

# VERZEGNIS – SELLA CHIANZUTAN HISTORIC

Date: 11-12-13 June 2010

Organised by: Scuderia Friuli ACU Lic N°16338

valid for:

Reserved on invite for Historic Cars, Italian and Austrian Competitors

## PROGRAMME

Closing of Entries: 7 June 2010

1° Meeting of the Stewards:  
11 June 2010, at 19.00, Verzegnis Townhall (UD)

Administrative Checks: Verzegnis Townhall (UD), 11 June 2010, from 12.00 to 18.00

Scrutineering: Verzegnis Townhall (UD), 11 June 2010, from 12.30 to 18.30

Posting of Admitted to Practice List: 11 June 2010, at 20.00

Start official Practice: 12 June 2010, at 09.30, Ponte Landaia - Verzegnis (UD)

Posting of Admitted to Start List: 12 June 2010, at the end of Official Practice

Start race: 13 June 2010, at 10.30, Ponte Landaia - Verzegnis (UD)

Parc Fermeè: Sella Chianzutan (UD)

Workshop: Officina Crivellaro, Via dell'industria 53, Tolmezzo (UD) +39/0433/44177

Posting of Provisional Final Classification: after the arrival of each Group

Prize-giving Ceremony: 13 June 2010, Sella Chianzutan – arrival area (UD)

## **1 – ORGANISATION**

### **1.1 DESCRIPTION**

Scuderia Friuli ACU organises a car competition, reserved on invite to Historic cars, named: Verzegnis/Sella Chianzutan Historic, that will be held on the 11-12-13 June 2010 at Verzegnis (UD), in collaboration with Verzegnis Administration.

### **1.2 – Organising Committee**

Address: Viale Palmanova, 216 -33100 Udine

Giorgio Croce President

Mauro Zamparutti Vice-President

Fabio Cecotti Member

Secreteria (before the race): Viale Palmanova 216 -33100 Udine (UD) 0432/603138 fax 0432/524473  
Segreteria (during the race): 11-12-13 June 2010 at Verzegnis Townhall (UD)

Race Official Board: Verzegnis Townhall (UD)

Sala Stampa: 11-12-13 June 2010 at Verzegnis Townhall (UD)

Press Officer : Carlo Ragona

Public Relations : Giorgio Croce

### 1.3 – Race Officials

ROLE	NAME	LIC. CSAI
CLERK OF THE COURSE	Alberto Riva	204859
CLERK OF THE COURSE ASSISTANT	Flavio Candoni	22754
STEWARD	Domenico Lobello Del. CSAI (Presid.)	58288
STEWARD	Wolfgang Sauer	(A)
STEWARD	Walter Verratti	77319
CSAI OBSERVER	Antonio Milo	(I)
SCRUTINEER	Roberto PAGLIAI (Del. CSAI)	66121
SCRUTINEER	Giorgio PRISCO (Del. CSAI)	22444
SCRUTINEER	Roberto Casetta	121789
SCRUTINEER	Carlo Cossio	22691
TECHNICAL SCRUTINEER	Edo Noachig	200972
SECRETARY OF THE BOARD	Eleonora Rizzi	215911
ADMINISTRATIVE SCRUTINEER	Nadia Vanzin	299508
ADMINISTRATIVE SCRUTINEER	Valter Petronio	295146
ADMINISTRATIVE SCRUTINEER	Alessandro Vigna	75234
SECRETARY OF THE MEETING	Sara Martinig	102704
CHIEF MEDICAL OFFICER	Cristina Di Leo	245109
COMPETITORS RELATIONS OFFICER	Andrea GASPARI	53435
SAFETY OFFICERS	Fabrizio Comuzzi & Mauro Burin	
HEALTH SERVICE	Croce Rossa Italiana - Comm. Prov. UD	
TIME KEEPING	FICr	
RESPONSIBLE	Federico Baldi	
RADIO SERVICE	ARI Udine	
RESPONSIBLE	Ivan Pellegrini	
ROAD MARSHALS	AA.CC. Triveneti	

#### **1.4 Amendments to the Regulations - Bulletins**

The provisions of the present regulations may only be amended according to Cap IV of Art. 66 RNS.

Any bulletin issued after the start of the Competition must have received the prior approval of the Stewards.

Any amendment or additional provision will be announced by a dated and numbered bulletin which will be an integral part of the present regulations. These bulletins will be posted at the secretariat and on the official notice board and will be directly communicated to the participants, who must acknowledge receipt by signature, unless this is materially impossible during the running of the event.

#### **1.5 Interpretation of the Regulations**

**1.5.1** The Clerk of the Course is responsible for the application of the present regulations and their provisions during the running of the Competition.

**1.5.2** Any case not provided for in the aforementioned regulations will be deliberated by the Stewards of the Meeting, who alone have the authority to decide.

**1.5.3** In case of dispute on the interpretation of the present regulations only the text posted from CSAI on internet, will be deemed authentic.

### **GENERAL CONDITIONS**

#### **2 ELEGIBILITY**

**2.1** The event counts towards the following Championships: ////

#### **3 ELIGIBLE VEHICLES**

**3.1** The following vehicles are eligible: T, TC, GT, GTP, Sil, BC, divided in the following Periods, Categories and Classes:

##### **1° Regroupment**

Vehicles Period D (1931-1946) - E (1947-1961) - F(1962-1965) - G1 (1966 – 1969) - GR (1966-1971)

T(T/TC) Classes 850-1000-1150-1300-1600-2000-over 2000 c.c.

(GT / GTS) Classes 850-1000-1150-1300-1600-2000-over 2000 c.c.

GTP Classes 1000-1300-1600-2000-over 2000 c.c.

BC (periods D-E- F-GR) Classes 1150-1300-1600-2000-over 2000 c.c.

##### **2° Regroupment**

Vehicles Period G2 (1970-1971) and H1 (1972 – 1975)

T – TC – GT – GTS Classes 700- 850-1000-1150-1300-1600-2000-2500 –over 2500 c.c.

GTP Classes 1300-1600-2000-over 2000 c.c.

BC (period HR - 1972/1976) Classes 1000-1300-1600-2000-over 2000 c.c.

##### **3° Regroupment**

Vehicles Period H2 (1976) and I (1977 - 1981)

T-TC-GT-GTS Classes 700- 850-1000-1150-1300-1600-2000-2500- over 2500 c.c.

Sil Classes 700-1000-1150-1300-1600-2000-over 2000 c.c.

BC from periods IR(1977-1982) and JR(1983-1990) Classes -1000-1300-1600-2000-over 2000 c.c. and BC from period JR class 2500 c.c. called “Sport Nazionale”.

The classes will be always considered as constituted, despite the number of vehicles scrutineered.

The vehicles from 1° Regroupment (D, E, F and G1) have a single class classification for T and TC and a single class classification for GT and GTS. The vehicles G2+H1 of 2° Regroupment will have a single class classification for each category foreseen in the present Regulations. The vehicles H2+I of 3° Regroupment will have a single class classification for each category foreseen in the present Regulations.

In case of vehicles with turbo engine, the effective cylinder capacity will be calculated multiplying the nominal capacity for the 1,4 coefficient.

**3.2** At scrutineering, the competitor must present the FIA or CSAI Historic Technical Passport (HTP) and the CSAI Technical Passport to the CSAI Eligibility Delegate, who may keep it until the end of the event.

**3.3** Any disputes shall be decided by the Stewards of the Meeting, following a report from the Scrutineers.

### **4 - COURSE**

The event will be run on the “**Strada Provinciale n° 1 della Val d’Arzino**”, start at **Ponte Landaia-Verzegnis (UD)** and finish in **Sella Chianzutan-Verzegnis (UD)**.

**The course, 5.640 m long, will be carried out in n° 2 (two) heats.** The difference in height between start and finish corresponds to **396 m**.

If the heats are 2 the classifications will be compiled through the sum of times.

**4.1** The 2 heats can be run one on saturday and one sunday only if authorised by the S/Commission and at condition that vehicles stay in Parc Fermeè.

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

## **5 - ELIGIBLE COMPETITORS - ENTRIES**

**5.1** Any person or legal entity holding a CSAI or Foreign ASN Competitor's licence valid for the current year is eligible.

**5.2** Where the competitor is a legal entity, the driver will be held entirely responsible for all the liabilities and obligations of the competitor throughout the competition.

**5.3** Any incorrect, fraudulent or unsportsmanlike behaviour by the competitor or driver will be judged by the Stewards of the Meeting, who will impose penalties which may go as far as exclusion.

**5.4** Anybody wishing to take part in the Competition must send the entry form, duly completed, to the A.S.D. Scuderia Friuli ACU – Viale Palmanova, 216 - 33100 Udine (UD) - Italy - Phone +39 0432 603138 - Fax +39 0432 524473, before **7<sup>th</sup> June 2010 h 12.00** at the latest. The entry form must be accompanied by a photocopy of the 1<sup>st</sup> page of the car's Historic Technical Passport (HTP) clearly showing its class and category, as attributed to the car by the issuing ASN.

No amendment may be made to the entry form except in the cases provided for by the present regulations. The competitor may replace the car declared on the entry form by another from the same Period and Class up to the start of scrutineering.

No change of competitors may be made after the closing of entries.

**5.5** At scrutineering, if a vehicle does not correspond in its presentation to the Category and/or Class in which it was entered, this vehicle may, on proposal of the scrutineers, be transferred to the appropriate Class after decision of the Panel of the Stewards of the Meeting.

**5.6** By signing the entry form, the competitor and all crew members undertake to comply with all sporting prescriptions specified in the CSAI Yearbook and to those of the present regulations.

**5.7** The Competition can be postponed only for major force or for decision taken by the Panel of the Stewards for safety reasons.

**5.8** The foreign Competitors/Drivers, from UE countries admitted to the competition, won't concur in the eventual assignation of points valid for national titles.

**5.9** The Drivers must scrupulously follow the rules provided in art. 123ter RNS that are here intended as literally reported and to follow all the dispositions given by the Clerk of the Course and by the Officials.

**5.10** All Competitors and Drivers have to stay at dispositions of the Stewards of the Meeting until the Classifications are declared official.

**5.11** Neither Driver can be designated more than once. Eventual waivers have to be presented to the Organiser before the closing of entries.

**5.12** The number of entries is limited to 250 vehicles.

**5.13** All the Competitors, during official practice and the competition, have to wear safety clothes foreseen in NS 14 Cap 1 Art. 3. Checks will be carried out during the competition.

## **6 – ENTRY FEES AND INSURANCE**

**6.1** Entry fees are fixed at € 130,00.

For austrian drivers the entry fee will be for free. It will only be requested a contribution of € 80,00 for insurance expenses.

**6.2** The entry will only be accepted if accompanied by the total entry fees (RNS art. 70bis).

**6.3** Entry fees will be refunded in full to competitors whose entry has not been accepted and in the case of the Competition not taking place.

**6.4** The entry fees include the insurance premium, which covers the competitor's civil liability for damage against third parties to the extent of maximum sum insurable of € 4.131.660,00.

**6.5** In case of accident, the competitor or his representative must notify the Clerk of the Course within the end of the Competition.

## **7 – ADVERTISING**

**7.1** The disposition of NS 14 All. V must be respected.

The space on the top of the competition numbers (cm. 50x14) is reserved to the Organiser's advertising, the space on the bottom to the Competitor. The competitors can't refuse the Organiser's advertising. In case that the Organiser's advertising clashes with the Competitor's one, he can refuse it and has to pay a sum equal to the entry fee. Two advertising spaces of 50x14 cm will be authorised. If present, they have to be positioned on the anterior or back mudguard.

**7.2** The Competitor that for justified reasons (clash with personal sponsor) refuses Organiser's advertising has to pay double entry fee.

**7.3** The Drivers found non conform with the abovementioned dispositions, at 1<sup>st</sup> infringement will pay a fee of € 150,00 and transcription on the technical passport; of € 200,00 for 2<sup>nd</sup> infringement and transcription on the technical passport and of € 250,00 at 3<sup>rd</sup> infringement with exclusion from classification and referral to Sport Judge.

## **8 – GENERAL OBLIGATIONS**

**8.1** - The administrative checks shall take place at **Verzegniss (UD) - Townhall on Friday 11<sup>th</sup> June 2010 from 12.00 to 18.00.**

The participants must report for the checks in person. The following documents must be presented:

- competitors' and drivers' competition licences
- CSAI FIA HTP
- written authorisation from ASN (if not UE), if this was not enclosed with their entry
- Receipt of entry fee payment.

Competitors that won't present the abovementioned documents won't be admitted to the competition.

After administrative checks the Competitors will receive all the necessary documents to take part to Official Practice and Race, Start numbers and pass.

**8.2** Scrutineering shall take place in **Verzegniss (UD) – Townhall 11<sup>th</sup> June 2010 from 12.30 to 18.30.**

At scrutineering, the concurrents have to show to the Eligibility Delegate, or his collaborators, the FIA or CSAI HTP and Italian concurrents, the CSAI Technical Passport.

Vehicles without relative HTP won't be admitted to the competition.

Any controversy will be judged by the Stewards under signalling of the Eligibility Delegate and Technical Scrutineers.

Participants have to accompany their vehicle at scrutineering, if autocertification is not foreseen or any form of accelerated procedure, within given time indicated on the present Regulations. Competitors that won't present themselves within time won't be admitted to Competition, except force majeure cases approved by the Stewards.

Checks carried out before the race will be of general kind and will be mainly on vehicles conformity, safety equipment and on right classification.

Vehicles not conforming with safety prescriptions won't be admitted to the competition and further checks can be carried out during competition.

The Competitor is responsible for technical conformity of the vehicle for the whole competition. Eventual irregularities will lead to exclusion.

The use of termo-covers is strictly forbidden.

**8.2.1 All Drivers, that are not in possession of the stamp “Verified...”, valid only for national competitions, must report themselves at scrutineering with helmet and fireproof clothing, homologated with the FIA Rules in force, that they will use throughout official practice and competition. Further checks can be carried out during the event. The drivers found without conforming equipment, will be signalled to the Stewards, who will take provisions, going from sanctions to the exclusion.**

## **9 – RUNNING OF THE COMPETITION – STARTING ORDER**

The starting order must respect, in priority order: Regroupment, Period, Category and Class.

Vehicles of 1<sup>st</sup> Regroupment of periods D, E, F, G1, GR have to start first, then those from 2<sup>nd</sup> Regroupment of periods G2, H1, HR and finally 3<sup>rd</sup> Regroupment periods H2, I, IR, JR.

Within each period Vehicles from Categories T, TC, GT, GTS, GTP, Sil have to start first, in increasing class order (850-1000-1150-etc). BC vehicles from all 3 Regroupments will start for last, despite their regroupment.

### **9.1 Start – Official Practice and Race**

The start will take place with the vehicle stationary and the engine running. The interval between cars is at Clerk of the Course discretion. The Stewards of the meeting and the Clerk of the Course are free to modify the starting order according to the circumstances.

**9.2** The cars will have to be aligned 30' before the start of the first car. The Competitors have to follow the directions of the Course Marshals.

**9.3** The start will be given following the order decided by the Stewards and the Clerk of the Course. A car that doesn't respect this order won't be able to start without the authorisation of the Clerk of the Course.

A semaphore will provide for the starts according to the following rules:

**Red light                      10"before start**

**Yellow/Orange light**      **5" before start, at the same time 5 LED that will shut down one by one every second that passes**  
**Green light**                      **Go!**

A car that stops for more than 20'', will be moved away and considered as not started. A car that starts during the competition when the light is red will receive a 30'' penalty.

**9.4** In case of damage to the electronic equipment, the start will be given manually with the national flag.

**9.5** Any refusal in starting shall result in exclusion.

**9.6** Only Competitors that finished the 1<sup>st</sup> Heat can start the 2<sup>nd</sup> heat.

**9.7** All the vehicles that surpass the starting line and have activated time detection systems can take a second start only in case of exposing of Red flag by the Course Marshals, on Clerk of the Course request, who will refer to the Stewards of the Meeting.

**9.8** A Competitor that passed Administrative Checks and Scrutineering, that can't take part to Official Practice or that didn't complete Official Practice, can do a written request to the Clerk of the Course to be admitted to start. The Clerk of the Course will ask to the Steward the authorisation to add the Concurrent/s to the Admitted to Start List.

**9.9** The Arrival will be timed on a line traced in front of the Time keeping spot. The Competitors to be classified have to complete the entire track, on board of their cars, within the Maximal Time foreseen.

**9.10** It is strictly forbidden to pull the car along the track, if not under officials disposition, but only for safety reasons.

## **10 – MAXIMAL TIME**

In each class the classification will follow an increasing order from the lower time to the MAXIMAL TIME that is fixed in the best time of each class plus 35%. The Competitors that will totalise a time higher than it, won't be included in the classification. If in a class there's only a single competitor started and arrived, he will be classified only if his time isn't 35% higher than the one totalised by the first classified of the immediately higher class of his regroupment or, if he's part of the highest class, of the theoretic time resulted by the medium of the 3 best times of the regroupment.

## **11 – CLASS CONSTITUTION**

The classes foreseen by art. 3 of the present Regulations will be considered always constituted, despite the number of starters. The Organiser has the faculty to foresee, only for prize giving finality, sub classes.

## **12 – SIGNALS**

During Official Practice and the Race, signals conform to the Appendix H of ISC. The Drivers during Practice and Race will have to observe the prescription of Appendix H of ISC and all the dispositions given by the Clerk of the Course.

**12.1** 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.                        |

## **13 – PARC FERMEE'**

**13.1** Between the Heats of Official Practice there isn't Parc Fermè.

**13.2** Between the Heats of the Race there isn't Parc Fermè if the two Heats are ran consecutively and in the same day.

**13.3** At the end of the event, The drivers, following the instruction of the Officials, must drive their cars, without stopping, to the Parc Fermé. Late cars will be excluded from the classifications. The cars will have to stay in Parc Fermé imperatively for 30 minutes after the posting of official results. In case of protest or under Stewards decision, Parc Fermé rules will be in force over the scheduled time, this applying to all cars on the list published at the Parc Fermé. At the right moment, the Clerk of the Course will authorize to free the cars, except those that must be kept according to the previous paragraph. In this case, the Organizer will arrange the cars transfer to a garage or other workplace in order to perform due controls. After this limit the Organizer won't provide vehicles' surveillance.

## **14 – PROTESTS**

**14.1** - The lodging of protests and the deadlines to be observed shall be in accordance with the provisions of the art. 171/179 of RNS, with the deposit of € 350,00 and eventually the cost of the check, fixed by the Stewards, heard the Scrutineers, on the base of the “Tariffario spese verifica rimontaggio per vetture” (NS 9 – Gr. N)

**14.2** As regarding Historic Cars, for vehicles of 1<sup>st</sup> Group and for the TC, GTS and GTP of the 2<sup>nd</sup> Group, a price rise fixed by the Stewards, heard the Scrutineers, will be applied.

**14.3** The Organiser, at Administrative Checks, will give to foreign competitors a copy of the “tariffario”. The deposit shall be refunded only if the protest is upheld. In particular we recall the following points:

**14.4** The Protests against the validity of a Entry, against the qualification of a Competitor, a Driver or a Vehicle must be lodged at the most 30 minutes after the end of scrutineering.

**14.5** Protests against against class constitution within 30 minutes from the posting of the List.

**14.6** Protests against Admissions to the start or Starting order with 30 minutes from the posting of the List.

**14.7** Protests against the non conformity of vehicles with regulations or against results within 30 minutes from the posting of the Results.

## **15 - APPEALS**

**15.1** For Appeals, the dispositions of art. 180/191 of RNS are valid.

**15.2** The Competitor that decides to have recourse to a Stewards’ Decision on a technical irregularity, has the obligation to deliver the contested mechanic detail to the Stewards.

The Detail, opportunely marked by the Scrutineers, have to be sent by the Organiser to CSAI, together with a document signed by the Competitor and a Steward, in which he declares that the detail is the one contested. CSAI after a precautionary exam will forward it to the T.N.A.

**15.3** If the Competitor doesn’t deliver the Detail to the Stewards, his right to appeal will cease.

**15.4** The deposit for each appeal is of € 3.000,00.

## **16 - CLASSIFICATIONS**

**16.1** - 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. Absolute Classifications and Class Classification will be drawn for each Regroupment admitted to the Competition.

**It’s strictly forbidden to draw up an absolute classification comprehensive of all regroupments admitted to the Race.**

The Competitor with the best time of his Regroupment is the winner of that Regroupment, followed in order by others. In the same way, classifications for Category and Class will be drawn up.

All Cars, to be classified, will have to transit on the finish line, within Maximal Time limit. In case of competition on 2 heats, The competitors will have to finish both heats within the maximal time limit. The times will be expressed in hours (h), minutes (’), seconds (”) , decisecond, centisecond, millisecond. For classifications it will be take into consideration only centisecond, if there isn’t ex-equo.

**16.2** In case of ex-equo, the decisive factor will be the millisecond. In case of ex-equo even with milliseconds, the winner will be the one that totalised the best time in the 2 heats. In case of ex-equo even in the 2 heats, they will be both be winners, and they’ll be assigned the same points in case of race eligible for a title.

**16.3** The final results will be posted as foreseen in the programme of the event.

**16.4** The final classification is provisional at the end of the race and becomes official after 30’ of posting. At the end of the first heat, a provisional classification will be posted, not subdued to protest.

**16.5** For points assignation for CSAI title finality, Classifications foreseen in NS 1 will be drawn up.

**16.6** Each Team, bearing a CSAI License, can take part with a team of at least 3 cars to the assignation of the Team Cup, for each Regroupment. The winner Team, of the Regroupment, will be the one that will obtain the best time adding the times obtained by the three best cars classified.

**16.7 The Organiser can ask CSAI the institution of sub-classes for cylinder capacity or for car models, but only for prize giving finality.**

**16.8 The Organiser, at the end of the event will have to send the Official Classifications through telefax to 06/49982875, complete of retired and excluded. The Organiser that fails this disposition will be communicated to the Secretariat for the opportune measures.**

## **17 – PRIZES AND CUPS**

The following prizes, cups and trophies shall be awarded:

- 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> of the absolute classification of each Regroupment;
- 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> of each class;
- 1<sup>st</sup> Team of each Regroupment.

## **18 – PRIZE GIVING**

The awarded Drivers will have to be present at the prize giving ceremony.

The Drivers that are not present at prize giving will lose the right to the prizes without the classification to be modified.

## **19 – GENERAL DISPOSITIONS**

With the entry the Competitor recognises:

Declares to know, with the intention of following and helping to make follow, the dispositions of ISC and its Appendix, of RNS and Supplementary Norms and of this Regulations;

Recognises CSAI as unique jurisdiction competent, except for the Right to appeal foreseen on ISC and RNS; refuses consequently to resort to other jurisdiction or judges for facts related to the organisation and running of the competition; considers relieved ACI, CSAI, the Organiser, the Race Officials and the owner of the road from third part faults undergone by the Competitor, his Drivers, passengers, employees and goods.

The Clerk of the Course  
Alberto RIVA

The Legal Representative of the Organising Committee  
Giorgio CROCE

The President of the Organising Committee declares that didn't modify any part of the Supplementary Regulations provided by CSAI  
The President of the Organising Committee  
Giorgio CROCE

The Regional Delegate  
Fabrizio GRIGOLETTI

The Director of ACI Sporting Activity  
Marco FERRARI

**CSAI VISA NR. SC/ST 23/2010**