RFC SE 2021 Regulation

RFC SE 2021 Management of the event, vehicle classes and code of conduct.

1. INTRODUCTION

1.1. In case of inconsistency within this regulation, the a.s.d. Freedom Live Style (hereinafter FLS) must be contacted for clarification before the event begins.

1.2. If discrepancies are found or clarifications are required after the start of the event, FLS will use the organizing committee (hereinafter CO) to provide an appropriate response. This committee may make a decision, publish a clarification, take disciplinary action or any other action deemed necessary for the proper conduct of the event.

1.3. Should conflicts emerge between what is reported in this regulation and what is decided by the CO, the latter will prevail.

1.4. FLS reserves the right to modify these regulations at any time and at its sole discretion, without giving prior notice.

2. TERMS / WAIVERS / LIABILITY

2.1. FLS reserves the right to refuse participation in the event to any applicant, team, competitor, participant or anyone else, for any reason.

2.2. The reader of this regulation and all participants in the event organized by the FLS agree to renounce, release, desist, protect, hold harmless, indemnify and defend the promoter, the person in charge of the event, the FLS, their heirs, successors, officials, officers, employees, agents, contractors and their respective insurance companies, subcontractors, commercial sponsors and shareholders from: all claims, claims, obligations, losses, costs and damages suffered, or expenses for any other resulting or allegedly resulting loss or damage from the manifestation and / or use of any information contained in this regulation or resulting from incorrect information or omission of information, or from an apparent negligence of this regulation or pertinent to it.

2.3. FLS does not guarantee, represent or certify under any circumstances that compliance with the standards listed in this regulation may confer real or presumed safety. This regulation is published without warranty expressed or implied.

2.4. All participants in the event and any user of safety equipment assume all risks associated with the use of the information contained in this regulation, throughout the course of the event.

2.5. FLS does not guarantee, represent or conform that what is written in this regulation is suitable for use during the event.

2.6. The content of this regulation is not intended as professional or competent or qualified advice to design, build, manufacture, install or use a vehicle, component, piece, device, system or parts of equipment, including safety systems.

2.7. This regulation does not provide any guarantee that the information contained in it can protect those who consult it or those who participate in the event, or those who use any vehicle, piece, system or safety equipment (whether or not mentioned in the regulation) from injury, material damage. or death.

2.8. By taking part in the event in any way, all participants are aware and agree that installing and using a safety device, using an off-road vehicle, facing a test, for any reason MAY BE DANGEROUS, CAUSING PROPERTY, PHYSICAL DAMAGE AND DEATH .

2.9. All participants ASSUME ALL RISKS associated with the use of information published in this regulation, in using occupant restraint systems or other safety systems, although these risks are known or unknown, inherent or not.

2.10. FLS is not responsible for delays, postponements or cancellations of the event or part of it for any reason, including meteorological reasons or track safety conditions.

2.11. Images.

All participants in the event give their consent to the use of any image during the event.

3. TECHNICAL REGULATION

3.1. TECHNICAL INSPECTION AND SEQUESTRES

3.1.1. It is the competitor's responsibility to ensure that their vehicle complies with and adheres to all the technical rules and regulations of the event.

3.1.2. The competitor must provide the Technical Steward with all the documentation and records demonstrating compliance with all the rules mentioned in this regulation, in the event of disputes.

3.1.3. FLS reserves the right to limit the number of people having access to the areas or parc fermé where inspections are underway or where the impounded vehicles are parked.

3.1.4. FLS reserves the right to block or impound any vehicle registered for the event.

3.1.5 FLS assumes no responsibility for vehicles impounded. However, FLS reasonably intends to ensure the safety of the aforementioned vehicles.

3.1.6. The Race Director and / or the Technical Steward may confiscate any vehicle or component at any time.

3.1.7. One or all vehicles at the end of the race could be subject to seizure and further technical inspection.

3.1.8. No vehicle may be removed from the inspection area or foreclosure area without the written permission of the Clerk of the Course or Scrutineer. A competitor who removes a vehicle without a permit will be disqualified.

3.1.9. The race director and / or the technical commissioner have the right to confiscate illegal components or parts found in a vehicle. Any confiscated object may not be returned and no compensation will be attributed by the FLS, from its officers or directors, to a competitor who has had illegal items seized.

3.1.10. The competitor's failure to attend the registration and pre-race technical inspection during the hours proclaimed and listed in the information bulletins, the following penalties may be incurred at the discretion of the Clerk of the Course and / or the Technical Commissioner.

3.1.10.1. Absence from the final appeal for registration: DNS.

3.1.10.2. Absence from the appeal for the start on the first day of competition: disqualification.

3.1.11. Each vehicle will have to pass a technical inspection before obtaining permission to participate in the event. Vehicles deemed unsuitable or non-compliant with this regulation, during the technical checks, will not be admitted to the event and the registration fee will not be refunded. An identification mark will be applied to the vehicle after successfully passing the technical checks.

3.1.11.1. It is the competitor's responsibility to contact the Technical Commissioner for technical verification before taking part in the event. No vehicle will be authorized to participate in the event without having passed the technical verification.

3.1.11.2. During the pre-race scrutineering, helmets, boxes with first aid medicines, fire extinguishers, safety belts, safety nets and all the requests contained in these regulations will be checked in addition to the vehicle. This does not imply that these items will be the only items subject to verification. The Technical Steward or his assistant may confiscate any equipment they deem dangerous or not in accordance with the course of the match. Any material confiscated by the Technical Steward or his Assistant may not be returned and no compensation will be provided by the FLS, its officials or directors.

3.1.12 The Technical Commissioner and / or the race director reserve the right to subject a vehicle to a technical inspection during the event. The vehicles that will be recalled for a technical inspection will be placed in a seizure area where they will have to remain until the inspection verdict. If the owner or competitor or driver of the vehicle opposes the inspection, both the vehicle and the crew will be disqualified from the race. Only the officials appointed by the clerk of the course will be able to access the seizure area. To enter the seizure area, any other personnel must have a permit issued by the Race Director. During a post-race technical inspection, it is the competitor's responsibility to disassemble or prepare the equipment to be inspected. Non-compliance will result in the disqualification of the crew.

3.1.13. Vehicles involved in any protest or grievance will be kept for seizure until the CO decides on the protest or complaint. All seized vehicles will be released no later than two hours after the official conclusion of the event.

3.1.14. Refusal by a competitor to comply with the CO's decisions will result in disqualification from the race.

4. REQUIREMENTS AND EQUIPMENT VEHICLES (ALL CATEGORIES).

4.1. IDENTIFICATION OF VEHICLES

Have allowed all vehicles less than 3.5 tonnes, four-wheel, all drive, excluding quad. All vehicles registered to the event will be identified with a number. The identification numbers of participants should be applied on both sides and the front of the vehicle (bonnet). Any number difficult to read, should be repositioned before the vehicle is allowed to take part in the event. And 'the competitor's responsibility to keep their identity recognizable number during the entire event. Provide a plan of the base 35cm and in height 25cm for applying the competition number in the three positions mentioned above.

4.2. EQUIPMENT, CONDITIONS AND FUNCTIONS

All equipment necessary or required equipment, devices, safety equipment, and components of the vehicle, as described in the Rules (including attachments or regulatory surcharges), must be in good condition at the time of scrutineering. The equipment and components must function throughout the course of the race and, if damaged, must be repaired or replaced. Otherwise the vehicle can not proceed to the race.

4.2.3. SEAT BELTS – SEATS

All vehicles must have seat belts approved for circulation on public roads or minimum type 4 points for each occupant. The belts of occupants must be in new or mint condition, they must not have cuts, to be frayed, with chemical stains, burns or excessive dirt and must be flexible conditions (the material must not be rigid). All safety belts must have a label bearing the name of the manufacturer and the approval code. Belts only ventral NOT allowed. The seat belts must be mounted on elements that can withstand the maximum load of the belt in an accident without breaking or media failure. The seat belts should be installed so that they are not in contact with any surface that may damage them. The seat belts must be worn by tight occupants of the vehicle whenever the vehicle is in motion. The seat belts must be used with a seat that has the correct number of slots and placed in the appropriate locations for belts. The seats must not be modified in order to create slots for belts. The seat belts have to be matched to a seat in excellent condition, mounted on a system firmly installed on the chassis, roll bar or body of the vehicle. Any adjustment of the slides must be securely fixed to the vehicle chassis or bodywork. Headrest with at least 5 cm of shock absorbing material thickness and with a surface area of at least 200cm2 are required.

4.2.4. WINDOWS-SECURITY NET

Vehicles equipped with the doors windows should keep them closed for a minimum 2/3 of their height during all stages, except for the stretches in which you face the fords where they will be opened. For vehicles without windows or doors, are obligatory safety nets and must cover all the side openings of the passenger compartment of the vehicle and extended so that no flap or part of each occupant body can protrude from the vehicle at any time when occupants are properly seated with your seatbelts fastened in the driving position. Safety nets should be set within the roll bar to prevent damage in the event of rollover or collision. Anchored nets inside the frame of the door are allowed. Nets must be secured so that both occupants can disengage and leave the vehicle without any help at any position of the vehicle. The edge of the net attachment contour must be as strong as, or stronger than the net itself. The net anchors must be carried out with a maximum of 15cm between one and the other. acceptable anchors are: metal clamps, screws, metal hooks.Collar or the plastic anchors are not allowed. The nets must be sufficiently tensioned so that in case a thrust of about 20kg, the net has a drop of not more than 10cm, the mesh holes must not exceed 10x10 cm is exercised. For vehicles using doors as standard or the like, the Lexan windows can replace the safety nets only if the fastening devices of Lexan are set to the same port. The side windows in Lexan must be engaged so as to allow the rapid removal in the event that the door is not opened.

4.2.5. EXTINGUISHERS

All vehicles must be equipped with a fire extinguisher traversable approved by at least 1 kg (2.5 lb) or superior, ABC dry type or equivalent Halon. The fire extinguisher must have a pressure gauge, must be fully charged and easily accessible from inside the vehicle (it is recommended that it is accessible by all occupants). An additional fire extinguisher of 1kg (2.5 lb) or higher, type ABC, Dry Halon or equivalent, must be installed in a location easily accessible from the outside by people who are not familiar with the vehicle. All fire extinguishers must be installed so that no tool for removal is not necessary.

4.2.5.1 An integrated extinguishing system in the vehicle, in addition to the portable extinguishers is permitted. In the case in which a vehicle has an integrated extinguishing system, the capacity of the moveable extinguishers must remain 1Kg (2.5lb) each as a minimum. For petrol vehicles are recommended strongly extinguishers moveable from a minimum 2kg (5 lb). All fire extinguishers must have a nameplate showing the test date not older than one year.

4.2.6. WINCH

All vehicles must be equipped with at least one (1) winch with pulling capacity adequate to the weight of the vehicle. The winches have to be in excellent condition. And strongly it recommended a second winch installed to pull the vehicle in back. All winches shall be fitted with a functioning brake, able to keep the vehicle, with weight in running order, on a slope of 80°. Motors, solenoids, and spare parts for winches are recommended.

4.2.6.1. WINCH CABLES

The cables of the winches have to be in excellent or new conditions. At least 1 (one) spare cable of at least 30 meters in length must be on board the vehicle. The cables for the winches should be "sealed" in a workmanlike manner and with a minimum length of 30 meters. The hooks of the winch cables must be of the security, the open ones are not allowed.

4.2.6.2. DAMPER FOR CABLE WINCH

A damper for the winch cable, the minimum weight of 1 (one) kg, must be placed in proximity of the half of the tension in the line.

4.2.7. SNORKEL

An engine intake air system shall be provided for deep wading.

4.2.8. "STRAP" FOR TREE

A band, "strap", for the trunk protection must be used during the coupling operations of the vehicle to a tree. The band must be in excellent condition and have a minimum holding, online, 3000kg.

4,2,9 SHACKLES

Are required 4 (four) shackles with a minimum 3,25t.

4.2.10 SNATCH BLOCK

required snatch block in excellent condition, with a load capacity of 8000kg minimum

4.2.11. ANCHOR

Recommended an anchor ground.

4.2.12. FIRST AID KIT

The kit must be accessible to the crew of the vehicle without the necessity of having to remove any panels. Crews with special medical needs should highlight these needs in prominent places such as the helmet or suit.

4.2.13. SURVIVAL SUPPLIES

Highly recommended to all competitors to bring water, food, medicines and any other supplies needed to deal safely throughout the duration of the race, even without assistance depending on your needs. At a minimum, at least 1 liter of water per day per occupant is recommended at the time of the start of each day of competition.

4.3. GENERAL CHARACTERISTICS OF VEHICLES

4.3.1 Is the responsibility of each competitor / driver to present a safe vehicle at the time of the scrutineering event. Competitors must keep their safety equipment throughout the course of the race. All vehicles must be fully functional for the entire duration of the race.

4.3.2 All vehicle occupants must be able to enter and exit the vehicle without any help with the vehicle in any position. metal partitions must isolate the passenger compartment from any fluid, engine coolant or sour.

4.3.3 oil radiators, transmission coolers or other heaters must have a protection which, in case of breakage or loss, will prevent liquids from reaching the occupants. All liquid carrying pipes that pass through the vehicle must be secured with a bulkhead. Coated pipes with steel braid are not exempt from being protected.

4.3.4 All vehicles must have a bulkhead constructed entirely of metal that separates the cockpit from the danger of fire in the engine compartment and in the tank compartment. If the tank is installed at the rear and is highest of the occupant's shoulder, an attached waterproof metal bulkhead must extend at least 5 cm above the top of the tank. In the case of vehicles with front engines, the hood is considered part of the bulkhead and must be compulsorily installed. The rear-engined vehicles are not required to have any hood installed.

4.3.5 The passenger loading platforms are mandatory in all vehicles and must be anchored with a minimum of 6 screws for each side of the minimum diameter of 6 mm or welded.The platforms must cover the entire area from the front of the pedal right behind the seats and the outer lateral limits of the vehicle up to the same limit on the opposite side.

4.3.6. All Vehicles with opening doors must have a locking system which can not be released accidentally.

4.3.7. No type of front or dangerous front or rear bumper, chassis heads or other objects protruding from the vehicle are permitted.

4.3.8. A rear-view mirror to each vehicle is required. The mirrors must have a reasonable view of the rear of the vehicle without obstructions.

4.3.9. All replacement parts or extra equipment, transported in the vehicle must be well secured or enclosed in special housings in order to prevent the leakage or detachment during the event. All replacement parts or extra equipment must be securely fixed and located so as to minimize the risk of contact with the occupants of the vehicle.

4.3.10. All of the vehicle body parts must remain on the vehicle, also for accidental causes during the entire event duration.

4.3.11. ROLLBAR

4.3.11.1. Rollbar is considered the property of at least 1 (one) arch over the crew's heads and 4 point major act to protect vehicle occupants, for vehicles with closed bodywork; with at least two (2) arch and 6 points for open vehicles. The side-by-side vehicles fitted with roll bars outset are allowed. FLS reserves the right not to accept any design rollbar that, in the opinion of the Technical Commissioner, is not suitable for racing. And the responsibility of the competitor / driver to ensure safety conditions in your vehicle including the design, construction, quality of construction, maintenance and repairs to the rollbar structure of the vehicle itself.

4.3.11.2. All vehicles must be equipped with a roll bar constructed of pipe materials with adequate strength to withstand shocks in the event of ruinous overturning of the vehicle. The minimum measures recommended below are for the diameter and wall thickness to be used for the main structure considering the weight of the vehicle tare with a subsidy of included onboard, occupants excluded:

4.3.11.2.1. Tare of less than 1450kg - 35mm diameter x 3mm thickness. Tare from 1451kg to 1995kg - 40mm diameter x 3mm thickness. Tare of more than 1996kg - 50mm diameter x 3mm thickness. Aluminum or other non-ferrous materials are not allowed

4.3.11.3. All welds must be of good quality and with good penetration into the metal. All parts of the rollbar must be at a minimum distance of 8cm from the helmets of each occupant of the vehicle when seated in the normal driving position. All parts of the roll that can collide with the body or parts of the wearer should be coated with materials suitable to dampen the rollbar impatti.Il it must be anchored to the chassis or body of the vehicle. All the ends that connect the rollbar with the body or shell must be able to support the maximum impact. Rollbar installed on the body must have a minimum of two plates ``sandwich" of equal size, minimum thickness of 3.5 mm bolted on both sides of the body where the roll rests. The bolts must have a diameter not less than 10mm and with a resistance class equal to or greater than 10.9. All vehicles, except those equipped with standard metal doors must have at least a sidebar on each side of the vehicle which can protect the occupants from side impacts. The side bars must be of the same material and the same size of the main rollbar. The sidebar should be positioned so as to provide maximum protection for the occupants and must be paid arch front and in the middle of the roll bar. The position of the sidebar may not cause difficulties in the entrance or the output from the vehicle. A metal sheet of ferrous material with a minimum thickness of 1.0 mm or aluminum the minimum of 3mm thickness has to cover the upper part of the main roll, immediately above the heads of the occupants in the area that covers the passenger compartment of the vehicle.

4.3.12. ENGINE

4.3.12.1 The engine must be free of fluid leaks. See ENVIRONMENT section for more information about ecological considerations.

4.3.12.2. All engine breathers must end inside a container of fluids and the dipsticks must have a locking system. See ENVIRONMENT section for more information about ecological considerations.

4.3.12.3. Approved brake-flame systems should be installed in the exhaust system on all vehicles. The final output of the discharge must be extended away from the occupants, from the fuel tank and tires. excessively noisy vehicles are not allowed. See ENVIRONMENT section for more information about ecological considerations.

4.3.13 TRANSMISSION

4.3.13.1 Transmission and gearbox must be free of fluid leaks. See ENVIRONMENT section for more information about ecological considerations.

4.3.13.2 All vents of the transmission must be terminated within a container of fluid, and the level of rods must have a locking system. See ENVIRONMENT section for more information on ecological considerations.

4.3.13.3. All vehicles must have the ability to transmit power to all four wheels and must be equipped with a functioning reducer system (transfer). It is considered a reducer gear system which acts after the change and reduces the ratio (numerically higher) than 1: 1.

4.3.13.4. Cruises and the drive shafts must be covered with a ferrous metal bulkhead minimum thickness least 1mm or 3mm minimum thickness aluminum in order to prevent pieces of metal cruise from being thrown against the occupants in the event of breakage. The protective material must be installed only between the occupants and the transmission shafts. The floor of the vehicle is considered a bulkhead.

4.3.14. STEERING

4.3.14.1. hydro assisted steering systems must be free of fluid leaks. See ENVIRONMENT section for more information on ecological considerations.

4.3.14.2. The vent pipes of hydro assisted steering systems must be connected to a container which prevents leakage. See ENVIRONMENT section for more information on ecological considerations.

4.3.15. SUSPENSION

The dampers must be free of leaks. See ENVIRONMENT section for more information about ecological considerations.

4.3.16. BRAKES.

4.3.16.1. The braking system must be structured so as to apply an appropriate force on all 4 wheels in order to stop the vehicle. The brakes must be in safe condition and free from leakage during the entire event. If it was a problem with the brake system, this must be placed before the event continuation. See ENVIRONMENT section for more information about ecological considerations.

4.3.16.2. Each vehicle must have a parking brake system that maintains active when the vehicle is parked and the occupants are out of the vehicle.

4.3.17. TANKS

4.3.17.1. original tanks, made of steel or polyurethane are all accepted. All aluminum tanks must have an internal safety tank of type "bladder" without exception. The tanks built without homologous must meet the specifications for the auxiliary tanks.

4.3.17.2 auxiliary tanks of approved production vehicles can be added. Any auxiliary tanks built without homologation must be safe tanks. A safety tank consists of a bag (bladder) enclosed in a rigid container. The container should be constructed with a minimum of 1mm thick steel, aluminum 1.5mm or 3.1mm Marlex polyethylene, and magnesium is prohibited. There must be a partition wall between the tank and the vehicle occupants. The tank must be installed so as to be protected from damage caused by collisions with other vehicles, impacts with debris or crushed stone coming from underneath the vehicle, damage in the event of overturning of the vehicle or possible damage due to bending or twisting of the frame. The container should be securely attached to the vehicle with screws or metal bands. The anti shaking fuel systems (baffling) are required within each tank. The foam is considered an acceptable anti shaking system. SFI or FIA approved FT3 tanks are accepted.

4.3.17.3. Fuel batteries are permitted provided that follow these guidelines: They must be made of aluminum with a minimum thickness of 3mm or 1mm steel, they must be fixed to the frame using the rubber insulators and may not have a capacity greater than 1 liter. Batteries shall be installed so as to be protected from damage in case of impact as for the tanks.

4.3.17.4. No basket or other portable fuel container is allowed in each vehicle during the event.

4.3.17.5. alternative fuels (LPG and natural gas) are in true an approved reservoir road type.

4.3.18. CONNECTIONS, FILLING AND BREATHER

4.3.18.1. All original fittings and related components are accepted.

4.3.18.2. The design and installation of the tank and related components must prevent fuel spillage from draft duct, from the pipes and the filler neck if the vehicle is partially or fully reversed upside down. Isolating valves on the fuel supply pipe, the return pipe and the vent tube are accepted. Ball valves or a combination of ball valves and non-return valves on the flow tubes, return and vent are accepted. The isolating valves must be located so that they are easily accessible to be closed in case the vehicle overturned. See

ENVIRONMENT section for more information about ecological considerations. 4.3.18.3. The tank must be filled and vented outside the passenger compartment.

4.3.18.4 Filler necks fitted with plugs with a positive locking system and without vent must be positioned so as to prevent their opening while the vehicle is in motion or during a rollover or an accidental impact. Caps Monza type tank is strictly prohibited.

4.3.18.5. All filler orifices anchored to the chassis or bodywork must be connected to the tank using a flexible conduit. All filler necks should be surrounded by a bulkhead (the body panel can be considered acceptable if sealed. This bulkhead shall direct any excess fuel directly out of the vehicle, away from the occupants from the engine compartment and discharges.

4.3.18.6. The vent duct, different from those of the series of vehicles, must follow one of these routes: A. The vent must be extended at the highest point of the roll near the tank, through the vehicle in escendere width below the bumper plate or at least 75mm below the tank if lower.

B. The vent duct must make a complete circle above the tank up to a point located at least 100mm above the tank. From this point you must make a full turn of the outer perimeter of the tank while staying at the same height and then descend at least 75mm below the lowest point of the tank.

4.3.18.7. Mats or tarpaulins are needed during all supplies. No vehicle can be refueled outside of the spaces approved for the assistance. The fuel storage in the service areas should be considered a priority security. FLS asd strongly recommends the use of safety signs and No Smoking / No open flames in areas used to fuel storage tape. See ENVIRONMENT section for more information on ecological considerations.

4.3.19 ELECTRICAL SYSTEM

4.3.19.1. CUT BATTERY

A battery detaching general of bright color, highly visible and easily distinguishable must be positioned in the passenger compartment. It must be easily accessible by all occupants. The master switch or battery breaker, in case of systems with multiple batteries, must disable the entire electrical system of the vehicle.

4.3.19.2. BATTERIES.

All batteries must be installed and secured safely with metal supports or ratchet straps so as to prevent the displacement in the event of an impact or rollover. All batteries containing acid must be enclosed in an airtight container. The container must be large enough to contain an amount of acid equal to that contained in the batteries. Batteries must not be placed in the cockpit. Batteries are considered in the cockpit when there is an insulating bulkhead between the battery and the vehicle occupants. All batteries must be of the sealed type, maintenance free. Batteries of "gel" type are highly recommended.

4.3.19.3. LIGHTS

All vehicles must have the lights needed to cope with trails at night.

4.3.20. TIRES AND RIMS

4.3.20.1. All tires and wheels must be in good condition and should not be considered insecure by the coach. The tires must be at least 12mm of tread. Tires for agriculture, chains, nails and crawlers are prohibited.

4.3.20.2. Carve, sculpt or other modifications made to remove material from the tire are permitted.

5. CATEGORIES

5.1. CATEGORY "PREPARED" .

5.1.1 All vehicles 4WD arising from mass production are eligible provided they meet the rules outlined in this Regulation, with the following limitations and exceptions: a minimum of 1000 (one thousand) vehicles must have been produced by the manufacturer. Is the competitor's responsibility to support the burden of proving the legality, in case of dispute, of any part of the vehicle including but not limited to: the number copies products, provision of mechanical parts (engine / transmission, cooling system, step and width).

5.1.2. FRAME

The serial chassis shall be maintained. The rear part of the frame and the rear cross member can be removed or trimmed for the only reason to install non-original bumpers and / or winches. The frames can be reinforced by adding material.

5.1.3. BODY

All vehicles must look like a vehicle produced in series, the body must be completed with the following limitations and exceptions: Changes to the bodywork to improve performance or interference with tires are allowed but the original appearance must be retained as expected by the manufacturer. And it considered the body: the complete cabin including internal and external sheets, floor, doors, hood, fenders, grille and so on. The body must be whole, with the following limitations and exceptions: Holes can be drilled in every part of the body with the sole and exclusive purpose of passage of the rollbar tubes and levers gearbox / reducer that must pass through the body. The holes have special restrictions specified in the section of this Regulation. The original doors can be modified to create the half doors and / or may be replaced with tubular ports. Doors must be opened and closed, bolted on panels are not permitted. The hood can be replaced with a different material provided that it retains the original form, it must be able to open. The glasses are not necessary but are allowed proving that they respect the road rules. Alternatives to traditional safety glass are allowed, see the appropriate section of this Regulation. The inside of the front and rear wings must be intact and not modified with the following exceptions: The fender can be changed for the sole purpose of passing the tire. The outer part of the front fenders and rear must be intact and not modified with the following exceptions: The outer fender can be trimmed for the sole purpose of passing the tire. The modification of the outer fender can not be excessively trimmed (not more than 50mm between each part of the mudguard and the tire maximum compression. The original media can not be changed or removed for any reason if not to allow the passage of the roll bar through the body to be fixed to the frame. The original bumpers are not required and can be edited or deleted. Excessive damage to any part of the frame or body (before the event starts) can be considered a modification and a repair may be needed and determined by the Technical Commissioner.

5.1.4. ENGINE

The original engine can be replaced with another. Its position must be respected.

5.1.5. TRANSMISSION

The original transmission can be replaced with another. Its position must be respected

5.1.6. TRANSFER

The original transfer can be replaced with another. His position

must be respected.

5.1.7. AXLES

Any type of axle is permitted provided it complies with the maximum original width. Of the spacers they can be installed with a maximum of 30mm per wheel. Axles with hub reduction are not allowed (portal axles).

5.1.8. STEERING Steering components can be removed or changed and the steering rods can be installed in any position and at any angle with the following limitations: All vehicles must maintain a mechanical steering system (such as fully hydraulic systems are not allowed, if not equipped series) and the steering system must be able to control the direction of the vehicle without the use of systems such as power steering. The rear axle steering is not allowed.

5.1.9. SUSPENSION

The suspension layout can be changed. Must ensure the anchorage of the wheels to the frame. The pitch must remain within the 50mm from the original measure. End stroke compressible rubber, bump stop, sponge / foam or other similar material are allowed. Shocks of any make and model are allowed and can be installed in any position and direction. The shock absorbers must be in good condition. The dampers must be connected directly to the axle and frame. Suspension Control manual systems (hydraulically controlled) are not permitted.

5.1.10. TIRES AND RIMS

The tires must have a maximum outer diameter of 37 "(94cm), as specified on the sidewall by the original manufacturer. For further information see the relevant section of this regulation.

5.2. CATEGORY “PROTOTYPE”

5.2.1. All vehicles with 4-wheel drive from the production of the series and not, are eligible, provided they respect the rules outlined in this Regulation, with the following limitations and exceptions.

5.2.2. FRAME Any changes to the chassis is allowed. Frames constructed in a single copy are allowed. Tubular frames are permitted.

5.2.3. ENGINE - TRANSMISSION - GEAR – AXLES

Any engine, gearbox, transfer, axle is allowed provided it complies with the standards described in this regulation.

5.2.4. STEERING

Any components and steering configuration are permitted subject to the rules described in this Regulation. Rear steering is permitted.

5.2.5. SUSPENSION

The suspension must guarantee the anchoring of the wheels to the frame. Any components and configuration are permitted subject to the rules described in this Regulation. Suspension Control manual systems (hydraulically forced) are permitted.

5.2.6. TIRES AND RIMS

The tires can have a maximum outer diameter of 40 "(102cm), as specified on the side of the original tire. Any type of tire is permitted subject to the rules described in this Regulation. For further information see the relevant section of this regulation.

6. SERVICE VEHICLES

All assistance vehicles must have exposed the number corresponding to the number of registration to the event place on both sides of the vehicle, in the front passenger side of the front windshield and rear window.

7. SAFETY EQUIPMENT

7.1. Fireproof suits in one piece are recommended. It is highly recommended that each fireproof suit is embroidered in the upper right pectoral with the full name of the competitor, blood type, allergies and any other important medical information.

7.2. Helmets must be approved and must have the adhesive of one of the following specifications: Snell M2005 / SA2005 / M2010 / DOT SA2010 / ECE22-05 / BSI, 8858- 2010 FIA. The inside and outside of the helmet must be free of defects (tears or damage). FLS asd strongly recommended that participants use helmets specifically designed for motoring.

7.3. Protective visors or protective glasses in the eye are required for all competitors whose vehicles are without glass.

7.4. Restraint systems for the neck (Hans devices) are highly recommended for all competitors. These collars should provide adequate support and have a fire-resistant coating in good condition or in mint condition.

7.5. A pair of work gloves is mandatory for every member of the crew. 7.6. A change of clothing is recommended.

8 RULES AND REGULATIONS OF THE EVENT

8.1 The organization shall meet to decide on issues regarding the infringement of rules, sportsmanship and conduct during the event, especially those identified by the Officers of the race.

8.2. All competitors must be 18 years of age to attend the event. Any participant who does not complete or does not sign the application form and its annexes will not be admitted to the competition. Registration forms in person must be signed in the presence of an officer of the FLS asd. No competitor may enter the event testing area or receive the official map of the event before he signed the application form and its annexes. The contestant must have subscribed to all the demands of FLS asd. No person may sign the registration forms and its annexes for another person, even if provided with a written proxy. Any competitor who had a registration form with a forged signature will be disqualified, also can be suspended for future events organized by FLS asd. All drivers must have a driver's license in the European or international format, category "B" or better recognized, valid and must be submitted to the checks. Both crew members (pilot and co-pilot) must present themselves to the checks provided with health and robust constitution medical certificates for sports activities. All competitors must have insurance for damage to third parties. No competitor can be registered as a conduit for more than one vehicle. The competitors forming the team can not be changed, with the only exception for the co-pilot that can be replaced with another competitor already registered at the event.

8.3 Special enrollment conditions may be allowed with the approval of the FLS asd.

8.4. A race number assigned to each team, this must start and end the event with the vehicle bearing its assigned number. The vehicle in use cannot be modified, improved or replaced.

8.5. All competitors must attend all briefings. Failure to participate may result in penalties, denial at the start of one or more stages, or disqualification. Signed records or other verification methods may be used at briefings.

8.6. Misconduct against a match official involves a penalty, a fine of € 100.00 a € 500.00, disqualification, or the combination of more than one of the aforementioned measures.

8.7. Any event attendee, event staff, volunteer, spectator or other type of event attendee who uses improper language, verbal abuse and / or physical abuse or other type of offense, nagging or harassing or with humiliating behavior, can be immediately subject to disqualification or reported to the organization. The organization will take the necessary measures for the correct running of the competition. Competitors are responsible for the behavior of all participants following them including but not limited to: their support staff, their support staff and sponsors. Acts of physical or verbal abuse will be reported to the competent authorities who will take the necessary measures.

Unsportsmanlike conduct in the assistance areas, on the course, before, during and after the event, can be punished with disqualification of the competitor.

8.8. The intake of substances that alter psycho-physical abilities throughout the event, including registration and final awards, is strictly prohibited. Any participant who evidently shows that he has taken the substances described above will be immediately disqualified and suspended from future events of the FLS asd.

8.9. Failure to appear before the organization, when requested, can result in a reprimand and / or penalty and / or disqualification, at the discretion of the organization.

8.10. Competitors must not intentionally choose to exit the vehicle for any reason whatsoever, by stopping the vehicle, they can prevent the traffic flow of the stage unless their vehicle is unable to move with its own means. Violation of this rule will be punished with a penalty for a team or a participant and may also include the cancellation of the stage or disqualification.

9. CONDUCT OF THE EVENT

9.1. FLS asd will establish the maximum time and duration of the stage. FLS asd will establish the maximum time for the duration of each special stage (SS).

9.2. The course is marked with tapes and directional arrows that indicate the correct direction of the race track. Doors will be arranged along the route to be overcome in ascending order (1,2,3,4 ...). The straps constitute an insurmountable limit, in case of breakage by a vehicle the disqualification from the stage will be assigned. All vehicles must follow the route assigned during the stage, under penalty of disqualification from the stage. Even when the time available has expired, the team will have to leave the track by completing the lap, without hindering the path of the other competitors, otherwise the stage will be canceled. It is strictly forbidden to cut down or damage trees and vegetation in general, under penalty of disqualification from the stage.

Skipping a door involves the cancellation of the progress achieved, as well as a penalty for each door skipped. For example 1,2,4,5,6,7,8 (jump of door n ° 3) all the gates acquired from the third onwards will be canceled (doors 4,5,6,7,8 will be canceled) and a penalty for door n ° 3 is charged. The counting of the points assigned to the doors will restart from the first door, in the same way. All competitors are responsible for their own schedule, where progress, times and penalties will be noted.

FLS asd is not responsible for damaged or removed signals.

Any repairs to the vehicles can be carried out off the track, following the instructions of the marshals. Time will not be stopped (all repairs must be carried out without the slightest risk of environmental pollution, with all the procedures described in this regulation). No external assistance is allowed on or off the course during the stage. If any incident is encountered on the course: a rollover, a breakdown, or a vehicle unable to proceed, all arriving teams must make reasonable efforts to assess the condition of the competitors concerned and provide help. This will be positively evaluated by the race stewards. Competitors who are involved in an accident, rollover, breakdown, or whose vehicle is unable to proceed, must make every effort to report their condition to passing competitors (e.g. show thumbs up) and clear the course.

Each team that must interrupt participation in the stage must personally report their withdrawal to a race commissioner, under penalty of disqualification from the stage.

Starting procedures will be announced at briefings.

9.3. TRANSFER

During the transfer from the "closed park" to the competition fields and vice versa, all teams will travel in convoy in the order established by the race director. The positions will not be able to change, a penalty will be assigned to teams who, along the route or upon arrival, are not in the position assigned at the start. All teams will have to maintain eye contact with the following team, if this is lost the team will have to stop and wait a short time. If this still does not occur, the team must retrace its steps (on foot if in places with difficulty in advancement and / or maneuvering, or with the vehicle) to help the teams that follow. The team that does not behave as described above will be punished with one or more penalties. The commissioners will positively evaluate the willingness to help.

If a competitor does not arrive in time at the starting area, DNS (Do Not Start) will be assigned for the assigned stage. The competitor who goes from the "closed park" to the competition fields and vice versa without informing the race director or a course commissioner, does so at his own risk and peril, under his own responsibility. Furthermore, he may receive one or more penalties.

9.4. PROLOGUE

The prologue assigns the first scores of the race and decides the starting order of the subsequent stages. The prologue consists of several stages and the sum of the scores acquired will give the first ranking for the starting order. The maximum time available to conclude the stage will be communicated at the briefing. The starting order of the prologue will be decided by extraction. If a competitor does not arrive in time at the starting area of ​​the stage, DNS (Do Not Start) will be assigned.

9.5. SKILL Stage

The course is marked with ribbons and directional arrows (red for prototypes and yellow for preparations). The straps constitute an insurmountable limit, in case of breakage by a vehicle the disqualification from the stage will be assigned. In the skill stage each team will have a maximum time to accumulate as many points (gates) as possible (see point 9.2.).

If a team does not arrive in time at the starting area for its turn, it will be moved to the queue and will be started after the last team. The marshal will close the stage 5 (five) minutes after the last team, present at the starting area, has started. If a team shows up at the start after the stage is closed they will be assigned DNS (Do Not Start). The vehicles will depart with a set cadence and communicated at the briefing and by the route commissioner. Even when the time available has expired, the team will have to leave the track by completing the lap, without hindering the path of the other competitors, otherwise the stage will be canceled.

The stage will be validated to all the team members of a team only if all the vehicles of this team are out of the stage within the time, which will be communicated at the briefing and by the marshal.

It is strictly forbidden to cut down or damage trees and vegetation in general, under penalty of disqualification from the stage.

9.6. TIMED STAGES

The course is marked with ribbons and directional arrows (blue for both categories). The straps constitute an insurmountable limit, in case of breakage by a vehicle the disqualification from the stages will be assigned. The vehicles will depart with a set cadence and communicated at the briefing and by the route commissioner. In timed stages, each team has a maximum time available to complete the stage.

If a team is unable to proceed, it must not in any way hinder the path of the other competitors, under penalty of cancellation of the stage. If a competitor does not arrive in time at the starting area of ​​the stage, DNS (Do Not Start) will be assigned. Time will be stopped when the vehicle, all team members and all equipment used during the stage will be in the garage set up upon arrival, the team must have their seat belts regularly fastened and raise their hands up.

The stage will be validated to all the team members of a team only if all the vehicles of this team are out of the stage within the time, which will be communicated at the briefing and by the marshal.

It is strictly forbidden to cut down or damage trees and vegetation in general, under penalty of disqualification from the stage.

9.7. There is a 30 (thirty) minute lunch break. The modalities will be communicated at the briefing.

9.8. The winner of the event will be the competitor who: after the race will accumulate fewer penalties, will score more points in the stages and therefore receive the best score of the event. The participant must also meet all other criteria and must not be disqualified to be declared the official winner of the event.

9.9. No vehicle entered in the stage can be towed, pushed, pulled, moved or transported by a non-participating vehicle, or by a spectator group on the official route, while the event is still underway. No team can accept external help of any kind to advance on the race track, under penalty of disqualification from the stage. Eventual exceptions can be made by the race stewards if the vehicle obstructs the flow of race traffic. If necessary and requested by a race steward, a team assistant can assist the steward to restart or move the vehicle, in which case a penalty will be assigned to the competitor. The occupants of a vehicle that is pushed, pulled or towed off the course must make the necessary repairs to be able to leave the area they are in, as described in these rules.

9.10. The team can walk to the service area designated by FLS asd, in order to recover the equipment or parts necessary for the repair of the damaged vehicle. If any other person offers equipment or parts of the participating vehicle, with the exception of other competitors, during the race, the team itself will be subject to disqualification from the stage.

The repair must take place in the manner described in this regulation, without the risk of environmental pollution.

9.11. The stages are under the full responsibility of each participant in the event and must be dealt with in a safe and reasonable manner. Dangerous and / or irresponsible driving during practice can subject competitors to penalties up to disqualification. Participation in the stages is free and at your own risk. Competitors engaged in the stages must be aware of and respect the rules and regulations relating to the use of the area. Competitors engaged in stages must always consider safety as the top priority and be aware that other competitors, staff or the public may be present in the immediate vicinity.

10. ASSISTANCE AREAS

10.1. Set up service areas or follow your team out of designated areas or enter areas

confidential results in the disqualification of the team.

10.2. Dangerous driving in assistance areas or on any access road by the vehicle

competitor or support vehicles, results in disqualification of the team.

10.3. No vehicle is authorized to enter the service areas or any other area of ​​the route without a valid pass, duly displayed as required in this regulation.

10.4. All children and pets must be kept under close supervision. Animals must be kept on a leash. Fires are strictly forbidden throughout the event. Any infringements will be reported to the competent authorities and result in the disqualification of the team.

10.5. Each team is responsible for cleaning their own area in the closed park, used during the event. It must be left as it was delivered. Under penalty of disqualification from the event and from future events organized by FLS asd.

10.6. All fuel tanks must not be placed in contact with the ground and must be placed on a waterproof barrier. Refueling of vehicles must take place on a sheet that acts as a waterproof barrier and prevents spills on the ground. Specific products for the absorption of fluids are highly recommended. The teams responsible for any fuel spill on the ground may be fined and responsible for the costs of remediation.

Any team that refuels outside the designated service area, or without a special fuel sheet, may be subject to the cancellation of the test, up to disqualification.

11. ENVIRONMENTAL SAFETY

11.1. Each vehicle must have on board a disposable plastic bag of at least 50 liters of capacity or more.

11.2. Each vehicle must have a mat or waxed sheet on board for supplies and any repairs.

11.3. Each vehicle must not have any leaks of vehicle fluids such as engine, coolant, brake oil, etc. as specified in this regulation. In case of reclamation of the area, the costs will be charged to the team in the race.

11.4. The abandonment of dirt or garbage, any spillage, loss of fluids in the areas affected by the event such as the closed park, the tracks, the access areas etc., even by members who follow a competitor will see the team in the race punished with a penalty, a fine from 100.00 (one hundred,00) to 500.00 (five hundred,00) euros, the disqualification or the combination of several penalties indicated above. In case of land reclamation, the costs will be charged to the team in the race.

11.5. Fires are strictly prohibited, any infringement will be punished with the disqualification of the team from the event. It will also be reported to the competent authority.

11.6. It is forbidden to damage crops, trees and vegetation in general, under penalty of disqualification from the stage until the disqualification of the event. It will also be reported to those responsible for any compensation.

12. INFRINGEMENTS AND PENALTIES

12.1. The following list of infractions and penalties is a guideline used by FLS asd to assess penalties. These guidelines do not contemplate the only possible infringements or even the only possible sanctions that can be assessed during the event.

12.2. The organization, the race director, and the Technical Director have the authority to sanction, disqualify, or suspend any team for violations of technical regulations or for conduct harmful to the event. Any action deemed harmful will result in automatic disqualification from the event, subject to request for compensation for any damage suffered by FLS asd or third party collaborators at the event.

12.3. DNS = -120 points.

Do Not Start - The teams that have not started a stage, because they were not able or because they are banned due to decisions related to the rules, will receive a penalty.

12.4. DNF = +20 points.

Do Not Finish - Teams who have not completed a stage within the maximum time allowed will receive the assigned score.

12.5. ROUTE CUT = disqualification from the stage.

Any deviation from the marked route, for any reason other than withdrawal from the stage, will be sanctioned. In case of withdrawal, before leaving the route, the route commissioner must be notified who will indicate how to abandon it.

12.6. BELTS = -30 points or disqualification from the stage.

Seat belts must be fastened by all competitors occupying the vehicle when it is in motion. It is meant in motion even when the movement of the vehicle is minimal (a few centimeters is enough to assign the penalty). Each time a competitor is recalled for the belts, he is assigned the penalty and must immediately fasten them, under penalty of disqualification from the stage.

12.7. WINDOWS / NETS = -25 points or disqualification from the stage.

Vehicles equipped with windows on the doors must keep them closed for at least 2/3 of their height during all stages, with the exception of the sections in which fords are faced where they must be opened.

Vehicles equipped with safety nets must have nets that cover all side openings of the passenger compartment of the vehicle and extended so that no flaps or part of the body of each occupant can protrude from the vehicle at any time when the occupants are properly seated, with the seat belts fastened in the driving position. The nets must be sufficiently stretched so that in the event that a thrust of about 20kg is exerted, the net has a flexion not exceeding 10cm. Each time a competitor is recalled for the windows / nets, he is assigned the penalty and must immediately restore it as described above, under penalty of disqualification from the stage.

12.8. GLOVES = -30 points or disqualification from the stage.

Every time you work during the event, for example handling the winch cable, using tools such as jacks, ground anchors or strops etc., you must wear protective gloves. When the steward assigns a penalty for the gloves, they must be put on immediately, under penalty of disqualification from the stage.

12.9. WINCH CABLE = -40 points or disqualification from the stage.

The winch cable cannot be stored inside the passenger compartment. The damper for the winch cable must be positioned halfway down the length of the tensioned cable. When the winch cable is under tension it cannot be touched with the hands, it cannot be passed either above or below. When a steward awards a penalty for the winch line, great care must be taken not to repeat this infraction. The marshal, at his discretion, can assign the disqualification from the stage.

12.10. TREE’S STROPS = disqualification from the stage.

When it is necessary to hook the vehicle to a tree, a strop must be used to avoid damaging the plant. Failure to comply with this measure will result in immediate disqualification from the stage.

12.11. GOAL JUMP = -15 points.

Skipping a door involves the cancellation of the progress achieved, as well as a penalty for each door skipped. For example 1,2,4,5,7,8 (jump of door #3 and #6) all the gates acquired from the third onwards will be canceled (doors 4,5,7,8 will be canceled) and it will be charged two penalties (one for gate #3 and one for gate #6). The counting of the points assigned to the doors will restart from the first door, in the same way.

12.12. EXTERNAL HELP = disqualification from the stage.

Any external help received by a team will result in disqualification from the stage.

12.13. DISQUALIFICATION FROM A STAGE

The team that receives the disqualification from a stage, at the same moment in which it is informed, must immediately leave the track in the safest and fastest way possible without interfering with other competitors still in the stage.

The team that is disqualified will not receive the points accumulated up to that moment in that race. Disqualification from a stage can also be decided at the end of the event by the organization or the race director.

12.14. DISQUALIFICATION = Disqualification from the stage.

The team that receives the disqualification from the stage, the moment it is informed, must immediately leave the stage in the safest and fastest way possible without interfering with other competitors still in the stage.

The team that is disqualified from the stage does not receive points in the standings. Teams that are disqualified do not receive stage closing times, scores, or rankings for the stage. Disqualification can also be decided at the end of the event by the organization or the race director.

12.15. UNSPORT CONDUCT = from -10,000 (ten thousand) to -30,000 (thirty thousand) points, or disqualification from the stage.

Behavior or conduct incompatible with the principles of international fairness and sportsmanship, in judgment unquestionable of the organization. A penalty between -10,000 and -30,000 points will be applied, disqualification from the stage, up to disqualification from the event.

12.16. ABANDONMENT OF THE EVENT = disqualification

The abandonment of the event by a team, without giving notice to the race director, will be punished with the disqualification of the entire team.

13. PROTESTS AND APPEALS

Any competitor can lodge a complaint with the organization during the event. Complaints can be filed against participants or for disputes on their race status at the HQ. The presentation of each single complaint must be received in writing, multiple or multiple participant complaints are not allowed, and must be accompanied by the security payment of € 200.00 (two hundred,00) which will be returned only in the case of a positive verdict for the appellant. The deadline for filing a complaint is 30 (thirty) minutes after the presentation of the final ranking.