

Date: **Wednesday, 26 July 2023** Time: **16.00**

Subject: **Bulletin No. 04** Document No.: **1.4**

From: **The Stewards**
To: **All Competitors**

Number of pages: 4 (including Attachment) Attachments: 1

Amendment to the Supplementary Regulations **NEW ARTICLE**

SS 9 / 11 ALATRI

For Safety reasons a chicane needs to be set up on SS9 / 11 ALATRI.

Due to the road specifications a physical chicane is difficult to set up and a Virtual Chicane to reduce the speed will be implemented using the SAS Tracking Unit.

The Virtual Chicane zone will have a length of **220 meters**, and Competitors will need to reduce their speed to **50 kph** in this zone.

Attached you will find the new Road Book pages where this area is indicated. Attachment 1.

Virtual Chicanes will be indicated on the SAS tracking unit, as well as physical boards on the approach and zone start and end of the zone.

VIRTUAL CHICANE – PHYSICAL WARNING BOARDS ON THE ROAD

On the road you will find the following boards, to indicate that you are approaching the Virtual Chicane area: Signal before 300m, before 200m and before 100m., the board indicating the Virtual Chicane begin zone to reduce speed to 50km/h and the Virtual Chicane end.



VIRTUAL CHICANE – SAS TRACKING UNIT

When a car approaches the Virtual Chicane zone and reaches 300m prior to the zone, the unit will display a countdown in meters as well as display the target speed of the zone on yellow, as seen in figure 1 (below).



(figure 1)



(figure 2)



(figure 3)

When the vehicle finally reaches 300m before the begin of the Virtual Chicane zone (figure 1), the unit will begin to count down the remaining distance to the zone on white, with the target speed in the centre of the unit, as seen in figure 2 (above).

Once the vehicle has entered the zone, the vehicle should decelerate to the target speed immediately.

Once the target speed has been reached, the top section of the screen will display green with "Speed Achieved – GO", as seen in figure 3 (above) , and the vehicle can return to competition speed.

The speed limit of **50 kph** will be measured using the SAS GPS tracking device in the car.

If there is a divergence between the Road book, the positions of the warning boards and the tracking unit, the information given by the tracking unit will prevail.

Example video of SAS unit during a stage using a Virtual Chicane (zoomed-in window on SAS unit in the top left) <https://www.rallydiromacapitale.it/video-virtual-chicane/>

IN CASE OF TRACKING UNIT FAILURE

It is the competitor's responsibility to achieve the minimum speed in the event of a supplied GPS tracking device failing to operate correctly.

In the unlikely scenario that your tracking unit fails, there is a correct procedure to follow to ensure you meet the safety requirements of the stage and ensure a fair sporting outcome.

When approaching the virtual chicane zone with a non-operation tracker, the crew are required to use the physical boards as the indication of the 300, 200, 100m, and when they are in the zone, indicated by the virtual chicane zone start board, they are required to reduce their speed to the speed target of 50 kph, utilizing the vehicles own speedometer, once the target speed is reached on their speedometer, that can proceed at competition speed.

NOTE: Competitors should only use a different speed source in case the tracker is non-functional. In any other case, the tracker should be the only source of achieving the target speed. It will be the responsibility of the crew to prove that the unit did not work.

PENALTIES FOR NOT REDUCING THE SPEED

The penalties applied by the COC in case of not reducing the speed to 50 kph on the VC area will be the following:

(A) between 1 kph and 5 kph over 50 kph - 10 secs.

(B) between 6 kph and 10 kph over 50 kph - 20 sec

(C) more than 10 kph over 50 kph - 60 secs.

The penalties stated do not prevent the Stewards from imposing additional penalties if they judge it necessary.

JUDGES OF FACTS

Virtual Chicanes will be monitored by judges of fact to ensure that any vehicles with a non-operational tracker slow down the required target speed.

The judges of fact are:

Maurizio CAPUZZO

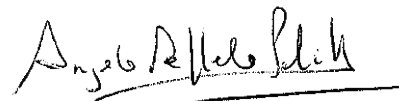
Claudia CHIUSOLE



Uwe M. SCHMIDT (DEU)
FIA Chairperson of the Stewards



Emilia ABEL (EST)
FIA Steward



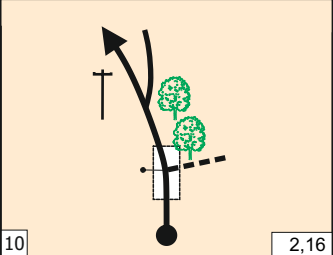
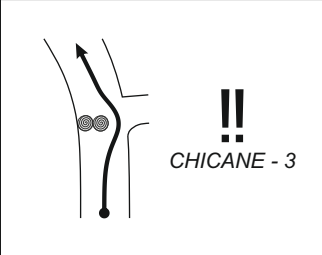
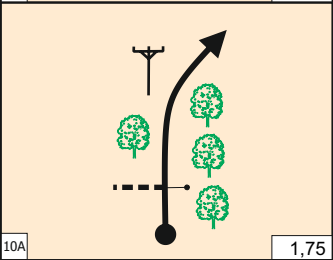

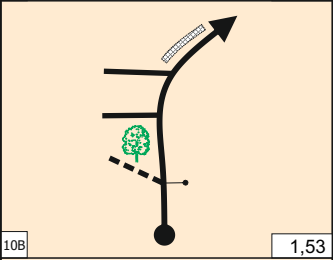

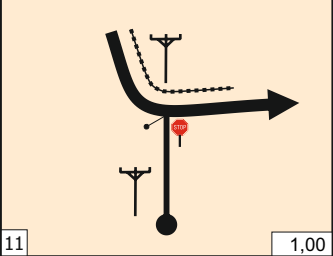

Angelo Raffaele PELILLO (ITA)
ASN Steward

Attachment 1 to Bulletin 4

Road Book LEG 2

Page 2-37/38

Page 2-81/82

<p>4,70</p> <p>0,07</p>		<p>10</p> <p>2,16</p>	 <p>CHICANE - 3</p>	<p>NEW</p> <p>58,33</p>
<p>NEW BOX</p> <p>5,21</p> <p>0,51</p>		<p>10A</p> <p>1,75</p>	<p>VIRTUAL CHICANE START</p> <p>!!</p> 	<p>NEW</p> <p>57,82</p>
<p>NEW BOX</p> <p>5,43</p> <p>0,22</p>		<p>10B</p> <p>1,53</p>	<p>VIRTUAL CHICANE END</p> <p>!!</p> 	<p>NEW</p> <p>57,60</p>
<p>5,96</p> <p>0,53</p>		<p>11</p> <p>1,00</p>		<p>NEW</p> <p>57,07</p> 