

Gran Premio Nuvolari - 2017 part 1

Steward's Name

Mr. Carl-Michael Emer

Your email address

fulvius212@aol.com

Event Name

Gran Premio Nuvolari - 2017 part 1

Start Date

14-09-2017

End Date

17-09-2017

Event Organiser

Scuderia Mantova Corse A.S.D.

Vehicles

- Cars

Vehicle Categories

- C
- D
- E
- F
- G

Event Type

- Regularity

Length in km

1,026

Number Of Entrants

315

Number Of Foreign Entrants

174

Number of starters

297

Number of finishers

259

Did the regulations comply with art. 7.3.3.?

Very Satisfactory

Did you receive the Regulations in time?

Yes

Were the Regulations in Dual Languages?

Satisfactory

Was the layout of the regulations clear and convenient?

Satisfactory

Did the organisers comply with art. 6.3.?

Very Satisfactory

Did all vehicles comply with their FIVA Identity Cards?

Yes

Did the organisers comply with art. 7.2.?

Satisfactory

Was the road book clear and comprehensive?

Very Satisfactory

Were the locations of controls accurately stated in the road book?

Very Satisfactory

Were the indications of intermediary and total distances exact?

Very Satisfactory

Was the route suitable for the event?

Very Satisfactory

Were the regrouping, service times, places and choice of legs suitable for the event?

Satisfactory

Were the locations for the controls suitable?

Satisfactory

Were the sections set to test the skill and judgement of the crew?

Satisfactory

Were the speeds set for the regularity sections suitable for the conditions of the road and traffic?

Satisfactory

Were the start and finish of all the regularity sections clearly marked and in suitable positions?

Satisfactory

Did all regularity sections comply with the FIVA regulations?

Satisfactory

Did the timetable take into account the difficulties of traffic and the crossing of built up areas?

Neutral

Was a good public information service carried out before and during the event?

Satisfactory

Was the clerk of the course competent?

Very Satisfactory

Was the national steward(s) competent and impartial?

Very Satisfactory

Was the national steward(s) available for discussion with the FIVA Steward before the start of the event?

Very Satisfactory

Were the marshals competent?

Very Satisfactory

Did they apply the regulations in a "sporting" manner?

Very Satisfactory

Were the instruments used suitable for the event?

Very Satisfactory

Was the synchronisation of instruments correct?

Very Satisfactory

During the running of the event were the results available and distributed at suitable points?

Satisfactory

Were the provisional results confirmed by definite results?

Very Satisfactory

Were there disqualifications?

No

Were there protests?

No

Was the event run in a competent manner?

Very Satisfactory

Did the organisers comply with art. 7.4. and 7.5.?

Neutral

Was there a good relationship between the organisers and the competitors?

Very Satisfactory

Was suitable assistance given to foreign competitors when required?

Satisfactory

Did the organisers comply with art. 7.1.8. and 7.1.9.?

Satisfactory

Are there any recommendations of the FIVA Steward?

Art.15 of the regulations is not translated in the English nor German language in an understandable way. It would be good to know for foreign participants, in which legal situation they are.

Some participants complained, that the average-speeds set on some stages were too low and provoking conflicts with normal road users.

Some others complained, that they had to wait 42 minutes before a special stage and later missed their imposed time at the next time control. They did receive a normal penalty , although it was not their fault for being too late.

One other point we noticed, when helping an Austrian team with electrical problems: every participating team was given a GPS-based Box, in order to check the average-speed. They were told, that in case of a breakdown they could press a blue botton in order to receive assistance. But we altogether couldn't find this botton. So it would be good to provide the participants with some additional breakdown-numbers and to secure, that some of the mechanics could communicate in English.

A considerable number of participants had their assistance vehicles directly around them, which is not in the spirit of FIVA-regulations . But of course it is up to the organiser to allow such practice.

Your public report

The Gran Premio Nuvolari combines in a fantastic way the fascination of Vintage Cars, culture and the beauty of Italy. It is a perfectly organised, vivid, yet relaxed event with a lot of camaraderie amongst the competitors, highly recommended for those who love to do a late summer-blast.

I want to mail a copy of my report to the event organiser

Yes

Email address of the organiser

org@gpnuvolari.it
