Cannonball 4x4 SE 2024 Regulations

CANNONBALL 4X4 SE 2024 Event Management, Vehicle Classes and Code of Conduct.

1. INTRODUCTION

1.1. In case of inconsistency within these regulations, the asd Freedom Live Style (hereinafter FLS) must be contacted for clarification before the start of the event.

1.2. If discrepancies are detected or clarifications are needed 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 correct conduct of the event.

1.3. If conflicts emerge between what is reported in this regulation and what has been 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 notice.

2. TERMS / WAIVERS / RESPONSIBILITIES

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 these regulations and all participants in the event organized by the FLS agree to renounce, release, desist, protect, hold harmless, indemnify and defend the promoter, the event manager, the FLS, their heirs, successors, officials, officers, employees, agents, contractors and their respective insurance companies, subcontractors, business sponsors and shareholders from: all claims, demands, obligations, losses, costs and damages suffered, or expenses of any other loss or damage resulting or alleged to result from the manifestation and/or use of any information contained in this regulation or resulting from incorrect information or omission of information, or from apparent negligence of this regulation or pertaining to it.

2.3. FLS does not guarantee, represent or certify in any case that compliance with the standards listed in this regulation can confer real or presumed safety. These rules are published without express or implied warranty.

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 these regulations throughout the event.

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

2.6. The contents of this regulation are 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. These regulations do not provide any guarantee that the information contained in them can protect those who consult them or those who participate in the event, or those who use any vehicle, part, system or safety equipment (whether or not mentioned in the regulations) from injury, damage materials 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, undertaking a test, for any reason CAN BE DANGEROUS, CAUSE MATERIAL, PHYSICAL 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, whether 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

any reason, including weather reasons or track safety conditions.

2.11. Images.

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

3. TECHNICAL REGULATIONS

3.1. TECHNICAL INSPECTION AND SEIZURES

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

3.1.2. The competitor must provide the Technical Commissioner with all documentation and records demonstrating compliance with all the rules cited in these regulations, in the event of disputes.

3.1.3. FLS reserves the right to limit the number of people having access to the areas or the parc fermé where

inspections are underway or where the seized vehicles are parked.

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

3.1.5 FLS does not assume responsibility for vehicles seized. FLS, however, reasonably intends to ensure the safety of the aforementioned vehicles.

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

3.1.7. At the end of the race, one or all of the vehicles may be subject to seizure and further technical inspection.

3.1.8. No vehicle may be removed from the inspection area or seizure area without the written permission of the Race Director or Technical Commissioner. A competitor who removes a vehicle without permission 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 item may not be returned and no compensation will be awarded by FLS,

by its officers or directors, to a competitor who has had illegal items seized.

3.1.10. The non-presence of the competitor at the pre-race registration and technical inspection during the hours proclaimed and

listed in the information bulletins, may incur the following penalties at the discretion of the Race Director and/or the Technical Commissioner.

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

3.1.10.2. Failure to attend the start call on the first day of the race: disqualification.

3.1.11. Each vehicle must pass a technical inspection before obtaining permission to participate in the event. Vehicles deemed unsuitable or non-compliant with these regulations during the technical checks will not be admitted to the event and the registration fee will not be refunded. An identifying 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 Technical Checks, in addition to the vehicle, helmets, boxes with first aid medicines, fire extinguishers, seat belts, safety nets and all the requirements contained in these regulations will also be checked. This does not imply that these items will be the only items tested. The Technical Commissioner or his assistant may confiscate any equipment that they deem dangerous or not compliant with the conduct of the race. Any material confiscated by the Technical Commissioner or his Assistant may not be returned and no compensation will be provided by FLS, its officers or directors.

3.1.12 The Technical Steward and/or Race Director reserve the right to subject a vehicle to a technical inspection during the event. Vehicles that are 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 objects to the inspection, both the vehicle and the crew will be disqualified from the race. Only officials appointed by the Race Director 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 dismantle or prepare the equipment for inspection. Failure to comply will result in the disqualification of the crew.

3.1.13. Vehicles implicated in any protest or complaint will be impounded until the CO rules on the protest or complaint. All impounded vehicles will be released no later than two hours after the official conclusion of the event.

3.1.14. The refusal of a competitor to comply with the decisions of the CO will result in disqualification from the competition.

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4. VEHICLE REQUIREMENTS AND EQUIPMENT (ALL CATEGORIES).

4.1 . VEHICLE IDENTIFICATION

All vehicles under 3.5t, with four or more wheels, all driven, excluding quads, are allowed. All vehicles registered for the event will be identified with a number. The identification numbers of the participants must be applied on both sides and on the front of the vehicle (bonnet). Any numbers that are difficult to read will need to be repositioned before the vehicle is authorized to take part in the event. It is the competitor's responsibility to keep their identification number recognizable throughout the duration of the event. Provide a surface of 30cm in base and 42cm in height for the application of the race number in the three positions mentioned above.

4.2. EQUIPMENT, CONDITIONS AND FUNCTIONS

All necessary equipment or required equipment, devices, safety equipment and vehicle components, as described in the Regulations (including annexes or regulatory supplements), must be in good condition at the time of the technical checks. Equipment and components must function throughout the competition and, if damaged, must be repaired or replaced. Otherwise the vehicle will not be able to continue in the race. It is the competitor's responsibility to keep the vehicle, its equipment and amenities in good condition.

4.2.3. SEAT BELTS - SEATS

All vehicles must have seat belts approved for circulation on public roads or at least 4-point type for each occupant. Occupant seat belts must be in new or perfect condition, must not have cuts, frays, chemical stains, burns or excessive soiling and must be in flexible condition (the material must not be rigid). All seat belts must have a plate showing the manufacturer's name and approval code. Belt-only belts are NOT permitted. Seat belts must be mounted on elements capable of withstanding the maximum load of the belt in the event of an accident without breakage or failure of the support. Seat belts must be installed so that they do not come into contact with any surface that could damage them. Seat belts must be worn tightly by vehicle occupants whenever the vehicle is in motion. Seat belts must be used with a seat that has the correct number of slots and placed in the appropriate belt positions. Seats must not be modified to create slots for seat belts. Seat belts must be combined with a seat in excellent condition, mounted on a system securely installed on the chassis, roll cage or bodywork of the vehicle. Any adjustment slides must be firmly fixed to the vehicle chassis or bodywork.

Headrests with at least 5 cm thickness of shock-absorbing material and with a surface area of at least 200 cm2 are mandatory.

4.2.4. WINDOWS-SAFETY NETWORKS

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

For vehicles without windows or doors, safety nets are mandatory and must cover all side openings in the passenger compartment of the vehicle and extended so that no edge or part of the body of any occupant can protrude from the vehicle at any time when occupants are correctly seated, with their seat belts fastened in the driving position. Safety nets must be fixed inside the roll cage to prevent damage in the event of a rollover or collision.

Nets anchored to the internal door frame are permitted. The nets must be secured so that both occupants can unhook them and exit the vehicle without any help and in any position of the vehicle. The fixing contour edge of the net must be as resistant as, or more resistant than, the net itself. The net anchors must be made with a maximum of 15cm between one and the other. Acceptable anchors are: metal ties, screws, metal hooks. Plastic ties or fasteners are not permitted. The nets must be sufficiently tensioned so that, by exerting a thrust of approximately 20kg, the net has a deflection of no more than 10cm, the holes in the meshes must not exceed 10x10cm. For vehicles using standard or similar doors, Lexan in windows can replace safety nets only if the Lexan attachment devices are attached to the doors themselves. The Lexan side windows must be hooked in such a way as to allow them to be quickly removed if the door does not open.

4.2.5. EXTINGUISHERS

Each vehicle must be equipped with an approved handheld fire extinguisher of at least 1Kg (2.5 lb) or

higher, dry ABC type or Halon equivalent. The fire extinguisher must have a pressure gauge, must be fully charged and easily accessible from inside the vehicle (it is recommended that it be accessible to all occupants). An additional 1Kg (2.5 lb) or larger fire extinguisher, type ABC, dry type or equivalent Halon, must be installed in a position easily accessible from the outside by people who are not familiar with the vehicle. All fire extinguishers must be installed so that no tools are required to remove them.

4.2.5.1 An extinguishing system integrated into the vehicle, in addition to portable fire extinguishers, is permitted. In the event that a vehicle has the integrated extinguishing system installed, the capacity of the hand-held extinguishers must remain at least 1Kg (2.5lb) each. For petrol vehicles, hand-held fire extinguishers weighing at least 2kg (5 lb) are highly recommended. All installed fire extinguishers must have an identification plate showing the testing date no older than one year.

4.2.6. WINCHES

All vehicles must be equipped with at least 1 (one) winch with a pulling capacity adequate for the weight of the vehicle. Winches must be in excellent condition. A second winch installed to pull the vehicle in reverse is strongly recommended. All winches must be equipped with a functioning brake, capable of maintaining the vehicle, with weight in running order, on an 80° slope. Motors, solenoids and spare parts for winches are recommended.

4.2.6.1. WINCH CABLES

Winch cables must be in excellent or new condition. At least 1 (one) spare cable of at least 25 meters in length must be on board the vehicle. The cables for the winches must be "sealed" in a workmanlike manner. The winch cable hooks must be of the type with safety, open ones are not permitted.

4.2.6.2. WINCH CABLE DAMPER

A damper for the winch cable, weighing a minimum of 1 (one) kg, must be positioned near the middle of the tensioned cable.

4.2.7. SNORKEL

An engine intake system must be provided for deep fording.

4.2.8. “STROP” FROM TREE

A band, "strop", to protect the trunk must be used when hooking the vehicle to a tree. The band must be in excellent condition and have a minimum load capacity, in line, of 3000kg.

4.2.9. CRICKETS

4 (four) shackles with a minimum load index of 3.25t are required.

4.2.10. CUT

One size (snatch block) is required, in excellent condition, with a minimum load capacity of 8000kg.

4.2.11. GPS DEVICE

All vehicles must be equipped with at least one GPS device to locate the waypoints assigned in the tests.

4.2.12. DEVICE FOR TAKING PHOTOGRAPHS

All vehicles must be equipped with at least one device for taking photos in digital format.

4.2.13. STILL FROM THE GROUND

A ground anchor is recommended.

4.2.14. FIRST AID KIT

All vehicles must have a first aid kit on board. The kit must be accessible

to the vehicle crew without the need to remove any panels. Crews with particular medical needs must highlight these needs in clearly visible places such as on the helmet or suit.

4.2.15. SURVIVAL SUPPLIES

It is strongly recommended that all competitors bring water, food, medicines and all other supplies necessary to safely face the entire duration of the race, even without assistance depending on their needs. As a minimum, at least 1 liter of water per occupant is recommended at the time of departure of each test.

4.3 . GENERAL CHARACTERISTICS OF THE VEHICLES

4.3.1 It is the responsibility of each competitor/driver to present a safe vehicle at the time of the technical checks and to keep it safe for the entire duration of the event. Competitors must maintain their safety equipment throughout the race. All vehicles must be in perfect working order for the duration of the race. Any vehicle deemed unsuitable for the event will be disqualified.

4.3.2 All occupants of the vehicle must be able to enter and exit the vehicle without assistance with the vehicle in any position. Metallic partitions must isolate the passenger compartment from any fluid, engine fluid or acid.

4.3.3 Oil coolers, coolers, transmissions or other radiators shall have protection which, in the event of rupture or leakage, will prevent liquids from reaching the occupants. All pipes carrying liquids passing inside the vehicle must be protected with a bulkhead. Pipes coated with steel braid are not exempt from being protected.

4.3.4 All vehicles must have a bulkhead constructed entirely of metallic material separating the passenger compartment from the fire hazard in the engine compartment and fuel tank compartment. If the tank is installed at the rear and is higher than the occupants' shoulders, a dividing waterproof metal bulkhead must extend at least 5 cm above the top of the tank. In the case of vehicles with a front engine, the bonnet is considered part of the dividing bulkhead and must be installed. Rear-engined vehicles are not required to have a hood installed.

4.3.5. Passenger compartment floors are mandatory in all vehicles and must be anchored with a minimum of 6 screws on each side with a minimum diameter of 6 mm or welded. The floors must cover the entire area from the front of the pedals to the back of the seats and from the external lateral limit of the vehicle to the same limit on the opposite side.

4.3.6. All vehicles with opening doors must have a locking system that cannot be accidentally released.

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

4.3.8. A rearview mirror for each vehicle is recommended. Mirrors must have a reasonable view of the rear of the vehicle without obstructions.

4.3.9. All spare parts or extra equipment transported in the vehicle must be securely fixed or enclosed within special compartments in order to prevent them from falling out or detaching during the event. All spare parts must be located in such a way as to avoid the risk of contact with the occupants of the vehicle.

4.3.10. All vehicle body parts must remain on the vehicle, even due to accidental causes, throughout the duration of the event.

4.3.11. ROLLBAR

4.3.11.1. The structure with at least 1 (one) arch above the heads of the crew and 4 main anchoring points designed to protect the occupants of the vehicle is considered a rollbar, for vehicles with a closed body; with at least 2 (two) arches and 6 anchor points for open vehicles. Side by side vehicles equipped with a roll cage from the factory are permitted. FLS reserves the right not to accept any roll cage design which, in the opinion of the Technical Steward, is not suitable for competition. It is the competitor's/driver's responsibility to ensure the safety conditions of their vehicle including the design, construction, quality of construction, maintenance and repairs to the vehicle's roll cage structure.

4.3.11.2. All vehicles must be equipped with a roll cage made of tubes of material with adequate resistance to withstand impacts in the event of disastrous overturning of the vehicle. The minimum recommended measurements shown below refer to the diameter and thickness of the tubes to be used for the main structure considering the weight of the vehicle dry and with the on-board equipment included, excluding occupants:

4.3.11.2.1. Dry weight less than 1450kg – 35mm diameter x 3mm thickness. Dry weight from 1451kg to 1995kg – 40mm diameter x 3mm thickness. Dry weight over 1996kg – 50mm diameter x 3mm thickness. Aluminum or other non-ferrous materials are not permitted.

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4.3.11.3. All welds must be of excellent quality and with good penetration into the metal. All parts of the roll cage must be a minimum distance of 8cm from the helmets of each vehicle occupant when seated in the normal driving position. All parts of the roll cage that can collide with the body or parts of the body of the occupants must be covered with materials suitable to cushion the impacts. The roll cage must be anchored to the chassis or bodywork of the vehicle. All ends connecting the roll cage to the chassis or bodywork must be able to withstand maximum impact. Rollbars installed on the body must have a minimum of two "sandwich" plates of equal size, with a minimum thickness of 3.5 mm bolted on both sides of the bodywork where the rollbar rests. The fixing bolts must have a diameter of no less than 10mm and a strength class equal to or greater than 10.9.

All vehicles, except those equipped with standard metal doors, must have at least one side bar on each side of the vehicle that can protect occupants from side impacts. The side bars must be of the same material and size as the main roll bar. The side bars must be positioned to offer maximum protection for the occupants and must be welded to the front and central arches of the roll bar. The position of the side bars must not cause difficulty in entering or exiting the vehicle.

A metal sheet of ferrous material with a minimum thickness of 1.0 mm or aluminum with a minimum thickness of 3 mm must cover the upper part of the roll cage, immediately above the heads of the occupants in the area involving the passenger compartment of the vehicle.

4.3.12. MOTOR

4.3.12.1 The engine must be free of fluid leaks. See the ENVIRONMENT section for more information regarding

ecological considerations.

4.3.12.2. All engine breathers must terminate inside a fluid container and dipsticks must have a

locking system. See the ENVIRONMENT section for more information regarding ecological considerations.

4.3.12.3. Approved flame arrestor systems must be installed in the exhaust system on all vehicles. The final exhaust outlet must extend away from the occupants, the fuel tank and the tires. Excessively noisy vehicles are not permitted. See the ENVIRONMENT section for more information regarding ecological considerations.

4.3.13. TRANSMISSION

4.3.13.1 Gearbox and reducer must be free of fluid leaks. See the ENVIRONMENT section for more information regarding ecological considerations.

4.3.13.2. All transmission breathers must end inside a fluid container and dipsticks must have a locking system. See the ENVIRONMENT section for more information regarding ecological considerations.

4.3.13.3. All vehicles must have the ability to transmit power to all wheels and must be equipped with a functioning reduction system. A gear system that acts after the gearbox and reduces the ratio (numerically higher) than 1:1 is considered a reduction gear.

4.3.13.4. The cruises and transmission shafts must be covered with a ferrous metal bulkhead

minimum thickness 1mm or aluminum with a minimum thickness of 3mm in order to prevent pieces of metal from the transmissions from being thrown at the occupants in the event of breakage. Protective materials must only be installed between occupants and drive 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 the ENVIRONMENT section for more information regarding ecological considerations.

4.3.14.2. The breather hoses of hydro-assisted steering systems must be connected to a container that prevents any liquid from escaping. See the ENVIRONMENT section for more information regarding ecological considerations.

4.3.15. SUSPENSIONS

Shock absorbers must be leak-free. See the 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 adequate force to all 4 wheels in order to stop the vehicle. Brakes must be in safe condition and free from fluid leaks during the entire event. If a problem is found with the braking system, this must be fixed before the event continues. See the ENVIRONMENT section for more information regarding ecological considerations.

4.3.16.2. Every vehicle must have an active parking brake system that holds the vehicle when it 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 the "bladder" type (Bladder) without exceptions. Tanks built without approval must meet the specifications for auxiliary tanks.

4.3.17.2. Auxiliary tanks approved on series vehicles can be added. Any auxiliary tanks built without approval must be safety tanks. A safety tank consists of a bladder (bladder) enclosed in a rigid container. The container must be constructed with a minimum thickness of 1mm steel, 2mm aluminum or 3.1mm Marlex polyethylene, Magnesium is prohibited. There must be a dividing bulkhead 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 stone coming from underneath the vehicle, damage if the vehicle overturns or possible damage due to bending or twisting of the chassis. The container must be securely attached to the vehicle with bolts or metal bands. Anti-fuel baffling systems are mandatory inside each tank. Foam is considered an acceptable anti-shaking system. FIA FT3 or SFI approved tanks are accepted.

4.3.17.3. Fuel accumulators are permitted as long as they follow these guidelines: They must be constructed of aluminum with a minimum thickness of 3mm or 1mm steel, must be fixed to the chassis using rubber insulators and cannot have a capacity greater than 1lt. The accumulators must be installed in such a way as to be protected from damage in the event of impacts as for tanks.

4.3.17.4. No canisters or other portable fuel containers are permitted in any vehicle during the event.

4.3.17.5. Alternative fuels (LPG or natural gas) must have an approved road-type tank .

4.3.18. FITTINGS, FILLINGS AND VENTS

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 from leaking from the fuel inlet, pipes and filler neck if the vehicle is partially or totally overturned. Isolating valves on the fuel supply hose, return hose and vent hose are acceptable. Ball valves or a combination of ball valves and check valves on the supply, return and vent pipes are acceptable. The isolating valves must be located so that they are easily accessible to be closed even if the vehicle is overturned. See the ENVIRONMENT section for more information regarding ecological considerations.

4.3.18.3. The tank must be filled and vented outside the passenger compartment.

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4.3.18.4. Filler necks equipped with caps with a positive locking system and without venting must be positioned so as to prevent their opening while the vehicle is moving or during a rollover or accidental impact. Monza type fuel caps are strictly prohibited.

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

4.3.18.6. Waterproof mats or sheets are required during all refueling. No vehicle may be refueled outside of approved service spaces. Fuel storage in service areas must be considered a safety priority. FLS strongly recommends the use of safety tape and no smoking/no open flame signs in fuel storage areas as well as an adequate number of fire extinguishers. See the ENVIRONMENT section for more information regarding ecological considerations.

4.3.19. ELECTRICAL SYSTEM

4.3.19.1. DISCONNECT BATTERIES

A brightly colored, clearly visible and easily distinguishable general battery switch must be positioned in the passenger compartment. It must be easily accessible to all occupants. The battery switch or switches, in the 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 securely secured with metal supports or ratchet straps to prevent dislodgement in the event of impact or tip-over. All batteries containing acid must be enclosed in an airtight container. The container must be large enough to contain a quantity of acid equal to that contained in the batteries. Batteries must not be placed in the passenger compartment. Batteries are considered to be in the passenger compartment when there is no insulating bulkhead between the battery and the vehicle occupants. All batteries must be of the sealed, maintenance-free type. “Gel” type batteries are highly recommended.

4.3.19.3. LIGHTS

All vehicles must have the lights necessary to travel safely at night.

4.3.20. TIRES AND RIMS

4.3.20.1. All tires and rims must be in good condition and must not be considered unsafe by the scrutineer. Tires must have at least 12mm of tread. Agricultural tyres, chains, nails and tracks are prohibited.

4.3.20.2. Carving, sculpting or other modifications designed to remove material from the tire tread are permitted.

5. CATEGORIES

5.1. “PREPARATIONS” CATEGORY.

5.1.1 All 4-wheel drive vehicles deriving from series production are eligible as long as they comply with the rules described in this regulation, with the following limitations and exceptions: a minimum of 1000 (one thousand) vehicles must have been produced by the manufacturer. It is the competitor's responsibility to bear the burden of proving the legality, in the event of a dispute, of any part of the vehicle including but not limited to: number of units produced, arrangement of mechanical parts (Engine/transmission, cooling system, wheelbase and width etc.).

5.1.2. CHASSIS

The stock chassis must be retained. The rear part of the chassis and the rear cross member can be removed or trimmed for the sole reason of installing a non-original bumper and/or winches. Frames can be strengthened by adding material.

5.1.3. CAR BODY

All vehicles must resemble a mass-produced vehicle, the bodywork must be complete with the following limitations and exceptions: modifications to the bodywork to improve performance or interference with tires are permitted but the original appearance must be maintained as intended by the manufacturer. The bodywork is considered to be: the complete cab including internal and external sheet metal, floors, doors, bonnet, fenders, grille, etc. The bodywork must be complete, with the following limitations and exceptions: holes can be drilled in any part of the bodywork with the sole and exclusive purpose of passing the rollbar tubes and gearbox/reducer linkages which must pass through the bodywork. The holes have particular restrictions specified in the appropriate section of these rules.

The original doors can be modified to create half doors and/or can be replaced with tubular doors. Doors must be able to open and close, bolted onto panels are not permitted.

The bonnet can be replaced with one made of a different material from the original as long as it retains its shape and must be able to open.

Glass is not necessary but is permitted if it complies with road regulations. Alternatives to traditional safety glass are permitted, see the appropriate section of this regulation.

The inside of the front and rear fenders must be intact and unmodified with the following exceptions: The fender may be modified for the sole purpose of fitting the tire. The outer portion of the front and rear fenders must be intact and unmodified with the following exceptions: The outer fender may be trimmed for the sole purpose of fitting the tire. The outer mudguard modification cannot be excessively trimmed (no more than 50mm between each part of the mudguard and the tire at maximum compression.

The original supports cannot be modified or eliminated for any reason other than to allow the roll bar to pass through the bodywork to be fixed to the chassis.

Original bumpers are not required and can be modified or deleted.

Excessive damage to any part of the chassis or bodywork (prior to the start of the event) may be considered a modification and a repair may be necessary and determined by the Technical Steward.

5.1.4. MOTOR

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

5.1.5. EXCHANGE

The original gearbox can be replaced with another one. His position must be respected.

5.1.6. ADAPTER

The original gearbox can be replaced with another one. His position must be respected.

5.1.7. AXLES

Any type of axle is allowed as long as it respects the typology of the original. Spacers with a maximum of 30mm per wheel can be installed. Axles with hub reduction are not permitted.

5.1.8. STEERING

Steering components can be deleted or modified and steering tie rods can be installed in

any position and at any inclination with the following limitations: All vehicles must maintain a mechanical steering system (e.g. fully hydraulic systems are not permitted unless equipped as standard) and the steering system must be able to control the direction of the vehicle without the aid of systems such as power steering. Rear steering is not permitted.

5.1.9. SUSPENSIONS

The suspension scheme can be modified. It must guarantee the anchoring of the wheels to the frame. The wheelbase must remain within 50mm of the original measurement. Compressible rubber stops, bump stops, sponge/foam or other similar material are permitted.

Shock absorbers of any make and model are permitted and can be installed in any position and direction. The shock absorbers must be in good condition. The shock absorbers must be connected directly to the axle and chassis.

Manual suspension control systems (hydraulically forced etc.) are not permitted. “Coaxial” suspensions are not permitted.

5.1.10. TIRES AND RIMS

Tires must have a maximum outside diameter of 37” (94cm), as specified on the sidewall of the tire by the original manufacturer. For further clarifications see the appropriate section of this regulation.

5.2. PROTOTYPE CATEGORY

5.2.1. All vehicles with 4 or more driving wheels deriving from series and non-series production, including "side by sides", are eligible; as long as they respect the rules described in this regulation, with the following limitations and exceptions.

5.2.2. CHASSIS

Any modification to the chassis is permitted. In "side by sides" the "roll bar" structure is not considered a frame. One-off frames are permitted. Tubular frames are permitted.

5.2.3. ENGINE - GEARBOX - REDUCER - AXLES

Any engine, gearbox, reducer, axle is permitted as long as it complies with the rules described in this regulation.

5.2.4. STEERING

Any steering component and configuration are permitted as long as they comply with the regulations described in

this regulation. Rear steering is allowed.

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5.2.5. SUSPENSIONS

The suspension layout must guarantee the anchoring of the wheels to the frame. Any component and configuration are permitted as long as they comply with the rules described in this regulation. Manual suspension control systems (hydraulically forced etc.) are permitted.

5.2.6. TIRES AND RIMS

Tires can have a maximum outside diameter of 40” (102cm), as specified on the sidewall of the tire by the original manufacturer. Any type of tire is allowed as long as they comply with the standards described in this regulation. For further clarifications see the appropriate section of this regulation.

6. ASSISTANCE VEHICLES

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

7. SAFETY EQUIPMENT

7.1. One-piece suits are mandatory. We strongly recommend that the suit is fireproof and embroidered on the upper right chest with the competitor's full name, blood type, allergies and any other important medical information.

7.2. Helmets must be approved and must have the sticker of one of the following specifications: Snell M2005/SA2005/M2010/SA2010 DOT/ECE22-05/BSI, FIA 8858-2010. The internal and external part of the helmet must be free of defects (tears or damage). FLS strongly recommends that participants use helmets specifically designed for motor racing.

7.3. Durable, eye-protective visors or goggles are required for all competitors whose vehicles do not have glass.

7.4. Neck restraints (Hans devices) are highly recommended for all competitors. These collars should provide adequate support and have a fire-resistant coating in good or like-new condition.

7.5. A pair of work gloves is mandatory for each crew member.

7.6. Replacement clothing is recommended.

8 RULES AND REGULATIONS OF THE EVENT

8.1 The OC meets to decide on matters relating to breaches of rules, sportsmanship and conduct during the event, especially those identified by the Match Officials.

8.2. All contestants must be 18 years of age or older to participate in the event. Any participant who does not complete or sign the registration form and its attachments will not be admitted to the race. Entry forms must be signed in person in the presence of an FLS officer. No competitor may enter the event area, practice area or receive the official event map before having signed the registration form and its attachments. The competitor must have signed all the requests of the FLS. No person can sign the registration forms and their attachments for another person, not even if provided with written authorization. Any competitor who has an entry form with a forged signature will be disqualified and may be suspended from future FLS events.

All drivers must have a valid driving license in European or international format, category "B" or higher, recognized and must be presented at checks. Both crew members (pilot and co-pilot) must present themselves at the checks with a medical certificate for sporting activity.

All competitors must have third party insurance. No competitor can be registered as a driver for more than one vehicle. The competitors forming the team cannot be changed, with the sole exception of the co-driver who can be replaced with another competitor already registered for the event.

8.3. Special registration conditions may be permitted subject to FLS approval.

8.4. A race number is assigned to each team, they must start and finish the event with the vehicle bearing their 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 of entry to one or more races, or disqualification. Signed logs or other verification methods may be used at briefings.

8.6. Incorrect conduct towards a match official involves a penalty, a fine of 100.00 euros per

500.00 euros, disqualification, or the combination of more of the aforementioned measures.

8.7. Any event participant, event staff, volunteer, spectator or other type of event participant who uses inappropriate language, verbal abuse and/or physical abuse or other type of insults, harassing or harassing or humiliating behavior, may be immediately subject to disqualification or reported to the CO. The CO will take the necessary measures for the correct conduct of the race. Competitors are responsible for the behavior of all participants following them including but not limited to: their support staff, support staff, sponsors etc. 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, in the opinion of the CO also from future events organized by FLS.

8.8. The use of substances that alter psycho-physical abilities throughout the event, including registration and final awards, is strictly prohibited. Any participant who clearly demonstrates having taken the substances described above will be immediately disqualified and suspended from future FLS events.

8.9. Failure to appear before the CO, when required, may result in a fine of €100.00 or disqualification, at the discretion of the CO.

8.10. Competitors must not intentionally choose to exit the vehicle for any reason if, stopping the

vehicle, they can impede the traffic flow of the event unless their vehicle is incapable of moving under its own power. Violation of this rule will be punished with a penalty for a team or participant and may also include cancellation of the event or disqualification.

9. PROCEDURE OF THE EVENT

9.1. FLS will establish the maximum time and duration of the event. FLS will establish the maximum time for the duration of each special stage (SS). They will be announced at the Briefings.

9.2. The route is marked with ribbons and directional arrows that indicate the correct direction of the race route. The tapes constitute an insurmountable limit, in case of breakage by a vehicle, disqualification from the test will be assigned. FLS is not responsible for damaged or removed signs. When the time available has expired, the crew will have to leave the competition area, without obstructing the path of the other competitors, under penalty of cancellation of the tests. **It is strictly forbidden to cut down or damage trees, invade or trample on crops or structures (embankments, dams, etc.), under penalty of disqualification from the event or disqualification from the event.**

Any repairs to the vehicles can be carried out taking into account that there are other crews involved in the tests, identifying an adequately safe place for the intervention. Time will not be stopped (all repairs must be carried out without the slightest risk of polluting the environment, with all the procedures illustrated in these regulations). No external assistance is permitted on or off the course during the test. If any accident is encountered on the course: a rollover, a breakage, or a vehicle unable to proceed, all arriving crews must make reasonable efforts to assess the condition of the competitors involved and provide help, under penalty of disqualification from the event. Competitors who are involved in an accident, rollover, breakdown, or whose vehicle is unable to proceed, must make every effort to signal their condition to passing competitors (e.g. showing the thumbs up) and avoid any further accidents, under penalty disqualification from the test.

Each crew that must interrupt participation in the event must report their withdrawal in person to the race director or a course marshal, under penalty of disqualification from the event.

Departure procedures will be announced at briefings.

9.3. TRANSFER

During the transfer from the "parc fermé" to the competition fields and vice versa, all crews will travel in convoy in the order established by the race director. Positions cannot change, a penalty will be assigned to crews who, along the route or upon arrival, are not in the position assigned at the start. All teams will have to maintain visual contact with the following crew, if this is lost the team will have to stop and wait a short time. If they still do not arrive, the team must retrace their steps (on foot if in places with difficulties in advancing and/or maneuvering, or by vehicle) to provide help to the crews following. The team that does not behave as described above will be punished with one or more penalties.

If a competitor does not arrive at the starting area in time, DNS (Do Not Start) will be assigned for the assigned practice session. The competitor who heads from the "parc fermé" to the competition fields and vice versa without notifying the race director or a course marshal, does so at his own risk and 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 tests. The prologue is made up of several tests and the sum of the scores acquired will give the first ranking for the starting order. At the briefing, the maximum time available to complete the test will be communicated. The starting order for the prologue will be decided by drawing. The course marshal will close the race 5 (five) minutes after the last crew present at the starting area has left. If a competitor does not arrive at the starting area of the race in time, DNS (Do Not Start) will be assigned.

9.5. ORIENTATION TESTS

The route is marked by tapes and directional arrows (yellow). The tapes constitute an insurmountable limit, in case of breakage by a vehicle, disqualification from the test will be assigned. In the orientation tests each crew will have a maximum time available to acquire all the waypoints (WP) and complete the special tests (SS). The acquisition of the WPs will be validated by the photos collected by each crew and downloaded at the race direction (HQ). It is the crew's obligation to go to HQ to deliver all the material collected for the ranking.

If a team does not arrive at the starting area in time for their turn, they will be moved to the back of the queue and will start after the last crew. The course marshal will close the race 5 (five) minutes after the last crew present at the starting area has left. If a team presents itself at the start after the race has closed, it will be assigned DNS (Do Not Start). The vehicles will depart at a time established and communicated at the briefing and by the route commissioner. The crew must leave the competition area within the time established for the test, otherwise DNS (Do Not Start) will be assigned. If the crew has carried out the special tests (SS), they will be considered valid. The crew that has identified the most WPs, within the established time, or that has taken the least time to identify all the WPs will be the winner of the test. The special tests (SS), within the orientation tests, will assign a separate score.

When the available time has expired, for example in the event of vehicle malfunction, the crew will have to leave the competition area without obstructing the path of the other competitors, under penalty of cancellation of the tests taken (WP and SS).

If a crew withdraws from the race they must notify the race director or a course marshal, under penalty of disqualification from the races taken (WP and SS). Once the maximum time for the test has expired, the crew can ask the race director for his team to intervene to repair or remove the vehicle.

It is forbidden to leave the competition area, it will be illustrated at the briefings, under penalty of disqualification from the event. It is strictly forbidden to cut down or damage trees, invade or trample on crops or structures (embankments, dams, etc.),under penalty of disqualification from the test or disqualification from the event.

9.6. TIMED TRIALS (SS)

The route is marked by ribbons and directional arrows (red). The tapes constitute an insurmountable limit, in case of breakage by a crew (vehicle or crew) disqualification from the test will be assigned. In the timed tests each crew will have a maximum time available to complete the test which will be communicated at the briefings and by the course marshal. The vehicles will depart as soon as the stage is free and will be communicated by the route marshal.

Time will be stopped when the vehicle, all crew members and all equipment used during the test are in the "garage" set up upon arrival, the crew must have their seat belts properly fastened and raise their hands high. If a team is not able to proceed it must not in any way hinder the path of the other competitors, under penalty of disqualification from the tests (WP and SS). If he is unable to move off the track and into a safe position, the following teams must help the team in difficulty if they want to carry out the test.

It is strictly forbidden to cut down or damage trees, invade or trample on crops or structures (embankments, dams, etc.),under penalty of disqualification from the test or disqualification from the event.

9.7. A lunch break is scheduled.

9.8. The winner of the event will be the competitor who: at the end of the race accumulates the fewest penalties, wins the most points in the tests and therefore receives the best score of the event. The competitor 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 race may be towed, pushed, pulled, moved or transported by a non-participating vehicle, or by a spectator group on the race course, while the event is still in progress. No crew can accept external help of any kind to advance on the race course, under penalty of disqualification from the race. Any exceptions may be made by the race commissioners if the vehicle obstructs the flow of race traffic. If necessary and requested by a race commissioner, a team assistant can assist the commissioner to restart or move the vehicle, in this case a penalty will be assigned to the competitor. Occupants of a vehicle that is pushed, pulled or towed off the course must make the necessary repairs to leave the area in which they are located, as described in this regulation. 21

9.10. The crew can walk to the service area designated by FLS, in order to recover the equipment or parts necessary to repair the damaged vehicle. If any other person offers equipment or parts of the participating vehicle, to the exclusion of other competitors, during the race, the crew themselves will be subject to disqualification from the event.

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

**9.11. The tests are the full responsibility of each event participant and must be undertaken in a safe and reasonable manner. Dangerous and/or irresponsible driving during trials may subject competitors to fines , or disqualification. Participation in the tests is free and at your own risk. Competitors participating in the tests must be aware of and respect the rules and regulations relating to the use of the area. Participants engaged in trials must always consider safety as the top priority and be aware of the fact that other competitors, staff or the public may be present in the immediate vicinity, especially in situations with poor visibility given by any factor, for example vegetation dense or accentuated unevenness of the ground etc.**

10. ASSISTANCE AREAS

10.1. Set up assistance areas or follow your crew outside designated areas or access areas

confidential results in the disqualification of the team.

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

competitor or support vehicles, will result in the disqualification of the team.

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10.3. No vehicle is authorized to access the assistance areas or any other area of the route without a valid pass, duly displayed as required in these regulations.

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

10.5. Each crew is responsible for cleaning their own area in the parc fermé, 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.

10.6. All fuel cans must not be placed in contact with the ground and must be placed on an impervious 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 a possible fuel spill on the ground can be **fined (€1000.00) and will be responsible for the clean-up costs.** All supplies must be assisted by team personnel with adequate fire extinguishers to avoid starting fires.

Any team refueling outside the designated service area, or without a designated fuel cover, may be subject to race cancellation, up to and including disqualification.

11. ENVIRONMENTAL SAFETY

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

11.2. Each vehicle must have a mat or tarpaulin on board for refueling and any repairs, to avoid contamination of the ground.

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

11.4. The abandonment of dirt or rubbish, any spill, loss of fluids in the areas affected by the event such as parc fermé, tracks, access areas etc., even by members following a competitor will see the crew punished in match with a penalty, a fine of 1000.00 (one thousand.00) euros, disqualification or a combination of several sanctions indicated above. In case of land reclamation, the costs will be charged to the competing crew.

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

11.6. It is forbidden to damage crops, crops, trees and vegetation in general, artifacts (embankments, dams, etc.) under penalty of disqualification from the event until disqualification from the event. Furthermore, it will be reported to the relevant person for any compensation.

12. INFRINGEMENTS AND PENALTIES

12.1. The following list of infractions and penalties is a guideline used by FLS to assess sanctions. These guidelines do not cover the only possible infractions nor the only possible sanctions that may be assessed during the event.

12.2. The CO, the Race Director, and the Technical Director have the authority to sanction, disqualify, or suspend any crew for violations of the technical rules or for conduct detrimental to the event. Any action deemed harmful will result in automatic disqualification from the event, subject to the right to request compensation for any damage suffered by FLS or third party collaborators at the event.

12.3. DNS = 0 points.

Do Not Start – Crews who have not started or who have not completed a race, because they were unable to do so or because they were prohibited from doing so due to decisions related to the regulations, will receive the assigned score.

12.4. COURSE CUTTING = disqualification from the test or disqualification from the event.

Any deviation from the marked route, for any reason other than withdrawal from the test, will be sanctioned. In case of withdrawal, before leaving the route, communication must be given to the race director or a course commissioner who will indicate the methods for abandoning.

12.5. BELTS = -30 points or disqualification from the test.

Seat belts must be fastened by all competitors occupying the vehicle when it is in motion. It is considered moving even when the movement of the vehicle is minimal (a few centimeters is sufficient to assign the penalty). Every time a competitor is called for his seat belts, he is given a penalty and must immediately fasten them, under penalty of disqualification from the event.

12.6. WINDOWS/NETS = -25 points or disqualification from the test.

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

Vehicles equipped with safety nets must have nets covering all side openings in the passenger compartment of the vehicle and extended so that no edge or part of the body of any occupant can protrude from the vehicle at any time when the occupants are properly seated, with seat belts fastened in the driving position. The nets must be sufficiently tensioned so that if a thrust of approximately 20kg is exerted, the net has a deflection of no more than 10cm. Every time a competitor is called for the windows/nets, he will be given a penalty and will have to immediately repair them as described above, under penalty of disqualification from the event.

12.7. GLOVES = -30 points or disqualification from the test.

Whenever you work during the event, for example handling the winch cable, using tools such as the jack, ground anchor, strops etc., you must wear protective gloves. When the commissioner assigns a penalty for gloves, you must immediately wear them, under penalty of disqualification from the event.

12.8. WINCH CABLE = -40 points or disqualification from the test.

The winch cable cannot be stored inside the passenger compartment. The winch cable damper should be positioned halfway along the length of the tensioned cable. When the winch cable is under tension it cannot be touched with your hands, it cannot be passed either above or below. When a marshal issues a winch cable penalty, great care must be taken not to repeat this infraction. The course commissioner, at his discretion, can assign disqualification from the race.

12.9. STROP FROM TREE = disqualification from the test.

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

12.10. EXTERNAL HELP = disqualification from the test.

Any external help received by a crew will result in disqualification from the race.

12.11. DISQUALIFICATION FROM A TEST

The crew who receives disqualification from a race, as soon as they are informed, must immediately leave the track as safely and quickly as possible, without interfering with other competitors still competing.

The crew that is disqualified will not receive the points accumulated up to that point in that race. Disqualification from a race can also be decided at the end of the event by the CO or the Race Director.

12.12. DISQUALIFICATION = Disqualification from the event.

The crew who receives disqualification from the event, as soon as they are informed, must immediately leave the track as safely and quickly as possible without interfering with other competitors still competing.

The crew that is disqualified from the event does not receive ranking points. Crews who are disqualified do not receive finishing times, scores, or rankings for the event. Disqualification can also be decided at the end of the event by the CO or the Race Director.

12.13. UNSPORTSMANING CONDUCT = from -10,000 (ten thousand) to -30,000 (thirty thousand) points, or disqualification from the event, or disqualification from the event.

Behavior or conduct incompatible with international principles of fairness and sportsmanship, in judgment

unquestionable of the CO. A penalty between -10,000 and -30,000 points, disqualification from the test, up to disqualification from the event will be applied.

12.14. ABANDONMENT OF THE EVENT = disqualification

The abandonment of the event by a crew, without notifying 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 CO during the event. Complaints can be made against participants or for disputes about their race status at HQ. The presentation of each individual complaint must be received in writing, multiple complaints or complaints from more than one participant are not permitted, and must be accompanied by the deposit of €300.00 (two hundred.00) which will be returned only in the case of a positive verdict for the appellant. The deadline for submitting a protest is 30 (thirty) minutes after the display of the final ranking.