for the rescue of a wounded, the race will have to be stopped until the restoration of the emergency medical service (presence of an ambulance with crew and/or doctor resuscitator).

ARTICLE 9 – INTERNATIONAL TECHNICAL REGULATION

Applies what reported at the Articles 279 and 279A of the Attached J FIA

ARTICLE 10 – VEHICLES SPEED ON ICE

10.1 Vehicles allowed

Are allowed the following vehicles:

- Gr. Racing Start e Racing Start Plus
- Gr. N e VSO-N and PRODS
- Gr. A (and its extensions Kit-Car and WRC-2000 turbo), VSO-A, PRODE e Gr. B
- Super 1600, Super 2000 e WRC (1600 turbo)
- Gr. R (R1, R2, R3, R4, R5) ed National R1
- Gr. Special Slalom, Prototype Slalom e Top Tuning ("Speed On ice Extension" – APPENDIX 4) ed RX2 (<http://www.supercarlites.com/v1/the-car/>)
- Gr. E1 Italy
- VW Fun Cup (Single - brand Championship)
- Off Road Cross N-Serie, A-Prepared, B-Prototype, B-M-Prototypes c/ motorcycle engines,

- Cross Country rally – (RDS 2017) Gr. TM (Art.3.2.5) Series of Vehicles known as SSV (comply with attached C of Aci Sport ANNUARIO 2016), Gr. TE (Art.3.2.6) Electric and Hybrid Vehicles (Vehicles comply with Articles 281-282-283-284-285-286 of attached J and, what about the electric engine at the article 253.18, as far as applicable)
- Kart Cross comply with the regulation
- International Rallycross – Art. 279 All. J (Super Car, Super 1600, Touring Car)
- International Autocross – Art. 279A (Touring Autocross, Junior Buggy, Buggy 1600 e Super Buggy)
- Silhouette e T3F (French Regulation of Speed on Ice)
- Gr. Basic Activity

Vehicles with Technical Passport of Gr. VSO (in Italian language) = Cars of Expired Homologation coming from the Gr. N, Gr. A (and its extensions Kit Car and WRC) and Gr. B, shall be permitted together with those with valid type-approval.

Similar to the "VW Fun Cup", in the Italian Championship Rules other groups of "Single-brand Cars/Single Category" can be inserted the Class will be established according to the Technical Passport of origin.

In any case, the "Single-brand Monocategory Cars", as such, will have their own ranking.

10.2 - GROUPINGS AND CLASSES

"The exhibition of the Technical Passport will be authentic both for the identification of the grouping in which to insert the car and for the identification of the reference Technical Regulation".

The cars will be divided into seven groups:

- RAGG-01 class 1 - 2 2 wheel drive
- RAGG-02 class 3 4 wheel drive in Rally setup
- RAGG-03 class 4 4 wheel drive
- RAGG-04 class 5 - 6 4 wheel drive
- RAGG-05 class 7 - 8 4 wheel drive
- RAGG-06 class 9-10-11-12-13 2 and 4 wheel drive

Classes of Groupings RAGG. – 01

Class 1 Vehicles **2WD** with engine capacity until to 1600cc: *Prototype and Special Slalom Groups, VST(vehicles) Racing Start e Racing Start Plus, N, PRODS, National R1, R1, R2, R3, A, PRODE, Kit Car, Super 1600*, with valid or expired homologations

Supercharged engines with restrictor in compliance with Rally regulations

For vehicles Racing Start e Racing Start Plus no restrictor is required

Class 2 Vehicles **2WD** with engine capacity superior at 1600cc: *Prototype and Special Slalom Groups, VST(vehicles) e VW Fun Cup, Racing Start Groups and Racing Start Plus, N, PRODS, National R1, R1, R2, R3, A, PRODE, Kit Car, Super 1600*, with valid or expired homologations

Supercharged engines with restrictor in compliance with Rally regulations.

For the latter is authorized the use of the Kit Fun Cup "Ice Transformation"

Classes of Groupings RAGG. – 02

Class 3 Vehicles **4WD**: *groups N, PRODS, Super 2000, R4* with valid or expired homologations

Supercharged engines with restrictor in compliance with Rally regulations.

Classes of Groupings RAGG. – 03

Class 4 Vehicles **4WD**: *groups N, PRODS, R4, R5, A and version WRC (2000 turbo e 1600 turbo) PRODE* with valid or expired homologations

For groups N, PRODS e R4: supercharged engines without restrictor (in compliance with races that are not Rally)

For groups A, PRODE e R5, WRC (2000 turbo e 1600 turbo): supercharged engines with restrictor in compliance with Rally regulations.

Classes of Groupings RAGG. – 04

Class 5 Vehicles **4WD**: *Prototype and Special Slalom Groups, VST Turism, Off Road Cross FNN, FNA, FNB* with equivalent displacement up to 1600 cc; *EI Italia group*, with aspirated engines, until to 1600 cc; *Off Road Cross FNB-M* with equivalent displacement up until to 1000 cc

Class 6 Vehicles **4WD**: *groups A, WRC (2000 turbo e 1600 turbo), R5* without restrictor; *VST Turism, groups B, Off Road Cross FNN, FNA and FNB* with equivalent engine capacity up until to 3500 cc.

Vehicles of the VST Group must comply with the International Technical Regulation (Art. 279 and 279A of Annex J FIA or that the National (RDS Speed On Gravel e RDS RallyCross).

Classes of Groupings RAGG. – 05

Class 7 Vehicles **4WD**: *Special Slalom Group until to 2000 cc; Off Road Cross FNB-M* aspirated engines to 2000 cc and supercharged engines until to 1200 cc; *Slalom Prototypes more than 1600 cc; Top Tuning, RX2; EI Italy* with supercharged engine, or aspirated engines until to 2000 cc.

Class 8 Vehicles **4WD**: *Special Slalom Group more than 2000 cc, Silhouette, T3F, VST Turism more than 3500 cc; EI Italy* with engine capacity equivalent more than 2000 cc.

Classes of Groupings RAGG. – 06

Class 9 Vehicles **2WD**: *Vehicles VST single seat* comply with the International Technical Regulation (Art. 279A of Annex J)

Class 10 Vehicles **4WD**: *Vehicles VST single seat* comply with the International Technical Regulation (Art. 279A of Annex J)

Class 11 Vehicles **2WD**: *Vehicles Kart Cross* comply with the Regulation

Vehicles Kart Cross must have a laminated glass or polycarbonate windscreen (see Art. 7.6 of Technical Kart Cross Regulation), the use of a metal grill is not permitted; in addition, **mud flaps** must be fitted to the wheels front and rear, at least the width of the tyres, of a minimum thickness of 2 mm of nylon or teflon which, starting from the vertical corresponding to the axis of rotation of the wheel, arrive to cover the rear of the wheel not more than 8 cm from the ground.

Class 12: TM Vehicles

Class 13: TE Vehicles

Cars must comply with the Group regulations listed on their ACI-Sport Technical Passport including any restrictor, if any.

P.S.: for the purposes of their classification, and the minimum weight to be respected, turbo petrol cars up to 1500 cm³ (up to 1550 cm³ for cars of Gr. EI Italy) will conventionally be considered cars of 2000 cm³; those turbo diesel of geometric displacement until 2000 cm³ will be considered as belonging to the class corresponding to its geometric displacement.

Vehicles with expired homologation shall comply with the regulations in force in the actual year of expiry of the FIA homologation, without take into account the years of extension.

The minimum weights, for vehicles with current approval, must correspond to those of the current legislation; for vehicles with expired homologation shall be subject to the regulation in force in the actual year of expiry of the FIA homologation, without taking into account the 4-year extension.

For the expiration dates of the homologations, restrictor dimensions, minimum weights and multiplication of nominal cylinder capacity for supercharged cars it is possible to use the table shown in Appendix number 4 to N.S. 16 Chapter II (ANNUARIO CSAI 2014).

In respect of the minimum weight, removal of any unused seats is permitted.

As for the Basic Activities, we will identify subgroups equal to those listed above, but that will create separate rankings.

10.3 MANDATORY DEVICES

LIGHTS:

Cars shall be fitted with their original (or similar) front and rear headlights; in the case of prototypes, those relating to the chosen bodywork model (or alike).

They must always be functional.

The use of additional headlights is subject to check that they do not cause dazzle problems to the driver of the preceding car.

Rear lights: Each car must be equipped with a clearly visible red fog light (minimum 21 watt lamp) positioned between 150 mm and 1150 mm above the ground. This lamp shall be capable of being switched on by the driver sitting at the steering wheel and remaining on for the duration of the tests and the heats of the race.

Rear lights equipped with Leds are authorized (see the FIA Technical List no. 19)

The stop lamps shall be functional and may be mounted on the rear window, provided that they are clearly visible.

WINDSCREEN WIPERS:

Vehicles equipped with windscreens, at least one windscreen wiper (the one in front of the driver's seat) must be in operation for the duration of the event.

Windscreen wipers on the front side windows, whatever their operation, shall be permitted.

MUD FLAPS:

It is mandatory for all vehicles to mount mud flaps on the front and rear wheels, at least the width of the tyres, of a thickness of at least 2 mm nylon or teflon and with a lower edge away from the ground not more than 8 cm. No roughly fixed mud flaps shall be accepted or fluttering; if during the course of a heat should occur their rupture, it is mandatory to restore them for subsequent heats.

For open-wheeled vehicles, it is mandatory to fit the classic mud flaps which, starting from the vertical corresponding to the axis of rotation of the wheel, reaches to cover the back of it up to no more than 8 cm from the ground.

SPARE WHEEL:

Cars that from Fiche have the obligation of the spare wheel, will be able to compete without the spare wheel (on condition that it is however respected the minimum prescribed weight).

EXTINGUISHING SYSTEM:

It must be in accordance with the regulations of the Group to which the vehicles belongs.

ON BOARD CAMERA:

Cars must fit at least n. 1 fixed on-board camera, pointing in the direction of travel, framing the bonnet front of the car and part of the track in front of the car in the direction of travel. This device shall be placed inside the vehicle and securely fixed. The positioning, relative fixing brackets will be subjected to control in the context of Technical Checks before the race. The whole thing does not will be provided by the organizer, but will be in charge to the Competitor. Additional cameras will be allowed, but optional.

ARTICLE 11 – TYRES AND SPIKES

11.1 - TYRES

Sports or road approval is required (even only for those Nordic countries where road traffic is still planned with studded tyres).

Are allowed the following measures:

10/54 - 13 (diameter from 540 to 600 mm.)

175/65 -14 (diameter 600 mm.)

10/65 - 15 (diameter 650 mm.)

10/65 - 16 (diameter 650 mm.)

165/70-10 (Specific for Kart Cross)

In the Regulation of Italian Championship other tyres sizes may be included if requested by the supplier and/or by Groups of "Single Brand Cars/Single Category".

11.2 – SPIKES

Planted from the outside and glued by the manufacturer (so as to avoid any tampering after sale) in compliance with Community standards Safety at work.

Spikes fixed inside the carcass shall not be used unless they have been fixed by vulcanisation.

It is not allowed the use of spikes that allow a variation of the insertion height, in order to avoid unevenness in the projection.

The total lead of each spike, before entering the track (on a new tyre), shall not exceed 3 mm. The head of the spike shall be cylindrical, with a flat end and a maximum diameter of 2,5 mm for a height of between 1 and 1,5 mm (on these values a maximum tolerance of 0,2 mm). For each tyre measurement, a maximum number of 15 spikes per 10 cm of rolling band is allowed (the

Inspection, by means of a mask, shall be carried out at least at two different points in the running band in order to verify compliance with the maximum number of spikes also in the case of asymmetries in the design of the tire).

The spikes for Single Seat Kartcross will be inserted in the Regulation of Italian Championship.

In the Regulation of Italian Championship will be inserted specific spikes if requested by the supplier and/or by Groups of "Single Brand Cars/Single Category".

TECNICAL APPENDIX 1

A phonometer shall be available by the Organiser of the events.

The noise control, carried out according to the provisions of the R.S.N., will be mandatory for all cars.

The maximum noise limit shall be 110 dB(A). Additional sound checks to verify compliance with the noise limit shall be carried out, at the unquestionable judgment of the Race Officers in charge, at any time of the event.

APPENDIX 2

ARTICLE 12 – TRACKS SPEED ON ICE

The tracks of Speed on Ice must be developed on land tending to be flat and in any case with maximum gradients compatible with the reduced grip of the bottom.

The route must have circuit characteristics with start and finish on the same straight.

The circuit must be previously approved following regular testing by ACI-Sport inspectors.

The circuit can be oval or mixed with more curves and straights.

The straight lines cannot exceed 150 m. of length.

The minimum width is m. 10.

The tests valid for a trophy or championship can not be carried out on circuits of less than m. 500, both for oval tracks mixed.

Capacity:

- runs up to 800 m long: max 10 cars

- runs of more than 800 m in length: up to 12 cars.

It is recommended, where possible, that the starting straight and the curves are not less than 12 m wide.

It is also recommended to approve, where possible, the circuit for both directions in order to alternate races or heats clockwise and counterclockwise in order to preserve the icy bottom and/or stimulate the show.

The entire course race must be completely icy.

The area adjacent to the circuit must allow the weighing operations by preparing a weigher that must be indicated in the Supplementary Regulation.

Each track must designate a Delegate to set up the route whose name must be indicated in the Supplementary Regulation.

APPENDIX 3

ARTICLE 13 – SECURITY DEVICES

As regards the Frontal Head Restraint System, given the characteristics of the race (need for repetition head rotations, compared to the trajectory of the medium), the use of the same is not considered mandatory and is left to the discretion of the conductor.

Central driving is prohibited unless stated in the technical regulations of the category of the car.

APPENDIX 4

TECHNICAL REGULATION TOP TUNING VEHICLES (ICE EXTENSION)

1.1 Definition: Cars with Technical Passport "TOPT" (Top Tuning) are racing cars conceived and built specifically for national races on track or road closed to traffic.

The entire construction of the vehicle must be certified by an engineer qualified to practice the profession and registered in Italy, or by a ACI licensed manufacturer.

1.1.1. For admission to the race of the vehicle it is mandatory to present the Technical Passport endorsed by one of the National Technical Commissioners indicated by ACI, together with the original technical certification of construction, issued by an engineer qualified to exercise the profession registered in the register, in Italy, or by a manufacturer licensed ACI.

All sheets of the original certificate referred to in the preceding paragraph shall bear the signature and stamp of the engineer's register certifier.

1.1.2. The external aspect of the vehicle must be similar to the photos A and B of the first page of the Fiche of homologation, international or national, of a car of the groups A, B, GT.

It is permissible to add a front spoiler on the floor plan of the vehicle and below the wheel-end level and an insertible rear spoiler with its supports in a max rectangular cross-section of 1500 x 150 mm and included in the front projection of the vehicle, rear-view mirrors excluded.

Each mechanical or aesthetic detail of the vehicle must be entirely contained within the gauge defined in the following article.

1.1.3. Where the vehicle is in race trim, the complete wheels shall, as far as applicable, comply with the provisions of the first paragraph of Article 255.5.4 of [Annex J](#).

1.1.4. When constructing the vehicle structure, provision shall be made for the driver to be able to exit the passenger compartment within a maximum time of 7 seconds driver's side and 9 seconds opposite side.

1.1.5. The entire vehicle shall be capable of being contained in a rectangular parallelepiped having the following dimensions: length 4500 mm, width 2000 mm, height 1500 mm; every suspended part of the vehicle must be at least 50 mm from the ground at all times.

1.2 Passive and active safety of the vehicle: Where not indicated below, the vehicle shall comply with the required safety standards Article 253 of [Annex J](#).

1.2.1. Any part of the vehicle which is touched by fluid threads when the vehicle is in motion may alternatively be constructed from material:

- metal with a thickness of 0,8 mm or more, but not more than 2,0 mm.

- self-extinguishing plastic, non-deformable under the action of fluid threads with the vehicle at a speed between 3,0 and 5,0 mm thick.

Paint and filler materials are not computable in the definition of the above mentioned thicknesses.

The bodywork shall be rigidly secured to the supporting structure of the vehicle.

1.2.2. No constructive part which is less than 100mm from the external surfaces of the vehicle may be constructed from material having greater thickness than the maximum values indicated in the previous Article 1.2.1.

1.2.3. The windscreen, intended for the model of the car used must be standard, or polycarbonate or PMMA with a minimum thickness of 5 mm.

The side and rear windows can be standard or in transparent plastic material of minimum thickness 3 mm.

It is mandatory to operate an electrically controlled windscreen wiper with at least one brush.

1.2.4. The passenger compartment, which is intended as the space provided for the accommodation of the driver, shall not contain either the battery or the fuel tanks, oil or other dangerous liquid, shall be insulated with metal bulkhead from any mechanical and electrical details of the vehicle and shall be unattainable from projection of any fluid, liquid or gas used for the operation of the vehicle.

1.2.5. A cage-type safety reinforcement (roll-bar) shall be installed to protect the passenger compartment in accordance with Article 253.8 of Annex J. The structure complementary to the roll-bar must be certified by the above engineer, but the roll-bar must comply with Annex J.

1.2.6. The seat shall be approved and the couplings to the main structure shall be certified as in the previous paragraph: alternatively, the couplings may be made in accordance with Article 253.16 (seats) of Annex J.

1.2.7. Cars must be equipped with safety belts approved FIA 8853/98 or 8854/98, anchored according to the relevant indications referred to in Annex N. 4 of the RSN.

1.2.8 The fuel tank shall be approved FIA FT3, maximum capacity 10 liters, located outside the passenger compartment and the engine compartment, but within the limits defined by the front and rear axles of the wheels; a maximum of 300 mm may protrude from the longitudinal axis of the vehicle per side.

The filling unit shall be fixed directly to the container.

1.2.9. A mechanical fuel supply locking device shall be functional and also operable by the driver in race trim; it shall be capable of being inspected without the need for disassembly of any mechanical component.

Alternatively, a general circuit breaker shall be provided from the outside at the base of one of the windscreen pillars and from the inside by the driver seated in race gear, as required by Article 253.13 of Annex J.

This switch, when operated, must interrupt the power supply of all on-board electrical systems and turn off the engine.

1.2.10. An FIA-approved engine and passenger compartment extinguishing system and a manual extinguisher, complying with the provisions of Annex J, are mandatory Articles 253.7.2 and 253.7.3.

1.2.11 Any transmission shaft between the front and rear axles of the vehicle shall be fully enclosed in a duct made of sheet iron with a minimum thickness of 3 mm, forming part of the vehicle structure.

1.2.12 All moving parts with the car in motion in the suspended part of the bodywork and/or the chassis are prohibited.

1.2.13 Two lamps of at least 21 W each shall be installed at the rear and upper ends of the vehicle; they shall be red and they must be capable of being lit by the driver in the race set.

1.2.14 The vehicle shall be fitted with two couplings suitable for towing, one front and one rear, with a minimum inside diameter of 50 mm; they shall be highlighted with yellow colour.

1.2.15 The rear view shall be provided by two rear-view mirrors, mounted on the sides of the bodywork, each having a minimum surface area of 90 cm².

1.2.16 The pedal centre line shall not protrude from the front axle of the vehicle.

The steering column shall be collapsible.

1.2.17 The front of the chassis in front of the rider's feet shall include a frontal impact absorption structure firmly attached to the frame: it must be a box 350 mm long, 150 mm high, and a width of 500 mm to 600 mm, with honeycomb walls aluminium of minimum thickness 25 mm.

1.2.18 The exhaust gas outlet shall be located at the rear of the vehicle.

The exhaust terminal must not protrude from the perimeter of the vehicle and must not be directed downwards.

A maximum noise level of 98 dB measured according to the methodology of Art. 10.1 of Attached 05 of the RSN shall be guaranteed.

1.2.19 The recovery of engine oil in a plastic or metal container with a minimum capacity of 2 litres is mandatory.

1.3 Vehicle mechanics: Vehicle mechanics is free: every motorization and every transmission system are allowed within the following limits prescribed.

1.3.1 The vehicle shall have four wheels and shall be entirely suspended from the ground.

Only the front wheels shall be steered.

1.3.2 Atmospheric air is the only acceptable oxidising fluid.

The use of fuel is mandatory in accordance with the FIA standards in force (Art. 6.5 of Appendix 05 of the RSN).

1.3.3 Motor vehicles and motorcycles, if fitted, may be used.

Reverse gear shall always be present, whether or not obtained with devices external to the engine-transmission unit.

1.3.4 The braking system is free.

At least the dual braking circuit is required to ensure simultaneous braking on at least two wheels of the vehicle.

A parking brake, which also acts as a rescue, shall be required; it shall act equally on at least two wheels of the same axle.

1.4 Weights: In the case of supercharging, the conventional displacement of the vehicle is that resulting from the geometric displacement multiplied by the coefficient 1,7 for petrol engines and 1,5 for diesel engines.

The vehicle shall correspond at all times of the race to the weights shown below, measured without the driver on board.

Convexional displacement [cm ³]	Minimum weight[kg]	
	2 wheel drive	4 wheel drive
Until to 750	500	540
From 751 to 1150	570	620
From 1151 to 1600	650	700
From 1601 to 2000	700	750

Only fro Races of Speed on Ice

Convexional displacement [cm ³]	Minimum weight[kg]	
	2 wheel drive	4 wheel drive
	2 ruote motrici	4 ruote motrici
From 2001 to 3500	===	950