



REGULATIONS



46TH COPPA BRUNO CAROTTI

RIETI – TERMINILLO

26th, 27th and 28th JUNE 2009

European Hill-climb Championship
Italian Hill-climb Championship

Organized by: AUTOMOBILE CLUB RIETI
In collaboration with AUTOMOBILE CLUB ROMA



INDEX

Program Timetable

- I Organisation
- II General conditions
- III Eligible Vehicles
- IV Drivers' Safety Equipment
- V Eligible Competitors and Drivers
- VI Entries
- VII Reservations – Official Text
- VIII Participants' Obligations
- IX Administrative Checks and scrutineerings
- X Running of the Event
- XI Parc Fermé – Final Checks
- XII Classifications – Protests – Appeals
- XIII Prizes and Cups – Prize-giving Ceremony
- XIV Speciale Provisions



**46TH COPPA CAROTTI
RIETI-TERMINILLO**

European, Italian Hill-climb Championships

26th, 27th and 28th June 2009

PROGRAM TIMETABLE			
Date	Time	Act	Location
22-05-09	08:00	Opening of entries	Automobile club Rieti Via Fundania – 02100 Rieti
22-06-09	24:00	Closing of entries	Tel. 0039 0746 203339 Fax 0039 0746 201008
23-06-09	24:00	Publish entry list	
25-06-09	19:00	First Meeting of the Stewards	Coppa Carotti HQ SS4bis Km 4,700 - Lisciano
26-06-09	14:30-21:00	Administrative Scrutineering	“Centro Italia” Stadium Via Terminillo - Rieti
26-06-09	15:00-21:30	Technical Scruteenering	“Centro Italia” Stadium Via Terminillo - Rieti
26-06-09	23:30	Posting of Provisional Scrutineered and admitted to Practice List	Official Notice Board Coppa Carotti HQ SS4bis Km 4,700 - Lisciano
27-06-09	08:00	Posting of Official Scrutineered and Admitted to Practice List	Official Notice Board Coppa Carotti HQ SS4bis Km 4,700 - Lisciano
27-06-09	10.00	Start Park	SS4bis Km 5,200 - Lisciano
27-06-09	10:30	Official Practice: 1st Training ascents 2nd Training ascents	SS-4bis Terminillo Start: Km. 5,400 Finish: Km. 20,400
27-06-09	21.00	Posting of Admitted to start List	Official Notice Board Coppa Carotti HQ SS4bis Km 4,700 - Lisciano
28-06-09	10.45	Start Park	SS4bis Km 5,200 - Lisciano
28-06-09	11:30	Race	SS-4bis Via Terminillo Start: Km. 5,400 Finish: Km. 20,400
28-06-09		Parc Fermeè	Loc. Campoforogna SS4bis TERMINILLO Km 20,700 “Giro dell’ Anello”



28-06-09	End of the Race	Flat surface for technical checks	Loc. Campoforogna SS4bis TERMINILLO Km 20,700 “Giro dell’Anello”
28-06-09	End of the Race	Technical Scruteneering after the Race	Opel Autoquattro WorkShop Via E. Greco – Zona industriale Rieti – Tel. 0039 0746 228831
28-06-09	16:30	Prize-giving Ceremony	Coppa Carotti HQ SS4bis Km 4,700 - Lisciano
28-06-09	End of the race	Posting Provisional and Official results	SS-4bis Via Terminillo Official Notice Board Hotel Tre Cime – Campoforogna Coppa Carotti HQ SS4bis Km 4,700 - Lisciano
Until 24-06-09 at 20.00		Race Direction and Secretariat	Automobil Club Rieti Via Fundania snc – RIETI Tel. +39 0746 203339 Fax +39 0746 201008
From 24-06-09 At 20.00		Race Direction and Secretariat	Coppa Carotti HQ SS4bis Km 4,700 - Lisciano
27-06-09		Official Notice Board During Official Practice	1) Coppa Carotti HQ SS4bis Km 4,700 – Lisciano 2) Hotel Tre Cime–Campoforogna
28-06-09		During Race	1) Coppa Carotti HQ SS4bis Km 4,700 – Lisciano 2) Hotel Tre Cime–Campoforogna
27-06-09		Posting of results During Official Practice	1) Coppa Carotti HQ SS4bis Km 4,700 – Lisciano 2) Hotel Tre Cime–Campoforogna
28-06-09		During Race	1) Coppa Carotti HQ SS4bis Km 4,700 – Lisciano 2) Hotel Tre Cime–Campoforogna
27/27/28-06-09	08.00 – 22.00	Press room	Coppa Carotti HQ SS4bis Km 4,700 – Lisciano
27/28-06-09	09.00 – 18.00	Press room	Hotel Tre Cime–Campoforogna
		Press Officer: Mr. Paolo Ansovini Mob. +39 320 0965655	



1.2 OFFICIALS

		Nat.
STEWARDS OF THE MEETING:		
Chairman:	Mr. Marcello CANTORES	I
Members:	Mr. Jan MIENKINSKY	A
	Mr. Stan MINARIK	CZ
Secretary of the Board:	Ms. Eleonora Rizzi	I
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Clerk of the Course	Mr. Alberto Riva	I
Safety Officer	Mr. Gianluca Marotta	I
Clerk of the Course Assistant	Mr. Antonio Pochini	I
Clerk of the Course Assistant Classifications responsible	Mr. Flavio Candoni	I
Secretaries of the Meeting	Ms. Savina Franceschini	I
Competitors Relation Officers	Mr. Carlo Ennio Morri	RSM
	Mr. Michel Adant	B
	Mr. Federico Crocoli	I
FIA OBSERVER:	Mr. Reinhold Hofmann	D
CSAI OBSERVER:	Mr. Silvio Cillo	I
CSAI Technical Delegate:	Mr. Carlo Assenato	I
CSAI Technical Delegate:	Mr. Attanasio Bonaventura	I
Scrutineers:	Mr. Vincenzo Cesolini	I
	Mr. Francesco Della Corte	I
	Mr. Giuseppe Maffezzoli	I
	Mr. Paolo Rocchi	I
	Mr. Augusto Tocchi	I
	Mr. Annibale Izzo	I
Technical Scrutineers	Mr. Antonino Borruto	I
	Mr. Francesco Cerafischi	I
Timekeeping Service:	FiCR Rieti	I
Coordinator:	Mr. Marco Di Fazi	I
Chief Medical Officer	Dr Saul Collini	I
Chief Medical Officer Assistant:	Dr Alfonso Tesoriere	I
CSAI Safety Inspector	Mr. Oronzo Pezzolla	I
Administrative Scrutineers:	Ms. Armida Palmegiani	I
	Mr. Alberto Carlini	I
	Ms. Diana Bianchi	I
	Mr. Guido Pizzicarola	I
PRESS OFFICER:	Mr. Paolo Ansovini	I
Hospitality and external Relation:	Mr. Mauro Cavallaro	I
Marshalls:	AA.CC: RI – PE – TE – CE – LU – BN – RM – FR – VT - FI	



1.3 OFFICIAL NOTICE BOARDS

All communications and decisions, as well as the results, shall be posted on the Official Notice Boards, located at:

1. From Wednesday 24th June 2009 at 20.00, to Sunday 28th June 2009 at 24.00 at Coppa Carotti Head Quarter – Loc. Vazia SS4bis “del Terminillo” Km 4.700;
2. From Saturday 27th June 2009 at 08.00, to Sunday 28th June 2009 at 19.00 at Hotel TRE CIME – Loc. Campoforogna – Terminillo.

II – GENERAL CONDITIONS

2.1 The event shall be organised in conformity with the provision of the FIA International Sporting Code (ISC), the List of Requirements for the Organisers of the FIA Europea Hill Climb Championship (EHC), 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, under pain of disqualification, to 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 license withdrawn.

2.4 The event counts towards the following Championships:

- FIA European Hill-Climb Championship (EHC)
- CSAI Campionato Italiano Velocità Montagna (CIVM)
- Coppa Racing Start CIVM
- Trofeo Scuderie CIVM
- Coppa Dame CIVM
- Trofeo Under 25 CIVM
- CSAI Regional Championship Lazio

2.5 The event will be run on the SS4bis del Terminillo, which has the following characteristics:

Race:	Unique manche
Start:	Kilometre 5.400
Finish:	Kilometre 20.400
Length:	15.000 metres.
Altitude change:	1125 metres.
Average gradient:	7.5 %

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

III - ELEGIBLE VEHICLES

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

EHC: Category I

- Group N - Production Cars
- Group A - Touring Cars (including World Rally Cars and Super 1600)
- Group SP - Super Production Cars
- Group S20 - Super 2000 cars (rally and circuit)
- Group GT - Grand Touring Cars (GT1, GT2 and GT3 combined)



Category II

- Group CN - Production Sports Cars
- Group D/E2-SS (Single-seater) - International Formula or Free Formula single-seater racing cars with a cylinder capacity of 3000 cm³ or below
- Group E2-SC (Sports cars) - Two-seater racing cars, open or closed, built specially for speed races, with a cylinder capacity of 3000cm³ or below.
- Group E2-SH (Silhouette) - Touring type cars having the appearance of a 4-seater large scale production vehicle

Restrictions as for these Supplementary Regulations

Under certain circumstances, Group A and N cars are permitted to participate for four years after the expiry of their homologation (see these conditions in article 4. of the "FIA European Hill-Climb Championship" regulations).

Non EHC:

- E1 Italia
- Group E1 Internazionale
- GT (Grand Touring – GT4 Class)
- Racing Start
- Group E3 (Homologation expired vehicles N/A/B/GT)

CSAI (CIVM):

- Group N (included Gr. R, as equiparation table)
- Group A (included WRC, Kit Car, Super 1600 and Group R, as equiparation table)
- Group E1 Italia
- Group E1 International
- 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 2009 (especially: the NS1 Ch. IV and the NS16 bis Ch. II) and those suitable following.

Different Classifications will be compiled considering the existing differences between FIA and CSAI provisions concerning vehicle regulations and classifications.

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

FIA EHC

Category I

- up to 1400 cm³
- from 1400 to 1600 cm³
- from 1600 to 2000 cm³
- from 2000 to 3000 cm³
- over 3000 cm³

Category II

- up to 1600 cm³
- from 1600 to 2000 cm³
- from 2000 to 3000 cm³



Non EHC and CSAI (CIVM)

1) Group N, Group 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 for Rallies, are not compulsory.

2) Group E2B, CN

Classes:	up to 1000 cm ³ from 1001 to 1300 cm ³ from 1301 to 1600 cm ³ from 1601 to 2000 cm ³ from 2001 to 2500 cm ³ from 2501 to 3000 cm ³ - TD (Turbo Diesel) up to 2000 cm ³ (geometric cylinder capacity).
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3) Group E2M (Single Seater)

Classes:	up to 1000 cm ³ from 1001 cm ³ to 1600 cm ³ from 1601 to 2000 cm ³ from 2001 cm ³ to 3000 cm ³
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4) Group GT (Grand Tourism)

Classes:	GT1 - up to 2000 cm ³ - from 2001 to 3000 cm ³ - over 3000 cm ³ GT2 - up to 2000 cm ³ - from 2001 to 3000 cm ³ - over 3000 cm ³ GT3 - up to 2000 cm ³ - from 2001 to 3000 cm ³ - over 3000 cm ³ GT4 (CSAI only) - up to 2000 cm ³ - from 2001 to 3000 cm ³
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5) Super production- SP

Unique class up to 2000 cm³.

6) Racing Start

Reserved to cars conforming to NS 24 Ch. IV Classes: Petrol up to 1400 cm³ (not supercharged) – petrol from 1401 cm³ up to 1600 cm³ (not supercharged) – diesel max cylinder capacity 1600 cm³ supercharged.

7) Group E3

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

8) Group E2S (Silhouette)

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

9) Group E1 International

Classes up to 2000 cm³
 over 2000 cm³

10) Group E1 FIA classes Classes up to 1600 cm³
from 1601 to 2000 cm³
from 2001 to 3000 cm³
over 3000 cm³

10) Group

3.3 For Group E2, in addition to Article 277 of Appendix J, the following restrictions must be respected:

- Minimum weight :

This is the real weight of the car without the driver and his equipment. At no time during the event may a car weigh less than the minimum weight:

- E2 Single-seater (E2 SH) and E2-Sportscars (E2 SH)

Up to 1150 cm³ 360 kg
 From 1150 cm³ to 1400 cm³ 420 kg
 From 1400 cm³ to 1600 cm³ 450 kg
 From 1600 cm³ to 2000 cm³ 470 kg
 From 2000 cm³ to 3000 cm³ 560 kg

- E2-Silhouette (E2SH)

Up to 1000 cm³ 500 kg

Formattato: Colore carattere: Nero

Formattato: Tipo di carattere:
Grassetto, Sottolineato

Formattato: Colore carattere: Nero



From 1000 cm ³ to 1400 cm ³	550 kg
From 1400 cm ³ to 1600 cm ³	580 kg
From 1600 cm ³ to 2000 cm ³	620 kg
From 2000 cm ³ to 3000 cm ³	700 kg
From 3000 cm ³ to 4000 cm ³	780 kg
From 4000 cm ³ to 5000 cm ³	860 kg
From 5000 cm ³ to 6500 cm ³	960 kg

The ballast used must comply with Article 259.4.2 of Appendix J, and must consist of a maximum of two blocks weighing 10 kg each.

- Fuel:

In conformity with Article 259.6.1 of Appendix J.

- Bodywork:

- E2-Sportscars: In conformity with the first paragraph of Article 259.3.7.6 and Article 259.3.7.7 of Appendix J.

The structural volume of the drivers' compartment must be symmetrical in relation to the longitudinal centreline of the car. Closed cars must be fitted with a windscreen and two doors (one on each side of the compartment).

The bodywork must cover all the mechanical components; only the exhaust and intake pipes, as well as the top of the engine may extend beyond it.

The bodywork must overhang the wheels in such a way as to cover them effectively over at least one third of their circumference and extend over at least the entire width of the tyre. Behind the rear wheels, the bodywork must extend below the rear wheel centreline.

- E2-Silhouette: The shape of the windscreen must correspond to that of the windscreen in the reference car.

- Bodywork facing the ground:

Between the rear edge of the complete front wheels and the front edge of the complete rear wheels, all sprung parts of the car visible from underneath, situated laterally more than 50 cm from the longitudinal centreline of the car, must not be less than 40 mm from the ground, in all circumstances, with the driver on board.

- Rear overhang:

No part of the car shall be located more than 800 mm behind the axis of the rear wheels.

- Height:

No part of the aerodynamic structure may be located more than 90 cm above the ground.

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

The use of HANS device is compulsory from 1/1/2009 for all vehicles taking part to CSAI Hill Climb events and/or entered in the International Calendar.

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 tyres before the start is prohibited and may result in sanctions that may go as far as exclusion.

IV-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.

V- 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). This authorisation is not required to UE drivers.

VI – 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:

AUTOMOBILE CLUB RIETI
Via Fundania, Centro Commerciale "PERSEO" – 02100 – Rieti (Italy)

Within Monday 24th June 2009 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 FIA, 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 **280**.

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:

€265,00 (318,00) + IVA (Tax) - N/A/E3/E1 <2000, Racing Start over 25

€315,00 (378,00) + IVA (Tax) - CN/E1 >2000/E1 International/E1fia/E2M/E2B/E2S/D-E2 SS/E2 SC/E2 SH/SP/S20/GT

€265,120,00 (318,144,00) + IVA (Tax) - Racing Start Under 25

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.

The entries fees have to be paid as follows:

- **By bank draft named to Automobile Club Rieti**
- **By bank transfer at BANCA POPOLARE DELL'ETRURIA**
IBAN IT 66 Y 05390 14600 000001111004

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 **€3.096.731,00** for each case;
- Mandatory Civil Liability in accordance with that stipulated in current legislation.

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.



VII 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.

VIII –PARTICIPANTS 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 **figure of the race** number shall be of ~~blue~~ **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.

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.

8.2 - 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 and national regulations.
- It is not offensive.

Lateral windows must be free of any advertising

8.3.2 The organiser has made provision for the following advertising:

- Obligatory (start numbers) it will be eventually communicated by bulletin
- Optional (reduced fees art.6.7) 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 SIGNS, 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.

IX - ADMINISTRATIVE CHECKS AND SCRUTINEERING

9.1 - ADMINISTRATIVE CHECKS

9.1.1 The administrative checks shall take place at:

~~STADIO CENTRO ITALIA~~ **PALAZZETTO DELLO SPORT PALASOJOURNER – RIETI**
26th June 2009 from 14.00 at 21.00

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 license.

9.2 - SCRUTINEERING

9.2.1 Scrutineering shall take place at:

~~STADIO CENTRO ITALIA – RIETI~~ **PALAZZETTO DELLO SPORT PALASOJOURNER – RIETI**
~~STADIO CENTRO ITALIA – RIETI~~
26th June 2009 from 14.30 at 21.30



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

9.2.3 The homologation form of the vehicle and the technical passport (only for Italian drivers) 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.

X – 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 practice will be given in **Loc. Lisciano Km 5,400 SS 4bis**.



On 27th May 2009, the first official practise heat beginning is settled at 10.30, and the second official practise heat follows, with the following order of departure of the cars:

Historic – E3 (N-VSO, A-VSO, B-VSO, GT-VSO) - Racing Start – Gr.N - Gr.S20 - Gr.A – SP - E1 Italia - E1 International E1 FIA – GT (GT4 – GT3 – GT2 – GT1)- E2S E2 SH- CN – E2B –E2 SC E2M - D/E2 SS.

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 ~~pro~~regressive order of the start numbers. This ~~pro~~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.

10.3 - RACE

10.3.1 - The heat 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 **Loc. Lisciano Km 5,400 SS 4bis**, on 28th June 2009, the race heat beginning is settled at 11.30, with the following order of cars start:

Historical cars – E3 (N-VSO, A-VSO, B-VSO, GT-VSO) - Racing Start - Group N – S20 - Group A – Super Production SP - E1 Italy/E1 International/E1 FIA – GT (Classes GT4, GT3, GT2, GT1) – E2S – E2SH- CN – E2B – E2SC- E2M – D/E2 SS.

The start will compulsory use automatic systems.

Starting time will be given by the green light. 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" from when THE GREEN LIGHT COMES ON. 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 **1 heat with a total of 15,000 km.**

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 only 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.



XI 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 **Terminillo – Campoforogna SS4bis km 20.700 – location “Giro dell’Anello”**.

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 (weighing, etc.) will take place at: **Workshop Opel – Saab – Chevrolet Via E.Greco – Zona Industriale – Rieti – Tel. +39 0746 228831**.

XII– CLASIFFICATIONS - 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.

12.1.2 - The rule for deciding between competitors in the case of a tie is as follows: the best time in the second heat of Official Practice.

12.1.3 - The following classifications shall be drawn up:

- General classification for all the Groups admitted in the EHC together (see art. 3.1 of Supplementary Regulations)
- General classification of all the Groups not admitted in the EHC - but admitted by the CSAI in the CIVM - together (except Racing Start, E3 **E1 FIA**, eventual Brand Trophies that have a different classification)
- Classifications for every Group foreseen by the EHC,
- Classifications for every Group foreseen by the CSAI Regulations,
- Classification Under 25
- Classification Racing Start
- Classification Ladies
- Classification Teams



- Classifications for every Class for each Group (EHC),
- Classifications for every Class for each Group (CIVM).

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~~marshalls charged of specific duties 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.

XIII- PRIZES AND CUPS, PRIZE-GIVING CEREMONY

13.1 - PRIZES AND CUPS

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

FIA EHC

First 10 places of the general Classification

First, second and third of every Group and Class

CSAI (CIVM)

1° - 2° - 3° from the absolute group classification (N-A-E1 Italia –E1 International – E2S - E2B – E2M - E3 (VSO-N; VSO-A; VSO-B; VSO-GT))

1° - 2° - 3° of each class (N-A-E1 Italia – E1 International - E2S - E2B – E2M – GT/GT4 - E3(VSO-N,



VSO-A, VSO-B, VSO-GT))

1° UNDER 25, Ladies, Teams, Racing START

OTHER PRIZES :

MEMORIAL GIANFRANCO SOLLE	1° GROUP NEI ITALIA
MEMORIAL LUIGINO CIOGLI	1° GROUP A
MEMORIAL EMILIO ALO'	1° GROUP NGT

Formattato: Italiano (Italia)

IN MONEY:

The distribution will take place with the following criterion:

a) General classification for all the Groups admitted in the EHC together

At the 1st 530.00 euro

At the 2nd 270.00 euro

b) General classifications for every Group admitted in the EHC

At the 1st 430.00 euro

At the 2nd 370.00 euro

At the 3rd 240.00 euro

At the 4th 170.00 euro

c) Classifications for every Class (EHC)

At the 1st 65.00 euro

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 loose the right to the prizes of honour and moreover

will incur in the followings sanctions:

- for the first absence fine of € 259.00

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

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

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

13.1.4 – A participant may win any number of prizes.

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

Sunday 28th June 2009, at Head Quarter – Via Lisciano, 7 – km 5.400, at 16:30

XIV - 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.



Automobile Club Rieti
Chairman of the
Organising Committee
Legal Representative

F.TO Dr. INNOCENZO DE SANCTIS

Formattato: Francese (Francia)



**F.TO IL DELEGATO REGIONALE
CSAI LAZIO
CSAI LAZIO DELEGATE
Francesco LOIACONO**



Commissione Sportiva Automobilistica Italiana

**F.TO (Manager Sporting Activities Executive)
Dr. Marco FERRARI**

Formattato: Inglese (Regno Unito)

C.S.A.I. VISA N° SCVS _____ 084/28.05 2009

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