



Automobile Club d'Italia
SPORT



42^a CIVIDALE / CASTELMONTE

4, 5 e 6 OCTOBER 2019

**CIVIDALE DEL FRIULI (UD) - PREPOTTO (UD)
ITALIA**

HISTORIC CARS SUPPLEMENTARY REGULATIONS



PREMISE:

This Supplementary Regulation is drawn up in accordance with the National Sporting Regulations and the Historic Cars Rules. A graph and altimetric profile of the route must be attached to the supplementary regulation as they are considered an integral part of the same, indicating any chicanes and their exact location (distance from the starting line) and a drawing with all the measurements and characteristics of the chicanes themselves.

Each Supplementary Regulation must have a SAFETY PLAN showing the report with all the instructions given by the appointees from the GOL Circuits and Security and detected during the course inspection. The safety responsible, in the first meeting of the Stewards, will illustrate the plan together with the Race Director and will specify the implementation methods and preparations. The Organizer during the meeting must produce the necessary administrative authorizations, the insurance policy, and all the provisions of the RSN, together with the health plan that must be handed over to the ACI Delegate.

Name of the Race	42.a CIVIDALE CASTELMONTE		
Validity	FIA CEZ - Austrian Championship - Slovenian Championship		
Event date	4, 5 e 6 October		
Organizer	Scuderia Red White		
Co/Organizer	-----		
Organizer License	23848	Co/Organizer License	-----

PROGRAM

DATE	FROM	TO	LOCATION	ACTIVITIES
04.09.19	00.00		Cividale del Friuli	Entries Opening
30.09.19		23.59	Cividale del Friuli	Closing of entries
04.10.19		12.30	Cividale del Friuli - Casa delle associazioni, Via Carraria 101 (near start)	1st meeting of the Stewards
04.10.19			Cividale del Friuli - Casa delle associazioni, Via Carraria 101 (near start)	Administrative checks
04.10.19			Cividale del Friuli - Via Tombe Romane	Technical scrutineering
04.10.19		20.30	Official Notice Board at Administrative checks Cividale del Friuli - Casa delle associazioni, Via Carraria 101 (near start)	Posting of scrutineered and admitted to practice list
05.10.19	09.30		Cividale del Friuli - Località Carraria	Official practice 1st heat
05.10.19	19.00		Official Notice Board at Administrative checks Cividale del Friuli - Casa delle associazioni, Via Carraria 101 (near start)	Posting of start list
06.10.19	09.30		Cividale del Friuli - Località Carraria	Start Race manche 1
06.10.19			Prepotto - Località Castelmonte	Parc fermè
06.10.19			Prepotto - Località Castelmonte	Publication list of cars to be checked
06.10.19			Autofficina Fantini di Davanzo Giuseppe - Viale Trieste 24 - Cividale del Friuli	Garage
06.10.19			Prepotto - Località Castelmonte	Prize Giving
06.10.19		12.00	Cividale del Friuli - Via Borgo Viola 46	Secretariat before the race
04.10.19	14.00		Cividale del Friuli - Casa delle associazioni, Via Carraria 101 (near start)	Secretariat in the days of race

			Friday and Saturday Cividale del Friuli - Casa delle associazioni, Via Carraria 101 (near starting lane) Sunday Prepotto - Castelmonte to "Casa del Pellegrino" Restaurant	Official Notice Board
04.10.19	13.00		Cividale del Friuli - Casa delle associazioni, Via Carraria 101 (near starting lane)	Pressroom
			Elena ZAMPARUTTI	Press Officer
			Mauro ZAMPARUTTI	Public Relations
			Saturday 05.10.2019 and Sunday 05.10.2019 during practice and race at start line to Via Carraria	Race Direction

OFFICIALS

QUALIFICATION	NAME, SURNAME	N° LIC.
CLERK OF THE COURSE	Gianpaolo ROSSI	21815
CLERK OF THE COURSE ASSISTANTS	Fabrizio BERNETTI	74580
STEWARD OF THE MEETING ACI SPORT DELEGATE	Francesco RAMINI	28976
STEWARD OF THE MEETING	Wilhelm SINGER (A)	013b
STEWARD OF THE MEETING	Ferdinand POBERZNIK (SLO)	AS2005
SCRUTINEER ACI SPORT DELEGATE	Federico GIULIVI	349251
SCRUTINEER	Joze KRAZMAR (SLO)	SF3520
SCRUTINEER	Konrad ORASCHE (A)	111 AMF
SCRUTINEER	Roberto DAL MAS	21126
SCRUTINEER	Nello DORETTO	31680
SCRUTINEER	Giovanni FRANZONI	32532
SCRUTINEER	Edo NOACHIG	200972
SECRETARY OF THE PANEL	Sara VEDANA	80945
ADMINISTRATIVE SCRUTINEER	Paola FACHIN	102697
ADMINISTRATIVE SCRUTINEER	Loredana LUVISOTTO	299589
ADMINISTRATIVE SCRUTINEER	Laura OLIVIERI	36613
ADMINISTRATIVE SCRUTINEER	Nadia VANZIN	299508
ADMINISTRATIVE SCRUTINEER	Elena ZAMPARUTTI	357246
SECRETARY OF THE MEETING	Daniela VENUTI	26170
CHIEF MEDICAL OFFICER	Luciano ANTALO	236976
COMPETITORS' RELATIONS OFFICERS	Vlado KRIVEC	AS2005
SAFETY INSPECTOR	Alberto Nardari	426517
PERSON IN CHARGE OF THE TRACK PREPARATION - DAP	Sarah ZAMPARUTTI	404571
MEDICAL SERVICES	CRI and SAS	
TIMEKEEPING SERVICE AND RESPONSIBLE	F.I.Cr. - Marco BARILLARI	
RADIO COMMUNICATIONS SERVICE RESPONSIBLE	Francesco BROLLO	
COURSE MARSHALS	AA.CC.:AR-BL-BZ-GO-TN-TS-TV-VR-UD	

- The road marshalls will be recognizable by the following marks:
- Chief marshall: red gilet with the written "Capo Posto"
 - Road Marshal: yellow gilet with the written "Road Marshall"

1.2 Amendments to the Regulations - Bulletins

The provisions of the present regulations may only be amended as provided by the National Sporting Regulations . Any amendments or additional provisions should be communicated by means of circular information dated and numbered, which will be considered an integral part of this Regulation. Circulars must be filed with the Secretariat of the Event and on the Official Notice Board. The circular information issued after the start of the competition must be approved by Stewrds. The circular information must be communicated as soon as possible to the participants who have to acknowledge receipt, unless this is materially impossible during the running of the competition.

1.3 Interpretation of the Regulations

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

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

1.3.3 In case of dispute on the interpretation of the present regulations only the text posted from ACI on internet www.acisport.it will be deemed authentic.

1.3.4. by signing up for the event, the competitor agrees to recognize and accept the provisions of the National Sports Regulations (and its Supplementary Rules) and this Race Regulation by committing to respecting and enforcing them;

- to strive to resolve any dispute that may arise from events arising from the Organization and the race being conducted through the mechanisms and methods of solution provided by the ACI, by giving up other authorities other than sporting ones for the protection of its rights and interests and of those of their own conductors, navigators, employees and agents;

- to feel relieved of the Automobile Club d'Italia, the Organizer and all the people involved in the organization, the Automobile Clubs anyway interested in the race. The Stewarts of the Race and the owners of the routes where the race takes place from any responsibility for any damage it has caused to its competitor, its drivers, navigators, employees and agents or things, or products or caused to third parties or its competitors, its conductors , navigators, employees and entrusted.

2 – ELIGIBLE VEHICLES

2.1 The following cars are allowed T-TC-GT-GTS-GTP-SIL-BC and single seat divided into the following periods, categories and classes:

1° Regroupment

Vehicles periods C (1919-1930) - D (1931-1946) - E(1947-1961)-F(1962-1965)-G1(1966-1969) GR(1966-1971)	
Category: T/TC	Classes 500-600-700-850-1000-1150-1300-1600-2000-oltre 2000 c.c.
GT-GTS	Classes 500-600-700-850-1000-1150-1300-1600-2000- over 2000 c.c.
GTP	Classes 1000-1300-1600-2000-over 2000 c.c.
BC(periods D-E-F-GR)	Classes 1150-1300-1600-2000- over 2000 c.c.

2° Regroupment

Vehicles periods G2 (1970-1971) and H1 (1972-1975) – HR(1972-1976)	
Category: T-TC-GT-GTS	Classes 500-600-700-850-1000-1150-1300-1600-2000-2500-over 2500 c.c.
GTP(periods G2)	Classes 1000-1150-1300-1600-2000-over 2000 c.c.
BC (periods HR-1972/1976)	Classes 1000-1150-1300-1600-2000- over 2000 c.c.

3° Regroupment

Vehicles periods H2 (1976) – I (1972-1975) and IR (1977-1982)	
Category: T-TC-GT-GTS	Classes 500-600-700-1000-1150-1300-1600-2000-2500 over 2500 c.c.
SIL (HST)	Classes 500-600-700-1000-1150-1300-1600-2000-over 2000 c.c.
BC periods IR	Classes 1000-1150-1300-1600-2000- over 2000 c.c.



4° Regroupment

Vehicles periods J1 (1982-1985) and J2 (1986-1990) GTP(1982-1990) JR(1983-1990)

Category: T (Gr. N) e TC (Gr. A) (J1)	Class: 1150-1300-1600-2000-over 2000 c.c.
T (Gr. N) e TC(Gr. A) (J2)	Class: 1150-1300-1600-2000- over 2000 c.c.
GTS (Gr. B)	Class: 1600- over 1600 and/or overfed.
GTP (IC IMSA e J2-CT/Nat)	Class: 2000-3000-over 3000 c.c.
BC (period JR)	Class: 1000-1150-1300-1600-2000-over 2000 c.c.
BC (JR "Sport Nazionale")	Class: 2500-3000 c.c.

The vehicles JR "Sport Nazionale" are limited those with engine Alfa Romeo 2500- 12V and Alfa Romeo 3000-12V.

5° Regroupment

Singleseat vehicles Formula (Periods: C;D;E;F;GR;HR;IR;JR)

Class E1 - Singleseat from 1919 to 1953 without any capacity limit

Class E2 - Singleseat from 1954 to 1982 until 1600 c.c.

Class E3 - Singleseat from 1954 to 1982 until 2000 c.c.

Class E4 - Singleseat from 1983 to 1990 until 1600 c.c.

Class E5 - Singleseat from 1983 to 1990 until 2000 c.c.

FA (training formulas ACI) - Class 500 - 1000 - over 1000 c.c.

(Formula MONZA - Formula 850 - Formula Italia - Formula Abarth - Formula Alfa Boxer)

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

The vehicles from 1st Regroupment (C-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 until the period J1 and 1,7 for the period J2 . For single seater the classification will be unique without subdivision by type or engine capacity.

2.1 At the technical tests the competitor will have to present the HTP FIA or HTP ACI to the ACI Technical Delegate who will be able to retain these documents until the end of the competition.

2.2Any disputes shall be decided by the Stewards of the Meeting, following a report from the Scrutineers.

3. COURSE – DISTANCE

The competition will take place on the ascent: (type, number and street name)

STARTING FROM: CIVIDALE DEL FRIULI - LOC. CARRARIA

FINISH IN: CASTELMONTE - COMUNE DI PREPOTTO LENGHT : 6,395 KM

HEIGHT DIFFERENCE BETWEEN START AND FINISH MT: 408

HEATS OF OFFICIAL PRACTICE

N.: 2 HEATS OF RACE N.: 2

3.1In the event of a two-handed competition, these can be made one Saturday and one Sunday only if authorized by the Commission. Titled events can not have races and races on the same day.

At the end of each run, the cars will have to stay at the closed park waiting to return to the paddock starting for the second run of the race.

3.2The course will be closed to the normal traffic during the official practise and the race.

3.3 TRANSFERS

These transfers are to be considered as the Paddock at the starting line for both the races and the race and the latter at the venue of the post-race checks and the return to the starting paddock after the re-opening of the Closed Arrival Park.



4 – ELIGIBLE COMPETITORS - ENTRIES

4.1 All competitors, natural or legal persons, who have an ACI license or a license issued by an A.S.N. foreign, if the competition is entered on the FIA International Calendar or in the national calendar of competitions with foreign participation.

4.2 In case of a reserved competition on invite, the Organiser must specify the terms of condition for the participation.

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

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

4.5 Anybody wishing to take part in the Competition must send the entry form, duly completed, before:

Monday 30th SEPTEMBER 2019 at 23.59

to the: **Scuderia Red White A.S.D. - Via Borgo Viola 46 - 33043 Cividale del Friuli (UD)**

Fax +39 0432 700919 - e mail info@scuderiaredwhite.com - mail certificata sc.redwhite@miapec.net

4.6 The entry form must be accompanied by a photocopy of the 1st page of the car's Historic Technical Passport (HTP) clearly showing its class and category, as attributed to the car by the issuing ASN. Technical Passport (HTP) clearly showing its class and category, as attributed to the car by the issuing ASN. No amendment may be made to the entry form except in the cases provided for by the present regulations. The competitor may replace the car declared on the entry form by another from the same Period and Class up to the start of scrutineering. Also is possible to change the conductor, in accordance with the National Sporting Regulations provided that the new conductor is authorized from his ASN. It must be named before the administrative checks before the race for the vehicle in question.

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

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

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

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

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

4.12 Neither driver can be designated more than once in the same competition. ACI may at its sole discretion, upon request, waive the above condition that the conductor drive a different car every time. The possibility of admit, notwithstanding, multiple designation should be written on the RPG.

4.13 The number of entries is limited to 250 vehicles, modern cars included.

4.14 All the Competitors, during official practice and the competition, have to wear safety clothes foreseen in National Sporting Regulations

To competitors that will be found at fault with respect to the declaration submitted, will be imposed the following penalties:

- exclusion from the competition;
- referral to Sport Judge ACI for false declaration;

In the case of driver entered by a legal entity competitor, the decision will be notified to it also for knowledge.

5 –ENTRY FEES - INSURANCE

5.1 Entry fees are fixed at €: **210,00 + VAT - Tot. € 256,20**

For course up to 6 km: Reserved HISTORIC CARS

Not tit. € 160

Tit. Aci € 210

Tit. FIA € 260

For course over 6 km: Reserved HISTORIC CARS

Not tit. € 210

Tit. Aci € 260

Tit. FIA € 320



Entries modern cars as provided by the National Sporting Regulations

5.2 The entry will only be accepted if accompanied by the total entry fees (National Sporting Regulations.).

5.3 The entry fees include the insurance premium, which covers the competitor's civil liability for damage against third parties to the extent of maximum sum insurable of € 6.000.000,00.

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

6- ADVERTISING

6.1 The disposition Italian ACI RNS must be respected.

6.2 Advertising on competition numbers is compulsory for all cars. At scrutineering before the race and alignment, before the start of the session and / race and / and will be controlled, and offenders found not in compliance with the provisions, will suffer:

- the first infringement amends of € 150,00 and transcription on the technical passport;
- the second infringement amends of € 200,00 and transcription on the technical passport;
- the third infringement amends of € 250.00, exclusion from the race and referral to Sport Judge.

The competitor who, for any valid reason refuse the Organiser's advertising (clash with personal sponsor) will must to pay double the entry fee.

6.3 Race numbers will be provided free of charge by the organizer, a maximum of four.

7 – GENERAL OBLIGATIONS

Procedure for scrutineering and delivery race numbers:

Scrutineering (and delivery number) will be carried out according to the entry list (sent to ACI in the terms provided by the National Sporting Regulations copy of which will have to 'be delivered to each scrutineers).

The correct completion of the procedure online and calendars allows you to enter all the information about his competitor, then conductor allowing the listing subscribers. To streamline the procedure of withdrawal of the start numbers must be submitted only the following documents:

- identity card
- the medical certificate if it appears from the same online procedure proves expired
- HTP FIA or ACI
- written permission of their A.S.N. if the same does not belong to U.E. / If it was not included on the entry form.
- receipt of payment of entry fee payment.

Competitors who do not present the abovementioned documents required, will not be allowed to compete. After administrative checks the competitors will receive all the necessary documents to present at scrutineering. Including any information circulars and other instructions given by the Race Direction. Receive race numbers and identifiers Pass.

7.1 Administrative checks pogram:

Date	Start time	End time	Location
04/10/19	14.30	19.00	Cividale del Friuli - Casa delle associazioni, Via Carraria 101

7.2 Technical scrutineering program:

Data	Start time	End time	Location
04/10/19	15.00	19.30	Cividale del Friuli – Via Tombe Romane

At scrutineering, the concurrents have to show to the Eligibility Delegate, or his collaborators the HTP and, if italian, the ACI Technical Passport.

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

Modern cars must be equipped with an electronic passport, subject to non-admission to the race

Any controversy will be judged by the Stewards under signalling of the Eligibility Delegate and Technical Scrutineers. The disputes of a sporting nature, will be the Race Director to bring to the attention of the Stewards.

The competitors must present at scrutineering with the car within the time limits set by this Regulation.

Competitors who are not present within these limits will not be allowed to compete .

The checks carried out before the race will be general and will focus on the compliance of cars with safety rules and the correct classification of the car.

The cars do not comply with safety requirements will not be allowed to start the qualifying and. Additional engineering controls may also be carried out during the whole of the Event

Is provided a accelerated procedure for technicals check before the race (self-certification) as RDS HISTORIC CARS.

8 – RUNNING OF THE COMPETITION – OFFICIAL PRACTICE

8.1. The start of the official practices and race will take place with the vehicle stationary and the engine running. The interval between cars is at the Clerk of the Course discretion who, however, must be extremely careful in



determining the interval between cars that are dissimilar performance. The Clerk of the Course and the Stewards of the Meeting are free to modify the starting order according to the circumstances.

8.2 The cars will have to be aligned 30' before the start of the first car. The drivers have to follow the directions of the Marshals. If the paddock is away from the start, the drivers in order of departure, will make themselves available to the Organizer who will be transfer the cars to the race start.

8.3 The start will be given following the order decided by the Stewards and the Clerk of the Course. A car that doesn't respect this order won't be able to start without the authorization of the Clerk of the Course. The start will compulsory use automatic systems. The vehicle which has triggered the timing equipment shall be considered as having started, and shall not be entitled to a second start.

The start will be given by the green light, while the actual time of departure will be detected by a photocell connected with writing instrument, located at one meter distance from the starting line set at the front-most part of the car. A conductor, already to the starter's orders cannot be ready to start. He can then be allowed to start with a delay not exceeding 30 "from when THE GREEN LIGHT. Beyond such a delay, the driver will not be allowed to start and will be considered as having withdrawn.

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

8.5 Any refusal in starting shall result in exclusion.

8.6 In case of two heat of race will take the start of the second race, only the competitors who have completed the first heat race.

8.7 All the vehicles that surpass the starting line and have activated time detection system can't take a second start. However, if the drivers are stopped with the red flag by the marshal they will be take a second start.

8.8 A competitor who, having overcome the administrative checks and scrutineering, can't take part of official practices or that doesn't complete them, can do a write request to the Clerk of the Course to be admitted to the start. The Clerk of the Course will ask to the Stewards the authorization to add the Competitor/s to the start list.

8.9 The arrival will be timed on a line traced in front of the Time keeping place. The competitors to be classified have to complete the entire track, on board of their cars. In case of two heats the drivers, after the first heat, passed the finish line, strictly observing the instructions of the marshals, must continue to the place where waiting back to the start for the second heat race. Between the first and the second heat race may be made interventions authorized by the Stewards and under control of the ACI Technical Delegate only. At the end of the competition and after the Clerk of the Course decides to vacate the park fermé, the Organizer will not be held after the cars. Therefore, the competitor must provide for the withdrawal of his car. In case of protest or supplementary technical checks decided by the Stewards the cars will be transported by the Organizer to the garage provided for.

8.10 It's strictly forbidden to pull the car along the track, if not under Marshal dispositions for safety reasons only. In competitions where there are slowing chicane in the presence of these devices, there will be marshal by post of Judge of fact, which will detect any breaches of the conductors. These offenses, cutting the chicane, will be immediately enforceable and shall not be subject to appeal. Obviously the presence of the marshal (Judge of fact) will be announced in a bulletin that will be posted to the official notice board. The penalties for this type of offense will be at the discretion of the Stewards, which will go as far as exclusion of the race.

8.11 At the end of the official practice and races the cars will have to be returned to the paddock departure. Priority in the descent must be reserved for Sport -BC-Formula cars. In order to improve the safety of conductors, a fire-fighting vehicle should be put in the queue and all marshals along the course must be pre-alarmed. The same attention must also be paid to the remaining cars. Overtaking between cars that are forbidden and will be reported to the College of Sports Commissariats for the appropriate sanctions. The left lane must be unlocked for the passage of any means of service in case of interventions that may be necessary.

9- CLASSES COSTITUTION

The classes foreseen by art. 2 of the present Supplementary Regulations will be always constituted, despite the number of starters. The organizer has the faculty to foresee, only for the prize giving, sub classes. The classes will be established based on number of starters in each class resulting from posted on the Official Notice Board before the official practices.

10-SIGNALS

During the official practices and the race will be used the flags conform to the Appendix H of the ISC. The drivers during practices and race will have to observe the prescription of Appendix H of ISC and the disposition given by the Clerk of the Course.

10.1 The following flags may be used during practice and race and must be strictly observed:

- Red flag Stop immediately and definitively
- Yellow flag* Danger, absolutely no overtaking
- Yellow flag with red stripes Slippery surface, change in grip
- Blue flag Competitor attempting to overtake
- Black and white chequered flag End of the heat (finish line)
- * Yellow flag waved Immediate danger, be prepared to stop
- * 2 yellow flags together Serious danger



11-PROTESTS

The lodging of protests and the deadline to be observed shall be in accordance with the provisions of the National Sporting Regulations with the deposit of € 350,00 and eventually the cost of the check, fixed by the Stewards, heard the Scrutineers, on the base of the "Tariffario spese verifica rimontaggio per vetture". In case of technical protest, the complainant must specify the details of the vehicle subject of the complaint and shall provide all documentation concerning the protest.

11.1 As regarding Historic Cars, for vehicles of 1st Group and for the TC,GTS e GTP of 2nd Group, a price rise fixed by the Stewards, heard the Scrutineers, will be applied.

11.2 Italian and foreign competitors, during the administrative checks, may request a copy of tariff of cost of checks. The deposit shall be refunded only if the protest is upheld. In particular we recall the following points:

The protests against the validity of entry, against the qualification of a competitor, a driver or a vehicle must be lodged at most 30 minutes after the end of the scrutineers;

- The protests against class constitution within 30 minutes from the posting of the list;
- The protest against admission to the start and starting order within 30 minutes from the posting of the lists.
- The protest against not conformity of vehicles with regulations or against results within 30 minutes from the posting of the results. Mass protests and protests against timekeeping or the decisions taken by the judges of fact are not accepted. The right to protest can only be exercised by competitors who are duly entered in the event, or by their representative.

12 - APPEALS

12.1 For the appeals are valid the dispositions of National Sporting Regulations.

12.2 The competitor that decides to have recourse to a Steward's decision on a technical irregularity, has the obligation to deliver the contested mechanic detail to the Stewards. The detail, opportunely marked by the Scrutineers, have to be sent by the organizer to ACI, together with a document signed by the competitor and a Steward, in which he declares that the detail is the one contested. ACI, after a precautionary exam will forward to National Appeal Court

13 – CLASSIFICATIONS

13.1 The classifications will be established following the increasing order of the times if it take place in a single run. In case of two heats the classifications will be drawn adding the times of the two heats. The championship' scores obtained in the race will add to those accumulated in previous races. For the purposes of the classification of the race will take into account only the hundredths of a second. In case of ex-equu the decisive factor will be the millisecond. In case of ex-equu even with milliseconds, the winner will be the one that totalized the best time in the two heats. In case of ex-equu even the two heats, they will be both declared winners, and they'll be assigned the same points in case of race eligible for a title ACI. The time taken between the lines of departure and arrival is the determining factor for the ranking. If something extra heats the classification will be done by adding the times of individual runs. The timekeeping must be made to 1/100 second.

13.2 The final results will be posting on the official notice board as foreseen in schedule. In the case of interruption the race to reasons of force majeure or safety of a competition scheduled in a single round, the rankings will be compiled for regroupments and related classes, which have completed the competition. The scores of the Championship will be awarded in full. While for the events planned in two heats will be drawn up classifications of the 1st heats, if worn by all the wires and that are classified. Scores relating to the Championship will be halved. If the interruption should occur during the 2nd heats and is not possible, for reasons stated above, the classifications will be drawn regroupments and classes that fully crossed the finish line of the 2nd heat. In this case, the predicted scores will be awarded for the Championship for this type of race. For regroupments and classes that in both cases were unable to complete the 1st heat or 2nd heat race, the race will be considered as not made.

13.3 The final classification is provisional at the end of the race and become official after 30 minutes of posting as schedule.

13.4 For points assignation for ACI titles finality, classifications foreseen in National Sporting Regulations and RDS will be drawn up.

13.5 Each team, holder of a license ACI, can take part with a crew of at least 3 cars to the assignation of the Team Cup, for each regroupment . The winner team will be the one that obtain the best time adding the times obtained by the three best cars classified. **13.6** In the races valid for the Italian Championship, the race course should be at least one take-over of the intermediate time

First take-over site to 0.100 km

Second take-over to the survey site 0.980 km

Third take over site to 4.900 km

Intermediate times will be distributed free of charge to the conductors;



13.7 At the end of the event, each Organizer must send the official rankings, including those excluded, by email. Organizers who do not comply with the terms will be notified to the ACISPORT Secretariat for the appropriate measures.

14– PRIZES AND CUPS

- The following prizes, cups and trophies shall be awarded:
- at 1st,2nd e 3rd of the absolute classification of each regroupment
- at 1st,2nd e 3rd of each class
- at 1st Team of each regroupment
- (additional fee)

15 – PRIZE GIVING

The awarded drivers will have to be present at the prize giving ceremony. The drivers that are not present at prize giving will lose the right to the prizes without the classification to be modified.

16-GENERALE DISPOSITIONS

With the entry the competitor declare to know and undertakes to respect and to enforce them, the provisions of the Code and its annexes, the NATIONAL SPORTING REGULATIONS and his Supplementary Rules and the Regulations; recognizes the ACI as the only competent jurisdiction, subject to the right of appeal provided by the Code and the National Sporting Regulations consequently renounces to recourse to arbitrators or courts for any fact related to the organization and the running of the event; believes raised the ACI, the organizer, all the officials and the owner of the street from any damage due to the fault of a third parties, suffered by the competitor, their drivers, passengers, employees or property .

16.1 The legal representative declares that he has not made any changes to the particular race-type regulations set up by ACI Sport and published on the website www.acisport.it

ADDITIONS

2 - ELIGIBLE VEHICLES

2.1

All cars included in the CEZ FIA CENTRAL EUROPEAN ZONE HISTORIC-HILL-CLIMB CHAMPIONSHIP Regulation are also admitted. 10 2019 as specified below:

Category 1 (Period: C, D, E, F, G1, GR):

Category 1.1: (SAL 1-4, OT 1-4, OS 1-8, T 1-15, GT 1-17, TC 1-15, GTS 1-17)

Class A1	up to	850 cc
Class A2	up to	1150 cc
Class A3	up to	1300 cc
Class A4	up to	1600 cc
Class A5	up to	2000 cc
Class A6	over	2000 cc

Category 1.2: (TSRC 1-18, GTP E-G1, HST 1-5, HS 2-6 2 seat)

Class A7	up to	1300 cc
Class A8	up to	1600 cc
Class A9	up to	2000 cc
Class A10	over	2000 cc

Category 2 (Period: G2, H1, HR)

Category 2.1: (T 16-25, TC 16-25, GT 18-27, GTS 18-27)

Class B1	up to	850 cc
Class B2	up to	1150 cc
Class B3	up to	1300 cc
Class B4	up to	1600 cc
Class B5	up to	2000 cc
Class B6	over	2000 cc



Category 2.2: (TSRC, HST 1-5, S 2/1)

Class B7	up to	1300 cc
Class B8	up to	1600 cc
Class B9	over	1600 cc

Category 3 (Period: H2, I, IR)

Category 3.1: (T 26-35, TC 26-35, GT 28-37, GTS 28-37)

Class C1	up to	1300 cc
Class C2	up to	2000 cc
Class C3	over	2000 cc

Category 3.2: (TSRC, HST 1-5, S 2/2)

Class C4	up to	2000 cc
Class C5	over	2000 cc

Category 4 (J1, J2, JR)

Category 4.1: (T, CT, GT, GTS -01.01.1982 to 31.12.1985)

Class D1	up to	1600 cc
Class D2	up to	2000 cc
Class D3	over	2000 cc

Category 4.2: (T, CT, GT, GTS 01.01.1986 to 31.12.1990)

Class D4	up to	1600 cc
Class D5	up to	2000 cc
Class D6	over	2000 cc

Category 4.3: (TSRC, Group C, S 2/3, GC 1a, GC 1b, GC 2a, GC 2b, SN2500, SN3000)

Class D7	up to	2000 cc
Class D8	over	2000 cc
Class D9	SN up to	2500 cc
Class D10	SN up to	3000 cc

Competitors competing in category 4 are required to comply with FIA regulations in Appendix XI of Appendix K. The cars of group A and group B governed by the FIA (see App. K, article 7.4.1) are not accepted.

Category 5 (Period C, D, E, F, GR, HR, IR, JR - Single Seat)

Class E1	1919-1953 senza limiti di
Class E2	1954-1982 sino a 1600 cc
Class E3	1954-1982 sino a 2000 cc
Class E4	1983-1990 sino a 1600 cc
Class E5	1983 1990 sino a 2000 cc

For supercharged cars (as defined in Annex J) up to the J1 period the nominal displacement will be multiplied by 1.4 and those of the J2 period (resp. JR / 1986-1990) by 1.7. Each car will be included in the class corresponding to the fictitious cylindrical capacity thus obtained.

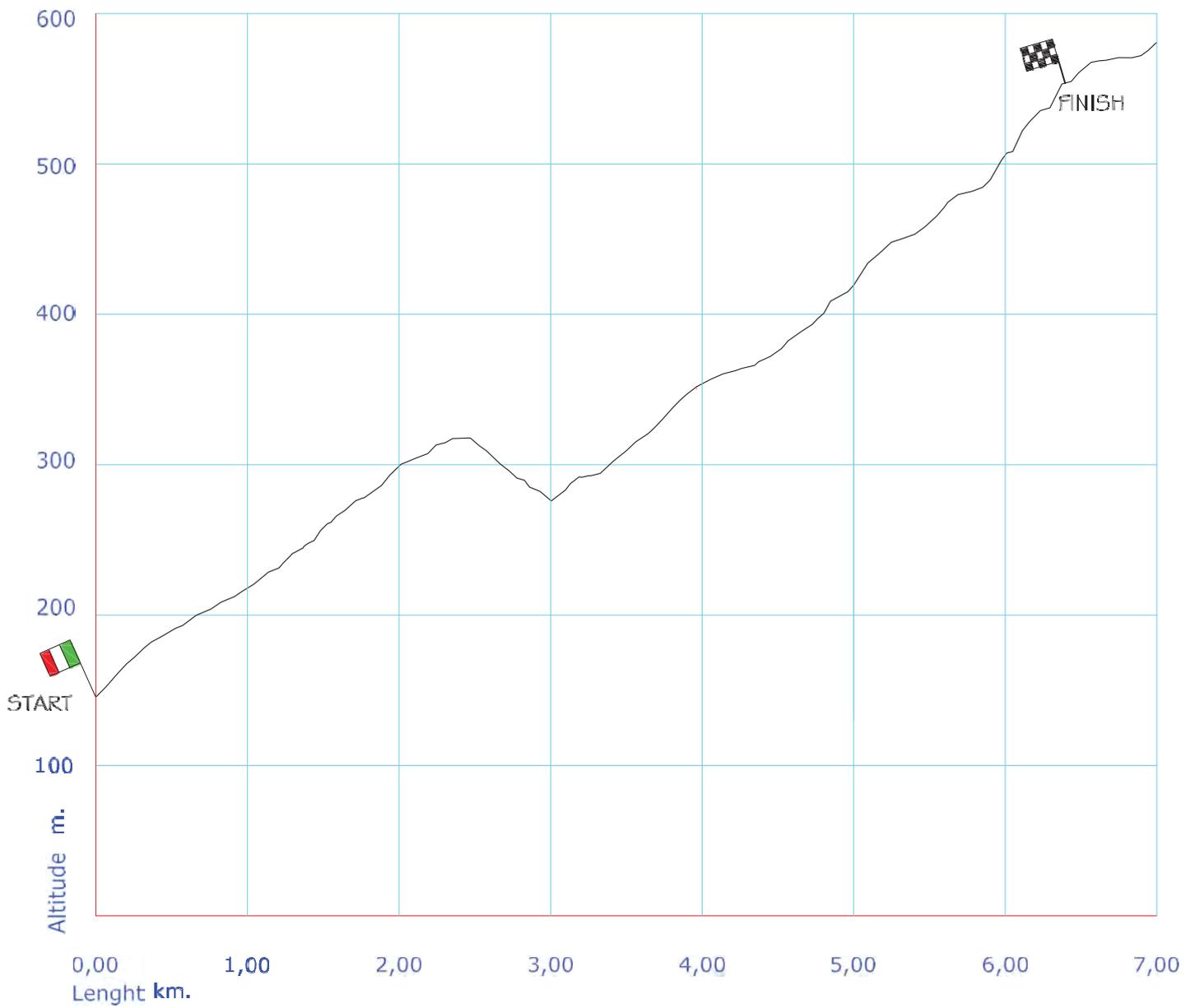
3 – TRACK

3.4 Two chicanes are envisaged for slowing down respectively to the progressive kilometric 0,823 from the start and 3,550 from the departure in the locality Mezzomonte; as per attached drawings.

3.5 A judge of fact will monitor the regular distance of the existing variant at 2,995 km and will report to the clerk of the course on possible jumps or changes to the route which, upon decision of the College of Stewards, may lead to the exclusion of the driver from the race.

42^a CIVIDALE - CASTELMONTE

course - altimetry



42^a CIVIDALE - CASTELMONTE

Chicane drawing - km. 0,823

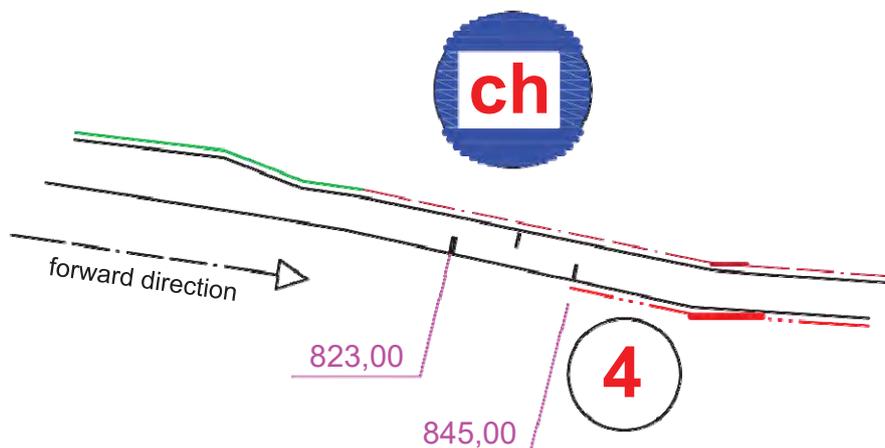
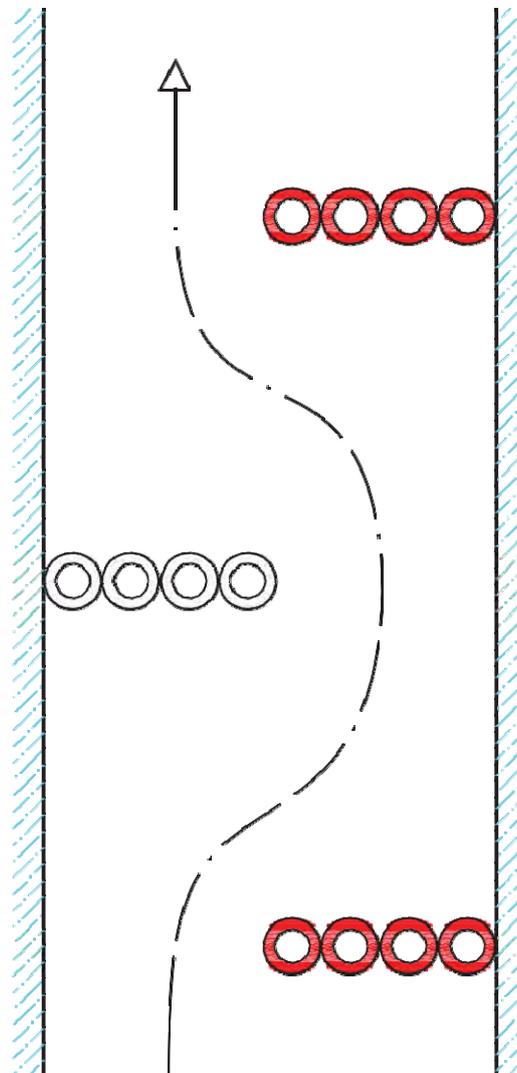
Notes



Pile of tires still on the ground



Marshal point number



42^a CIVIDALE - CASTELMONTE

Chicane drawing - km. 3,550

Notes



Pile of tires still on the ground



Marshal point number

