



42° Verzegnis / Sella Chianzutan
Verzegnis (UD), 3rd-4th-5th June 2011

PROGRAMME

	LOCATION	DATE	SCHEDULE
Closing of entries		Monday 30 th May 2011	at 24.00
Administrative checks	Verzegnis (Udine) - at Townhall	Friday 3 rd June 2011	from 12.00 to 18.00
Technical scrutineering (before the race)	Verzegnis (Udine) Town hall > other groups	Friday 3 rd May 2011	from 12.30 to 18.30
Weighing: (location)	Before the race at techn. scrutineering	After the race Friday	Arrival area Sella Chianzutan
1st meeting of the Stewards	Verzegnis (Udine) - at Town Hall	3 rd June 2011	at 19.00
Posting of scrutineered and admitted to practice list	At Official Notice Board – Verzegnis – Town hall	Friday 3 rd June 2011	At 20.00
Posting of start list	At Official Notice Board – Verzegnis – Town hall	Saturday 4 th June 2011	An hour after the end of practice
Start Park	Zona artigianale, Villages of Intissans, Marzovallis and Chiaicis		
Entrance start park			An hour before theoretic start
Official practice 1st heat	Verzegnis (Udine) – Ponte Landaia	Saturday 4 th June 2011	At 9.30
2nd heat	Verzegnis (Udine) – Ponte Landaia	Saturday 4 th June 2011	Starting 15 minutes after the end of 1 st practice
Start Race 1st heat	Verzegnis – Ponte Landaia	Sunday 5 th June 2011	at 10.30
Start Race 2nd heat	Verzegnis – Ponte Landaia	Sunday 5 th June 2011	Starting about 30' after the end of the 1 st heat
Flying finish	Bivio “Alla Cava” (Sella Chianzutan-UD)	Sunday 5 th June 2011	At 09.30 (opening)
Final Parc fermé	Verzegnis (Udine) Loc. Sella Chianzutan	Sunday 5 th June 2011	At the end of the 2 nd heat
Flat surface for technical checks	Verzegnis (Udine) - Chiaicis		During Technical Checks
Technical scrutineering (after the race)	Tolmezzo (Udine) – at Officina Crivellaro Via dell’Industria 53 – Zona Industriale	Sunday 5 th June 2011	At the end of the competition
Phone + 39 0433 44177 Race Direction	Sud Verzegnis (Udine) – Start Line	Saturday 4 th June 2011	Sunday 5 th June 2011
Secretariat	Verzegnis (Udine) – Town Hall Mob. + 39 348 2580012	during Scrutin.	3 rd June 2011 > 10.00/20.00
		during Practice	4 th June 2011 > 9.00/19.30
		during Race	5 th June 2011 > 9.00/end Race

Official Notice Board:	Verzegniss (Udine) – Town Hall		During Scrutineering, Practice and Race
Posting of results	Verzegniss (Udine) Loc. Sella Chianzutan (Arrival Area)	Sunday 4th June 2011	Provisional: after the arrival of every group
			Final: 30 minutes after their posting time
Prize Giving and money prizes payment	Verzegniss (Udine) Loc. Sella Chianzutan (Arrival Area)	Sunday 5th June 2011	
Press room: Scrutineering	Verzegniss (Udine) – Town Hall		3rd June 2011 > 12.00/20.00
Official Practice	Albergo Sella Chianzutan (Udine)		4th June 2011 > 8.30/18.00
Race	Albergo Sella Chianzutan (Udine)		5th June 2011 > 9.30/18.00
Press Room Resp.:	Mr. Alessandro Bugelli in collaboration with Valentina Bearzi (local press)		

1 – ORGANISATION

The **SCUDERIA FRIULI ACU**, CSAI lic. n° 16338, Legal Representative Mr. **Giorgio Croce**, in collaboration with Comune di Verzegniss, is organising an international Hill Climb, called **42th VERZEGNIS-SELLA CHIANZUTAN** to be held in **Verzegniss (Udine - Italy)** on 4th and 5th June 2011.

These supplementary regulations have been approved by A.C.I./C.S.A.I. with Visa and by F.I.A. with Visa

1.1 ORGANISING COMMITTEE, SECRETARIAT

The Chairman of the Organising Committee is:

Mr. Giorgio CROCE

address Viale Palmanova 216, 33100 UDINE, Italy
Phone: +39 0423 603138; Fax: +39 0432 524473;
e-mail: info@scuderiafriuli.com www.scuderiafriuli.com

Vice-Chairman: Mauro ZAMPARUTTI

Member: Fabio CECOTTI

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

Until 12.00 , on 2nd June 2011, at Scuderia Friuli ACU, Viale Palmanova 216, 33100 UDINE, Italy
Phone: +39 0423 603138; Fax: +39 0432 524473;
e-mail: info@scuderiafriuli.com www.scuderiafriuli.com

from 11.00, on 3rd June 2011 at Verzegniss (Udine) – Town Hall, Mob. +39 348 2580012

1.2 – OFFICIALS

1.2.1 STEWARDS OF THE MEETING

STEWARDS OF THE MEETING:	Valerio INGENITO	57105	SA	I
	Rino ZANELLA	21642	PN	I
	Wolfgang SAUER		OSK	A

SECRETARY OF THE PANEL:	Eleonora RIZZI	215911	UD	I
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1.2.2 OFFICIALS AND PEOPLE IN CHARGE

QUALIFICATION	NAME, SURNAME	LIC. N°	A.C.	NAT.
CLERK OF THE COURSE:	Alberto RIVA	204859	VR	I
CLERK OF THE COURSE ASSISTANT:	Flavio CANDONI	22754	UD	I
SCRUTINEERS:	Roberto PAGLIAI (Del. CSAI)	66121	PT	I
	Sergio VISENTINI SCARZANELLA (Del.CSAI)	20896	CA	I
	Roberto CASETTA	121789	PN	I
	Carlo COSSIO	22691	UD	I
	Antonio BRESIL	75302	PN	I
	Claudio PARAVANO	218800	TS	I
	Giovanni FRANZONI	32532	GO	I
		Edo NOACHIG	200972	UD
SECRETARY OF THE MEETING:	Sara MARTINIG	102704	UD	I
ADMINISTRATIVE SCRUTINEERS:	Francesca BERNARDI	31684	PN	I
	Giovanna DE LUCA	220988	CS	I
	Giulia DONEDDU	243102	UD	I
	Loredana LUVISOTTO	299589	PN	I
	Valter PETRONIO	295146	GO	I
	Nadia VANZIN	299508	PN	I
	Daniela VENUTI	26170	UD	I
	Alessandro VIGNA	75234	UD	I
	Sarah ZAMPARUTTI	244638	UD	I
FIA OBSERVER	Stan MINARIK			CZ
CSAI OBSERVER	Silvio CILLO			I
CHIEF MEDICAL OFFICER	Edoardo COVAZ	61130	TS	I
COMPETITORS' RELATIONS OFFICERS	Andrea GASPARI	53435	VR	I
	Irm QUENDLER	049	OSK	A
CSAI SAFETY INSPECTOR (APPOINTED BY CSAI)	Oronzo PEZZOLLA			
SAFETY OFFICERS	Fabrizio COMUZZI	102675	UD	I
	Mauro BURIN	26173	UD	I
COURSE MARSHALS	AA.CC. Triveneti			
TIMEKEEPERS	Graphics Telecom			
PERSON IN CHARGE	Federico DARIZ			

1.3 OFFICIAL NOTICE BOARDS

All communications and decisions, as well as the results, shall be posted on the official notice board located at **Verzegnig (Udine) – Town Hall on 3rd and 4th June 2011** and at **Sella Chianzutan (UD) on 5th June 2011**.

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, 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)
- CSAI – Italian Trophy (TIVM)
- Austrian Championship
- MidEuro Hill-Climb Cup
- KTM X-Bow Hill Climb Trophy
- Campionato Triveneto
- Campionato Friuli Venezia Giulia

2.5 Course

The event will be run on the “Verzegnì/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 Verzegnì 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 not in force, waiting for reach the place of departure for the second heat.

Departure for the second heat can be taken only by the competitors that have concluded the first 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

Group A – Touring Cars (included WRC, Kit Car, S2000 & SP)

Group GT – Grand Touring Cars (GT1, GT2 and GT3 together)

Group CN - Production Sports Cars

Group E2-SC - Two-seater racing cars up to 3000 cm³

Group D/E2-SS - International Formula / Free Formula single-seater racing cars up to 3000 cm³

FIA ECC (European Hill Climb Cup):

Group E1 – Touring type cars Category 1

Group E2-SH – Touring type cars Category 2 (incl. two-seater Group B & Group GT cars)

NON IHCC:

Groups E1 Italia/E1 FIA

GT – (Grand Tourism - GTCUP)

Racing Start

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

Group E1 OSK

Group H/A OSK

Group H/N OSK

KTM X-Bow

Alternative energies vehicles (GPL)

CSAI (CIVM):

Group N (included Gr. R, as equiparation table)

Group A (included WRC, Kit Car, Super 1600, SP, S2000 and Group R, as equiparation table)

Group E1 Italia

Group CN

GT (Grand Tourism)

Racing Start

Group E2B (Sport Prototypes of capacity up to 3000 cm³)

Group E2M (Single Seater of capacity up to 3000 cm³)

Group E2S (Silhouette)

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

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 2011 (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:

Classes:	up to 1150 cm ³ from 1151 to 1400 cm ³ from 1401 to 1600 cm ³ from 1601 to 2000 cm ³ from 2001 to 3000 cm ³ over 3000 cm ³
Diesel:	up to 2000 cm ³ over 2000 cm ³

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), E2-SC (FIA) and E2B (CSAI):

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

Classes:	- up to 1000cm ³ - from 1001 to 1600 cm ³ - from 1601 to 2000 cm ³ - from 2001 to 3000 cm ³
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3.2.4 Group GT CSAI (GT1-2-3-CUP) and GT FIA (GT1, GT2 and GT3 together):

Classes:	GT1 - up to 2000 cm ³ - from 2001 to 3000 cm ³ - over 3000 cm ³ GT2
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- 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

3.2.8 Group E2S (Silhouette) (CSAI and FIA)

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

3.3

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 free wheel Single Seater may be admitted.

3.3.2 - EHC: 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.

The use of HANS device is compulsory from 1/1/2010 for all vehicles (exception made for vehicles taking part to Trophies/Series “Barchetta”, “Alfa 33” and Assominicar Trophies, for which the device is recommended)

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.

4.2 Drivers are strictly obliged to wear fire-resistant overalls (including 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 a competitor's licence valid for the current year shall be eligible as a competitor.

5.2 Drivers must be in possession of a 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.

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 – Viale Palmanova 216 – 33100 UDINE (Italia)

Tel. + 39 0432 603138 Fax. +39 0432 524473 e-mail: info@scuderiafriuli.com www.scuderiafriuli.com

Closing date for entries: **Monday 30th May 2011 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**.

6.3 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:

€ 270 (324)	- Groups N/A/R/E3/E3S/E1≤2000
€ 320 (384)	- CN/SP/Kit Car/S1600/S2000/WRC/E1 FIA/E1>2000/E2M/E2B/E2S/D-E2-SS FIA/E2-SC FIA/E2-SH FIA/GT
€ 360 (432)	- GPL vehicles
€ 120 (144)	- Racing Start Under 25
€ 160 (192)	- Racing Start Over 25

The entry fee for Racing Start must be checked in NS2 art 3.11. In case it's not provided, it's fixed at € 160 (192). The entry fees sent in the last 5 days of the period of entry must be increased of 20% (among parenthesis the increased amount).

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

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:

1. By bank draft named to A.S.D. Scuderia Friuli ACU
2. 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 2010 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 € 4.131.660,00 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.

The presence of the compulsory advertising will be checked at scrutineering and at the alignment, before start. The missing, also partial, or the incorrect positioning of the advertising will be punished with a overtax from € 50 to the double of the entry fee.

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: **it will be eventually communicated by bulletin**

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 3rd June 2011 from 12.00 to 18.00.**

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

9.1.3 - The following documents must be presented: 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 3rd June 2011 from 12.30 to 18.30.**

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.

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 (Verzegnig – UD)**.

On 4th June 2011, 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) – KTM - 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 13th June 2010, the start of the first heat is settled at 10.30 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) – KTM - E2S – E2SH - CN – E2B – E2SC - E2M – D/E2SS.

The start will compulsory use automatic systems.

Starting time will be given after the shut down of the semaphore (see appendix n° 5). 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 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, 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, 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, Racing Start, 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/TIVM),
- Classifications for Austrian Championship,
- Classifications for vehicles driven by alternative energies (GPL).

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

First, second and third of every Group and Class

FIA ECC

First, second and third 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– E1 INTERNAZIONALE - E3/VSO-N; VSO-A; VSO-B; VSO-GT)

1° - 2° - 3° of each class (E2M-E1 ITALIA – E1 INTERNAZIONALE - GT/GT4 - E3/VSO-N, VSO-A, VSO-B; VSO-GT)

1° UNDER 25, Ladies, E1M, Teams, each class of Racing START

To the winners of the Divisions of the Austrian Championship

Other Prizes (possible):

The “Mario de Carli” Trophy shall be awarded to the best Under 25 of AA.CC. Friuli Venezia Giulia.

IN MONEY:

The distribution will be done according to the following criteria:

- € 6.720,00 (tax included), to be given to ACI Sport, for the constitution of the fund for the final awarding of the Italian Hill Climb Championship, including the expenses for the hospitality van, the podium and the balance for the scrutineerings;

- € 1.400,00 to be assigned, in reason of € 240,00 each, to the first “Under 25” classified of every group (N, A, CN, E1 Italia, GT, E2M, E2B).

If there is not the possibility of assignment, the prizes will be given to ACI Sport to constitute a fund to award Trophy "Under 25" CIVM final winner.

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 following 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 - All prizes are cumutable.

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 **5th June 2011** 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.

14.2. 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 per hour.

Appendixes:

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

Attached nr.2: Altimetry

Attached nr.3: Safety Plan

Attached nr.4: Race Numbers and Advertising scheme

Attached nr.5: Semaphore

**The Legal Representative of Organizing Committee
Giorgio CROCE**

**The CSAI Regional Delegate Mr.
Fabrizio GRIGOLETTI**

C.S.A.I. VISA N° SCVS N° **DEL**
FIA VISA N°

**ACI/CSAI
Sport Commission**