



**51<sup>st</sup> Verzegnis / Sella Chianzutan**  
**Verzegnis (UD), May 28<sup>th</sup> – 30<sup>th</sup> 2021**

## P R O G R A M M E

	LOCATION	DATE	TIME
<b>Closing date for entries</b>		24/05/2021	18.00
<b>Administrative checks</b>	Verzegnis Arena	Friday 28/05/2021	from 10.30 to 18.30
<b>Scrutineering</b>	Verzegnis Arena	Friday 28/05/2021	from 10.30 to 18.30
<b>Weighting</b>	Before the race Scrutineering	After the race Sella Chianzutan	
<b>Stewards' 1st Meeting</b>	Verzegnis Townhall	Friday 28/05/2021	10.00
<b>Posting of Official Practice start list</b>	Virtual Race Official Board	Friday 28/05/2021	19.30
<b>Posting of Start list</b>	Virtual Race Official Board	Saturday 29/05/2021	1 hour after the end of Official Practice
<b><u>Start park:</u></b>			
<b>a) Official Practice</b>			
<b>1<sup>st</sup> heat</b>	Verzegnis - Ponte Landaia	Saturday 29/05/2021	08.30 ca.
<b>2<sup>nd</sup> heat</b>	Verzegnis - Ponte Landaia	Saturday 29/05/2021	15 mins after the end of the first heat of Official Practice
<b>b) Race 1</b>			
<b>Race 2</b>	Verzegnis - Ponte Landaia	Sunday 30/05/2021	08.00 ca. 30 mins after the end of Race 1
<b><u>Start:</u></b>			
<b>a) Official Practice</b>			
<b>1<sup>st</sup> heat</b>	Verzegnis - Ponte Landaia	Saturday 29/05/2021	09.30
<b>2<sup>nd</sup> heat</b>	Verzegnis - Ponte Landaia	Saturday 29/05/2021	15 mins after the end of the first heat of Official Practice
<b>b) Race 1</b>			
<b>Race 2</b>	Verzegnis - Ponte Landaia	Sunday 30/05/2021	09.00 30 mins after the end of Race 1

<b>Flying finish</b>	Bivio alla Cava - Sella Chianzutan	Saturday 29/05/2021 Sunday 30/05/2021	8.30 (opening) 8.00 (opening)
*** see note	*** see note	*** see note	*** see note
<b>Park Fermeè after Race 1</b>	Sella Chianzutan	Sunday 30/05/2021	
<b>Final Park Fermeè</b>	Sella Chianzutan	Sunday 30/05/2021	
<b>Flat surface for technical checks</b>	Verzegnis - Chiaicis		During technical checks
<b>Technical scrutineering after the race</b>	Officina Crivellaro via dell'Industria, 53 Tolmezzo (UD)	Sunday 30/05/2021	At the end of the competition
<b>Race Direction</b>	Verzegnis (UD) Ponte Landaia		
<b>Secretariat</b>	Verzegnis Townhall - 2nd floor tel. 0432 603138 fax 0432 524473 email info@e4run.com pec e4run@pec.it		
<b>Race Official Board</b>			
<b>Scrutineering</b>	Virtual Official Board	Friday 28/05/2021	
<b>Official Practice</b>	Virtual Official Board	Saturday 29/05/2021	
<b>Race</b>	Sella Chianzutan - Park Fermeè / Virtual Official Board	Sunday 30/05/2021	
<b>Virtual Official Board Posting of results</b>	bit.ly/V21albodigara Sella Chianzutan - Park Fermeè	Sunday 30/05/2021	30 mins after arrival of each class
<b>Prize giving</b>	Verzegnis Townhall	Sunday 30/05/2021	One hour after the opening of Final Parc Fermè
<b>Press office</b>			
<b>Scrutineering</b>	Verzegnis Townhall	Friday 28/05/2021	From 15.00 to 19.00
<b>Official Practice</b>	Verzegnis Townhall	Saturday 29/05/2021	From 9.00 to 18.00
<b>Race</b>	Sella Chianzutan	Sunday 30/05/2021	From 8.30 to 18.00
<b>Press Officers</b>	<b>NATIONAL PRESS</b> Rosario Giordano	<b>LOCAL PRESS</b> Alberto Bertolotto	

**\*\*\* the vehicles that took part to Race 1 must go back to the paddocks and realign according to the directions of the Race Marshals. Vehicles that did not take part to Race 1, must be in alignment following the directions of the race Marshals assigned to the paddocks.**

## **1 - ORGANISATION**

**ASD E4Run** n° lic. ACI 374346

Legal representative Ms Eleonora Rizzi with the support of Verzegnis Municipality, organises an Hill Climb competition (ENPEA), named 51<sup>st</sup> Verzegnis-Sella Chianzutan to be held in Verzegnis (UD) on May 28-30, 2021.

### **1.1 SECRETARIAT**

until 26/05/2021 h. 18.00

Via Lupieri, 12/B - 33100 Udine (UD)

Tel.+39 0432 603138 Fax +39 0432 524473

Web site [www.verzegnis.net](http://www.verzegnis.net) e-mail [info@e4run.com](mailto:info@e4run.com)

pec [e4run@pec.it](mailto:e4run@pec.it)

from 27/05/2021 h. 14.00

Verzegnis Townhall – 2<sup>nd</sup> floor

Tel. 0432 603138 - Fax 0432 524473

website [www.verzegnis.net](http://www.verzegnis.net) e-mail [info@e4run.com](mailto:info@e4run.com)

pec [e4run@pec.it](mailto:e4run@pec.it)

### **1.2 – RACE OFFICIALS**

#### **1.2.1 STEWARDS**

<b>ROLE</b>	<b>NAME SURNAME</b>	<b>LIC. N°</b>	<b>PROV.</b>	<b>NAZ.</b>
STEWARDS	Valerio INGENITO	57105	SA	ITA
ACISport Delegate (President)	Ronny GUARINI	209305	BR	ITA
	Stefano DE MARCO	244813	UD	ITA
SECRETARY OF THE BOARD	TBA			

#### **1.2.2 RACE OFFICIALS AND PEOPLE IN CHARGE**

<b>ROLE</b>	<b>NAME SURNAME</b>	<b>LIC. N°</b>	<b>PROV.</b>	<b>NAZ.</b>
CLERK OF THE COURSE Tel. +39 338 2771219 Email: <a href="mailto:fcandoni@outlook.it">fcandoni@outlook.it</a>	Flavio CANDONI	22754	SA	ITA
DEPUTY CLERK OF THE COURSE	Walter ROBASSA	21882	BL	ITA
SCRUTINEERS ACISport Del.	Antonio ZANOTTI (CTN)	20629	BO	ITA
	Roberto DAL MAS	21126	PN	ITA
TECHNICAL SCRUTINEERS	Federico CUTTINI	216430	UD	ITA
	Massimo LAZZARO	215845	UD	ITA
	Violana PASSON	215832	UD	ITA
SECRETARIES OF THE MEETING	Elena CROCE	359511	LE	ITA
ADMINISTRATIVE SCRUTINEERS	Arianna TANGUENZA	350728	AR	ITA
	Arianna MICHELUTTI	400191	SA	ITA
CHIEF MEDICAL OFFICER	Alessandro RIZZARDO	360029	UD	ITA
COMPETITOR RELATIONS OFFICERS	Andrea GASPARI	345651	VR	ITA
	Alice TANGUENZA	243932	AR	ITA

ACI SAFETY OBSERVER	Oronzo PEZZOLLA	406766	BR	ITA
SAFETY OFFICER (DAP)	Fabrizio COMUZZI	400599	UD	ITA
ROAD MARSHALS	AA.CC. Triveneti			ITA
TIMEKEEPERS	Federazione Italiana Cronometristi			ITA
PERSON IN CHARGE	Gianmarco LAZZERINI			ITA
RESULTS RESPONSIBLE	Andrea GASPARI	345651	VR	ITA
DECARCERATION TEAM	SITA srl	340431	TV	ITA
EXTRICATION TEAM	TBA			
ASN OBSERVER	Ezio SISTI	202243	PG	ITA
COVID-19 MANAGER	Evans LANFRANCO	394339	LE	ITA
	Giovanna DE LUCA	220988	SA	ITA
	Arianna MICHELUTTI	400191	SA	ITA

### **1.3 RACE OFFICIAL BOARD**

All communications and decisions, as well as the results, shall be posted on the virtual official notice board and at Sella Chianzutan on 30/05/2021.

## **2 GENERAL CONDITIONS**

**2.1** The Competition shall be organised in conformity with the provisions of the Federal Regulations, National Sporting Code, Hill Climb sector regulations and the provisions of these Supplementary Regulations. Although not expressly indicated in this regulation, the general rules published in the A.C.I. Yearbook 2021 (in particular the "RDS" Hill Climb Sector Regulations and the "NS" Special Rules: "Italian Hill Climb Championship - CIVM", "Italian Hill Climb Trophy - TIVM" and "Regulation of National Hill Climb races "), which are intended completely and literally here transcribed.

**2.2** By entering the competition, the participants agree to abide by the following provisions and abandon all recourse to **arbitrators or courts not provided for in the Code/National Sporting Regulations**.

**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:

- Campionati Italiani Velocità della Montagna (CIVM)
- Trofei Italiani Velocità della Montagna (TIVM) – Zona Nord

### **2.5 Course**

**The event will be run on the “Verzegnì/Sella Chianzutan – Strada Regionale 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 two heats.** The difference in height between start and finish corresponds to **396 m.**, with an average gradient of **7.02%**, and a **maximum gradient of 8,00 %**.

**At the Marshal Post 19 it will be present a slowing chicane, the same will be signaled on site.**

## **3 – ELIGIBLE VEHICLES**

**3.1** All cars corresponding to the requirements of Attachment "J" of the FIA, to the Hill Climb general regulations and to the provisions of the present Supplementary Regulations (RPG) are eligible to participate.

The cars must be equipped with an ACI Sport technical passport and homologation forms or technical data sheet (RS RSGT and RS Plus cars) and are divided into the following Groups and Classes:

- Bicilindriche
- Group N (including the R1 Group, according to the established equation table)
- Group A (including WRC, Kit Car, Super 1600, SP and Group R2, R3, R4 and R5, according to the established equation table)
- E1 Italy Group (including S2000)
- CN Group
- GT (Gran Turismo)
- RS
- RS Plus
- RS Cup
- E2SC Group (Sport Prototypes with maximum cylinder capacity of 3000 cm<sup>3</sup>)
- E2SS Group (single-seater with maximum cylinder capacity of 3000 cm<sup>3</sup>)
- E2SH Group (Silhouette)
- LPG and CNG vehicles (they are classified together with the vehicles belonging to the Groups they are part of and acquire useful scores on the titles)
- ProdE Group (Evolute Production), including the former E1A Group cars
- ProdS Group (Series Production), including the former E1N Group cars
- Historic cars in tow (up to the maximum number of 50)

**3.2** 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 – ProdS (\*) - ProdE (\*) - E2SH (E2SH no Diesel class):**

Classes:

- up to 1150 cm<sup>3</sup>
- from 1151 cm<sup>3</sup> up to 1400 cm<sup>3</sup>
- from 1401 cm<sup>3</sup> up to 1600 cm<sup>3</sup>
- up to 1600 cm<sup>3</sup> geometric cylinder supercharged (petrol) (only Gr. E1 Italia)
- up to 1150 cm<sup>3</sup> (vehicles equipped with motorbike engine) (only Gr. E1 Italia)
- from 1151 cm<sup>3</sup> to 1400 cm<sup>3</sup> (vehicles equipped with motorbike engine) (only Gr. E1 Italia)
- from 1401 cm<sup>3</sup> to 1600 cm<sup>3</sup> (vehicles equipped with motorbike engine) (only Gr. E1 Italia)
- E1 Kia Green Hybrid Cup Hill Climb 1.6 gpl (in the races where foreseen)
- from 1601 cm<sup>3</sup> up to 2000 cm<sup>3</sup>
- from 2001 cm<sup>3</sup> up 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>

**3.2.2 Groups E2SC - C/N**

Classes:

- up to 1000 cm<sup>3</sup>
- from 1001 cm<sup>3</sup> up to 1400 cm<sup>3</sup>
- from 1401 cm<sup>3</sup> up to 1600 cm<sup>3</sup>
- from 1601 cm<sup>3</sup> up to 2000 cm<sup>3</sup>
- from 2001 cm<sup>3</sup> up to 2500 cm<sup>3</sup>
- from 2501 cm<sup>3</sup> up to 3000 cm<sup>3</sup>

**3.2.3 Group E2SS**

Classes:

- up to 1000 cm<sup>3</sup>
- from 1001 cm<sup>3</sup> up to 1150 cm<sup>3</sup>
- from 1151 cm<sup>3</sup> up to 1600 cm<sup>3</sup>
- from 1601 cm<sup>3</sup> up to 2000 cm<sup>3</sup>
- from 2001 cm<sup>3</sup> up to 3000 cm<sup>3</sup>

### 3.2.4 GT (Grand Tourism)

Classes:

**RGT:** single class

**GT3:** single class

**GTCUP:** single class

**GT SUPER CUP:** single class

**GTS:** single class

### 3.2.5 Racing Start [OMISSIS]

### 3.2.6 RS Plus [OMISSIS]

### 3.2.7 Group "Le Bicilindriche" [OMISSIS]

### 3.2.8 Vehicles 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 cars, 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 the RDS.

### 3.2.9 RSE [OMISSIS]

### **3.2.10 Historic vehicles (max 50)**

The following cars are allowed:

1°	C	1/1/1919-31/12/1930	T-TC-GT-GTS-BC	1150-1300-1600-2000->2000
1°	D	1/1/1931-31/12/1946	T-TC-GT-GTS-BC	1150-1300-1600-2000->2000
1°	E	1/1/1947-31/12/1961	T-TC-GT-GTS	500-600-700-850-1000-1150-1300-1600-2000->2000
1°	E	1/1/1947-31/12/1960	BC	1150-1300-1600-2000->2000
1°	E	1/1/1947-31/12/1961	GTP	1150-1300-1600-2000->2000
1°	F	1/1/1962-31/12/1965	T-TC-GT-GTS	500-600-700-850-1000-1150-1300-1600-2000->2000
1°	F	1/1/1962-31/12/1965	GTP	1150-1300-1600-2000->2000
1°	F	1/1/1961-31/12/1965	BC	1150-1300-1600-2000->2000
1°	G1	1/1/1966-31/12/1969	T-TC - GT-GTS	500-600-700-850-1000-1150-1300-1600-2000->2000
1°	G1	1/1/1966-31/12/1969	GTP	1150-1300-1600-2000->2000
1°	GR	1/1/1966-31/12/1971	BC	1150-1300-1600-2000->2000
2°	G2+H1	1/1/1970-31/12/1971 1/1/1972-31/12/1975	T-TC-GT-GTS	500-600-700-850-1000-1150-1300-1600-2000-2500->2500
2°	G2	1/1/1970-31/12/1971	GTP	1000-1150-1300-1600-2000->2000
2°	HR	1/1/1972-31/12/1976	BC	1000-1150-1300-1600-2000->2000
3°	H2+I	1/1/1976-31/12/1976 1/1/1977-31/12/1981	T-TC-GT-GTS	500-600-700-1000-1150-1300-1600-2000-2500->2500

3°	H2+I	1/1/1976-31/12/1976 1/1/1977-31/12/1981	SIL (Gr.5-HST)	500-600-700-1000-1150-1300- 1600-2000->2000
3°	I	1/1/1977-31/12/1981	GTP (Special Touring e GT Car)	2500->2500
3°	IR	1/1/1977-31/12/1982	BC	1000-1150-1300-1600-2000->2000
4°	J1	1/1/1982-31/12/1985	N	1150-1300-1600-2000->2000
4°	J1	1/1/1982-31/12/1985	A	1150-1300-1600-2000->2000
4°	J1	1/1/1982-31/12/1985	B	1600->1600 e/o sovralimentate
4°	IC	1/1/1982-31/12/1990	GTP (Special Touring e GT Car)	2500->2500
	J2	1/1/1986-31/12/1990	CT/Nat	
4°	J2	1/1/1986-31/12/1990	N	1300-1600-2000->2000
4°	J2	1/1/1986-31/12/1990	A	1300-1600-2000->2000
4°	J2	1/1/1986-31/12/1990	B	1600->1600 e/o sovralimentate
4°	JR	1/1/1983-31/12/1990	BC  BC Sport Naz.	1000-1150-1300-1600-2000- >2000  2500* - 3000* *limitatamente alle vetture dotate di motore vetture Alfa Romeo 2500
5°	Monoposto	Dal 1919 al 1953	Senza limitazione di cilindrata	Classe E1
5°	Monoposto	Dal 1954 al 1982	Fino a 1600 cm3	Classe E2
5°	Monoposto	Dal 1954 al 1982	Fino a 2000 cm3	Classe E3
5°	Monoposto	Dal 1983 al 1990	Fino a 1600 cm3	Classe E4
5°	Monoposto	Dal 1983 al 1990	Fino a 2000 cm3	Classe E5
5°	FA - Formule Addestrative ACI: Formula Monza, Formula 850, Formula Italia, Formula Abarth, Formula Alfa Boxer			FA - Classe 500-1000->1000

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

The vehicles from 1st Regroupment (D-E-F-G1) have a single class classification for T standard and T Competition called T and a single class classification for GT standard and GT competition called GT.

The vehicles G2+H1 of 2nd Regroupment will have a single class classification for each category foreseen in the present Regulations. The vehicles H2+I of 3rd 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. For single seater the classification will be unique without subdivision by type or engine capacity.

For single-seaters the classification will be unique without any subdivision by type or class.

At scrutineering, the competitor must present the HTP FIA or HTP ACI (as well as the ACI technical passport for cars equipped with HTP issued by 31/12/2010) to the ACI Technical Delegate who can keep these documents until the end of the competition.

The Stewards will judge the controversial cases, after hearing the Technical Delegates.

Historic cars must comply with the technical regulations and the group and class subdivisions of the sector they come from, as well as with the sporting regulations of the sector hosting the event (e.g.: classifications, admission to the second heat, entry fees, etc.).

Eligible cars must be equipped with FIA HTP or ACI HTP and comply with all the technical and safety prescriptions contained in the technical regulations and in Annex K FIA and imposed by the R.S.N.

### **3.2.11 E2SC/E2SS with motorbike engine [OMISSIS]**

**3.3** From 1st January 2009 is no longer required the safety flange for turbo cars Group N and A foreseen for the Rallies.

**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 Competition.

**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, a crash helmet and a head restraint device complying with the standards approved by the FIA are obligatory during the practice heats and the race heats.

It is mandatory to use the front head restraint system (FHR) for all cars (except for the cars participating in the "Barchetta", "Alfa 33" and "Le Bicilindriche" Trophies / Series, for which the FHR system is recommended).

For historic cars, the FHR devices are compulsory as required by the specific Historic sector regulations:

ANNEX XI Regulations for the cars of Period J1 and J2 applicable in Rallies and Hill Climb competitions

**3.3** Head protection system and seat belts. The driver and the co-pilot of the J1 and J2 cars must wear a head protection system (Hans type) in compliance with the current Annex L FIA Chapter 3 paragraph 3 and 6-point safety belts compatible with the protection system of the approved FHR and compliant with art. 253.6 of the current Annex J.

For other historic cars, the RDS and the general Historic rules apply.

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

**4.3** Anyone found to be non-compliant with international or national legislation relating to clothing / safety devices must be excluded from the competition and referred to Sports Justice.

#### **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** The driver must be in possession of both the driving license and the driver's license valid for the current year. Driving licenses are not required to be shown during the pre-race 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).

#### **6 - ENTRIES, LIABILITY AND INSURANCE**

**6.1** Applications for entry shall be accepted following publication of the supplementary regulations and should be compiled on [www.rallyenter.it](http://www.rallyenter.it)

Closing date for entries: **Monday 24<sup>th</sup> May 2021 at 18.00**

Entries made by email, 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.**

The organiser will hold a protocol of the entries, which must be supplied to the ACI Steward delegate and enclosed to the competition official documents.

With the registration the competitor:

- declares that he / she is aware of and undertakes to respect and enforce them, the provisions of the Code and its annexes, of the National Sporting Regulations and its Supplementary Rules and of these regulations;
- recognizes the A.C.I. as the sole competent jurisdiction, with the exception of the right of Appeal provided for by the Code and by the National Sporting Regulations; waiver, consequently, to refer referees or other jurisdiction for facts deriving from the organization and the conduct of the competition;
- considers the A.C.I., the Organizers, all the Race Officials to be relieved of any fault of third parties, for damages suffered by it, its drivers, passengers, employees or goods.

**6.2** The maximum number of entries admitted (included Historical Cars) 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 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 73 of the RSN. The replacing driver must be designated before the administrative checks are carried out and must be the holder of a driving license and a valid ACI Sport license and, where appropriate, the authorization of his ASN.

**6.5** Double starts (1 driver for 2 vehicles or 1 vehicle for 2 drivers) are not authorised.

**6.5.1** The organizing committee reserves the right to refuse an entry, giving however justification (Article 74 of the RSN).

**6.6** The entry fees shall be as follows:

€ 270	- Gr. N/A/R/ProdE/ProdS/E1Italia ≤2000 (**)/SP/Kit Car S1600/2000/WRC/RS Plus
€ 320	- CN/E1 Italia >2000/E1FIA/E2SS/E2SC/E2SH/GT
€ 200	- Le Bicilindriche
€ 200	- RS (including RS GT/RSE) over 25
€ 150	- RS (including RS GT/RSE) under 25
€ 200	- Historic cars

(\*\*) = class 1600 turbo included

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

The entries fees have to be paid as follows:

- 1. By bank transfer at Banca di Cividale Spa – Via Marsala - Udine branch (UD)**  
**IBAN Code IT 14 F 05484 12302 CC0440421779 BIC/SWIFT CIVI IT 2C**

**6.7 An entry shall only be accepted if it is completed by the entry fee 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, as well as the necessary start numbers.

## **6.9 ENTRY FEE REFUND POLICY**

**6.9.1** The entry fees shall be refunded in full if the entry is not accepted or the event is cancelled.

**6.9.2** 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.

**6.9.3** 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%.

**6.9.4** 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 € 25.000.000,00 for each case – INSURANCE COMPANY Allianz SPA;

**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.

**6.13** The Organiser, as holder of a sport license, since the moment of its subscription adheres to the current sporting regulations. In this context, it is given confirmation that it has full knowledge of the fact that the insurance policy, mentioned in art. 56 of the RSN, corresponds to the fees provided for in art. 124 of the Insurance Code, and does not raise Competitors and Drivers from any liability they may incur outside the scope of the insurance and additional general and special policy conditions as published on the federal website and still required by the Insurance Company.

## **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 Competition in the case of insufficient participation, force majeure or unforeseeable events, without being under any obligation whatsoever to provide compensation (except cases under art 6.9).

**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 ITALIAN text shall be considered as the authentic text.

## **8 - GENERAL OBLIGATIONS**

### **8.1 Competition numbers**

**8.1.1** - The organiser shall provide each participant with **THREE** sets of Competition numbers which shall be clearly displayed (no cut and with all visible advertisings), before the technical checks, on both sides of the vehicle (vertically oriented) and on the front window throughout the duration of the competition.  
Sport cars and single-seaterS will put the number on the visible front of the car and, if necessary, the white or light car will be fitted with a black bottom. all free from sponsors and advertising.  
Vehicles without correct start numbers will not be allowed to start.

**8.1.2** - The competitors shall be responsible for allocating the start numbers, following the organiser instruction.

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

**8.1.4** - 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 fine 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 competition.

## **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:

- compulsory (start number): **tba**
- optional: **FRIULI VENEZIA GIULIA**

**The presence of the compulsory 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 do not accept the optional advertising must pay double 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 **Verzegnìs (UD) Town hall on Friday May 28<sup>th</sup> 2021 from 10.30 to 18.30.**

**9.1.2** - The participants must personally attend the administrative checks.

**9.1.3** - The following documents must be presented:

- Competitors' and Drivers' Licences,
- team license (eventual)
- medical fiche
- 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 May 28<sup>th</sup> 2021 from 10.30 to 18.30.**

Indicate any special arrangements for scrutineering (e.g. scrutineering schedules by Group and/or Class and/or individual): **they will be communicated by bulletin.**

**9.2.2** - Drivers are obliged to accompany personally their vehicle at scrutineering, so that identification and safety checks can be carried out.

**9.2.3** - The national technical passport and the homologation form 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 and the Clerk of the Course are free to modify the starting order according to the circumstances.

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

**10.1.3** - Any refusal or delay in starting shall result in exclusion.

**10.1.4** - 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.

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

### **10.2 Official Practice**

**10.2.1** - It is forbidden to train outside the established hours for the official reconnaissance tests. In the week in which the race takes place, it is forbidden to carry out free tests with cars that do not comply with the rules of the Highway Code or disregard them. Following a report from the Authority, the Stewards will decide the penalty to be imposed on the offenders, which may reach the point of non-admission to the competition. The

Organizers will make arrangements with the local Authorities to prepare an adequate monitoring service and report the names of Competitors who are infringing the traffic regulations.

**10.2.2** - The official reconnaissance tests will take place according to the program indicated by the organizers. In particular, The tests will be carried out on **2 heats**.

The departures of Official Practice will be given in Ponte Landaia - Verzegnis (UD), starting from 9.30 am on June 1<sup>st</sup> 2019, with the following starting order of the cars:

**Historic cars; Le Bicilindriche, RS; RS Plus; RS Cup, ProdS Group; Group N; ProdE Group; Group A [A - R - Car Kit - S1600 - SP – WRC]; E1 Italy / E1FIA, including the S2000 (the E1 class up to 1600 cm3 geometric turbo petrol will start after class up to 2000 cm3)]; GT (RGT / GTS / GT Cup / GTS / GT Super Cup / GT3) E2SH; CN; E2SC; E2SS.**

For the cars of the E1 Italia / E1 FIA, GT, E2SH, CN, E2SC and E2SS Groups, even in the races that involve only one round of official reconnaissance tests, two rounds of official tests must always be scheduled, which will be carried out one every beginning and one at the end of the program. In all cases, where there are two rounds of official reconnaissance tests, the drivers have the right to carry out one or both shifts. For competitions valid for the European Mountain Championship (CEM) and the FIA International Cup (HICC), two rounds of official tests must be scheduled for all the cars required by the FIA regulations.

**10.2.3** - Only cars that have passed the technical checks will be admitted at the start of the test sessions.

**10.2.4** - The conditions for admission at the start of the race session (s) will follow the regressive order of the race numbers. This regression will be checked before the starting line by a Scrutineer in charge, who will also check the compulsory advertising, Special cases will be submitted to the Stewards. Each driver, to participate in the race, must have completed at least once the entire route during the official reconnaissance tests. In the absence of this requirement, a driver who has taken the start in the official tests but who has not completed the entire route, may also be admitted to the race provided that in one of the three chronologically preceding years, he is classified in the same race or is present in the list of those admitted to the race and the race path has not changed by more than 10%. In this case during administrative checks, the driver must sign a specific declaration (self-certification) which proves that he / she possesses the requisites established by the preceding paragraph. The driver can also be admitted to the race with a motivated decision by the Stewards also on the proposal of the Clerk of the Course.

### **10.3 Race**

**10.3.1** - The sessions of the race will take place according to the program established by the organizers.

In particular, the departures of the race will be given in Ponte Landaia - Verzegnis (UD), starting from 9.00 am on June 2<sup>nd</sup> 2019, with the following starting order of the cars:

**Historic cars; Le Bicilindriche, RS; RS Plus; RS Cup, ProdS Group; Group N; ProdE Group; Group A [A - R - Car Kit - S1600 - SP – WRC]; E1 Italy / E1FIA, including the S2000 (the E1 class up to 1600 cm3 geometric turbo petrol will start after class up to 2000 cm3)]; GT (RGT / GTS / GT Cup / GTS / GT Super Cup / GT3) E2SH; CN; E2SC; E2SS.**

- a) Changes in the order of departure determined for the tender are not allowed, even for reasons not directly attributable to the competitor (delays, traffic, mechanical problems, etc.).
- b) Obligation of the traffic light at departure.
- c) The departure must necessarily take place with automatic systems.
- d) Departures will be given only when the vehicle is stationary and the engine is running.
- e) The start will be given by the lighting of the green light of the semaphore, while the actual starting time will be detected by a photocell connected to a writing device, placed one meter away from the starting line fixed at the front more protruding of the car.
- f) The vehicle that triggered the timing device will be considered a party and will not be entitled to a second start.
- g) A Driver, already under the starter's orders, may not be ready to start. In this case he may be allowed to leave with a delay of no more than 60 "from the moment the green light comes on. After this delay the Driver will not be started and will be considered non-party.

- h) If the competition is held in two sessions (race 1 and race 2) the declared driver who has not started in Race 1 will be admitted to the start of Race 2.
- i) The engines must be started, before departure, by means of the starter device activated by the pilot on board the vehicle.
- l) All cars allowed at the start must allow the insertion of a retaining wedge behind the rear wheels to prevent the car from moving back due to the possible slope at the start.

The Clerk of the Course must authorize the Drivers stopped along the route, following interruptions not attributable to them, to resume the start of the race.

10.3.2 The competition will be held in **2 sessions**.

#### **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 E2SS, E2SC, E1, E2SH and CN vehicles is allowed the presence, near by the starting line, of a maximum of two mechanics (equipped with Pass supplied by the Organizer) responsible for starting the vehicle with an external power source. The mechanics are required to scrupulously respect the provisions of the Clerk of the Course.

### **11 - PARC FERMÉ, FINAL CHECKS**

#### **11.1 Parc Fermé**

**11.1.1** - At the end of the Competition/Gara 1, Parc Fermé rules shall apply between the finish line and the entrance to the Parc Fermé.

**11.1.2** - After the arrival, the drivers, following the indications of the Race Officials, will have to lead, without stopping, the cars to the "Parc Fermé", under penalty of a fine until the exclusion from the race. (\*) At the end of the race (and also at the end of Gara 1 for races in two sessions), all the cars classified remain in the Parc Fermé until this is reopened by the Clerk of the Course with the authorization of the Stewards. The opening of the parc fermeè can not take place before the closing of the terms of protest.

(\*) It is advisable to supervise, with Race Officials and / or Fact Judges, the stretch of road from the finish line to the entrance 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.

If the race is articulated on two heats (race 1 and race 2) the classifications will be drawn adding the times of each heat.

A driver may take part in Gara 2 of competition even if he has not participated in Gara 1 for any reason as long as in accordance with any other regulatory provision.

Being a race in two heats with a classification for the sum of the times, it will not be able to compete for the prizes of the race

**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 of competition.
- the best time in one of the two heats of practice.

**12.1.3** - The following classifications shall be drawn up:

- General classification of all the groups CIVM/TIVM together (except Monomarca and Historical cars);
- Classification of each of the groups CIVM/TIVM;
- Classification by cylinder capacity class of each group CIVM/TIVM;
- Classification Under 25;
- Classification Ladies;
- Classification Teams;
- Classification for cars of the E2SC / E2SS Group (together) equipped with a motor-derived engine
- Classifications for each class and regroupment of Historic Cars (see art. 3.2.10 and 13.1.1).

**12.1.4** Timekeeping will be carried out by: FICr

Person in charge Gianmarco Lazzerini

### **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 Code.

**12.2.2** - The deadline for the lodging of protests against the results or the classification 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 paid 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 the validity of an entry and / or against the qualification of competitors or drivers or the classification of the cars must be submitted at the latest half an hour after the end of the administrative checks (in international competitions this term is increased to two hours).

**12.2.8** Protests against the non-compliance of the cars and / or against the classification must be presented within half an hour from the exposure of the absolute classification of the group endorsed by a Steward, or 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 Code/RSN.

**12.3.2** - The deposit for national appeals is set at €1,500.00. The deposit for international appeals is determined year by year by FIA.

**12.3.3** The competitor has the obligation to deliver the mechanical part disputed to the Stewards for the subsequent forwarding to the T.N.A, to be carried out according to the provisions of Appendix No. 5 to the RSN.

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

### **13.1 Prizes and cups**

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

From the 1st to the 10th of the overall classification [reserved only for the Groups – Le Bicilindriche - N - A (including R-Kit cars Car-S1600-SP-WRC) - ProdE - ProdS - E1 Italy (including S2000) - RS - RS Plus – RS Cup - E2SC - GT - CN - SP - E2SS - E2SH]

1 ° - 2 ° - 3 ° of each class (GROUPS OF LE BICILINDRICHE - N - A - CN - E1 ITALIA - RS - RS CUP - RS PLUS - GT - E2SC - E2SS - E2SH)

At the 1 ° - 2 ° - 3 ° of each Class of the ProdS and ProdE Groups

At the 1st UNDER 25, LADIES, TEAMS

On the 1st, 2nd, 3rd of each Group of Historic cars

[OMISSIS]

**13.1.2** - Prizes in kind which have not been collected within one month after the Competition 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** - Prizes can not be combined with each other relatively to Groups and classes, this means that only the higher prize will be assigned. This disposition does not apply to the prizes of the general classification that can be combined.

### **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 **May 30<sup>th</sup> 2021** at Verzegnis (UD) Townhall one hour after the opening of Final Parc Fermeè.

## **14 - SPECIAL PROVISIONS**

**14.1** All communication services, as well as emergency, rescue and safety services vehicles (including desincarceration and extrication services) and all marshals on duty must remain on site until all the operations are concluded, namely until all cars have reached their own paddock area.

Only one resuscitation ambulance/team must be provided and stand at the end of the queue of the race cars; for courses longer than 8 kms, a second ambulance/crew has to be positioned halfway the course.

Once all cars are back to the paddock and the green flag is displayed by the Clerk of the Course, Marshals and all emergency services vehicles are allowed to move away.

**14.2** All cars category drivers, touring cars included, must compulsorily wear belts and protective clothing while driving on their way down the course; breaching this rule entails a fine and / or any other penalty at the discretion of the Stewards and / or of the ACI. The use of helmets is mandatory for all open cars at the same conditions as above. It is also strictly forbidden to take anyone on board during the way back.

**14.3** Other than in qualifying and race heats, overtaking and dangerous driving conduct (likewise in acceleration, drifting and similar maneuvers) will be severely sanctioned and the relevant penalty will be determined by the Stewards and/or by ACI.

**14.4** The briefing with the drivers and the Officials by the Clerk of the Course will be carried out by dedicated video conference; the briefing notes will be published on the virtual notice board after the participation in the videoconference. Alternatively it can be distributed in printed material at the accreditation centre.

**14.5 Information panel**

The organizer must provide an information panel (minimum dimensions: 1 mx 1.50 m) on which the route map and all the real-time indications of any changes made along the route and the indications of the areas to be considered with a map will appear particular precaution. The panel will be shown to each pilot aligned on the starting row.

**14.6** It is recommended to designate at least one Fact Judge who will report to the Clerk of the Course any infraction of the route of the chicanes. The scale of penalties will be specified in the Supplementary Regulations.

**14.7** [OMISSIS]

**14.8** Along the part of the route used for deceleration, from the finish to Sella Chianzutan, two slowing chicanes will be prepared. They will be signaled on site.

**Signed by:**

**Flavio Candoni**  
Clerk of the Course

**Eleonora Rizzi**  
Legal Representative of the Organising Committee

**Anna Andreussi**  
ACI Sport – Regional delegation

**ACI VISA NR RM/007/2021 | 02/04/2021**