

Data: Bibbiena (AR), 15th July 2022

Doc. n°: 3.2

Subject: Drivers Briefing

Time: 07.15

From Clerk of the Course

A All competitors, drivers and crew members

Before reminding you about some important behaviours for the success of the event, I would like first of all to thank you for being present. Without your presence all this would not be possible, even more without the work and assistance of all rally officials, who ensure their services during the competition to allow you to compete. I therefore ask you to always follow their instructions. All instructions as well as the Sporting Regulations will be applied without exceptions, not with the aim to punish those in error but to ensure equal chances to all competitors. Only by knowing, all of us, the limits within which we can move, without stepping one over the other, we will be able to ensure the fun and the future of this sport that we all love.

Observance of time schedules

Rally is a complex structure, a train that has to move over several days in a tidy and constant manner. I therefore ask you to strictly follow the time schedules provided in the Supplementary Regulations of the event as well as in the documents published on the Official Notice Board and on the website. **In order to be constantly updated on documents published on ONB please download Sportity App on your smartphone and enter channel password: CAS22INT**

Scrutineering

Please bring your car, together with the beforementioned form to scrutineers tent in the service park to pass scrutineering. Sealings will be done together with scrutineering.

Flags

Flags are the way by which the Road Marshals communicate with you. In this rally **two flags will be used**, as follows:

- **Yellow Flag – hazard:** it means that there is a problem, maybe another crew is stopped with his car partially on the road or an obstacle is on the road just ahead of you. Please slow down and be careful. As soon as you pass the trouble you can push again.
- **Red Flag – stage stopped:** it means that there is a problem and therefore **you cannot finish the Special Stage**, Consequently, you have to **immediately slow down** without causing danger to others, **stop at the first location attended by Road Marshals** (all Road Marshals are connected via radio with the Rally Control) **and ask for instructions**. A red flag is deployed to enable medical and rescuing vehicles to pass in between competing cars. **Failure to respect a red flag increases the time necessary to assist a competitor experiencing difficulties**. This behavior will never be tolerated and the same applies to all other behaviours that impede or delay an emergency intervention, in the spirit of both common sense and observance of the Sporting Rules.

Starting Parc Fermè

Drivers or thier crews have to bring cars in Starting Parc Fermè, following route in the Road Book and **before your individual time reported on COC Communication 1**. **Suggested** time from Service Park exit to Starting Parc Fermè is **8 minutes**. Late check-in will be punished following Supplementary Regulations ; **after checking at starting parc fermè entrance you will pass through starting podium** where you will be presented by speakers. **Please go to starting parc fermè in correct starting order** to make ceremony smoother. **Protective clothing** is not mandatory but is reccomended for **media reasons**. **Covering cars Inside Starting Parc Fermè is forbidden**.

Stopping in a Special Stage

Should you stop in a Special Stage you must **inform the Rally Control about your conditions** so that all necessary action can be taken for your benefit and for the one of the other competitors.

- Should **medical intervention not be required**: the “OK” sign must be displayed to the following competitors (**who will have to inform the officials present at the STOP control of the Special Stage**), call the number specified in the Road Book to inform about your stopping, **push the green OK button on the GPS system** and **place the triangle** 50 m before the car’s position, in order to warn the following drivers that they will find a stopped car.
- Should **medical attention be required**, the “SOS” sign must be displayed to the following cars (**the first car coming will mandatorily have to stop and give help**; following cars will have to stop: **if the crew of the car already standing by gives the ok**, they must go ahead, **stop at the next marshal post and inform the Road Marshals**) and **push the relevant button on the GPS system**.
- Should you be **able to resume the stage**: **wear the protective equipment** and the **safety belts** before restarting, **check** before re-entering the Special Stage **that there are no coming cars** and **push again the green button** on the GPS system to inform that you have restarted.
- I remind you that **it is forbidden to run the stage in the opposite direction**, also for short distances.
- Should you have caused **damages** to third properties (like guardrails, fences, trees, etc.) when going off the road, I recommend you to **cooperate and call the Rally Control** as soon as possible so that all necessary procedures can be initiated. To indemnify the persons who have suffered a damage in an accurate and quick way also serves to ensure the future of our sport; your assistance can be great also in this.

Use of rear view mirrors

Pay constant attention to the rear mirrors: according to sporting rules, it is forbidden to block the passage of a car that in a stage is catching up at a higher speed of a car in front. Common sense should also serve in understanding that there is no point in impeding a competitor who has already gained a minute on us.

Behavior in Service Parks

Service Parks are areas in which each mechanic of the Team is charged to intervene, in the little time available, on the car of his crew. Therefore, pay the utmost attention when driving inside a service park. You have to drive at a reduced speed, without performing any dangerous manoeuvre whatsoever.

Crews racing in WRC, R5, Super 2000, R4, R4Kit, N5 Naz, N4, A8, K11, Super 1600, Rally3, R3, RGT and Rally4 only:

At Service Park’s exit Time Control, **you must hand in your tires form to Scrutineers. There is a maximum number of 12 tyres that can be used for this Rally.** Tyres for Shakedown will not count for overall quantity.

Behavior in refuelling zones

In refuelling zones, you have to **get off the car whilst refuelling**. Use of Panta fuel, refilled directly in car’s tanks, is compulsory.

Behavior on an open road

We are guest on the territory and roads on which the rally is run. We have therefore to respect those who allow us to use their own roads to run the stages by always keeping a correct behavior in the road sections on open roads. I therefore ask you to respect the traffic laws, not to perform dangerous manoeuvres for normal road users and not to zig-zag in order to warm the tyres. Controls will be carried out by the Police and Rally Officials. Any infringement will be referred and sanctioned, not in order to punish because of the “pleasure of punishing” but, once more, to guarantee a future to this sport. Race insurance doesn’t take into account damages between competitors and is covering cars only in the route described on the road book.

Protective clothing and extinguishing systems

Target checks will be carried out to ensure the use of protective clothing and that the extinguishing systems are full and operational. The following is my personal opinion: the use of these items is to ensure your own safety, these are checks that should not be carried out by the Rally Officials but by yourselves.

Safety Belts

Over the years we have all learned that accidents are part of our sport. Statistics say that some damages to the spinal column can be avoided or reduced if the pelvic safety belts are correctly tightened. It is the habit of many to leave them slightly loose and then stretch and tighten the whole by means of the thoracic belts. If at a first sight this may appear sufficient, in reality loose pelvic belts make our body, without us realizing it, “jam” on the seat after a few metres of special stage: in case of a shock, the energy will run out on the vertebrae in a totally different manner, and much more dangerously, as compared to the way it would with the body correctly supported by the seat. I therefore ask you to check and correctly adjust the tightening of all belts, not only the thoracic ones.

The Clerk of the Course

Simone Bettati

