

ecoGP Slalom Reglement 2021

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I. General

1. The automobile slalom is a competition that is held on a paved, level road surface (asphalt, concrete, etc.) and in which the route specified by markings (pylons) can be driven as quickly and without errors as possible. The regulation area of the ecoGP covers slalom events with a length of about 1,000 meters
2. DMSB slalom events are based on the current version of the International Sports Act of the FIA, including the appendices, the DMSB slalom regulations with the technical regulations, the DMSB event regulations, the DMSB license regulations, the general and special DMSB rating regulations, the DMSB environmental guidelines, the doping regulations of WADA / NADA, the DMSB and FIA anti-doping regulations as well as the sporting and technical series regulations (if applicable). Unless otherwise stipulated in the event announcement, the provisions of the above-mentioned regulations apply.

II. Competition

Art. 1 Approved vehicles

For the ecoGP Slalom there are only allowed pure electric vehicles. One car can be driven by up to 6 different people from different teams.

Art. 2 Participants

To participate in an ecoGP slalom, at least a level C national driver license is required. Drivers have to be 18 years old minimum. Multiple starts by a driver are not permitted.

Art. 3 Safety rules

1. Side windows and sunroofs must be completely closed during the competition.
2. The wearing of a protective helmet according to the ecoGP regulations for the equipment of the driver is compulsory.
3. Wearing body-covering clothing (shoulder-covering clothing and long trousers) and closed shoes is mandatory.
4. A route inspection with motorized vehicles (including electric drive) is prohibited. Violations will be fined by the stewards by a penalty of 100 €. The race director can approve exceptions upon prior request which will be given in written form only.

Art. 4 Preheating of tires / wheels

In all vehicle groups, classes and series, preheating of the wheels and tires is forbidden e.g. by thermal treatment with thermally operating devices (e.g. electric blankets or other aids).

Art. 5 Closing date

The closing date for entries can be placed on the day of the event, but not later than 1 hour before the start of training for the respective class.

Art. 6 Merging classes and resignation

1. Every car brand is defining its own class, ecoGP is free to define classes, merge classes and resign classes whenever needed. For the time being the classes for electric cars are two: E1, with constructive power below 250 hp and E2, with constructive power over 250 hp.

Art. 7 Starting grid

1. No more work may be carried out on the vehicles that are immediately in front of the start line. The starting order for training and races must be maintained, it may only be changed by order of the race director.

2. The race director can order an interruption of the start process in order to give participants the opportunity to change wheels.

Art. 8 Training and races

1. Each participant must have started at least one timed training run with his competition vehicle specified in the entry form. An unfinished timed training does not result in a ban on participation in the other races.
2. This slalom event basically consists of training runs the day before the competition, one timed training run and two race runs. The runs take place in classes and in groups in immediate chronological order.
3. The organizer can combine several classes into a start group. If the organizer makes use of this option, he must inform the participants in good time, at the latest when the documents are accepted. A start group should only consist of vehicles from one vehicle group.
4. Only one participant may be on the route. In no case the route can be used by several vehicles at the same time.
5. The start takes place standing with the powered-on car. It is allowed to out the gear on Drive forward having the foot on the brake pedal, the time measurement starts no later than 100 m after the start line. No person is allowed to stand behind or in front of the car.
6. The time is measured with at least 1/100 s accuracy by means of a light barrier.
7. The driver who started the training run and has passed the light barrier counts as the starter of the relevant class.
8. If the weather changes, runs that have already been completed may not be repeated.

Art. 9 Special runs

Only drivers who have already started a run are allowed to take part in special runs. Special runs may only take place at the end of the event.

Art. 10 Rating

1. The best of the two driving times of the two race runs counts including the corresponding penalty times of this run.
2. The winner is the driver with the lowest driving time penalty times included. The other placements result from the increasing time totals.
3. In the event of a tie, the lower penalty time is decisive first. If there is still a tie, the faster other race will decide. If there is also equality of time here, there are two levels of equality (ex-aequo).

Art. 11 Team ranking

A team may consist of a minimum of three and maximum of five drivers. The three participants with the best results from each team will be rated. In the event of a tie, the team with the best placed driver in the overall standings wins. The team's entry deadline is before the start of the first participant in the team for the training run.

Art. 12 Interruption and cancellation of a race

The red flag signals the interruption or termination of a training or competition run. The participants on the route must stop immediately and follow the instructions of the sports steward.

If the race director decides to repeat a run, any penalty seconds incurred in the interrupted run will not be taken into account for the repeat run

A course that is not properly set up entitles the driver to cancel the race by stopping immediately if he passes the relevant point for the first time in this race. The pylons in question must be

completely outside the marking or have fallen over.

The driver no longer has this right when repeatedly driving through a section of the route regardless of the direction of travel during the run.

Art. 13 Stewards

The official stewards report errors on the course to the race office which is noting them. It is not possible to raise an objection against the decisions of stewards. The race director is allowed to overrule the decisions of the stewards.

Art. 14 Penalties

1. A scoring penalty for driving errors can only be applied for the part of a course that is recorded over time.
2. The following facts lead to penalties (time penalty = penalty seconds):
 - a) For knocking over pylons three penalty seconds will be charged for each pylon, one second in case it is moved. A pylon is considered to have been moved when no part of the edge of the floor is within the marking any more. The penalty seconds are listed separately in the list of results.
 - b) For false start (early) 5 seconds for every second of too early start is charged.
 - c) Entering the competition route without paying attention to the signal of the designated steward, warning, fine or exclusion of the lap.
 - d) Missing a scoring task or part of it will result in 60 penalty seconds. This includes:
 - not passing a gate,
 - incorrect passing of a single marking or a pylon,
 - wrong passing of a turn,
 - omitting a pylon lane (a pylon lane is already considered to be missed if only one pylon in the lane has been passed incorrectly).
3. Facts leading to a non-evaluation are:
 - Missing a rating task more than 3 times per race
 - skipping the target lane.
4. The organizer / race director can specify further facts for evaluation penalties in the announcement in agreement with FRAS/DMSB.
- 5.

Art. 15 End of the competition, Parc Fermé

1. The Parc Fermé rules come into force when the vehicle in question has passed the finish line in the last race.
2. The place where the Parc Fermé is located is announced online. The separate area at Romexpo is marked and not accessible to everyone.
3. All vehicles are to be parked in the Parc Fermé immediately after the end of the last race. They may only be removed after the protest period has expired on the instructions of the race director.

III. Parcours

Art. 1 Dimensions of the route and evaluation tasks

Length: about 1.000 m
Distance between pylons: normally min. 12,0 m and max. 100,0 m

The exact distances and track design will be shown at the briefing.

Art. 2 Route condition

Solid ground, such as asphalt, concrete or paving. Flat course without significant differences in height or slope.

Art. 3 Route structure and route marking

1. Only pylons (height: 50 cm +/- 5 cm) are used for setting up the slalom course. The location of the pylons are marked clearly (outline the pylon base plate).

2. Route definition

The exact route definition and the way how to drive along the course will be explained in the driver's briefing which will be held depending on the Corona situation either on site or online the day before the competition starts.

Art. 4 Visitors

Depending on the Corona situation there will be defined areas where visitors could watch the event. In worst case the whole event will be run with exclusion of public to be followed online under

<https://live.ecograndprix.com>

<https://www.youtube.com/ecogp>

<https://www.facebook.com/ecograndprix>

<https://www.instagram.com/ecograndprix/>

Telegram: <https://t.me/joinchat/1RZw4psB4L44NmVi>

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