



# **44<sup>TH</sup> Verzegnis - Sella Chianzutan**

## **24<sup>TH</sup> - 25<sup>TH</sup> - 26<sup>TH</sup> May 2013**

**PROGRAMME**

		<b>LOCATION</b>	<b>DATE</b>	<b>SCHEDULE</b>
<b>Closing of entries</b>			<b>Monday 20<sup>th</sup> May 2013</b>	at 24.00
<b>Passport authentication (only for Italian competitors)</b>		Verzegnis (Udine) - at Townhall	<b>Friday 24<sup>th</sup> May 2013</b>	from 9.30 to 11.00
<b>Administrative checks</b>		Verzegnis (Udine) - at Townhall	<b>Friday 24<sup>th</sup> May 2013</b> <b>Saturday 25<sup>th</sup> May 2013</b>	from 13.00 to 18.30 from 7.00 to 8.00 <i>see art 9.1.1.1</i>
<b>Technical scrutineering (before the race)</b>		Verzegnis (Udine) Town hall	<b>Friday 24<sup>th</sup> May 2013</b> <b>Saturday 25<sup>th</sup> May 2013</b>	from 13.30 to 19.00 from 7.30 to 8.30 <i>see art 9.2.1.1</i>
<b>Weighing: (location)</b>		Before the race at techn. scrutineering	<b>After the race</b>	Arrival area Sella Chianzutan
<b>1<sup>st</sup> meeting of the Stewards</b>		Verzegnis (Udine) - at Town Hall	<b>Friday 24<sup>th</sup> May 2013</b>	at 19.30
<b>Posting of scrutineered and admitted to practice list</b>		At Official Notice Board – Verzegnis – Town hall	<b>Saturday 25<sup>th</sup> May 2013</b>	at 9.00
<b>Posting of start list</b>		At Official Notice Board – Verzegnis – Town hall	<b>Saturday 25<sup>th</sup> May 2012</b>	An hour after the end of practice
<b>Entrance start park</b>				
<b>Official practice</b>	<b>1<sup>st</sup> heat</b>	Verzegnis (Udine) – Ponte Landaia	<b>Saturday 25<sup>th</sup> May 2013</b>	at 8.30
	<b>2<sup>nd</sup> heat</b>	Verzegnis (Udine) – Ponte Landaia	<b>Saturday 25<sup>th</sup> May 2013</b>	Starting 15 minutes after the end of 1 <sup>st</sup> practice
<b>Start Race</b>	<b>1<sup>st</sup> heat</b>	Verzegnis – Ponte Landaia	<b>Sunday 26<sup>th</sup> May 2013</b>	at 8.30
<b>Start Race</b>	<b>2<sup>nd</sup> heat</b>	Verzegnis – Ponte Landaia	<b>Sunday 26<sup>th</sup> May 2013</b>	Starting about 30' after the end of the 1 <sup>st</sup> heat
<b>Start</b>				
<b>Official practice</b>	<b>1<sup>st</sup> heat</b>	Verzegnis (Udine) – Ponte Landaia	<b>Saturday 25<sup>th</sup> May 2013</b>	at 9.30
	<b>2<sup>nd</sup> heat</b>	Verzegnis (Udine) – Ponte Landaia	<b>Saturday 25<sup>th</sup> May 2013</b>	Starting 15 minutes after the end of 1 <sup>st</sup> practice
<b>Start Race</b>	<b>1<sup>st</sup> heat</b>	Verzegnis – Ponte Landaia	<b>Sunday 26<sup>th</sup> May 2012</b>	at 9.30

<b>Start Race 2<sup>nd</sup> heat</b>	Verzegnis – Ponte Landaia	<b>Sunday 26<sup>th</sup> May 2013</b>	Starting about 30' after the end of the 1 <sup>st</sup> heat
<b>Flying finish</b>	Bivio "Alla Cava" (Sella Chianzutan-UD)	<b>Sunday 26<sup>th</sup> May 2013</b>	At 09.30 (opening)
<b>Parc Fermé at the end of 1<sup>st</sup> Heat</b>	Verzegnis (Udine) Loc. Sella Chianzutan	<b>Sunday 26<sup>th</sup> May 2013</b>	
<b>Final Parc fermé</b>	Verzegnis (Udine) Loc. Sella Chianzutan	<b>Sunday 26<sup>th</sup> May 2013</b>	
<b>Flat surface for technical checks</b>	Verzegnis (Udine) - Chiaicis		During Technical Checks
<b>Technical scrutineering (after the race) Phone + 39 0433 44177</b>	Tolmezzo (Udine) – at Officina Crivellaro Via dell'Industria 53 – Zona Industriale Sud	<b>Sunday 26<sup>th</sup> May 2013</b>	At the end of the competition
<b>Race Direction</b>	Verzegnis (Udine) – Start Line	<b>Saturday 25<sup>th</sup> May 2013</b>	Sunday 26 <sup>th</sup> May 2013
<b>Secretariat</b>	Verzegnis (Udine) – Town Hall	<b>during Scrutin.  during Practice and Race</b>	24 <sup>th</sup> May 2012 > 10.00 / 20.00  25 <sup>th</sup> and 26 <sup>th</sup> May 2013 > 8.00 / 19.30
<b>Official Notice Board:</b>	Verzegnis (Udine) – Town Hall Sella Chianzutan  Verzegnis (Udine) – Loc. Sella Chianzutan (Arrival Area)		During Scrutineering and Practice  During Race
<b>Posting of results</b>	Verzegnis (Udine) Loc. Sella Chianzutan (Arrival Area)	<b>Sunday 26<sup>th</sup> May 2013</b>	Provisional: after the arrival of every group  Final: 30 minutes after their posting time
<b>Prize Giving and money prizes payment</b>	Verzegnis (Udine) Loc. Sella Chianzutan (Arrival Area)	<b>Sunday 26<sup>th</sup> May 2013</b>	
<b>Press room: Scrutineering Official Practice Race</b>	Verzegnis (Udine) – Town Hall Albergo Sella Chianzutan (Udine) Albergo Sella Chianzutan (Udine)		24 <sup>th</sup> May 2013 12.00 / 20.00  25 <sup>th</sup> May 2013 8.30 / 18.00  26 <sup>th</sup> May 2013 8.30 / 18.00
<b>Press Room Resp.:</b>	Mr. Piero Micoli in collaboration with Lorenzo Chicchio		

## 1 – ORGANISATION

The **SCUDERIA FRIULI ACU, CSAI lic. n° 16338**, Legal Representative Mr. **Giorgio Croce**, in collaboration with Verzegnis Municipality, is organising an international Hill Climb, called **44<sup>th</sup> VERZEGNIS-SELLA CHIANZUTAN** to be held in **Verzegnis (Udine - Italy)** on 25<sup>th</sup> and 26<sup>th</sup> May 2013.

These supplementary regulations have been approved by A.C.I./C.S.A.I. with Visa n° **06/2013** of **17 Aprile 2013** and by F.I.A. with Visa **3CICC240513**

### 1.1 ORGANISING COMMITTEE, SECRETARIAT

The Chairman of the Organising Committee is: Mr. Giorgio CROCE

address Via Lupieri 12/C, 33100 UDINE, Italy

Phone: +39 0432 603138; Fax: +39 0432 524473;

e-mail: [info@scuderiafriuli.com](mailto:info@scuderiafriuli.com) [www.verzegnis.net](http://www.verzegnis.net)

Vice-Chairman:

Mauro ZAMPARUTTI

Member:

Luca COMMESSATTI

The address of the Secretariat of the event is as follows:

**Until 12.00, on 23<sup>th</sup> May 2013, at Scuderia Friuli ACU, Via Lupieri 12/C, 33100 UDINE, Italy**

**Phone: +39 0432 603138; Fax: +39 0432 524473; e-mail:**

**[info@scuderiafriuli.com](mailto:info@scuderiafriuli.com) [www.verzegnis.net](http://www.verzegnis.net)**

from 10.00, on 24<sup>th</sup> May 2013 at Verzegnis (Udine) – Town Hall

### 1.2 OFFICIALS

#### 1.2.1 STEWARDS OF THE MEETING

<b>Stewards of the meeting:</b>	Filippo ZUCCARINO	57559	BA	I
	Stan MINARIK		CZ	CZ
	Jan MIENKINSKY		OSK	A
<b>Secretary of the panel:</b>	Eleonora RIZZI	215911	LE	I

#### 1.2.2 OFFICIALS AND PEOPLE IN CHARGE

QUALIFICATION	NAME, SURNAME	LIC. N°	A.C.	NAT.
<b>Clerk of the course</b>	Flavio CANDONI	22754	UD	I
<b>Clerk of the course assistant</b>	Marco FIORILLO	16889	LI	I
<b>Scrutineers</b>	Roberto PAGLIAI (Del. CSAI)	66121	PT	I
	Gregorio MELI (Del. CSAI)	23655	PA	I
	Nello DORETTO	31660	PN	I
	Matteo ZANUSSO	351427	TV	I
	Joze KRAMZAR	AS2005		SLO
	Konrad ORASCHE	OSK		A
<b>Technical Scrutineers</b>	Giovanni ZANIER	339236	UD	I
<b>Secretary of the Meeting</b>	Eleonora RIZZI	215911	LE	I

<b>Administrative Scrutineers</b>	Giovanna DE LUCA	220988	SA	I
	Giulia DONEDDU	243102	UD	I
	Loredana LUVISOTTO	299589	PN	I
	Maria FERUGLIO	308400	UD	I
	Nadia VANZIN	299508	PN	I
	Daniela VENUTI	26170	UD	I
	Sarah ZAMPARUTTI	244638	UD	I
	Gianni MEZZAVILLA	303896	UD	I
	Federica ERMEN	348754	UD	I
	Elisa TASSILE	348758	UD	I
	Luca D'AGOSTINO	228349	UD	I
	Donatella MICHELUTTI	339475	UD	I
	Stefano DE MARCO	244813	UD	I
<b>FIA Observer</b>	Wolfgang SAUER			A
<b>AS2005 Observer</b>	Samo GOLOBIC	AS2005		SLO
<b>CSAI Observer</b>	Giorgio ALBERTON	345826		I
<b>Chief Medical Officer</b>	Cristina DI LEO	245109	TS	I
<b>Competitors' Relations Officers</b>	Andrea GASPARI	101470	VR	I
	Andrej OREL	AS2005		SLO
<b>CSAI Safety Inspector (Appointed by Csai)</b>	Remo CATTINI	16494	FI	I
<b>Safety Officers</b>	Mauro BURIN	26173	UD	I
<b>Course Marshals</b>	AA.CC. TRIVENETI			
<b>Timekeepers</b>	GRAPHICS TELECOM			
<b>Person in Charge</b>	Francesco DARIZ			
<b>Extinguish Team</b>	REXT SRL	338552	BS	I

### 1.3 OFFICIAL NOTICE BOARDS

All communications and decisions, as well as the results, shall be posted on the official notice board located at Verzegnis (Udine) – Town Hall on 24<sup>th</sup> and 25<sup>th</sup> May 2013 and at Sella Chianzutan (UD) on 26<sup>th</sup> May 2012.

## **2 – GENERAL CONDITIONS**

**2.1** The event shall be organised in conformity with the provisions of the FIA International Sporting Code (ISC), the List of Requirements for the Organisers of the FIA International Hill-Climb Challenge (IHCC), the Regulations of “FIA European Hill Climb Cup” (ECC), the National Sporting Code - if applicable and the provisions of these Supplementary Regulations.

**2.2** By entering the competition, the participants agree to abide by the above provisions and abandon all recourse to arbitrators or courts not provided for in the ISC.

**2.3** Any person or association organising or taking part in an event and failing to comply with these provisions shall have their licence withdrawn.

**2.4 The event counts towards the following Championships:**

- FIA International Hill Climb Challenge (IHCC)
- FIA - European Hill Climb Cup (ECC)
- FIA CEZ Historic
- CSAI – Italian Championship (CIVM) – Nord Zone
- CSAI – Italian Trophy (TIVM) – Nord Zone
- Austrian Championship
- Slovenian Championship
- Trofeo Triveneto/Slovenia
- Campionato Friuli Venezia Giulia

**2.5 Course**

**The event will be run on the “Verzegnis/Sella Chianzutan – Strada Provinciale n°1 della Val d’Arzino, start at Località Ponte Landaia (altitude 500 m.) and finish before Sella Chianzutan (altitude 896 m.) completely in Verzegnis town territory (UD).**

**The course, 5.640 km long, will be carried out in n° two heats.** The difference in height between start and finish corresponds to **396 m.**, with an average gradient of **7.02%**.

The drivers, after the first heat, overcome the finishing line, rigorously observing the instructions of the Marshals, must continue to the suitable place, where regime of closed park is in force, waiting for reach the place of departure for the second heat. The verification of the weight of the cars can take place both before or at the end of the first and/or the second heat.

The course will be closed to the normal traffic during the official practise and the race.

**3 – ELIGIBLE VEHICLES**

**3.1** All vehicles complying with the prescriptions of the FIA Appendix J for the following Groups are eligible to take part:

**FIA IHCC (International Hill Climb Challenge):**

Group N – Production Cars (including R1)

Group A – Touring Cars (including WRC, Kit Car, S1600, S20, R2, R3, R4 & R5)

Group GT – Grand Touring Cars (GT1, GT3 & RGT together)

Group CN/E2-SC - Production Sports Cars and Two-seater racing cars up to 3000 cm<sup>3</sup>

Group D/E2-SS - International Formula / Free Formula single-seater racing cars up to 3000 cm<sup>3</sup>

**FIA ECC (European Hill Climb Cup):**

Group E1 – Production, Touring or Large Scale Series Production cars having at least 4 seats (excluding 2+2), as defined by the Article 277 of Appendix J, Category 1.

Group E2-SH – Silhouette-type cars (cars with the appearance of a large production car with 4 seats, including 2+2), as defined by the Article 277 of Appendix J, Category 2.

**NON IHCC:**

Groups E1 Italia

GT – (Grand Tourism - GTCUP)

Racing Start

Group E3 – (Expired of Homologation vehicles “VSO” Group N-A-B-GT)

Group E3S

Group E1 OSK

**CSAI (CIVM/TIVM):**

Group N (including Gr. R1 as equiparation table)

Group A (included WRC, Kit Car, Super 1600, SP, S20, Group R2, R3, R4 and R5, as equiparation table)

Group E1 Italia

Group CN

GT (Grand Tourism) including RGT

Racing Start

Group E2B (Sport Prototypes of capacity up to 3000 cm<sup>3</sup>)Group E2M (Single Seater of capacity up to 3000 cm<sup>3</sup>)

Group E2S (Silhouette)

Group E3 (Expired of Homologation vehicle "VSO" Groupe N-A-B-GT)

Group E3S

Alternative energies vehicles (GPL and CNG) – they classify together with their reference Group and they gain point for the titles)

**3.2 To be classified FIA, the cars must respect the applicable FIA sporting and technical regulations.****To be classified CSAI, the cars must respect the applicable CSAI sporting and technical regulations, published in the CSAI yearbook 2013 (particularly: the NS1 Ch. IV and the NS16 bis Ch. II) and those suitable following. Distinct classifications must be drawn up taking into account the existing differences between the classifications and the regulations of the vehicles according to FIA and CSAI rules.**

A car can result insofar in the classifications FIA and/or in the classifications CSAI.

The cars will be divided according to the following classes on the basis of their cylinder capacity:

**3.2.1 Groups N, A, E1 Italia – E2S (E2S not Diesel classes):**Classes: up to 1150 cm<sup>3</sup>  
from 1151 to 1400 cm<sup>3</sup>  
from 1401 to 1600 cm<sup>3</sup>  
from 1601 to 2000 cm<sup>3</sup>  
from 2001 to 3000 cm<sup>3</sup>  
over 3000 cm<sup>3</sup>Diesel: up to 2000 cm<sup>3</sup>  
over 2000 cm<sup>3</sup>

From 1/1/2009 the flanges of the turbo vehicles of Groups N and A, foreseen also for Rallies, are not compulsory.

**3.2.2 Groups CN (CSAI and FIA), CN/E2-SC (FIA) and E2B (CSAI):**Classes: up to 1000 cm<sup>3</sup>  
from 1001 cm<sup>3</sup> to 1300 cm<sup>3</sup>  
from 1301 cm<sup>3</sup> to 1600 cm<sup>3</sup>  
from 1601 cm<sup>3</sup> to 2000 cm<sup>3</sup>  
from 2001 cm<sup>3</sup> to 2500 cm<sup>3</sup>  
from 2501 cm<sup>3</sup> to 3000 cm<sup>3</sup>  
TD (Turbo Diesel) up to 2000 cm<sup>3</sup> (geometric cylinder capacity)**3.2.3 Group D/E2-SS (FIA) International Formulae / Free Formula Category 2 and E2M (CSAI):**Classes: up to 1000cm<sup>3</sup>  
from 1001 to 1600 cm<sup>3</sup>  
from 1601 to 2000 cm<sup>3</sup>  
from 2001 to 3000 cm<sup>3</sup>

3.2.4 Group GT CSAI (GT1-2-3-CUP) and GT FIA (GT1, GT2 and GT3 together):

Classes:

GT1

- up to 2000 cm3
- from 2001 to 3000 cm3
- over 3000 cm3

GT2

- up to 2000 cm3
- from 2001 to 3000 cm3
- over 3000 cm3

GT3

- up to 2000 cm3
- from 2001 to 3000 cm3
- over 3000 cm3

GTCUP (CSAI only)

- up to 2000 cm3
- from 2001 to 3000 cm3
- over 3000 cm3

3.2.5 Racing Start (CSAI):

Reserved to the cars conforming to the NS 24 Ch. IV

Classes: Fuel, not overpowered up to 2000 cm3

- RS1 – up to 1150 cm3
- RS2 - from 1151 up to 1400 cm3
- RS3 - from 1401 up to 1600 cm3
- RS4 - from 1601 up to 2000 cm3

Diesel, up to 2000 cm3, also overpowered

- RSD1 – up to 1600 cm3
- RSD2 - from 1601 up to 2000 cm3

Fuel, overpowered with cm3 up to 1600

- RSTB – up to 1600 cm3

3.2.6 Group E3 Vehicles with homologation expired – “V.S.O.” Groups N-A-B-GT (CSAI):

Group E3 (Gr. N-VSO, A-VSO)

- Classes:
- up to 1150 cm3
  - from 1151 to 1400 cm3
  - from 1401 to 1600 cm3
  - from 1601 to 2000 cm3
  - from 2001 to 3000 cm3
  - over 3000 cm3

Group E3 (Gr. B-VSO)

- Classes:
- up to 1600 cm3
  - over 1600 cm3

Group E3 (Gr. GT-VSO)

Unique class

3.2.7 Group E2S (Silhouette) (CSAI and FIA)

- Classes
- up to 1600 cm3
  - from 1601 to 2000 cm3
  - from 2001 to 3000 cm3
  - over 3000 cm3



### 3.2.8 Group E3S (cars ex Group 5)

Classes	up to 1150 cm <sup>3</sup>
	from 1151 to 1400 cm <sup>3</sup>
	from 1401 to 1600 cm <sup>3</sup>
	from 1601 to 2000 cm <sup>3</sup>
	from 2001 to 3000 cm <sup>3</sup>
	over 3000 cm <sup>3</sup>

### 3.2.9 Alternative Energies cars (GPL and CNG)

These vehicles are eligible for the following Groups:

N, A, GT, E (only if they are specifically built for gas supplying).

Are excluded: Formula (single seater), free wheel cars, sports car, two-seater car racing, vehicles equipped with diesel cycle engine, the vehicles whose year of construction is previous to 31-12-2005.

Vehicles admitted must fully comply with technical regulations relating to their belonging groups, except for the feeding for which must be applied the technical prescription for vehicles powered by CNG and GPL published in NS 20.

Regarding the points for CSAI titles, these vehicles will be considered and will be classified in the same way as other vehicles of belonging groups (N, A, GT, E). Drivers must be in compliance with all specific requirements of Hill Climb Regulations (i.e. registration for CIVM).

## **3.3**

### 3.3.1 IHCC:

For Group D/E2-SS, other than Article 277 of Appendix J, the following restrictions must be respected:

Cockpit:

The driver's seat must be symmetrical about the longitudinal centre line of the car.

Only open wheel Single Seater may be admitted.

### 3.3.2 ECC:

For Group E1 and Group E2-SH, other than Article 277 of Appendix J, the following restrictions must be respected:

maximum engine cylinder capacity 6500 cc

fuel: commercially available petrol or diesel, according to the provisions of Article 259-6.1 of Appendix J.

**3.4** The safety equipment of all vehicles must comply with the FIA Appendix J.

**3.5** Any vehicle with insufficient safety features or not complying with the regulations in force shall not be admitted to or shall be excluded from the event.

**3.6** Only fuel which complies with the provisions of Appendix J may be used.

**3.7** Any form of pre-heating of the wheels and/or tyres before the start is prohibited and may result in sanctions that may go as far as exclusion.

## **4 - DRIVERS' SAFETY EQUIPMENT**

**4.1** The wearing of a safety belt and a crash helmet complying with the standards approved by the FIA is obligatory during the practice heats and the race.

The use of FHR system is compulsory for all vehicles (exception made for vehicles taking part to Trophies/Series "Barchetta", "Alfa 33" and Assominicar Trophies, for which the system is recommended)

**4.2** Drivers are strictly obliged to wear fire-resistant clothing (including the overall a mask or balaclava, gloves, etc.) complying with the current FIA standard.

## 5 - ELIGIBLE COMPETITORS AND DRIVERS

- 5.1** Any person or legal entity holding an international competitor's licence valid for the current year shall be eligible as a competitor.
- 5.2** Drivers must be in possession of an international competition licence valid for the current year. According to the national regulations it is not compulsory to show the driving licence during the administrative checks.  
The drivers who participate to ACI / CSAI titles must be licensed following the NS3 rules but they shall be classified only the charts ACI / CSAI if they don't have an international license.
- 5.3** Foreign competitors and drivers must be in possession of written authorisation to take part in the event from the ASN which issued them with their licence(s) (even taking the form of just a note on the licence).
- 5.4** The license must comply with the nationality of the Competitor/Driver, except for the cases authorised by CSAI. In those cases, copy of the authorisation has to be sent with the entry and showed at scrutineering.

## 6 - ENTRIES, LIABILITY AND INSURANCE

- 6.1** Applications for entry shall be accepted following publication of the supplementary regulations and should be sent to the following address:

**Scuderia Friuli ACU – Via Lupieri 12/C – 33100 UDINE (Italia)**

**Tel. +39 0432 603138 Fax. +39 0432 524473**

**e-mail: [info@scuderiafriuli.com](mailto:info@scuderiafriuli.com) [www.verzegnis.net](http://www.verzegnis.net)**

**Closing date for entries: Monday 20<sup>th</sup> May 2013 at 24.00**

Entries made by telegram or fax must be confirmed in writing before the closing of entries, providing the information requested on the official entry form and accompanied by the entry fees.

Only complete and conforming to the prescriptions of the CSI and the RNS entries will be accepted.

The organizer will hold a protocol of the entries, that will be given to the Observer and sent with the final documentation of the event.

With the entry the competitor:

- declares to know the provisions of the Code and its Appendixes, of the Sporting National Regulations (RNS) and its Supplementary Norms (NS) and the present Supplementary Regulations, committing himself to respect and to have them respected
- recognises the C.S.A.I. as the only competent jurisdiction, except for the right of Appeal as foreseen in the Code and in the Sporting National Regulations (RNS); renounces, consequently, to take legal steps in other jurisdiction for consequent facts resulting from the organisation and from the conduction of the competition;
- considers A.C.I., C.S.A.I., the Organisers, all the Officials relieved from all third parts faults for damages suffered by the competitor himself, his drivers, employees or goods.

- 6.2** The maximum number of entries admitted (included Historical Cars and E3) is **250**.

**6.2.1** *Stated the maximum number of 250 entries, for what concerns historic cars it will be given priority to foreing competitors taking part to CEZ and with a maximum number of 30 CSAI license holders.*

- 6.3** There may be a change of vehicle after the closing of entries and up to the completion of the checks on the competitor concerned, provided that the new vehicle belongs to the same Group and the same cylinder capacity class (Article 3.2) as the vehicle being replaced.

- 6.4** No change of competitor may take place after the closing of entries. Changes of driver are authorised in accordance with Article 121 of the ISC. The replacement driver, who must hold a valid licence or licences as well as authorisation from his ASN, must be named before the administrative checks are carried out for the vehicle concerned.
- 6.5** Double starts (1 driver for 2 vehicles or 1 vehicle for 2 drivers) are not authorised.
- 6.6** The entry fees shall be as follows:
- |                 |  |
|-----------------|--|
| <b>€ 270,00</b> | Groups N/A/R/E3(VSO-N,VSO-A,VSO-B,VSO-GT)/E3S/E1≤2000/SP/Kit<br>Car/S1600/S2000/WRC/Historic |
| <b>€ 320,00</b> | CN/E1 FIA/E1>2000/E2M/E2B/E2S/D-E2-SS FIA/E2-SC FIA/E2-SH FIA/GT                             |
| <b>€ 120,00</b> | Racing Start Under 25  |
| <b>€ 160,00</b> | Racing Start Over 25   |

Without the organiser's optional advertising (Article 8.3.2): the double of the aforementioned amounts must be paid.

At the amount of the registration fee must be added the sum of 40 € + VAT (except for vehicles of Groups E, ES, trophies Monomarca and historic cars) for those drivers who are not inserted in the CIVM 2013 entry list (as published on the website ACI / CSAI and / or ACI Sport). The organizer, on the basis of the verified list will have to pay to ACI Sport the amount corresponding to the number of participants who have opted for this solution. Are exempted from paying the drivers under 25.

**For foreign nationality drivers the entry fee will be for free. It will only be requested a contribution of € 140,00 for insurance expenses.**

The entries fees have to be paid as follows:

By bank draft named to A.S.D. Scuderia Friuli ACU

By bank transfer at Banca di Cividale Spa – Via Marsala - Udine branch (UD)

**IBAN Code: IT 48 C 05484 12302 044570420717 BIC/SWIFT CIVI IT 2C**

**The entry fee will be offered to the absolute Winner of 2012 edition.**

- 6.7** An entry shall only be accepted if it is accompanied by the entry fees and received by the deadline set in Article 6.1.
- 6.8** In all cases, the entry fees include the competitor's and driver's Civil Liability insurance premium, as well as the necessary start numbers.
- 6.9** The entry fees shall be refunded in full if the entry is not accepted or the event is cancelled. In case of entry withdraw, the fee:
- the 50% shall be returned, if the withdraw arrives before the closing date for entries;
  - shall not be returned, if the withdraw arrives after the closing date for entries.
- The following dispositions should also be applied:
- a) In case of interruption of the event during the race heats due to reasons not attributable to the Organiser (ex. accident, landslide, fire, etc.), the entry fee won't be returned;
  - b) In case of interruption of the event during the official practice heats due to reasons not attributable to the Organiser (ex. accident, landslide, fire, etc.), the 40% of the entry fee will be returned.
- In b) cases, the eventual contribution to the final prize money is due in the measure of 60% of the normal amount; in a) cases in the measure of 100%.
- The return of the entry fee shall be done within 15 day after the event.
- 6.10** Each participant shall take part on his own responsibility.  
The organiser shall refuse to accept any liability for personal injury or damage to property vis-à-vis competitors, drivers, assistants and third parties.

Each competitor/driver shall be held solely responsible for his own insurance.

**6.11** In accordance with legal regulations, the organiser has taken out an insurance policy or policies covering the following risks:  
third party Civil Liability up to € 5.000.000,00 for each case;

**6.12** The Civil Liability insurance taken out by the organiser shall apply for the entire duration of the event, not only during official practice and the heats of the race but also during trips from the parking area to the track and back.

## **7 - RESERVATIONS, OFFICIAL TEXT**

**7.1** The organiser reserves the right to add to his supplementary regulations or to issue additional conditions or instructions which will form an integral part of them. He also reserves the right to cancel or stop the event in the case of insufficient participation, force majeure or unforeseeable events, without being under any obligation whatsoever to provide compensation (art. 6.9 cases excluded).

**7.2** Participants shall be informed of any amendments or additional conditions as soon as possible via dated and numbered information bulletins which shall be posted on the official notice board (Article 1.3).

**7.3** Any cases not provided for in the supplementary regulations shall be decided by the stewards of the meeting.

**7.4** For the Supplementary Regulations, the English text shall be considered as the authentic text.

## **8 - GENERAL OBLIGATIONS**

### **8.1 Start numbers**

8.1.1 The organiser shall provide each participant with **two** sets of start numbers which shall be clearly displayed (no cut and with all visible advertisements), before the technical checks, on both sides of the vehicle (vertically oriented). Vehicles without correct start numbers will not be allowed to start the event.

Every number shall be of black colour (red for disabled Concurrents) on white background, and shall be 5 cm thick and 30 cm high.

8.1.2 The competitors shall be responsible for allocating the start numbers, following the organisers instruction (see appendix n° 5).

8.1.3 At the end of the event, before leaving the Parc Fermé or the paddock, the numbers of vehicles driving on public roads must be removed or crossed out.

8.1.4 All Competitors taking part to CIVM (except those taking part with vehicles of Group E3, E3S, Brand Trophies and historic cars) must apply on their vehicles the advertising sticker of "Campionato Italiano Velocità della Montagna" and/or its sponsors given by ACI Sport. This sticker must be applied on the top of the windshield for the closed vehicles (GT, A, N, E1, R, ecc) and on the front part (top of the bonnet) for the open vehicles (E2M, E2B, CN, etc.). In Appendix 5 the advertising and race numbers positioning scheme is displayed.

### **8.2 Starting arrangements**

8.2.1 Drivers must place themselves at the disposal of the clerk of the course at least one hour before the start (official practice or race). The drivers shall accept the consequences should they be unaware of any conditions or modifications to the timetable which might be decided prior to the start.

8.2.2 The participants shall take their place in the starting file at least 10 minutes prior to their starting

time. Any driver who fails to report to the start at his scheduled starting time may be excluded from the event.

### **8.3 Advertising**

- 8.3.1 Any advertising may be affixed to the vehicles, on condition that:
- it complies with the FIA regulations (and to national regulations);
  - it is not offensive.

No advertising whatsoever may be affixed to the side windows.

- 8.3.2 The organiser has made provision for the following advertising:
- obligatory (start number): Banca di Cividale
  - optional: Friuli Venezia Giulia, Carr Service.

The presence of the obligatory advertising will be checked on the cars during the scrutineering and on the alignment, before the start. The lack, also partial, or the non correct positioning of the advertising will involve a fine from € 50 up to the double of the entry fee.

Those who don't accept the organisation optional advertising must pay the double of the entry fee.

### **8.4 Flag signals, track behaviour**

- 8.4.1 The following flag signals may be used during practice and the race, and must be strictly observed:

- Red flag:	Stop immediately and definitively.
- Yellow flag *:	Danger, absolutely no overtaking.
- Yellow flag with vertical red stripes:	Slippery surface, change in grip.
- Blue flag:	Competitor attempting to overtake.
- Black and white chequered flag:	End of the heat (finish line).

\* Flag waved: Immediate danger, be prepared to stop.

\* Two flags together: Serious danger.

- 8.4.2 It is strictly forbidden to drive a vehicle across or in the opposite direction to the direction of the race, unless instructed to do so by the marshals or the clerk of the course. Any breach of this regulation shall result in exclusion, with the possible addition of other sanctions and the transmission of the case to the ASN concerned.

- 8.4.3 If a driver is obliged to stop his heat owing to mechanical failure or other problems, he must immediately park his vehicle away from the track and leave it, and obey any instructions given by the marshals.

## **9 - ADMINISTRATIVE CHECKS AND SCRUTINEERING**

### **9.1 Administrative checks**

- 9.1.1 The administrative checks shall take place at Verzegnis (UD) Town hall on Friday 24<sup>th</sup> May 2013 from 13.00 to 18.30 and Saturday 25<sup>th</sup> May 2013 from 7.00 to 8.00.

9.1.1.1 *The checks of Saturday 25<sup>th</sup> May 2013 will be reserved to a maximum number of ten Competitors/ Drivers that have to make the request within the closing of entries.*

- 9.1.2 The participants must report for the checks in person.

- 9.1.3 The following documents must be presented: international competitors' and drivers' competition licences, and technical passport. Foreign participants must also present written authorisation from their ASN, if this was not enclosed with their entry or specifically noted on their licence.

## **9.2 Scrutineering**

9.2.1 Scrutineering shall take place in Verzegnis (UD); Town Hall on Friday 24th May 2013 from 13.30 to 19.00 and Saturday 25th May 2013 from 7.30 to 8.30.

9.2.1.1 *The checks of Saturday 25th May 2013 will be reserved to a maximum number of ten Competitors/Drivers that have to make the request within the closing of entries*

9.2.2 Participants are obliged to accompany their vehicle at scrutineering, so that identification and safety checks can be carried out. The fireproof overall and helmet will be checked too.

9.2.3 The homologation form and the technical passport (for Italian drivers) of the vehicle must be presented on request. Otherwise, scrutineering may be refused.

9.2.4 Participants reporting for scrutineering after their scheduled time shall be liable to a penalty which may go as far as exclusion, at the stewards' discretion. However, the stewards may decide to allow the vehicle to be scrutineered if the competitor/driver can prove that their late arrival was due to force majeure.

9.2.5 Scrutineering does not constitute confirmation that the vehicle complies with the regulations in force.

9.2.6 After scrutineering has been completed, the list of participants authorised to take part in practice shall be published and posted by the organiser.

9.2.7 During Technical Scrutineering it will be possible to make unique check for the championships.

## **10 - RUNNING OF THE EVENT**

### **10.1 Start, finish, timekeeping**

10.1.1 The start will take place with the vehicle stationary and the engine running. The stewards of the meeting and the clerk of the course are free to modify the starting order according to the circumstances.

10.1.2 No vehicle may take the start outside its own Group unless expressly authorised to do so by the stewards of the meeting.

10.1.3 Any vehicle which has triggered the timing apparatus shall be considered as having started, and shall not be granted a second start.

10.1.4 Any refusal or delay in starting shall result in exclusion.

10.1.5 The finish shall be a flying finish. The heat ends when the vehicle crosses the finish line; as soon as this is done, the vehicle must reduce speed drastically.

10.1.6 Timing shall be carried out using photoelectric cells and shall be accurate to at least 1/100 of a second.

### **10.2 Practice**

10.2.1 It is strictly forbidden to practise outside the times scheduled for official practice. During the week before the competition, it is forbidden to perform free tests with cars not in conformity with the National Highway Code or disregard them.

Following a report by the Authorities, the Stewards will decide about the sanction to inflict to the transgressors, which can go as far as the non admission to competition.

The Organisers will make an agreement with the local Authorities in order to prepare a suitable control service and report of the nominatives of Competitors incurring in road circulation provisions infringements.

**10.2.2** Official practice shall take place in accordance with the detailed timetable drawn up by the organiser. The official practise will be effected on n° 2 heats.

The departures of the official practise will be given in Ponte Landaia (Verzegnis – UD).

On 25<sup>th</sup> May 2013, the first official practise heat beginning is settled at 09.30, and the second official practise heat beginning will be 15 minutes after the cars return from first heat, with the following order of departure of the cars:

Historic cars – E3 (N-VSO, A-VSO, B-VSO, GT-VSO) - Racing Start - Group N – Group A (A-R-KitCar-S1600-S2000-SP-WRC) - E1 Italia/E1 FIA - GT (Class GTCUP, GT3, GT2, GT1) - E2S – E2SH - CN – E2B – E2SC - E2M – D/E2SS.

The drivers can perform only one or both official practise heats.

**10.2.3** Only vehicles which have passed scrutineering shall be allowed to start the practice heats.

**10.2.4** The conditions for admission to the start of the heats of the race follows the regressive order of the start numbers. This regressive order and the right presence of the obligatory advertising will be checked before the start line by an Official.

Special cases will be submitted to the Stewards.

Each Competitor to take part to the race must have run at least one time the complete track during official practice. In case this didn't happen, a competitor that took the start of official practice but did not run the complete track, can be admitted to the race if in one of the three previous editions of the race classified in the race or appears in the start list, and the track did not change more than 10%.

The driver can also be admitted to the race with motivated decision by the Stewards, also on the Clerk of the Course proposal.

### **10.3 Race**

**10.3.1** The heats of the race shall take place in accordance with the detailed timetable drawn up by the organiser.

The departures of the race will be given in Ponte Landaia, on 26<sup>th</sup> May 2013, the start of the first heat is settled at 9.30 and second heat beginning will take place 30 minutes after the cars return from first heat with the following order of cars start:

Historic cars – E3 (N-VSO, A-VSO, B-VSO, GT-VSO) - Racing Start - Group N – Group A (A-R-KitCar-S1600-S2000-SP-WRC) - E1 Italia/E1 FIA - GT (Class GTCUP, GT3, GT2, GT1) – E2S – E2SH - CN – E2B – E2SC - E2M – D/E2SS.

The start will compulsory use automatic systems.

Starting time will be given with the green light of the semaphore. At the same time, a photocell connected to a writing instrument, located at one metre from the starting line and in relation to the front-most part of the car, will take the right starting time. A driver may not be ready to start, even if already under the starter's orders. He can then be allowed to start with a delay not exceeding 30". Beyond such a delay, the driver will not be allowed to start and will be considered as having withdrawn.

The Clerk of Course can authorise the drivers stopped along the course, because of interruptions not due to them, to repeat the rejoin the race.

**10.3.2** The race shall be run over two heats.

### **10.4 Outside assistance**

10.4.1 Any outside assistance shall result in exclusion.

10.4.2 Vehicles which have stopped along the route may only be towed away by order of the clerk of the course.

10.4.3 Only for E2M / D/E2-SS and E2B/E2-SC vehicles, the presence of maximum two mechanics (with pass) is admitted until the start line, in order to help the start with external energy help. The mechanics shall follow scrupulously the Clerk of the Course indications.

## **11 - PARC FERMÉ, FINAL CHECKS**

### **11.1 Parc Fermé**

11.1.1 At the end of the event (and also at the end of 1<sup>st</sup> Heat), Parc Fermé rules shall apply between the finish line and the entrance to the Parc Fermé.

11.1.2 At the end of the event (and also at the end of 1<sup>st</sup> Heat), all classified vehicles shall remain in the Parc Fermé until indication to the contrary is given by the clerk of the course with the approval of the stewards. Parc Fermé rules shall not be lifted until the period of time allowed for the lodging of protests has expired.  
The drivers, following the instruction of the Officials, must drive their cars, without stopping, to the Parc Fermé.

11.1.3 The Parc Fermé is located at Sella Chianzutan, Verzegnis (UD).

### **11.2 Additional checks**

11.2.1 Any vehicle may be subjected to additional checking by the scrutineers, both while the event is taking place and especially after the finish.

11.2.2 At the request of the stewards, whether spontaneously or following a protest, a vehicle may be impounded after the finish and subjected to complete and detailed scrutineering entailing the dismantling of the vehicle.

11.2.3 - Special checks (weighting, etc.) shall take place at Officina CRIVELLARO – Via dell'Industria 53 – Zona Industriale – Tolmezzo (UD) - +39 0433 44177 and/or in Sella Chianzutan, at the arrival park.

## **12 - CLASSIFICATIONS, PROTESTS, APPEALS**

### **12.1 Classifications**

12.1.1 The conditions for drawing up the classifications are as follows:  
the classifications will be established following the increasing order of the times.  
In case of a two heats race, the classifications will be drawn adding the times of the two heats.

12.1.2 The rule for deciding between competitors in the case of a tie is as follows:  
the best time in one of the two heats.

12.1.3 The following classifications shall be drawn up:

- General classification of all the Groups admitted by the CSAI together (except E3, E3S, Makers Trophy that have different classification)
- Classifications for every Group foreseen by the IHCC,



- Classifications for the Group E1 FIA and E2-SH FIA conforming to the regulation of the ECC
- Classifications for every Group foreseen by the CSAI Regulations,
- Classification E3 (Absolute, Groups and Classes)
- Classification Under 25
- Classification Racing Start (Group/Classes and a special one for Under 25 Racing Start all together)
- Classification Ladies
- Classification Teams
- Classifications for every Class for each Group (IHCC),
- Classifications for every Class for the Group E1 FIA and for E2-SH FIA (ECC),
- Classifications for every Class for each Group (CIVM),
- Classifications for Austrian Championship,
- Classifications for Slovenian Championship,
- Classifications for Historic Cars.

## **12.2 Protests**

- 12.2.1 The lodging of protests and the deadlines to be observed shall be in accordance with the provisions of the ISC.
- 12.2.2 The deadline for the lodging of protests against the results or the classification (Article 174d of the ISC) shall be 30 minutes after the posting of the results on the official notice board.
- 12.2.3 The deposit for protests is set at € 350.00 and it has to be versed at the moment of presentation of the protest. The deposit shall be refunded only if the protest is upheld.
- 12.2.4 Mass protests and protests regarding timekeeping or the decisions taken by the judges of fact are not accepted.
- 12.2.5 The right to protest can only be exercised by competitors who are duly entered in the event, or by their representative(s) holding a written proxy (original document).
- 12.2.6 In the event of a protest necessitating the dismantling of the vehicle, the resulting estimated costs shall be guaranteed by a deposit to be specified by the stewards. The deposit must be paid within the period specified by the stewards in order for this check to be carried out.
- 12.2.7 Protests against entry validity and/or against competitors' or drivers' qualification must be lodged within two hours after the end of scrutineering, at the latest.
- 12.2.8 The deadline for protests regarding non conformity of a vehicle and/or the classifications shall be lodged within 30 minutes from posting the group absolute results signed by the clerk of the course.

## **12.3 Appeals**

- 12.3.1 The lodging of an appeal and the related costs shall be in accordance with the provisions of the ISC.
- 12.3.2 The deposit for national appeals is set at € 3,000.00. The deposit for international appeals is determined year by year by FIA.
- 12.3.3 The competitor has the obligation to deliver the contested mechanic detail to the Stewards for the forwarding to the T.N.A. done accordingly to the NS9 art. 4 prescriptions.

## **13 - PRIZES AND CUPS, PRIZE-GIVING CEREMONY**

### **13.1 Prizes and cups**

13.1.1 The following prizes, cups and trophies shall be awarded:

FIA IHCC

1° - 2° - 3° of every Group and Class

FIA ECC

1° - 2° - 3° of the Group and for every Class of E1 FIA and E2-SH FIA.

CSAI (CIVM/TIVM)

First 10 of the General Classification

1° - 2° - 3° from the absolute group classification (E2M-E1 ITALIA – RACING START - E3/VSO-N; VSO-A; VSO-B; VSO-GT)

1° - 2° - 3° of each class (E2M-E1 ITALIA – RACING START - GT/GTCUP - E3/VSO-N, VSO-A, VSO-B; VSO-GT)

1° UNDER 25, Ladies, E1SS, Teams, E3S.

To the winners of the Divisions of the Austrian and Slovenian Championship

Other Prizes:

- Trophies for Historic Classes and Regroupments.
- "Trofeo Luigi Bormolini" to the best time of the Historic race

**IN MONEY:**

The distribution will be done according to the following criteria:

- € 4.200,00 + TAX, to be given to ACI Sport, for the promotion of the Championship and the compiling of Classification (the hospitality van, the podium and the balance for the scrutineerings shall be provided by the Organiser);

The prizes of honour, except for the first three classified, can be collected by a person with a written proxy.

The first three of the absolute classification of group must attend the awarding ceremony.

In case of absence, without any valid reason, the drivers will lose the right to the prizes of honour and moreover

will incur in the followings sanctions:

- for the first absence fine of € 259.00
- in case of second offence, loss of the prizes in money and fine of € 259.00.

13.1.2 Prizes in kind which have not been collected within one month after the event shall remain the property of the organiser. No prizes shall be sent, they have to be collected.

13.1.3 Cash prizes must be collected in person at the prize giving ceremony, otherwise they shall remain the property of the organiser.

13.1.4 The prizes of honor cannot be cumulated to each other (referring to Groups and classes) and, consequently, it must be assigned only the higher prize. This rule does not apply to prizes of the general classification, which can be cumulated.

**13.2 Prize-giving ceremony**

13.2.1 It is a point of honour that all participants should attend the prize-giving ceremony.

13.2.2 The prize-giving ceremony shall take place on 26<sup>th</sup> May 2013 at Verzegnis (UD)

Sella Chianzutan (arrival area) at the end of the race.

## 14 - SPECIAL PROVISIONS

**14.1** After the arrival, while returning from the parking area and/or from the Parc fermé to the start park, all drivers are obliged to wear safety belts. Use of a crash helmet is compulsory for single-seater and double-seater vehicles and it is recommended for touring vehicle drivers. Moreover, on the way back it is strictly forbidden to carry someone else on board.

A penalty by the stewards shall be applied for each infringement up to exclusion from the race.

**14.1.1** *Regarding the penalties abovementioned in art 14.1, they are rated at €100,00 for each infringement found by the Responsibles nominated by the Organiser.*

**14.2** Box office crossing. Organisers shall supply a nominal pass for a driver and a mechanic per vehicle in order to go past the box office, and valid up to the start line. Possible controls on their truthfulness shall be made by superintendents, who will allow the entrance only under presentation of personal documents.

**14.3** It is forbidden for drivers to drive any third person with the race vehicle up to line-up.

The superintendent of lining up (Judge of fact) shall report possible infringements to the Stewards of the meeting.

**14.4** Inside Parc Fermé the maximum allowed speed is 30 Km/h.

### Appendixes:

**Attached nr.1: Course graphic with indication of services and chicanes**

**Attached nr.2: Altimetry**

**Attached nr.3: Race Numbers and Advertising scheme**

The Legal Representative of Organizing Committee  
Mr. Giorgio CROCE

The CSAI Regional Delegate  
Mr. Corrado Della Mattia

The Secretary of the CSAI Sport Commissions  
Dr. Marco Ferrari

C.S.A.I. VISA N° 06/2013 DEL 17 Aprile 2013  
FIA VISA N° 3CICC240513



ANNEXE 2 / ALLEGATO 2







