



Automobile Club d'Italia
SPORT



AUSTRIAN MOTORSPORT
FEDERATION



SUPPLEMENTARY REGULATIONS

47 [^] *Alpe del*
NEVEGÀL
INTERNATIONAL HILL CLIMB COMPETITION

THE AUTHENTIC TEXT IS THE ONE IN ITALIAN

Parc Fermè after Race 1	Loc. Alpe in Fiore – Nevegal – Belluno (BL)	08/08/2021	
Final Parc Fermè	Loc. Alpe in Fiore – Nevegal – Belluno (BL)	08/08/2021	
Flat surface for technical checks	Loc. Alpe in Fiore – Nevegal – Belluno (BL)	08/08/2021	
Technical scrutineering after the race	c/o Carrozzeria Da Rold & Zanvettor Via Marisiga 97 – Belluno	08/08/2021	At the end of the Race
Race Control	c/o Ristorante NOGHERAZZA Via Gresane Loc. Caleipo (Belluno)	06-07-08/08/2021	
Contacts	Mob. +39 3288943175 / Email segreteria@trecimepromotor.com		
Scrutineering Notice Board Practice Race	Race Control & Online	06/08/2021	
	Race Control & Online	07/08/2021	
	Race Control & Online Park Fermè (only results)	08/08/2021	
Notice Board (on line) URL	www.cronoscalatanevegal.com/notice-board	From 06/08/2021	To 08/08/2021
Posting of the Result	Race Control, Online and Parc Fermè	08/08/2021	About 30' after the arrival of every class
Prize Giving and payment of any cash prizes	c/o Ristorante NOGHERAZZA Via Gresane Loc. Caleipo (Belluno)	08/08/2021	About 30' after the opening of Parc Fermè
Press Office	Practice Race c/o Ristorante NOGHERAZZA Via Gresane Loc. Caleipo (Belluno)	From 09.00	At 19.00 (of 07/08/2021)
		From 09.00	At 18.00 (of 08/08/2021)
Press Officer	Mr. Roberto BONA	Professional license nr.	42488
Team Accreditation Center (View sanitary protocol)	c/o PALESTRA della Scuola Secondaria "Vittorio Zanon" Loc. Castion – Belluno (BL)	From 10:30	To 18.30

1 – ORGANISATION

The **ASD TRE CIME PROMOTOR** ACI license **41603** Legal Representative Mr. **Achille SELVESTREL** organizing an Hill Climb race, called: **47^ALPE DEL NEVEGAL** to be held in **Loc. Castion/Nevegal – Belluno – Italia** from **06th** to **08th** august 2021

1.1 SEGRETARIAT

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

Until **thursday 05/08/2021** at **19.00** address **Via Nevegal 6 – 32100 Belluno (BL)** c/o sede Tre Cime Promotor asd
Mob. **+39 3396227236** e-mail **segreteria@trecimepromotor.com** from **friday 06/08/2021** at **08.00** address **Via Gresane Loc. Caleipo – 32100 Belluno (BL)** c/o Ristorante Nogherazza Mob. **+39 3396227236** e-mail **segreteria@trecimepromotor.com**

1.2 – OFFICIALS

1.2.1 STEWARDS OF THE MEETING

QUALIFICATION	NAME, SURNAME	N° LIC. ACI	A.C.	NAT.
STEWARDS Delegate ACI Sport (President)	Manuela TRIVARELLI (CSBa)	100680	PE	ITA
	Cristian MILONE (CSCa)	53570	BL	ITA
	Markus ALTENSTRASSER	089	AMF	A
SECRETARY OF THE STEWARDS	Ambra Dal Farra	80940	BL	ITA

1.2.2 OFFICIALS AND PEOPLE IN CHARGE

QUALIFICATION	NAME, SURNAME	N° LIC. ACI	A.C.	NAT.
CLERK OF THE COURSE Mob. +39 340 0035731 Email racedirector@f2trophy.it	Gianluca MAROTTA	54520 (internaz.)	RI	ITA
DEPUTY CLERK OF THE COURSE	Francesco SANCLEMENTE	224115	TP	ITA
DEPUTY CLERK OF THE COURSE	--	--	--	--
SCRUTINEERS Delegate ACI Sport (President)	Michele Bovina (CTBa)	80187	MI	ITA
	Luigino CASSAN (CTCa)	30592	VE	ITA
	Giorgio DAL COL (CTCa)	39840	BL	ITA
	Enzo ZABOT (CTCa)	29909	BL	ITA
TECHNICAL SCRUTINEERS	Disma CANAL	53558	BL	ITA
	Romano GASPERIN	98286	BL	ITA
	Simone CALÒ	396947	BL	ITA
SECRETARY OF THE MEETING	Maela TERCON	30257	TS	ITA
ADMINISTRATIVE SCRUTINEERS	Marta MUSSOI	452057	BL	ITA
	Cristina TORMEN	451666	BL	ITA
	Daniela DALLA ROSA	75330	BL	ITA
	Anna ZATTA	452881	BL	ITA
	Bruno DE GRANDI	337434	TV	ITA
	Luana TONIN	447997	BL	ITA
	Daiana D' INCA'	373176	BL	ITA
CHIEF MEDICAL OFFICER	Dott. Giancarlo MONTRESOR	236158	VR	ITA
COMPETITORS' RELATIONS OFFICERS	Paolo SCARTON	21883	BL	ITA
	Augusto PARTUINI	22585	RM	ITA
	Paola VALMASSOI	374137	BL	ITA
	Mauro GASPERIN	39890	BL	ITA
SAFETY INSPECTOR (Appointed by GDL PISTE & PERCORSI)	Francesco MOLINARO	372268		ITA
	SAFETY OFFICER (DAP)	Mauro RIVA	400575	BL
ROAD MARSHALS	AA.CC. Triveneto	--	--	--
TIMEKEEPERS	FICR Sez. di Belluno	--	--	--
PERSON IN CHARGE	Loris RUDATIS	--	--	--
DECARCERATION TEAM	SITA SRL – I falchi squadra corse	340431	TV	ITA

ESTRICATION TEAM	MISANO WORLD CIRCUIT			
OBSERVER	--			
Covid-19 Manager (View sanitary protocol)	Lucio DE MORI	20623	BL	ITA

1.3 OFFICIAL NOTICE BOARD

All notices and decisions, as well as the rankings, will be displayed on the official notice board (in the official notice boards) located at:

Administrative

Checks: **Online and**

c/o Ristorante NOGHERAZZA Via Gresane - Loc. Caleipo (Belluno)

Practice: **Online and**

c/o Ristorante NOGHERAZZA Via Gresane - Loc. Caleipo (Belluno)

Race: **Online,**

c/o Ristorante NOGHERAZZA Via Gresane - Loc. Caleipo (Belluno) and

c/o parc Fermè, loc. Alpe in Fiore (only results)

The notice board is also online at URL: www.cronoscalatanevegal.com/notice-board

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2 GENERAL CONDITION

2.1 The event will be organized in accordance with the provisions of the Federal Regulations, of the National Sporting Regulations (RSN), its appendices, RDS Hill Climb and its Special Regulations and the provisions of these Supplementary Regulations.

Although not specifically mentioned in this Regulation shall apply, as applicable, the general rules published by ACI 2018 (in particular the Regulations Sector "RDS" Hill Climb and Special Rules "NS", " Italian Hill Climb Championship - CIVM ", "Italian Hill Climb Trophies – TIVM" and "National Hill Climb regulations"), which are understood fully and literally transcribed.

2.2 By entering the competition, the participants agree to abide by the above provisions and abandon all recourse, under penalty of exclusion, to arbitrators or courts not provided for in the CSI/RNS.

2.3 Any person or association organizing or taking part in an event and failing to comply with these provisions shall have their license withdrawn.

2.4 The event counts towards:

- [TIVM Trofeo Italiano Velocità Montagna zona Nord
- Austrian HillClimb Championship]

2.5 COURSE

The event will be run on the climb **from CALEIPO to NEVEGAL - S.P. 31 "Del Nevegal"**

With start at **CALEIPO – Bivio Via Gresane (Belluno - BL)**

And finish at **NEVEGAL – Bivio Via Col de Gou Alpe in Fiore (Belluno - BL)**

The route, **5.500** km long, to be run on **TWO** race sessions, has a difference in height between start and finish of **526** m with an average gradient of **9.56%**. **There will be a chicane with a right-hand entrance, made up of 3 modules made up of stacks of bolted tires, created according to the current NG. The chicane will be positioned at Km. 4,990 at position 19.**

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For races taking place over two sessions:

The drivers, after the first hill, crossed the finish line, strictly observing the instructions of the Stewards, will have to go on to the indicated place, where the parc fermé regime is in force, waiting to reach the starting place for the second race session.

The verification of the weight of the cars can also take place at the end of the first or second hill.

The above mentioned route will be closed to normal traffic for the whole duration of the official practice and the race.

3 – ELIGIBLE VEHICLES

3.1 All vehicles complying with the prescriptions of the FIA Appendix J, of the specific regulations for Italian Hill-Climb and the dispositions of the present Supplementary Regulations are allowed to participate. The vehicles must have the Homologation Fiche and the ACI Sport Technical Passport (if Italians) or technical sheet (RS RSGT and RS Plus cars) and are divided in the following Groups and Classes:

- Bicilindriche
 - Gruppo N (incluse le Gruppo R1, secondo la tabella di equiparazione stabilita)
 - Gruppo A (incluse WRC, Kit Car, Super 1600, SP e Gruppo R2, R3, R4 e R5, secondo la tabella di equiparazione stabilita)
 - Gruppo E1 Italia (comprese le S2000)
 - Gruppo CN
 - GT (Gran Turismo)
 - RS
 - [RSE (Racing Start Elettriche) – Cat. IIIA – Veicoli Elettrici (vedi NB) (7a) **NO**] (20)
 - RS Plus
 - RS Cup
 - Gruppo E2SC (Sport Prototipi di cilindrata massima di 3000 cm³)
 - Gruppo E2SS (Monoposto di cilindrata massima di 3000 cm³) (7 b)
 - (solo gare CIVM) Gruppo E2SC/E2SS (assieme) riservato a vetture equipaggiate con motore motociclistico
 - Gruppo E2SH (Silhouette)
 - Vetture GPL e CNG (si classificano insieme alle vetture dei Gruppi di appartenenza ed acquisiscono punteggi utili ai titoli)
 - Gruppo ProdE (Produzione Evolute)
 - Gruppo ProdS (Produzione di Serie)
 - Vetture storiche al seguito (max 50) (7 c)
- [**SI**]

Eventuali **Monomarca** e/o Trofei e/o Serie (specificare quali):

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NB: Description of the Energy Consumption Test - Scrutineering - Electric Vehicles.

Competitors must present their vehicles at pre-race scrutineering with fully charged traction batteries. Electric vehicles must recharge or replace all or part of their battery pack only in the designated charging area and always under the supervision of an official.

and always under the supervision of an Official.

Any recharging or refuelling outside the established areas and without the supervision of the Technical Scrutineers is strictly forbidden and will result in disqualification.

The organizer will provide the appropriate indications to competitors/drivers.

3.2 THE CARS WILL BE DIVIDED ACCORDING TO THE FOLLOWING CLASSES OF DISPLACEMENT:

3.2.1 Gruppi N – A –E1 Italia - ProdS (*) – ProdE (*)– E2SH (E2SH no classi Diesel):

fino a 1150 cm³

da 1151 a 1400 cm³

da 1401 a 1600 cm³

fino a 1600 cm³ cilindrata geometrica turbo (benzina) (solo Gr. E1 Italia)

fino a 1150 cm³ (vetture con motore motociclistico) (solo Gr. E1 Italia)

da 1151 a 1400 cm³ (vetture con motore motociclistico) (solo Gr. E1 Italia)

da 1401 a 1600 cm³ (vetture con motore motociclistico) (solo Gr. E1 Italia)

E1 Kia Green Hybrid Cup Hill Climb 1.6 gpl (nelle gare ove previste)

da 1601 a 2000 cm³

da 2001 a 3000 cm³

- Diesel:
oltre 3000 cm³ (E2SH max fino a 6500 cm³)
fino a 2000 cm³
oltre 2000 cm³

NB: nel Gruppo ProdS confluiscono tutte le vetture ex Gruppo E1N e nel Gruppo ProdE confluiscono tutte le vetture ex Gruppo E1A

3.2.2 Gruppo E2SC

Classi:

- fino a 1000 cm³
- da 1001 cm³ a 1150 cm³
- da 1151 cm³ a 1400 cm³
- da 1401 cm³ a 1600 cm³
- da 1601 a 2000 cm³
- da 2001 cm³ a 2500 cm³
- da 2501 cm³ a 3000 cm³

3.2.3 Gruppo C/N

Classi:

- fino a 1000 cm³
- da 1001 cm³ a 1400 cm³
- da 1401 cm³ a 1600 cm³
- da 1601 a 2000 cm³
- da 2001 cm³ a 2500 cm³
- da 2501 cm³ a 3000 cm³

3.2.4 Gruppo E2SS

(7 b)

Classi:

- fino a 1000 cm³
- da 1001 a 1150 cm³
- da 1151 a 1600 cm³
- da 1601 a 2000 cm³
- da 2001 a 3000 cm³

3.2.5 GT (Gran Turismo)

Classi:

- RGT:
 - Classe unica
- GT3:
 - Classe unica
- GTCUP:
 - Classe unica
- GT SUPER CUP:
 - classe unica
- GTS:
 - classe unica
-

3.2.6 RS (Racing Start)

Riservata alle vetture conformi alla regolamentazione RS suddivise nelle Classi: (20)

- Benzina non sovralimentate fino a 2000 cm³:
 - RS1.15 - fino a 1150 cm³
 - RS1.4 - da 1151 a 1400 cm³
 - RS1.6 - da 1401 a 1600 cm³
 - RS2.0 - da 1601 a 2000 cm³
- Benzina sovralimentate con cilindrata geometrica fino a 1650 cm³:
 - RSTB+RSTW1.0 – fino a 1000 cm³
 - RSTB + RSTW1.4 – da 1001 fino a 1400 cm³
 - RSTB + RSTW1.6 – da 1401 fino a 1650 cm³
- Diesel (cilindrata geometrica fino a 2000 cm³, anche sovralimentate) così suddivise:
 - RSD1.5 – fino a 1500 cm³
 - RSD2.0 - da 1501 cm³ a 2000 cm³

3.2.7 RS Plus (Racing Start Plus)

Agg. 4-5-2021

Riservata alle vetture conformi alla regolamentazione RS Plus suddivise nelle Classi:

- Benzina non sovralimentate fino a 2000 cm³:
 - RS1.15 Plus - fino a 1150 cm³
 - RS1.4 Plus - da 1151 a 1400 cm³
 - RS1.6 Plus - da 1401 a 1600 cm³
 - RS2.0 Plus - da 1601 a 2000 cm³
- Benzina sovralimentate con cilindrata geometrica fino a 1650 cm³:
 - RSTB+RSTW1.0 – fino a 1000 cm³
 - RSTB1.4 Plus – da 1001 a 1400 cm³
 - RSTB1.6 Plus - da 1401 fino a 1650 cm³ + RSTW1.4 Plus - vetture con doppia sovralimentazione mista (turbo + compressore volumetrico) con cilindrata geometrica fino a 1400 cm³
- Diesel (cilindrata geometrica fino a 2000 cm³, anche sovralimentate) così suddivise:
 - RSD2.0 Plus - aspirate o anche sovralimentate con cilindrata geometrica fino a 2000 cm³
- RS Cup: classe unica (vetture aspirate - allegato B Regolamento RS Plus)
- RS TurboCup1: classe unica (vetture turbo - allegato B al regolamento RS Plus)
- RS TurboCup2: classe unica (vetture turbo - allegato B al regolamento RS Plus)

3.2.8 Gruppo “Le Bicilindriche”

Classi:

- 650 Gruppo 1,5
- 700 Gruppo 2
- 700 Gruppo 5

3.2.9 Vetture GPL e CNG

Sono ammessi i veicoli dei seguenti Gruppi:

N; A; GT; E (solo se costruiti espressamente per alimentazione a Gas).

Sono esclusi le vetture monoposto, le vetture a ruote scoperte, le vetture Sport da pista, le biposto corsa; i veicoli equipaggiati con motore a ciclo Diesel; i veicoli il cui anno di costruzione sia precedente al 31-12-2005.

I veicoli ammessi dovranno essere interamente conformi ai regolamenti tecnici relativi ai rispettivi Gruppi di appartenenza, fatta eccezione per l'alimentazione per la quale si applica la normativa tecnica per vetture alimentate a CNG e GPL pubblicata nel relativo RDS.

Le vetture “KIA Green Hybrid Cup Hill Climb”, che gareggiano come gara a parte con validità per il Campionato Italiano Energie Alternative (con regolamento specifico), figureranno anche nelle classifiche delle gare di velocità in salita (assoluta, gruppo e classe) come vetture E1 Italia, aggiudicandosi i punteggi per i titoli in palio, e partiranno come classe a sé stante prima delle altre Classi del gruppo E1 Italia, senza soluzione di continuità tra i partecipanti iscritti al monomarca.

3.2.10 RSE (Racing Start Elettriche) – Cat. IIIA – Veicoli Elettrici

Classe unica

3.2.11 Autostoriche al seguito (ove autorizzate, max n° 50 vetture)

Sono ammesse le seguenti vetture:

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	1000-1150-1300-1600-2000->2000
			BC Sport Naz.	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

Le classi saranno considerate costituite qualunque sia il numero delle vetture verificate.

Le vetture del 1° Raggruppamento (D-E-F-G1.) avranno una sola classifica di classe per le vetture T di Serie e T Competizione denominate T ed una sola classifica di classe per le vetture GT di Serie e GT competizione denominate GT.

Le vetture G2+H1 del 2° Raggruppamento avranno una sola classifica di classe unica per ogni categoria, prevista dal presente regolamento. Le vetture H2+I del 3° Raggruppamento avranno una classifica di classe unica per ogni categoria, prevista dal presente regolamento.

In caso di vetture con motore turbo, la cilindrata effettiva e la relativa classe di appartenenza verranno determinate moltiplicando la cilindrata nominale per il coefficiente 1,4.

Per le monoposto la classifica sarà unica senza nessuna suddivisione per tipologia o di classe di cilindrata.

Alle verifiche tecniche il concorrente dovrà presentare l'HTP FIA o HTP ACI (nonché il passaporto tecnico ACI per le vetture dotate di HTP rilasciato entro il 31/12/2010) al Delegato Tecnico dell'ACI che potrà trattenere tali documenti fino alla fine della competizione.

Sui casi controversi giudicheranno i Commissari Sportivi, sentito il parere dei Commissari Tecnici.

Le vetture storiche al seguito devono rispettare i regolamenti tecnici e di suddivisioni in gruppi e classi del settore di provenienza e i regolamenti sportivi del settore della gara che le ospita (es.: classifiche, ammissione alla seconda manche, tasse d'iscrizione, ecc.).

Le vetture ammesse dovranno essere dotate di HTP FIA oppure di HTP ACI e rispettare tutte le prescrizioni tecniche e di sicurezza contenute nel regolamento tecnico e all'Allegato K FIA nonché imposte dal R.S.N.

3.2.12 Gruppo E2SC/E2SS (assieme) riservato a vetture equipaggiate con motore motociclistico (solo gare CIVM)

Classi: (21)

- 1000

- 1400

- 1600

3.3 From 1 January 2009, the flanging of Group N and A turbocharged cars, as foreseen for Rallyes, is no longer mandatory.

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

3.5 Any vehicle with insufficient safety equipment or not complying with the regulations in force shall be refused or excluded from the competition.

3.6 Only single fuel as defined by the Federation (see art. 31 RDS Hill Climb Speed), complying with the provisions of Appendix J, may be used.

3.7 Any form of pre-warming of the tires before the start is forbidden and any transgression may result in penalties up to exclusion.

4 - DRIVERS' SAFETY EQUIPMENT

4.1 The use of safety belts and crash helmets complying with the standards approved by the FIA is compulsory during the practice sessions and during the race sessions.

The use of the frontal head restraint system (FHR) is mandatory for all cars (with the exception of cars participating in the Trophies/Series "Barchetta", "Alfa 33" and Le Bicilindriche, for which the FHR system is recommended).

For the following historic cars, the FHR devices are compulsory as foreseen by the specific regulations of the Autostoriche sector:

ANNEX XI Regulations for Period J1 and J2 cars applicable in Rally and Hill Climb Speed.

3.3 Head protection system and safety belts. The driver and co-driver of J1 and J2 period cars must wear a head protector.

J1 and J2 period cars must wear a head protection system (Hans type) in accordance with the current Annex L FIA Chapter 3 paragraph 3 and 6-point safety belts compatible with the approved head protection system and complying with the current FIA regulations.

and in accordance with Article 253.6 of the current Appendix J.

For other historic cars, the RDS and the general regulations for historic cars apply.

4.2 Drivers must wear fire-resistant clothing (including overalls, underalls, helmet, gloves, socks, shoes and all other necessary items) complying with the current FIA standard.

4.3 Anybody found not complying with the international or national regulations regarding safety clothing/equipment must be excluded from the race and referred to Sporting Justice.

5 - COMPETITORS AND DRIVERS ADMITTED

5.1 All natural or legal persons holding a valid competitor's license for the current year are admitted.

5.2 Drivers must be in possession of both the car driving license and the driver's license valid for the current year. It is not compulsory to show the driving license at the pre-race checks.

5.3. Foreign competitors and drivers must be in possession of a written authorization to participate in the race, issued by the ASN that issued their license/s (a simple notation on the license is accepted as authorization).

6 - PRE-REGISTRATION, REGISTRATION, RESPONSIBILITY AND INSURANCE

Each participant with an Italian license, accessing the "Reserved Area" of the Federation website, www.acisport.it, will pre-register for the race checking that their personal data, the indications and deadlines relating to the driving license, the ACI card and the medical certificate are correct.

Competitors/Drivers with a foreign license must download the forms from the website www.acisport.it or from the Organizer's website and send them by e-mail.

These forms must be duly completed and forwarded to the Organizer, together with the medical certificate and the authorization of their ASN.

The teams/services must send the Organizer a list with the name of the contact person and the names of the participants (driver/s, mechanics, etc.).

6.1 Pre-registration/registration applications will be accepted as from the publication of the Supplementary Regulations di gara [Closing entry date: **Monday 02/08/2021 at 24.00**]

Requests for exceptions to the entry closing dates as indicated above will not be accepted.

Only complete applications that comply with the requirements of the RSN will be accepted.

The Organizer will keep a record of the entries, which must be provided to the ACI Delegate Sporting Commissioner and included in the race closing file.

With the registration, the competitor

- declares to know and commits himself to respect and enforce the provisions of the Code and its annexes, of the National Sporting Regulations and its Supplementary Norms and of the present regulations, and commits himself to respect and enforce them;
- recognizes the A.C.I. as the only competent jurisdiction, except for the right of Appeal provided for by the Code and by the National Sporting Regulations; renounces, consequently, to refer to arbitrators or other jurisdiction for facts deriving from the organization and from the carrying out of the competition;
- considers A.C.I., the Organizers, all the Race Officials relieved from any third party fault, for damages suffered by the competitor, his drivers, passengers, employees or goods.

6.2 It will be accepted a maximum number [of **250**] inscriptions (all the cars foreseen by the R.P.G., including the cars of the single-make and historic Trophies (9).

6.3 A change of vehicle after the closing of entries is only permitted until the end 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 SR) as the vehicle being replaced.

6.4 A change of competitor is not authorized after the closing of entries. Changes of driver are authorized in accordance with Article 73 of the RSN. The replacement driver must be designated before the administrative checks are carried out and must hold a valid ACI Sport driving licence and, if necessary, authorization from his ASN.

6.5. Double participation (1 driver for 2 cars or 1 car for 2 drivers) both at the official reconnaissance practices and at the race sessions is not allowed.

6.5.1 The organizer reserves the right to refuse an entry and to justify it (Article 74 of the RSN).

6.6 The entry fees are fixed in: (10)

€ **270,00 + IVA**] - Gruppi N(vedere nota 1)/A/R/ProdE/ProdS/E1Italia ≤2000 (*)/SP/Kit Car/S1600/2000/WRC/
Storiche inserite/RS Plus/ RS Cup

€ **320,00 + IVA**] - CN/E1 Italia >2000/E1FIA/E2SS/E2SC/E2SH/GT

€ 180 (200) - Le Bicilindriche (TIVM/Gare Nazionali non titolate)

€ 200 (220) – Le Bicilindriche (CIVM)

€ **200,00 + IVA**] - RS (comprese /RSE) over 25

€ **150,00 + IVA**] - RS (comprese /RSE) under 25

€ _____ Trofeo di Marca _____]

(*) = compresa la classe 1600 turbo

In brackets the maximum amount that can be claimed for races with a course longer than 10 km
Without the optional advertising of the organization (Article 8.3.2): double the above mentioned amount.
(note 1) = drivers under 25 with gr. N cars are entitled to a discount of 50 euros on the entry fee.

The entry fees must be paid as follows: (11)

Bank Transfer addressed to TRE CIME PROMOTOR ASD
IBAN IT 07 J 08904 11900 011000002012
BIC/SWIFT CCRIT2TPRE
BANCA Prealpi San Biagio – filiale di Belluno]

6.7 An entry will only be accepted if accompanied by the entry fee and received within the deadline established in Article 6.1.

6.8 In all cases, the entry fee includes the race number series.

6.9 REFUND OF REGISTRATION FEES

6.9.1 The entry fees will be refunded in full:

- to competitors whose entry has not been accepted.
- in case of cancellation of the race.

6.9.2 In the event of a competitor withdrawing his entry, the fee

- a) must be refunded to the extent of 50%, if the withdrawal is received before the closing date for entries.
- b) shall not be refunded if the withdrawal is made after the closing date for entries.

6.9.3 - In addition, the following special provisions shall apply:

a) the entry fee shall not be refunded in case of interruption of the event during the race session(s) for reasons not attributable to the organizer (e.g.: accident, landslide, fire, etc.).

The eventual contribution for the final prize money is due in the measure of 100% of its normal amount.

b) The entry fee will be reimbursed to the extent of 40% in case of interruption of the event during the test session(s) for reasons not attributable to the organizer (e.g.: accident, landslide, fire, etc.).

Any contribution for the final prize money is due to the extent of 60% of its normal amount.

6.9.4 The return of the entry fees must take place within 15 days after the race.

6.10 Each competitor takes part under his own responsibility. The organizers decline any responsibility towards competitors, drivers, aids and third parties for any damage caused to persons or property.

6.11 In compliance with the law and according to the regulations established by the ACI, the organizer has stipulated a single insurance policy with the Company Allianz SpA to guarantee the following risks

- third party liability (11bis)

6.12 The Civil Liability insurance of the organisers is valid for the whole duration of the event, not only during the official reconnaissance practices and the race sessions, but also during the transfers from the parking place to the race track and back, according to the Organiser's instructions.

6.13 The Organizer, as holder of a sporting licence, from the moment of its signature adheres to the sporting regulations in force.

In this context, it confirms to have full knowledge of the fact that the RC policy, mentioned in art. 56 of the RSN, responds to the canons provided for by art. 124 of the Insurance Code, with the minimums provided for by the law, and does not relieve Competitors and Drivers from any responsibility in which they may possibly incur outside the object of the insurance and further general and special policy conditions as published on the federal website and in any case obtainable from the Insurance Company.

7 - RESERVES, OFFICIAL TEXT

7.1 The organisers reserve the right to supplement these Supplementary Regulations or to issue supplementary provisions or instructions which will become an integral part of them. They also reserve the right to cancel or stop the event in the event of insufficient participation, force majeure or unforeseeable events, without being under any obligation to pay compensation (except for the cases mentioned in art. 6.9).

7.2 Any modifications and additional regulations shall be brought to the attention of the participants as soon as possible, by means of dated and numbered information bulletins which will be officially displayed (see Article 1.3 RPG.).

7.3. The Stewards of the Meeting have the authority to decide on any case not provided for in the Supplementary Regulations.

7.4. The text of the Supplementary Regulations is authentic in [Italian]. (12)

8 - GENERAL OBLIGATIONS

8.1 RACE NUMBERS

8.1.1 - At the accreditation center each competitor will receive free of charge from the organizers a set of race numbers that, before scrutineering, must be applied vertically on both sides of the car with all advertising clearly visible and not cut out. He/she will also receive a number with white digits (cm.14 height and cm.2 pole) that must be applied on the front window of touring cars, not on the driver's side.

Sport and single-seater cars will put the number on the front visible part of the car and, if necessary, having the car white or light-colored will adopt a black back. All free from sponsors and advertising.

The application of race numbers on the inside of the car windows is forbidden.

Cars without conforming race numbers will not be allowed to start.

8.1.2 - The positioning of the number panels and of the relative race numbers is under the responsibility of the Competitors, according to the Organizer's instructions (see the Appendix to these regulations).

8.1.3. At the end of the race, before leaving the Parc Fermé or the start park, the number panels and the relative race numbers must be removed (or crossed out) from the cars driving on the public road.

8.1.4 If foreseen by the Promoter, all Competitors taking part in the CIVM (except for single-make Trophies and historic cars) must mandatorily apply on their cars the advertising sticker of the "Campionato Italiano Velocità della Montagna" and/or of its sponsors supplied by ACI Sport. This sticker must be applied on the upper part of the windscreen for closed cars (Le Bicilindriche, RS (including RSSE), RS Plus, RS Cup, GT, A, N, E1, R, E2SH, etc.) and on the front part of the car (upper part of the hood) for open cars (E2SS, E2SC, CN, etc.). In the Appendix there are the diagrams of the various advertising and race numbers.

It will be checked the presence of the compulsory advertising on the cars at the scrutineering and on the alignment, before the start. The lack, even partial, or the incorrect position of the advertising will imply a surcharge from € 50 up to the double of the entry fee.

8.2 STARTING LINE-UP

8.2.1 - Drivers shall be at the starting area, at the disposal of the Clerk of the Course, at the time indicated in the Supplementary Regulations, being totally responsible for the consequences of the lack of knowledge of dispositions or changes of time or of starting orders that would be announced after such time.

8.2.2. Participants will line up at the start at least 10 minutes before their starting time. A driver who does not report to the start at his/her time may be excluded from the competition.

8.3 ADVERTISING

8.3.1 It is allowed to place any kind of advertising on the cars, subject to the following conditions

- it complies with the FIA regulations (and with the national regulations);
- that it is not contrary to the rules of morality.

The side windows must remain free of all advertising.

8.3.2 - The organisers have provided for the following advertising (see also Appendix): (13)

- [Mandatory (race numbers): *Bulletin will follow*
- Optional: *Bulletin will follow*]

It will be checked the presence of the compulsory advertising on the cars at the scrutineering and at the alignment, before the start. The lack, even partial, or the incorrect position of the advertising will imply a surcharge from € 50 up to the double of the entry fee.

Those who do not accept the optional advertising of the organization will have to pay the double of the entry fee.

8.4 SIGNALS, BEHAVIOUR ON THE ROUTE

8.4.1 - The following signals may be used during official practice and the race and must be strictly observed:

- Red Flag	Immediate and absolute stop
- Yellow Flag motionless	Danger, absolute prohibition to overtake
- Yellow Flag agitated	Immediate danger, be ready to stop
- 2 Yellow Flags together	Serious danger
- Yellow Flag with vertical Red Bands	Slippery surface, change of grip
- Blue Flag	A competitor tries to overtake you
- Black/White Checkerboard	End of session (finish)

8.4.2 It is strictly forbidden to drive a car across or in the opposite direction of the direction of the race, unless it is done by order of the Stewards of the Course or the Race Director. Any infringement to this provision will lead to exclusion, subject to other sanctions and the transmission of the case to the relevant ASN.

8.4.3 If a driver interrupts his official practice or race session due to mechanical or other problems, he must immediately park his car outside the track and leave it in a safe position, complying with the marshals' orders.

8.4.4 Signs and inscriptions on the route

Advertising, decorations and inscriptions are strictly forbidden on the track.

Competitors who will incur in an infraction will be subject to disciplinary measures by the Stewards of the Meeting, which can go as far as exclusion from the race.

9 - ADMINISTRATIVE CHECKS AND SCRUTINEERING

9.1 ADMINISTRATIVE CHECKS

9.1.1 – [The administrative verifications will take place online according to the modalities communicated by the organizer:

Accreditation Center c/o GYM of School “ Vittorio Zanon” in Castion – Belluno (BL) from 10.30 to 18.30

Individual convocation times will be announced in Bulletin

]

The team leaders must present themselves with the self-certifications duly completed and signed, accompanied by identity documents, as required by the COVID-19 protocol.

9.2 SCRUTINEERING

9.2.1 – The Scrutineering will take place at **the paddock**

Mob. **3289146662** Email **info@cronoscalatanevegal.com**

on **Friday 06/08/2021** from **10.30** to **18.30**]

Indicate any special arrangements for checks (e.g. times of technical checks for Group and/or Class and/or individual):

[The self-declarations to be presented in original must be delivered to the Accreditation Center c/o GYM of School “ Vittorio Zanon” in Castion – Belluno (BL) from 10.30 to 18.30

]

9.2.2 - Drivers will have to personally present their vehicle at the Scrutineering, for the identification of the vehicle and the control of safety measures.

9.2.3 - The homologation form and the updated technical passport of the vehicle must be presented. Failure to do so may result in the vehicle being refused verification.

9.2.4 - Participants reporting for scrutineering late will be liable to a penalty which may go as far as exclusion, at the stewards' discretion.

However, the stewards may authorize, at their discretion, the verification of the cars whose competitors/drivers can justify that their delay is due to force majeure.

9.2.5 - Pre-race Scrutineering does not constitute proof of compliance of the vehicle with the regulations in force.

9.2.6 - At the end of scrutineering, the list of participants admitted to the trials will be published by the organization and displayed on the Notice Board.

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 **TWO** heats].

[The departures of Official Practice will be given in **CALEIPO – Via Gresane (Belluno - BL)**, on **Saturday 07/08/2021 from 09.30**, with the following starting order of the cars:]

Historic cars; Le Bicolindriche, 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 **CALEIPO – Bivio Via Gresane (Belluno - BL)**, on **Sunday 08/08/2021 from 09.00** , 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 **TWO** sessions.

10.4 – OUSIDE 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 FERMÈ, FINAL SCRUTINEERING

11.1 PARC FERMÈ

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 fermè 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 **ALPE IN FIORE – Nevegal (Belluno - BL)**]

11.2 ADDITIONAL SCRUTINEERING

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 **Parc Fermè, in ALPE IN FIORE – Nevegal (Belluno - BL)**]

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:

a - the best time in one of the two heats of competition.

b - 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).

- **Classifications of Austrian Hill Climb Championship**]

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

Timekeeper **Franco MIGLIOZZI**

Person in charge **Dino FASOLO**

]

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 cannot 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 08/08/2021 at **NOGHERAZZA Restaurant - Via Gresane Loc. Capleio (Belluno - BL), about 30 minutes after the opening of the final Parc Fermé**]

The Prize-Giving Ceremony will be held in accordance with the procedures outlined in the Sports Health Protocol.

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]

SIGNED BY:

Gianluca MAROTTA
Clerk of the Course

Achille SELVESTREL
Legal Representative of the Organising Committee

Moreno ROSSO
ACI Sport – Regional delegation

ACI approval nr. RM/032/21 – 16/07/2021