



# SECTORY REGULATIONS RACES ON ICE CIRCUITS

## FOREWORD

The SECTORY REGULATIONS are governed by the FIA International Sporting Code (hereinafter “the Code”) and its appendices (including Appendix J), the National Sporting Code (hereinafter “RSN”) and its appendices, and in accordance with the Sporting Regulations of ITALIAN CHAMPIONSHIP – RACES ON ICE CIRCUITS

ACI-Sport can publish changes and instructions for a better use of this Regulations and those will become an integral part of this Regulations.

## ART. 1 - DEFINITIONS

Races on Ice Circuits are events carried out on routes totally covered with snow and frozen, where competitors can start simultaneously or at variable intervals.

## ART. 2 – COMPETITORS AND DRIVERS

For ice speed competitions, competitors must be in possession of a valid license (see APPENDIX 1 TO NATIONAL SPORT REGULATIONS - LICENSES AND INSURANCE).

Underage pilots will be admitted as required by current Italian sports regulations.

## ART. 3 - ELIGIBLE VEHICLES

Eligible Vehicles are listed in the next Art. 10; valid Technical Passport is requested for Italian vehicles.

Every vehicle must be in conformity with its Technical Regulations

Organizers of events without National Championships Title can introduce under-groups.

The same vehicle can be entered by two different drivers. If, at any time during the event, the vehicle is checked not in conformity with its Technical Regulations, both competitors/drivers must pay the fine provided by RSN.

Moreover, a driver can enter and drive two different vehicles, but only if they are of different groups.

## ART. 4 - CARRYING OUT OF THE EVENTS

### 4.1 - ADMINISTRATIVE CHECK AND SCRUTINEERING

Administrative check and scrutineering must take place the same day of the Event and finish, at list, 30 minutes before the Free Untimed Practice Session.

At Administrative check the following valid documents have to be shown: License (see Art.2), valid ACI membership card (only Italian competitors/drivers), Health Certificate.

### 4.2 - BRIEFING

Before Practice, a briefing must take place.

All competitors and drivers must be present during the entire briefing, otherwise they will be fined for 200 €

Alternatively, the briefing can be delivered to the drivers as document.

### 4.3 – FREE UNTIMED PRACTICE SESSION

After passing Administrative Check and Scrutineering, competitors/drivers can run in a Free Untimed Practice Session for 5 minutes max, depending on the route conditions.

The Practice Session duration must be shown in the Supplementary Regulations of the Event (hereinafter “RPG”) and can be modified by the Stewards, on request of Race Director, by means of a bulletin.

In the same turn of Free Untimed Practice Session vehicles of different class/group can run together, but only if they are homogeneous.

#### 4.4 – OFFICIAL TIMED PRACTICE SESSION

Official Timed Practice Session will take place for 6 minutes max, depending on the route conditions.

The Practice Session duration must be shown in the RPG and can be modified by the Stewards, on request of Race Director, by means of a bulletin.

At the end of the time, decided for the Practice Session, every vehicle will receive the end signal by means of a checkered flag.

##### **General Instructions:**

In the Official Notice Board will be shown the list of admitted vehicles and the turn's allocation. Depending of the circuit homologation, in a turn will run 8/10 vehicles max.

In the same turn of Official Timed Practice Session vehicles of different class/group can run together, but only if they are homogeneous (ex.: car with car, single-seater with single-seater).

##### **Starting Procedure:**

The vehicles, after entering in the circuit, have to stop in the position indicated by the Track Marshals to wait the Start, that will take place at variable intervals, depending on the Race Director discretion. Time-keeping will start as the vehicle crosses the starting/finish line and the time will be kept with one hundredth second precision.

At the end of the Session, the best lap's time of every driver, apart from the laps number, will cause the first manche-grid position.

In case of dead heat, between two or more drivers, priority will be given to the one who set it first (referring to his laps). In case of further dead heat, priority will be given to the one who set it absolutely first. If a driver can't start or can't at least finish one lap, his car will start from the last grid position. If there were several drivers in this situation, that is to say more than one driver at the end of the grid, their position will be decided by the Race Director.

During the Official Timed Practice Session, The Race Director could change the turn's allocation to allow a driver (with good reason) to start, if it's possible, in another turn; if the driver, called for the second time, is not ready to carry out the Practice, he will be put at the end of the grid.

#### 4.5 – STOPPING THE OFFICIAL TIMED PRACTICE SESSION

In case of a car, stopped along the circuit, could hamper the other cars of the same turn or other conditions could make it dangerous continue, Race Director can stop the turn showing red flags at all the marshal's posts.

When the signal is given to stop, all cars shall proceed back to their box areas; afterwards they will carry out a new complete Practice turn.

New start will happen with the original grid position; the car that has produced the turn's stop can start from the end of the grid.

#### 4.6 – WARM-UP

If the event is carried on during more days, the Organizer can decide a Warm Up Session at the beginning of the day; it must be shown in the RPG.

#### 4.7 – RACE MANCHE

In every Event there will be 3 Race Manches of 8/12 laps.

Every Manche can be subdivided in more heats (depending on the cars number and on the classes homogeneity: 4WD, 2WD, single-seater ... etc.).

The laps number has to be shown in the RPG and can be modified by the Stewards, on request of Race Director, by means of a bulletin.

##### **General Instructions:**

In the Official Notice Board will be published the list of admitted vehicles and the heat's allocation. The starting grid for Manche 1 will be drawn up in the order of the fastest time achieved by each driver in the qualifying practice session. The starting grid of Manche 2 and 3 will be drawn up in the order of the previous manche classification.

Vehicles of different class/group can run in the same heat, but only if they are homogeneous

In every heat will run 8/10 vehicles maximum, depending on the circuit homologation.

##### **Starting Procedure:**

Starting Procedure, **a)** or **b)** kind, has to be shown in the RPG:

##### **a) Individual Intervals Starting Procedure:**

The vehicles, after entering in the circuit, have to stop in the position indicated by the Track Marshals to wait for the Start, that will take place at variable intervals, depending on the Race Director discretion. Time-keeping will start as the vehicle crosses the starting/finish line and the time will be kept with one hundredth second precision.

Race Director can anyway change, with good reasons, the starting positions in the same heat or the heats sequence; he can furthermore change the heat's allocation to allow a driver (with good reason) to start, if it's possible, in another heat of the same manche; if the driver, called for the second time, is not ready to carry out the heat, he will not result in the Manche classification.

##### **b) Grid Starting Procedure:**

The vehicles, after entering in the circuit, have to stop in their grid position indicated by the Track Marshals to wait for the Start. Vehicles have to stop on the grid in starting order, as published in the Official Notice Board.

The race will be started by traffic light or by flag. Time-keeping will start at the same time of starting signal.

Race Director can anyway change, with good reasons, the heats sequence inside the race manches: he can furthermore change the heat's allocation to allow a driver (with good reason) to start, if it's possible, in another heat of the same manche; if the driver, called for the second time, is not ready to carry out the heat, he will not result in the Manche classification.

At the end of the scheduled laps, drivers will receive the end signal by means of a checkered flag and, after the slowing down way, they have to go out of the circuit following the Track Marshals indications.

If a driver, at the end of what-ever race manche, crosses the final line with one lap delay, he will be classified with a virtual time (for the not carried out lap) equal to the mean time of the carried out laps.

If the delay is more than one lap, the driver will be classified depending on the carried out laps and the taken time.

#### **4.8 – STOPPING THE RACE**

In case of a car, stopped along the circuit, could hamper the other cars of the same heat or other conditions could make it dangerous continue, Race Director can stop the heat showing red flags at all the marshal's posts.

When the signal is given to stop, all cars shall proceed back to their box areas; afterwards they will carry out a new complete heat. New start will happen with the original grid position; the car that has produced the heat's stop can start from the end of the grid.

#### **4.9 – PARC FERME'**

After the last Race Heat, all classified cars must proceed directly to the Parc Fermé following the Track Marshals indications without any unnecessary delay, without receiving any object whatsoever and without any assistance (except that of the marshals if necessary). Also the drivers who have dropped out of the last Race Heat or haven't taken part in the last Race Heat (but have ended the previous head) are obliged to take their cars to the Parc Fermé. Penalty for delay or no taking the car to the Parc Fermé will be the exclusion from the classification.

All cars will be permitted to leave the Parc Fermé when the time allowed for protests has elapsed and by Stewards permission.

#### **ART. 5 – RACE CLASSIFICATIONS**

The Overall Classification will result from the addition of the scores obtained in every Race Manche

If a driver can't start or can't at least finish one lap, his car will not result in that Manche Classification and he will not obtain points.

The score acquired in every Race Manche (depending on the arrival position) is:

1° **20 points**; 2° **17**; 3° **15**; 4° **13**; 5° **11**; 6° **10** and so on deducting one point for every position.

**If two or more drivers have the same number of points at the end of the event the higher place shall be awarded to the holder of the best lap time in the third manche.**

Considering typology differences between eligible vehicles, three Overall Classifications will be edited:

Modern Cars (RAGG-01, 02, 03, 04, 05), Autocross Single-seater (RAGG-06), Monobrand Vehicles

#### **ART. 6 – CHAMPIONSHIP CLASSIFICATION**

In compliance with the ITALIAN CHAMPIONSHIP REGULATIONS – RACES ON ICE CIRCUITS

#### **ART. 7- RACE OFFICIALS**

The following officials have to be provided, as well as the Race Director and the Event Secretary:

- One Steward, nominated by GUG (Italian Race Officials Group).
- At least one Nominated Scrutineer,
- Track Marshals and Administrative Check Personnel.
- One Competitors Relation's Responsible (unavoidable for Italian Championship Events).

#### **ART. 8 – RESCUE SERVICES**

##### **8.1 – FIRE-FIGHTING**

An intervention vehicle for fire-fighting must be provided for every Event. The vehicle must be equipped with extinguishers for a total capacity of 40 kg minimum and its crew must wear fire resistant clothes (suit, gloves and helmet).

Every Marshal post, along the circuit, must have a 6 kg portable extinguisher (always kept in working order).

##### **8.2 – MEDICAL**

The Medical Services described below should apply to all On Ice Circuit Events:

- A Chief Medical Officer , on duty at the Start Line with suitable sanitary equipment, compliant with Appendix 8 to RSN – Cap. IV – Art. 11.4
- In accordance with the Race Director, he herself could act as doctor on board of the Medical intervention Car at the Start Line, on condition that he is proficient in resuscitation.
- At least two Resuscitation Ambulances with a complete crew; one of them with the presence on board of a doctor proficient in resuscitation and/or a doctor who operates in the 118 National Service..

Is permitted, on Organizers discretion, to use only one Ambulance except in titled events, and only one doctor, on condition that he is proficient in resuscitation.

In case of only one ambulance and/or only one Doctor, if one of them should leave the circuit to treat an accident victim, the race must be stopped up to the Medical Service is restored (presence of an ambulance with crew and/or doctor proficient in resuscitation).

#### **ART. 9 – INTERNATIONAL TECHNICAL REGULATIONS**

In conformity with current and valid Art. 279 and 279A of FIA Appendix J.

#### **ART. 10 – VEHICLES**

## 10.1 – ELIGIBLE VEHICLES

Are Eligible Vehicles:

- Gr. *Racing Start* and *Racing Start Plus* (Italian Regulations)
- Gr. N and *VSO-N, PRODS* (Italian Regulations)
- Gr. A (and its extensions Kit-Car and WRC-2000 turbocharged), *VSO-A, PRODE* (Italian Regulations) and Gr. B
- Super 1600, Super 2000 e WRC (1600 turbocharged)
- Gr. R (R1, R2, R3, R4, R5) and *R1 Nazionale* (Italian Regulations)
- Gr. *Speciale Slalom, Prototipi Slalom e Top Tuning* (Italian Regulations) and RX2 (<http://www.supercarlites.com/v1/the-car/>)
- Gr. *E1 Italia* (Italian Regulations)
- VW Fun Cup (Monobrand Championship)
- *Off Road Cross (N-Serie, A-Preparati, B-Prototipi, B-M-Prototipi with motorbike engine)* (Italian Regulations)
- *Velocità su Terra Nazionale (vehicles in compliance with N.S. 13 Art. 18 of Annuario CSAI 2004, VST Sport e Kart Cross-Regolamento 2011)* (Italian Regulations)
- FIA Rallycross – Art. 279 Appendix J (Super Car, Super 1600, Touring Car)
- FIA Autocross – Art. 279A Appendix J (Touring Autocross, Junior Buggy, Buggy 1600 and Super Buggy)
- Silhouette and T3F (FFSA Regulations)
- Gr. basic activities

Vehicles with Italian “Passaporto Tecnico” Gr. VSO = Vetture di Scaduta Omologazione (vehicle with elapsed homologation) coming from Gr. N, Gr. A (and its extensions Kit Car e WRC) and Gr. B, will run with the same group cars having current and valid homologation.

Likewise “VW Fun Cup”, other “Monobrand Championships” groups should be introduced in the ITALIAN CHAMPIONSHIP REGULATIONS – RACES ON ICE CIRCUITS

For every vehicle the Class will depend on its technical document.

Anyway Monobrand Championship vehicles will have their own classification.

## 10.2 GROUPS AND CLASSES

Technical Documents (“Passaporto Tecnico” for Italian vehicles) will be used to identify the Group and the Technical Regulations of every vehicle.

Vehicles will be put in one of these seven groups:

- |           |                         |                                     |
|-----------|-------------------------|-------------------------------------|
| • RAGG-01 | classes 1 - 2           | 2 wheel drive                       |
| • RAGG-02 | class 3                 | 4 wheel drive (Rally configuration) |
| • RAGG-03 | class 4                 | 4 wheel drive                       |
| • RAGG-04 | classes 5 - 6           | 4 wheel drive                       |
| • RAGG-05 | classes 7 - 8           | 4 wheel drive                       |
| • RAGG-06 | classes 9 – 10 – 11 -12 | 2 and 4 wheel drive                 |

### Classes of RAGG-01:

- **Class 1 – 2WD** vehicles: *Gg. Racing Start and Racing Start Plus, N, PRODS, R1 Nazionale, R1, R2, R3, A, PRODE, Kit Car, Super 1600*, with current and valid homologation or elapsed homologation  
Turbocharged engines must have flange in compliance with Technical Rally Regulations  
Racing Start and Racing Start Plus vehicles with Turbocharged engines don't need flange
- **Class 2 - 2WD** vehicles: *Prototipi and Gruppi Speciali Slalom, VST (vehicles) and VW Fun Cup*  
*VW Fun Cup vehicles can use their “Trasformazione ghiaccio” Kit*

### Classes of RAGG-02:

- **Class 3 – 4WD** vehicles: *Gr. N, PRODS, Super 2000, R4 and R5* with current and valid homologation or elapsed homologation  
Turbocharged engines must have flange in compliance with Technical Rally Regulations

### Classes of RAGG-03:

- **Class 4 – 4WD** vehicles: *Gr. N, PRODS, R4, A and WRC (turbocharged 2000 and 1600)* with current and valid homologation or elapsed homologation, **PRODE**  
Gr. N, **PRODS** and **R4**: turbocharged engines don't need flange (in compliance with Technical Regulations for races different from Rally)  
Gr. **A, PRODE** e **WRC (turbocharged 2000 and 1600)**: turbocharged engines must have flange in compliance with Technical Rally Regulations

### Classes of RAGG-04:

- **Class 5 – 4WD** vehicles: *Prototipi and Gruppi Speciali Slalom, VST Turismo, Off Road Cross FNN, FNA, FNB with equivalent cubic capacity up to 1600 cc; Gr. E1 Italia, with normally aspirated engine, up to 1600 cc; Off Road Cross FNB-M with equivalent cubic capacity up to 1000 cc*
- **Class 6 – 4WD** vehicles: *Gr. A, WRC (turbocharged 2000 and 1600), R5 without flange; VST Turismo, Gr. B, Off Road Cross FNN, FNA e FNB with equivalent cubic capacity up to 3500 cc.*  
VST vehicles must be in compliance with International Regulations (current and valid Art. 279 and 279A of FIA Appendix J), or with Italian Regulations (N.S. 13 Art. 18 of Annuario CSAI 2004 or current and valid RDS “Velocità su Terra”).

#### Classes of RAGG-05:

- **Class 7 – 4WD** vehicles: *Gruppo Speciale Slalom up to 2000 cc; Off Road Cross FNB-M normally aspirated engine up to 2000 cc and surcharged up to 1200 cc; Prototipi Slalom over 1600 cc; Top Tuning, RX2; E1 Italia with surcharged engine, or normally aspirated up to 2000 cc.*
- **Class 8 – 4WD** vehicles: *Gruppo Speciale Slalom over 2000 cc, Silhouette, T3F, VST Turismo over 3500 cc; E1 Italia with equivalent cubic capacity over 2000 cc.*

#### Classes of RAGG-06:

- **Class 9 – 2WD** vehicles: *VST single-seater* in compliance with International Regulations (current and valid Art. 279A of FIA Appendix J); *Kart Cross single-seater* in compliance with Italian National Regulations (“RDS Velocità su Terra”). **Kart Cross** are obliged to use a laminated glass or polycarbonate windscreen (in compliance with Art. 7.6 of Kart Cross Technical Regulations, a wire grille is not allowed. It’s also obligatory to fix mudflaps behind the front and rear wheels, made of nylon or Teflon with a minimum thickness of 2 mm; their width must be at least the same of tyres width and they must cover, starting from the vertical corresponding to the wheel rotation axle, the rear part of the wheels, arriving to 8 cm maximum from the ground.
- **Class 10 – 4WD** vehicles: *VST single-seater* in compliance with International Regulations (current and valid Art. 279A of FIA Appendix J)
- **Class 11 – TM**
- **Class 12 - TE**

Every vehicle must be in compliance with the Group Regulations corresponding to its Technical Documents (“Passaporto Tecnico” for Italian vehicles), flange included, if requested.

**N.B.:** regarding classification and the requested minimum weight, surcharged petrol vehicles up to 1500 cm<sup>3</sup> (up to 1550 cm<sup>3</sup> for Gr. E1 Italia vehicles) will be considered as 2000 cm<sup>3</sup> vehicles; surcharged diesel vehicles up to 2000 cm<sup>3</sup> will be considered as not surcharged (that is without using the 1,5 multiplier).

Vehicles with elapsed homologation must be in compliance with the regulations of the real expiry date, without taking extension years in account.

Minimum weight of vehicles with current and valid homologation must be in compliance with current regulations; minimum weight of vehicles with elapsed homologation must be in compliance with the regulations of the real expiry date, without taking the 4 years extension in account.

**To verify: homologation expiry date, restrictor’s diameter, minimum weight and multiplying coefficient for surcharged engines, it’s possible to look up the tables of Appendix N°4 to N.S. 16 Cap. II (Annuario CSAI 2014).**

It’s allowed to take out not-in-use seats, if the minimum weight is respected.

As for the basic activities, we will identify sub-groups equal to those listed above, but which will create separate rankings.

### **10.3 OBLIGATORY DEVICES**

#### **LIGHTS:**

Vehicles must have front and rear original lights (or similar); prototypes must have lights corresponding with the chosen bodywork (or similar).

They must be always in working order.

Use of additional lights depends on the check of no dazzling consequence towards the driver of the preceding vehicle.

Rear lights: every vehicle must have a rear fog-type red light (21 watt bulb minimum) easily visible from the back, at 150 to 1150 mm height from the ground. This light must be switched on by the driver (sitting with fastened seat belts) and remain switched on during Practice Sessions and Race Manches.

Rear LED lights are allowed (see at n° 19 Technical List)

Stop lights must be always in working order; it’s allowed to put stop lights on rear window as long as they are perfectly visible.

#### **WINDSCREEN WIPER:**

It’s obligatory to have at least one windscreen wiper (the one in front of driver’s seat) always in working order during all the event. Windscreen wipers on lateral windows are allowed, whatever is their in action setting.

#### **MUDFLAPS:**

Every vehicle must have mudflaps behind the front and rear wheels, made of nylon or Teflon with a minimum thickness of 2 mm; their width must be at least the same of tyres width and they must cover the rear part of the wheels, arriving to 8 cm maximum from the ground. Approximately placed or flapping mudflaps are not allowed; if a mudflap should break during a manche, it's obligatory to repair it before following manches.

Uncovered wheels vehicles are obliged to fix mudflaps that, starting from the vertical corresponding to the wheel rotation axle, cover the rear part of the wheels arriving to 8 cm maximum from the ground.

#### **SPARE WHEEL:**

If a vehicle is obliged, by its fiche, to have spare wheel on board, it can run without spare wheel, if the minimum weight is respected.

#### **EXTINGUISHERS – EXTINGUISHING SYSTEM**

It must be in compliance with the vehicle group regulations.

#### **ON BOARD CAMERA**

The cars will have to mount at least 1 on-board camera fixed, with pointing in the direction of travel, framing part of the bonnet the vehicle's own front and part of the runway in front of the car in the direction of travel. This device must be positioned inside the vehicle and secured securely. The positioning, relative fixing brackets will be checked in the field of pre-race technical verification. All is not will be provided by the organizer, but will be borne by the Competitor. Further cameras will also be admitted, but optional.

### **ART. 11 – TYRES AND STUDS**

#### **11.1 - TYRES**

**Sport or road homologation is required (even only for the Nordic countries where road traffic regulation allows studded tyres use)**

Following sizes are allowed:

10/54 - 13 (from 540 to 600 mm. diameter)

175/65 -14 (600 mm. diameter)

10/65 - 15 (650 mm. diameter)

10/65 - 16 (650 mm. diameter)

165/70-10 (Kart Cross specific)

More tyre sizes should be introduced in the ITALIAN CHAMPIONSHIP REGULATIONS – RACES ON ICE CIRCUITS if requested by the Single Tyre Supplier and/or by “Monobrand Championships” groups.

#### **11.2 - STUDS**

Studs must be planted from the outside and glued by the manufacturer (to avoid every post-sale tampering) in compliance with European Safety Regulations at Work.

It's not allowed to use studs planted from the inside of tyre carcass, unless they have been fixed with vulcanization process.

Studs that allow a variation of the insertion height are not allowed, to avoid inhomogeneity of the protrusion.

The total protrusion of a stud, before entering in the circuit (in the case of a new tyre), mustn't be more than 3 mm. The head of the stud must be cylindrical, with a flat end and with a maximum diameter of 2,5 mm for a hight between 1 and 1,5 mm (a maximum tolerance of  $\pm 0,2$  mm is allowed on these values). For each tyre size a maximum number of 15 studs per 10 cm of rolling band is allowed (the mask check must be carried out on at least two different points of the rolling band, in order to verify that the maximum number of studs is respected even in the case of asymmetry in the tyre design).

**The studding for the Kart Cross vehicles will be included in the CHAMPIONSHIP REGULATIONS – RACES ON ICE CIRCUITS**

Specific stud plantings should be introduced in the CHAMPIONSHIP REGULATIONS – RACES ON ICE CIRCUITS if requested by the Single Tyre Supplier and/or by “Monomake Championships” groups.

### **TECHNICAL APPENDIX 1**

A Phonometer must be made available to the Scrutineers by the Organizers.

The noise control, carried out in compliance with the R.S.N., will be mandatory for all vehicles.

The maximum noise limit is fixed at 110 dB(A). Further phonometric checks, to verify the respect of the noise limits, will be carried out, at the unquestionable request of the appointed Scrutineers, at any time of the event.

### **APPENDIX 2**

#### **ART. 12 – ICE CIRCUITS**

Ice Circuits must be built on general flat terrain and anyway with possible maximum slopes compatible with the reduced grip of the round.

The route must have typical characteristic of a circuit with start and finish on the same straight stretch.

The Circuit must be homologated as a result of regular testing by appointed Inspectors of ACI-Sport.

The Circuit can have an oval or mixed shape with more curves and straights.

The straights can't exceed 150 m in length.

The minimum width is 10 m.

Events valid for a trophy or championship can't be carried out on circuits with a length of less than 500 m, both for oval circuits and for mixed ones.

Capacity:

- Circuits of length up to 800 m: 10 vehicles max
- Circuits longer than 800 m: 12 vehicles max

It is recommended, where possible, that the starting straight and the curves do not have a width of less than 12 m.

It is also recommended to homologate, where possible, the circuit for both directions in order to be able to alternate races or manches in a clockwise and anti-clockwise direction in order to preserve the frozen bottom and/or encourage the show.

The entire Circuit must be completely frozen.

The area adjacent the circuit must allow the weighting operation by arranging an electronic weigher (to be indicated in the RPG).

Each Circuit must designate a delegate to the preparation of the route whose name must be stated in the RPG.

### **APPENDIX 3**

#### **ART. 13 – SAFETY DEVICES**

*As for the FRONTAL HEAD RESTRAINT SYSTEMS, given the driving characteristics of this type of races (necessity of repeated rotations of the head, with respect to the trajectory of the vehicle), the use of it not considered mandatory and is left to the discretion of the driver.*