



## SUPPLEMENTARY RACE REGULATIONS

(approved by CSAI S/C V.S. n°12/2012 of 19.04.2012 and FIA n°5CICC.ITA.170612)

40th Pieve Santo Stefano-Passo dello Spino Hill-Climb  
FIA International Hill-Climb Challenge (IHCC)  
FIA European Hill-Climb Cup (ECC)  
Campionato Italiano Velocità Montagna

# Lo Spino 2012



### PRO-SPINO Team



ML 8-2-2012 FIA IHCC & ECC  
Automobil Club  
Arezzo



PROVINCIA  
DI AREZZO



Comune di  
Pieve S. Stefano



Comunità Montana  
Valtiberina Toscana

PROGRAMME

	LOCATION	DATE	TIME
<b>Closing of entries</b>	Pieve Santo Stefano	11/06/2012	At 24:00
<b>Administrative checks</b>	Pieve S. Stefano AR – Piazza Logge del Grano	15/06/2012*	From 12:30 to 19:00
<b>Scrutineering</b> Groups: GT - E2S – E2SH – CN - E2B – E2SC - E2M – D/E2SS	Pieve S. Stefano AR – Via Tiberina, 95 (Hotel Il Diario)	15/06/2012*	From 13:00 to 19:30
<b>Scrutineering</b> All other groups	Pieve S. Stefano AR – Piazza Plinio Pellegrini	15/06/2012*	From 13:00 to 19:30
<b>Weighing (location)</b>	Before race: c/o scrutineering area	After race:	Parc fermé
<b>1<sup>st</sup> meeting of the Stewards</b>	Pieve S. Stefano AR – Piazza Plinio Pellegrini Sala delle Arti – Town Hall	15/06/2012	At 19:45
<b>Posting of scrutineered list and admitted to practice list</b>	Pieve S. Stefano AR – c/o Administrative checks	15/06/2012	At 21:00
<b>Posting of scrutineered list and start list</b>	Pieve S. Stefano AR – Strada della Verna, 8 c/o Associazione Culturale Disperata Gang	16/06/2012	One hour after the end of practice
<b>*there will be NO special scrutineering session on the morning of Saturday 16<sup>th</sup> June 2012.</b>			
	LOCATION/TELEPHONE NUMBER	DATE	TIME
<b>Entry times to start park:</b>			
<b>a) Official practice – 1<sup>st</sup> heat</b>	Pieve S. Stefano AR – S.P. 208 Km.38+540	16/06/2012	At 09:30
<b>2<sup>nd</sup> heat</b>	Pieve S. Stefano AR – S.P. 208 Km.38+540	16/06/2012	Soon after the end of 1 <sup>st</sup> heat
<b>b) Race – Race 1</b>	Pieve S. Stefano AR – S.P. 208 Km.38+540	17/06/2012	At 9:30
<b>Race 2</b>	Pieve S. Stefano AR – S.P. 208 Km.38+540	17/06/2012	Soon after the end of 1st heat
<b>Finish-line time check</b>	Pieve S. Stefano AR - Loc. Montalone - S.P. 208 Km.32+540	17/06/2012	At 9:30 (opening)
<b>Parc fermé after Race 1</b>	Pieve S. Stefano AR - Loc. Montalone - S.P. 208	17/06/2012	
<b>Final parc fermé</b>	Pieve S. Stefano AR - Loc. Montalone - S.P. 208	17/06/2012	
<b>Reference surface for technical checks</b>	---		
<b>Post-race technical checks</b>	Off. Giannini - Pieve S. Stefano – AR via Pian di Guido, 5 Tel. 0575/799427 333/1628074	17/06/2012	At the end of the competition

<b>Race Direction</b>	Pieve S. Stefano AR – Strada della Verna, 8 Associazione Culturale Disperata Gang	16-17/06 2012	
<b>Tel./Fax/E-mail</b>	tel 334 9555734 / fax 0575 1840567 / info@prospino.com		
<b>Secretariat</b>	Pieve S. Stefano AR – Strada della Verna, 8 Associazione Culturale Disperata Gang	16-17/06/2012	
<b>Official notice board (during scrutineering)</b>	Scrutineering area Pieve S. Stefano AR – Piazza Logge del Grano	15/06/2012	
<b>(during practice)</b>	Race Direction Pieve S. Stefano AR – Strada della Verna, 8	16/06/2012	
<b>(during race)</b>	Race Direction Pieve S. Stefano AR – Strada della Verna, 8	17/06/2012	
<b>Posting of results</b>	Parc fermé (arrival area) c/o Motorhome Aci Sport	17/06/2012	Provisional: after the each group reaching the finish line Final: approx. 30' after first posting
<b>Prize-giving ceremony and payment of money prizes</b>	Pieve S. Stefano AR – Piazza Plinio Pellegrini (in case of bad weather, prizes will be given in the local theatre, Teatro Comunale G. Papini)	17/06/2012	At the end of the race
<b>Press room: (during practice and race)</b>	Pieve S. Stefano AR – Strada della Verna, 8 Associazione Culturale Disperata Gang	16/06/2012 17/06/2012	from 09:30 until end of race from 09:30 until end of race
<b>Person in charge of press room</b>	CLAUDIO ROSELLI		

## **1 – ORGANISATION**

The [Associazione Sportiva Dilettantistica PRO-SPINO Team](#) (CSAI license No 241364), having as its legal representative Mr. [ALESSANDRO PIGOLOTTI](#), is organising a hill-climb race named

40<sup>th</sup> “PIEVE SANTO STEFANO – PASSO DELLO SPINO”

to be held in [Pieve S. Stefano \(AR\)](#) on the S.P. 208 road called “Strada della Verna” from 15/06/2012 to 17/06/2012.

The Present Supplementary Race Regulations (RPG) have been approved by CSAI with VISA No SCVS 12/2012 of 19/04/2012 and by FIA with VISA No 5CICC.ITA.170612.

### **1.1 ORGANISING COMMITTEE, SECRETARIAT**

The Chairman of the Organising Committee is Mr.

[Alessandro Pigolotti](#) (legal representative of A.S.D. PRO-SPINO Team)

Address: [Via Roma, 24 – 52036 Pieve Santo Stefano \(AR\)](#)

Tel. [392/0810271](#) Fax [0575 1840567](#) website: [www.prospino.com](#) e-mail: [info@prospino.com](#)

Vice-chairman : [Stefano Bigoni](#)

Members of the committee : [Luca Dall'Ara](#)  
[Stefano Farati](#)  
[Gianni Fontana](#)

Davide Giorni  
 Gregory Matusali  
 Davide Moraldi  
 Virna Pigolotti

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

Until 14/06/2012 at 24:00 Address: Via Roma, 24 - 52036 Pieve Santo Stefano AR

Tel. 334 9555734 Fax 0575 1840567

From 15/06/2012 at 9:30 Address: Piazza Plinio Pellegrini, Pieve S. Stefano AR, c/o town hall

From 16/06/2012 at 9:30 Address: Strada della Verna, 8 Pieve S. Stefano AR, c/o Associazione Culturale Disperata Gang

Tel. 334 9555734 Fax 0575 1840567

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

## **1.2 – RACE OFFICIALS**

<b>1.2.1 STEWARDS OF THE MEETING</b>	<b>NAME &amp; SURNAME</b>	<b>CSAI LIC. No</b>	<b>Member of Officials' club of (Province)</b>	<b>NAT.</b>
STEWARDS OF THE MEETING				
CSAI representative (Chairman of Stewards' panel)	VALERIO INGENITO	NAZ. 57105	SA	I
	ROBERTO CALLAIOLI	REG. 24513	SI	I
	ANDREJ OREL	AS 352551	-	SLO
SECRETARY OF THE PANEL	GIOVANNA DE LUCA	220988	SA	I

## **1.2.2 COURSE MARSHALS AND PEOPLE IN CHARGE**

<b>QUALIFICATION</b>	<b>NAME &amp; SURNAME</b>	<b>CSAI LIC. No</b>	<b>Member of Officials' club of (Province)</b>	<b>NAT.</b>
CLERK OF THE COURSE Tel. +39 338 2771219 Fax 0433 40123 E-mail: <a href="mailto:flaviocandoni@alice.it">flaviocandoni@alice.it</a>	FLAVIO CANDONI	22754	UD	I
CLERK OF THE COURSE'S ASSISTANT	ROBERTO BUFALINO	17606	RI	I
TECHNICAL SCRUTINEERS	GIUSEPPE DAL MAS – CSAI Representative	NAZ. 31683	PN	I
	ROBERTO PAGLIAI	NAZ 66121	PT	I
	FABIO TITTARELLI	NAZ. 17459	FI	I
	GIANFRANCO BARGELLINI	REG. 35365	AR	I
	FABIO NUCCI	REG. 42309	AR	I
	RAFFAELE TAMPOLLI	REG. 245023	FI	I
	DAVIDE VISI	REG. 245248	AR	I
SECRETARY OF THE EVENT	TIZIANA BARTOLUCCI	204267	AR	I
	VIRNA PIGOLOTTI (translator)	243919	AR	I
ADMINISTRATIVE SCRUTINEERS	DAVIDE GIORNI	105019	AR	I
	DARIO DONNINI	227648	AR	I
	DANILO MEAZZINI	26237	AR	I
	DARIO MEAZZINI	37369	AR	I

	ELISA SENESI	105025	AR	I
	PAOLO SENESI	93035	AR	I
	REMO CIABATTI	26243	AR	I
FIA OBSERVER	WOLFGANG SAUER			AUT
CSAI OBSERVER	SILVIO CILLO*	346246	LE	I
CHIEF MEDICAL OFFICER	Dr. ERALDO BERARDI	106094	RN	I
COMPETITORS' RELATIONS OFFICER(S)	AUGUSTO PARTUINI ALESSANDRO TANGUENZA	INT. 22585 26248	LT AR	I I
CSAI SAFETY INSPECTOR (APPOINTED BY CSAI)	ADAMO LEONZIO	348077	PE	I
SAFETY OFFICER	DAVIDE MORALDI	105020	AR	I
COURSE MARSHALS	Race officials from the provinces of AR – FI - PI			
TIMEKEEPING SERVICE	Fi.Cr. Sezione di Arezzo**			
PERSON IN CHARGE OF TIMEKEEPING	PAOLA MEDORI**			

**NOTE OF ORGANISATION AFTER FIA-CSAI APPROVATION:**

\* The appointed CSAI Observer has been changed by CSAI on the 4th May 2012 and is now Mr. ROBERTO MISSERI

\*\*The time-keeping service has been changed by the Organisers and finally contracted to GRAPHICS TELECOM COMPUTER SYSTEMS, Mr. FRANCESCO DARIZ is the person in charge.

### **1.3 OFFICIAL NOTICEBOARD(S)**

All communications and decisions, as well as all results, shall be posted on the official noticeboard(s) located as follows:

During scrutineering:        SCRUTINEERING AREA (see programme)

During practice:             RACE DIRECTION (see programme)

During race:                 RACE DIRECTION (see programme)

## **2 GENERAL CONDITIONS**

2.1 The event shall be organised in conformity with the provisions of the FIA International Sporting Code (ISC), the List of Requirements for the Organisers of the FIA International Hill-Climb Challenge (IHCC), FIA European Hill Climb Cup (ECC) Regulations, the National Sporting Code (if applicable) and the provisions of these Supplementary Race Regulations.

2.2 By entering the competition, the participants agree to abide by the above provisions and abandon all recourse to **arbitrators or courts not provided for in the ISC**, otherwise they will be disqualified.

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

2.4. The event counts towards the following Championships:

- Fia International Hill-Climb Challenge
- FIA International Hill-Climb Cup
- Campionato Italiano Velocità Montagna – Italian Hill-Climb Championship (CIVM)

### **2.5 Course**

The event will be run on the course, which has the following characteristics:

Name of course:    S.P. 208 "STRADA DELLA VERNA", PASSO DELLO SPINO

Start:                 Pieve S. Stefano AR – S.P. 208 Km.38+540

Finish:                Pieve S. Stefano AR - Loc. Montalone - S.P. 208 Km.32+540

Length:              6+000 km, to be covered in 2 race sessions.

The difference in height between start and finish is 332 m, with an average gradient of 5.54%

For races having two race sessions:

After crossing the finish line for the first heat, all drivers must strictly follow the course marshals' directions and shall proceed to reach the indicated area, which is subject to parc fermé regulations. They will then reach the start area for the second race session.

Cars' weight checks can be performed either at the end of the first heat or at the end of the second heat.

The above course will be closed to normal traffic throughout the duration of official practice recognition sessions and race.

### 3 – ELIGIBLE VEHICLES

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

#### **FIA IHCC (International Hill-Climb Challenge):**

- Group N - Production Cars (incl. R1, R4).
- Group A - Touring Cars (incl. WRC, KITC, S1600, S2000, SP, R2, R3 & SP)
- Group GT - Grand Touring Cars (GT1, GT2 and GT3 together)
- Group CN/E2-SC - Production Sports Cars and Two-seater racing cars up to 3000 cm<sup>3</sup>
- Group D/E2-SS - International Formula / Free Formula single-seater racing cars up to 3000 cm<sup>3</sup>

#### **FIA ECC (European Hill-Climb Cup):**

Group E1 – Touring type cars, Category 1

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

#### **Non IHCC:**

Group E1 Italia

Group GT (Grand Touring – Class GTCUP)

Group Racing Start

Group E3 (Vehicles of expired homologation – “VSO” – Groups N-A-B-GT)

Group E3S

#### **CSAI (CIVM/TIVM)**

- Group N (incl. Group R1 and R4 as per equiparation table)
- Group A (incl. WRC, Kit Cars, Super 1600, SP, S2000 and Group R2 and R3 as per equiparation table)
- Group E1 Italia
- Group CN
- Group GT – (Grand Touring)
- Group Racing Start
- Group E2B (Sport Prototypes of max. 3000 cm<sup>3</sup>)
- Group E2M (Single-seater racing cars of max. 3000 cm<sup>3</sup>)
- Group E2S (Silhouette)
- Group E3 (Vehicles of expired homologation – “VSO” – Groups N-A-B-GT) (8)
- Group E3S
- LPG and CNG vehicles (they are classified together with vehicles of the relevant groups and will be assigned scores useful to obtain the corresponding titles).

3.2 In order to be classified for FIA, vehicles must be compliant with the applicable international FIA sports and technical regulations. In order to be classified for CASI, vehicles must be compliant with the applicable sports and technical national regulations quoted in Annuario CSAI 2012 (in particular NS1 Cap. IV and NS16 bis Cap. II) as well as the regulations indicated hereafter.

Separate classifications will be drawn up considering the differences between FIA and CSAI as far as vehicle classification and regulations are concerned.

One vehicle can therefore appear in the FIA and/or CSAI classifications.

Vehicles will be divided up into the following cylinder capacity classes:

#### **3.2.1 Groups N – A – E1 Italia:**

Classes:	up to 1150 cm <sup>3</sup>
	from 1151 to 1400 cm <sup>3</sup>
	from 1401 to 1600 cm <sup>3</sup>
	from 1601 to 2000 cm <sup>3</sup>
	from 2001 to 3000 cm <sup>3</sup>
	over 3000 cm <sup>3</sup>

<u>Diesel:</u>	up to 2000 cm <sup>3</sup>
	over 2000 cm <sup>3</sup>
	fino a 2000 cm <sup>3</sup>
	oltre 2000 cm <sup>3</sup>

Since 1/1/2009 the flanging of Turbo vehicles of Groups N and A (as in rallyes) is no longer compulsory.

### 3.2.2 Groups CN (CSAI), CN/E2-SC (FIA) and E2B (CSAI)

Classes:

- up to a 1000 cm<sup>3</sup>
- from 1001 cm<sup>3</sup> to 1300 cm<sup>3</sup>
- from 1301 cm<sup>3</sup> to 1600 cm<sup>3</sup>
- from 1601 to 2000 cm<sup>3</sup>
- from 2001 cm<sup>3</sup> to 2500 cm<sup>3</sup>
- from 2501 cm<sup>3</sup> to 3000 cm<sup>3</sup>
- TD ( Turbo Diesel) up to 2000 cm<sup>3</sup> (geometric engine capacity).

### 3.2.3 Group D/E2-SS (FIA) International Formula cars/Free Formula Category 2 and E2M (CSAI)

Classes:

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

### 3.2.4 Group GT CSAI (GT1-2-3-CUP) and GT FIA (GT1, GT2 and GT3 together)

Classes:

GT1:

- up to 2000 cm<sup>3</sup>
- from 2001 cm<sup>3</sup> to 3000 cm<sup>3</sup>
- over 3000 cm<sup>3</sup>

GT2:

- up to 2000 cm<sup>3</sup>
- from 2001 cm<sup>3</sup> to 3000 cm<sup>3</sup>
- over 3000 cm<sup>3</sup>

GT3:

- up to 2000 cm<sup>3</sup>
- from 2001 cm<sup>3</sup> to 3000 cm<sup>3</sup>
- over 3000 cm<sup>3</sup>

GTCUP (CSAI only):

- up to 2000 cm<sup>3</sup>
- from 2001 cm<sup>3</sup> to 3000 cm<sup>3</sup>
- over 3000 cm<sup>3</sup>

### 3.2.5 Group Racing Start (CSAI)

Reserved to cars compliant with NS 24 Chap. IV, featuring the following classes:

- Petrol-powered vehicles, non overpowered up to 2000 cm<sup>3</sup>:

RS1 – up to 1150 cm<sup>3</sup>

RS2 - from 1151 cm<sup>3</sup> to 1400 cm<sup>3</sup>

RS3 - from 1401 cm<sup>3</sup> to 1600 cm<sup>3</sup>

RS4 - from 1601 cm<sup>3</sup> to 2000 cm<sup>3</sup>

- Diesel-powered vehicles, (geometric engine capacity up to 2000 cm<sup>3</sup>, incl. overpowered cars):

RSD1 – up to 1600 cm<sup>3</sup>

RSD2 - from 1601 cm<sup>3</sup> to 2000 cm<sup>3</sup>

- Petrol-powered vehicles, overpowered, with geometric engine capacity up to 1600 cm<sup>3</sup>:

RSTB – up to 1600 cm<sup>3</sup>

### 3.2.6 Group E3 (Vehicles of expired homologation, "V.S.O." Groups N-A-B-GT (CSAI)

(8)

*Group E3 (Gr. N-VSO, A-VSO)*

Classes:

- up to 1150 cm<sup>3</sup>
- from 1151 cm<sup>3</sup> to 1400 cm<sup>3</sup>
- from 1401 cm<sup>3</sup> to 1600 cm<sup>3</sup>
- from 1601 cm<sup>3</sup> to 2000 cm<sup>3</sup>
- from 2001 cm<sup>3</sup> to 3000 cm<sup>3</sup>

over 3000 cm<sup>3</sup>  
*Group E3 (Gr. B-VSO)*  
Classes                    Class up to 1600 cm<sup>3</sup>  
                                  Class over 1600 cm<sup>3</sup>  
*Group E3 (Gr. GT-VSO)*  
Only one class

### 3.2.7 Group E2S (Silhouette) (CSAI and FIA)

Classes:                    up to 1600 cm<sup>3</sup>  
                                  from 1601 cm<sup>3</sup> to 2000 cm<sup>3</sup>  
                                  from 2001 cm<sup>3</sup> to 3000 cm<sup>3</sup>  
                                  over 3000 cm<sup>3</sup>

### 3.2.8 Group E3 S (incl. Vehicles of former Group 5)

(8 bis)

Classes:                    up to 1150 cm<sup>3</sup>  
                                  from 1151 to 1400 cm<sup>3</sup>  
                                  from 1401 to 1600 cm<sup>3</sup>  
                                  from 1601 to 2000 cm<sup>3</sup>  
                                  from 2001 to 3000 cm<sup>3</sup>  
                                  over 3000 cm<sup>3</sup>

### 3.2.9 GPL and CNG vehicles

Vehicles from the following Groups are admitted:

N; A; GT; E (only if expressly built for gas power).

Single-seater cars, free wheel cars, sports cars, two-seater racing, vehicles equipped with diesel cycle engine, vehicles whose of manufacture is prior to 31-12-2005 are excluded.

Vehicles fully comply with the technical regulations relating to their belonging groups, except for the fuel feed for which must be applied the technical regulations for vehicles powered by CNG and LPG published in NS20.

Regarding the allocation of points for award the CSAI titles these cars will be considered and will be classified in the same way as other vehicles of their belonging groups (N, A, GT, E). Drivers must be in compliance with all requirements for the Hill Climb (eg. entry to CIVM).

## **3.3**

3.3.1 - **IHCC**: For Group D/E2-SS, other than Article 277 of Appendix J, the following restrictions must be respected:

- Cockpit:

The driver's seat must be symmetrical about the longitudinal centre line of the car. Only free wheel single-seater vehicles may be admitted.

3.3.2 - **EEC**: For Group E1 and Group E2-SH, the following restrictions must be respected in addition to those of Article 277 of Appendix J:

- maximum engine cylinder capacity 6,500 cm<sup>3</sup>

- fuel: commercially available petrol or diesel, according to the provisions of Article 259.6.1 of Appendix J.

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

3.5 Any vehicle with insufficient safety features or not complying with the regulations in force shall not be admitted to or shall be excluded from the event.

3.6 Only fuel which complies with the provisions of Appendix J may be used.

3.7 Any form of pre-heating of the wheels and/or tyres before the start is prohibited and may result in sanctions that may go as far as exclusion from the competition.

## **4 - DRIVERS' SAFETY EQUIPMENT**

4.1 The wearing of a safety belt, a crash helmet and a head restraint device complying with the standards approved by the FIA are obligatory during the practice sessions and the race.

The use of the frontal head restraint (FHR) device is compulsory for all vehicles (except for vehicles taking part to the "Barchetta"/ "Alfa 33" trophies/series and to Assominicar trophies, for which the above device is recommended only).



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

## 5 – ELIGIBLE COMPETITORS AND DRIVERS

5.1 Any person or legal entity holding a competitor's licence valid for the current year shall be eligible as a competitor.

5.2 Drivers must be in possession of a competition licence valid for the current year. It is not compulsory to produce a driving license upon pre-race scrutineering.

5.3. Foreign competitors and drivers must be in possession of written authorisation to take part in the event from the ASN which issued them with their licence(s) (even taking the form of just a note on the licence).

## 6 - ENTRIES, LIABILITY AND INSURANCE

6.1 Applications for entry shall be accepted following publication of the Supplementary Race Regulations (RPG) and should be sent to the following address:

A.S.D. PRO-SPINO Team

via Roma, 24 - 52036 PIEVE SANTO STEFANO AR

Closing date for entries: 11/06/2012 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 they must be accompanied by evidence of payment of the entry fees.

Only entries compliant with the RNS standards and containing all requested information will be accepted.

The Organiser will keep a protocol of entries that will be passed on to the FIA Observer and will be part of the final race documentation.

By presenting the entry form, the Competitor:

- declares to know the provisions of the Code and its Appendixes, of the Sporting National Regulations (RNS) and its Supplementary Regulations (NS), and also commits himself/herself to observe these regulations and to have them observed;
- **acknowledges C.S.A.I. as the only competent jurisdiction, except for the right of appeal as established in the Code and the Sporting National Regulations (RNS), and consequently waives any right to appeal to arbitration or an other jurisdiction for facts deriving from the organisation and running of the competition;**
- **considers A.C.I., C.S.A.I., the Organiser and all Stewards NOT liable against third parties for any damage suffered by the competitor himself/herself, his/her drivers, passengers, employees or assets.**

6.2 The maximum number of admitted entries is 250 (including all vehicles admitted by the Supplementary Race Regulations, E3 vehicles and Historic Cars)

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:

(11)

€ 270,00 Groups N/A/R/E3(VSO-N/VSO-A/VSO-B/VSO-GT)/E3S/E1Italia≤2000/SP/S2000/KITCAR/S1600/WRC

€ 320,00 Groups CN/E1FIA/E1 Italia >2000/E2M/E2B/E2S/D-E2SS FIA/E2-SC FIA/E2-SH FIA /GT

€ 160,00 Group Racing Start

€ 120,00 Group Racing Start UNDER 25

### SPECIAL TERMS ESTABLISHED BY THE ORGANISER:

- The absolute winner of the 2011 edition (Mr. Christian Merli) is entitled to a free entry to this year's race.

- Special conditions will be granted to drivers of foreign residence (excluding drivers from the Republic of San Marino and the Principality of Monaco) and drivers resident in Sardinia and Sicily. Specifications will be provided on [www.prospino.com](http://www.prospino.com) upon the opening of entries.

Competitors who refuse to apply the Organiser's optional advertising will have to pay twice as much the amount of the above entry fees (Article 8.3.2).

Entry fees must be paid as follows:

a) **RECOMMENDED METHOD:** Bank transfer to Banca CR Firenze agenzia di Pieve Santo Stefano  
IBAN code: IT90V0616071570000004888C00

b) Bank draft issued to A.S.D PRO-SPINO team

**6.7 An entry shall only be accepted if accompanied by evidence of payment (receipt) of the entry fee, and only if 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 the entry is withdrawn by the Competitor, the entry fee:

- shall be refunded by 50%, if withdrawal occurs before the end of the registration period;
- shall not be refunded if the competitor withdraws after the deadline for entries.

The following provisions also apply:

- a) if the event is interrupted during race session(s) for reasons not attributable to the Organiser (i.e. accident, landslide, fire, etc.) the entry fee shall not be refunded;
- b) if the event is interrupted during the official practice session(s) for reasons not attributable to the Organiser (i.e. accident, landslide, fire, etc.) the entry fee shall be refunded by 40%.

In b) cases, the Organiser's contribution towards the payment of the final prize is reduced to 60% of the normal amount; in a) cases Organisers will have to pay the 100% amount.

The return of entry fees must be done within 15 days 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:

- a) in case of damage to people, there is a minimum coverage sum of € 5,000,000 for each case, regardless of the number of casualties;
- b) in case of damage to objects, there is a minimum coverage sum of € 1,000,000 for each case, regardless of the number of casualties.

**6.12** The Civil Liability insurance taken out by the organiser shall apply for the entire duration of the event, not only during official recognition practice and the race sessions, but also during trips from the parking area to the track and back.

## **7 - RESERVATIONS, OFFICIAL TEXT**

**7.1** The Organiser reserves the right to add to his supplementary regulations or to issue additional conditions or instructions which will form an integral part of them. He also reserves the right to cancel or stop the event in the case of insufficient participation, force majeure or unforeseeable events, without being under any obligation whatsoever to provide compensation (except for what established in Art. 6.9).

**7.2** Participants shall be informed of any amendments or additional conditions as soon as possible via dated and numbered information bulletins which shall be posted on the official notice board (see Article 1.3).

**7.3.** Any cases not provided for in the Supplementary Race Regulations (RPG) shall be decided by the Stewards of the meeting.

**7.4.** For the Supplementary Race Regulations, the **ENGLISH** text shall be considered as the authentic text.

## **8 –GENERAL OBLIGATIONS**

### **8.1 Start numbers**

**8.1.1** - The Organiser shall provide each participant with 2 sets of start numbers which shall be clearly displayed **on the left side** of the vehicle (in vertical position) and – according to the Organiser’s instructions – on the bonnet (centred), prior to technical checks. Start numbers cannot be cut and all advertising therein contained must be visible throughout the duration of the event. Numbers on the bonnet must be oriented towards the **left hand side**.

Vehicles without correct start numbers will not be allowed to start the event.

Each figure composing the start number shall be black in colour (red for disabled drivers) on white background, and shall be 5 cm wide and 30 cm high.

**8.1.2** - The Competitor is responsible for the correct positioning of start numbers, following the Organiser’s instructions (see Annex 5 to these regulations).

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

**8.1.4** All Competitors taking part to CIVM (excluding those belonging to groups E3, E3S, brand trophies and historic cars) must apply on their vehicles the advertising sticker of “*Campionato Italiano Velocità della Montagna*” and/or its sponsor provided by ACI Sport. This sticker must be applied on the upper part of the windshield for closed vehicles (GT, A, N, E1, R, etc.) and on the front part (top of bonnet) for open vehicles (E2M, E2B, CN, etc.). Annex 5 displays the positioning diagram for start numbers and advertising.

The presence of compulsory advertising will be checked upon scrutineering and alignment, before start. The lack (even if only partial) or incorrect positioning of advertising will be punished with the application of an additional tax to pay starting from €50 up to twice as much the entry fee.

## **8.2 Starting arrangements**

**8.2.1** - Drivers must place themselves at the disposal of the Clerk of the Course at least one hour before the start (both for practice sessions and for the race). 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.** Participants shall take their place in the starting file at least 10 minutes prior to their starting time. Any driver who fails to report to the start at his scheduled starting time may be excluded from the event.

## **8.3 Advertising**

**8.3.1** Any advertising may be affixed to the vehicles, on condition that:

- it complies with the FIA regulations (and with national regulations);
- it is not offensive.

No advertising whatsoever may be affixed to the side windows.

**8.3.2** - The organiser has made provision for the following advertising (also refer to Annex 5):

- Compulsory (start numbers): [TRATOS CAVI s.p.a.](#) - [GIORNI OSCAR s.n.c.](#)
- Optional:

The presence of compulsory advertising will be checked upon scrutineering and alignment, before start. The lack (even if only partial) or incorrect positioning of advertising will be punished with the application of an additional tax to pay starting from €50 up to twice as much the entry fee.

Competitors who refuse to apply the Organiser’s optional advertising will have to pay twice as much the amount of the above entry fees.

## **8.4 Flag signals, track behaviour**

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

- Red flag: Stop immediately and definitively.
- Yellow flag \*: Danger, absolutely no overtaking.
- Yellow flag with vertical red stripes: Slippery surface, change in grip.
- Blue flag: Competitor attempting to overtake.
- Black and white chequered flag: End of the heat (finish line).

\* Yellow flag waved: Immediate danger, be prepared to stop.

\* Two yellow flags together: Serious danger.

**8.4.2** It is strictly forbidden to drive a vehicle across or in the opposite direction to the direction of the race, unless instructed to do so by the marshals or the Clerk of the Course. Any breach of this regulation shall result in exclusion, with the possible addition of other sanctions and the transmission of the case to the ASN concerned.

**8.4.3** If a driver is obliged to stop his heat owing to mechanical failure or other problems, he must immediately park his vehicle away from the track and leave it, and obey any instructions given by the marshals.

## **9 - ADMINISTRATIVE CHECKS AND SCRUTINEERING**

### **9.1 Administrative checks**

**9.1.1** – The administrative checks shall take place in [Pieve S. Stefano, piazza Logge del Grano](#)

Tel. [334 9555734](#) Fax [0575 1840567](#)

on [15/06/2012](#) from [12:30](#) to [19:00](#)

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

**9.1.3** - The following documents must be presented: competitor's and driver's competition licence and technical passport. Foreign participants must also present written authorisation from their ASN, if this was not enclosed with their entry or specifically noted on their licence.

### **9.2 Scrutineering**

**9.2.1** – Scrutineering shall take place in [Pieve S. Stefano AR](#):

Groups GT-E2S–E2SH–CN–E2B–E2SC–E2M–D/E2SS: [Pieve S. Stefano, Via Tiberina, 95 \(Hotel Il Diario\)](#)

All other groups: [Pieve S. Stefano, Piazza Plinio Pellegrini](#)

Tel. [334 9555734](#) Fax [0575 1840567](#)

on [15/06/2012](#) from [13:00](#) to [19:30](#)

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

**9.2.3** - The homologation form and the technical passport (for Italian drivers) of the vehicle must be presented on request. Otherwise, scrutineering may be refused.

**9.2.4** - Participants reporting for scrutineering after their scheduled time shall be liable to a penalty which may go as far as exclusion, at the stewards' discretion.

However, the stewards may decide to allow the vehicle to be scrutineered if the competitor/driver can prove that their late arrival was due to force majeure.

**9.2.5** - Scrutineering does not constitute confirmation that the vehicle complies with the regulations in force.

**9.2.6** - After scrutineering has been completed, the list of participants authorised to take part in practice shall be published and posted by the organiser.

## **10 – RUNNING OF THE EVENT**

### **10.1 Start, finish, timekeeping**

**10.1.1** - The start will take place with the vehicle stationary and the engine running.  
The Stewards of the meeting and the Clerk of the Course are free to modify the starting order according to the circumstances.

**10.1.2** - No vehicle may take the start outside its own Group unless expressly authorised to do so by the Stewards of the meeting.

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

**10.1.4** - Any refusal or delay in starting shall result in exclusion

**10.1.5** - The finish shall be a flying finish. The session 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 recognition practice.

During the week before the competition, it is forbidden to perform free tests with cars not compliant with the National Highway Code or to perform tests non observing this Code.

Following a report by the Authorities, the Stewards will decide the sanction to be inflicted to 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 the names of Competitors causing infringements of the road circulation provisions.

**10.2.2** - Official recognition practice shall take place in accordance with the detailed timetable drawn up by the Organiser.

The official practice session will be performed in 2 heats.

The start of recognition practice sessions will be in [Pieve S. Stefano AR – S.P. 208 Km.38+540](#).

The first session will start at 9:30. The second session will start at ([following the end of the first session](#)) of 16/06/2012, with the following starting order for vehicles:

Historic cars – E3 (N-VSO, A-VSO, B-VSO, GT-VSO) – E3S - Racing Start - Group N - Group A (A-R-KitCar-S1600-S2000-SP-WRC)- E1 Italia/E1 FIA - GT (Class GTCUP, GT3, GT2, GT1) – E2S – E2SH – CN – E2B – E2SC - E2M – D/E2SS.

Drivers can choose to perform both practice sessions or only one.

**10.2.3** - Only vehicles which have passed scrutineering shall be allowed to start the practice heats.

**10.2.4** – Vehicles will be admitted to start following the regressive order of the start numbers. This regressive order will be verified by a specially designed Official, who will also check for the presence of compulsory advertising.

Special cases shall be submitted to the Stewards of the meeting.

In order to be admitted to race, each Competitor must have covered at least once the full length of the racetrack during the official recognition practice sessions. If this is not the case, a Competitor who takes the start of official recognition practice but does not cover the full length of the track can nonetheless be admitted to race if this Competitor classified or was admitted to race in one of the three previous editions of the race, provided the racetrack has not been changed by more than 10%.

Besides, a Competitor can be admitted to race with motivated decision by the Stewards, also upon the proposal of the Clerk of the Course.

## **10.3 Race**

**10.3.1** – The race sessions shall take place according to the programme established by the Organisers.

The start of the race will be given in [Pieve S. Stefano AR – S.P. 208 Km.38+540](#).

Race (Race 1) will start at 9:30 of 17/06/2012, Race 2 (if any) will start at ([following the end of race 1](#)) of 17/06/2012, with the following starting order for vehicles:

Historic cars – E3 (N-VSO, A-VSO, B-VSO, GT-VSO) – E3S - Racing Start - Group N - Group A (A-R-KitCar-S1600-S2000-SP-WRC)- E1 Italia/E1 FIA - GT (Class GTCUP, GT3, GT2, GT1) – E2S – E2SH - CN – E2B – E2SC - E2M – D/E2SS.

It is compulsory to use automatic systems for the start.

Start is given when the green light goes on. The actual start time is taken by a photocell connected to a writing instrument positioned one metre from the starting line. The photocell will be positioned on the front-most part of the vehicle.

A driver who is already under the starter's orders may not be ready to start. In this case, the driver will be allowed a maximum start delay of 30" FROM THE GREEN LIGHT, after which the driver will not be allowed to start and will be considered as not having taken the start.

The Clerk of the Course can authorise drivers having stopped along the course for reasons not attributable to them to start again.

**10.3.2** The race shall be run over [2](#) sessions.

#### **10.4 - Outside assistance**

**10.4.1** Any outside assistance shall result in exclusion.

**10.4.2** Vehicles which have stopped along the track may only be towed away by order of the Clerk of the Course.

**10.4.3** Only for E2M and E2B vehicles the presence of max. two mechanics (showing the pass supplied by the Organiser) is admitted near the vehicle on the start line in order to help the start of the vehicle with the support of external energy. These mechanics shall strictly observe all instructions provided by the Clerk of the Course.

### **11 – PARC FERMÉ, FINAL CHECKS**

#### **11.1 Parc Fermé**

**11.1.1** – At the end of the event (and also at the end of race 1 - for races in two sessions), 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 (and also at the end of race 1 - for races in two sessions), 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. The Parc Fermé cannot be opened until the period of time allowed for the lodging of protests has expired. Drivers shall follow the directions of course marshals to drive cars to the Parc Fermé without stopping along the way.

**11.1.3** The Parc Fermé is located in [Pieve S. Stefano AR - Loc. Montalone - S.P. 208](#)

#### **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.) shall take place in the [Parc Fermé/Finish area in loc. Montalone and at Officina Giannini - via Pian di Guido, 5 Pieve S. Stefano AR.](#)

### **12 – CLASSIFICATIONS, PROTESTS, APPEALS**

#### **12.1 Classifications**

**12.1.1** - The conditions for drawing up the classifications are as follows:

Classifications will be established following the increasing order of registered race times. In case of a two-session race (rac 1 and race 2), classifications will be drawn up by adding the times of the two sessions.

**12.1.2** The rule for deciding between competitors in the case of a tie is as follows:  
The best time in either one of the TWO sessions.

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

- General classification of all groups admitted by CSAI together (except E3, E3S and brand trophies having a different classification).
- Classifications for every Group established by the IHCC.
- Classifications for Groups E1 FIA and E2-SH FIA conforming to the regulations of the EEC.
- Classifications for every Group established by the CSAI regulations.
- Classification E3 (Absolute, Groups and Classes).
- Classification Under 25.
- Classification Racing Start (Groups/Classes and a special one for Under 25, with no distinction of class among all Racing Start vehicles).

- Classification Ladies.
- Classification Teams. (16)
- Classifications for every Class for each Group (IHCC)
- Classifications for every class for each Group E1 FIA and E2-SH FIA (ECC)
- Classifications for every class for each Group (CIVM/TIVM).

## 2.2 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 is to be paid upon lodging 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 *de facto* judges 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 requiring 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 entries and/or the qualification of Competitors/Drivers must be lodged within two hours after the end of scrutineering at latest.

**12.2.8** Protests against vehicles' classification and/or vehicles' non-conformity must be lodged within 30 minutes from posting of 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 a € 3.000,00. The international appeal deposit is established every year by FIA.

**12.3.3** The Competitor is obliged to give to the Stewards the mechanical part that is the object of the protest. The Stewards will then pass it to the T.N.A, according to the provisions of Article 4 of NS9.

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

### 13.1 Prizes and cups

**13.1.1** – the following prizes, cups and trophies shall be awarded:

#### FIA IHCC

First, second and third of the general classification

#### FIA ECC

First, second and third of the general classification.

#### CSAI (CIVM/TIVM)

To the first 10 of the general classification

To the 1<sup>st</sup> – 2<sup>nd</sup> – 3<sup>rd</sup> of the absolute group classification (E2M-E1 ITALIA–RACING START-E3/VSO-N; VSO-A; VSO-B; VSO-GT)

To the 1<sup>st</sup> – 2<sup>nd</sup> – 3<sup>rd</sup> of each class (E2M-E1 ITALIA –RACING START - GT/GTCUP - E3/VSO-N, VSO-A, VSO-B; VSO-GT)

To the 1<sup>st</sup> UNDER 25, LADIES, TEAMS and E1SS (SUPERSTARS), GROUP E3S (if applicable)

OTHER PRIZES (if applicable):

1<sup>st</sup> from the absolute CSAI classification: Trofeo TRATOS and free entry for the 2013 edition of the race

## CASH PRIZES:

The distribution of cash prizes will be done according to the following criteria:

- € 8.064,00 (VAT included) will be given to ACI Sport for the composition of the funds for the final prize-awarding ceremony of the Italian Hill-Climb Championship (CIVM), including the fees for the hospitality van, the podium and the weighing equipment used for scrutineering.

- € 1.680,00 to be distributed - in the sum of € 240.00 each – to the first “UNDER 25” classified of every group (N, A, CN, E1 Italia, GT, E2M, E2B).

Prizes not assigned will be given to ACI Sport to form a fund that will be awarded to the final winner of the “UNDER 25 Trophy” (CIVM or TIVM).

Prizes of honour, except for the first three classified drivers, can be collected by a person holding a written proxy.

The first three of the absolute group classification must attend the awarding ceremony.

In case of absence not justified by a valid reason, the drivers will lose the right to the prizes of honour and shall also incur in the following sanctions:

- for the first absence they must pay a fine of € 259.00

- for repeated absences, they will lose money prizes and must pay a fine of € 259.00.

The above sums will be increased by 20% in races where spectators and/or means of transport pay an entrance ticket.

Specify whether spectators and/or means of transport pay an entrance ticket:

yes

no

Prizes of honour, except for the first three classified drivers, can be collected by a person holding a written proxy.

The first three of the absolute group classification must attend the awarding ceremony.

In case of absence not justified by a valid reason, the drivers will lose the right to the prizes of honour and shall also incur in the following sanctions:

- for the first absence they must pay a fine of € 259.00

- for repeated absences, they will lose money prizes and must pay a fine of € 259.00.

**13.1.2** – Prizes that have not been collected within one month after the event shall remain the property of the Organiser. No prizes shall be sent, they have to be collected.

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

**13.1.4** – All prizes are cumutable.

## **13.2 Prize-awarding ceremony**

**13.2.1** - It is a point of honour that all participants should attend the prize-giving ceremony.

**13.2.2** – The prize-awarding ceremony will take place on [17/06/2012](#) at the end of the race in [Pieve S. Stefano AR – Piazza Plinio Pellegrini](#) (in case of bad weather the ceremony will be held in the local theatre, still in [Piazza Plinio Pellegrini](#)).

## **14 – SPECIAL PROVISIONS**

**14.1** After the arrival, while returning from the parking area and/or from the Parc Fermé to the start park and paddock area, all drivers are obliged to wear safety belts. The 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 to the start park and paddock area it is strictly forbidden to carry someone else on board.

A penalty will be applied by the Stewards for each infringement of the above provisions, which can also result in the exclusion from the race



- Annexes:**
- Annex No 1: Course chart with indication of services and chicanes (if any).
  - Annex No 2: Altimetry
  - Annex No 3: Drawing of chicanes
  - Annex No 4: Safety plan (to be presented at the first meeting of the stewards)
  - Annex No 5: Race numbers and advertising scheme
  - Annex No 6: Letter for selected prize-awarding mode

THE PRESIDENT OF THE  
ORGANISING COMMITTEE

ALESSANDRO PIGOLOTTI



VISA OF CSAI REGIONAL DELEGATE

LUCA RUSTICI

IL DELEGATO REGIONALE  
CSAI TOSCANA  
LUCA RUSTICI




CSAI VISA NO. SCVS 32/2012 DEL 19/4/2012

FIA VISA NO. SCICL. ITA. 170612

ITALIAN MOTORSPORT COMMISSION

Il Segretario C.S.A.I.  
Dr. Marco Ferrari



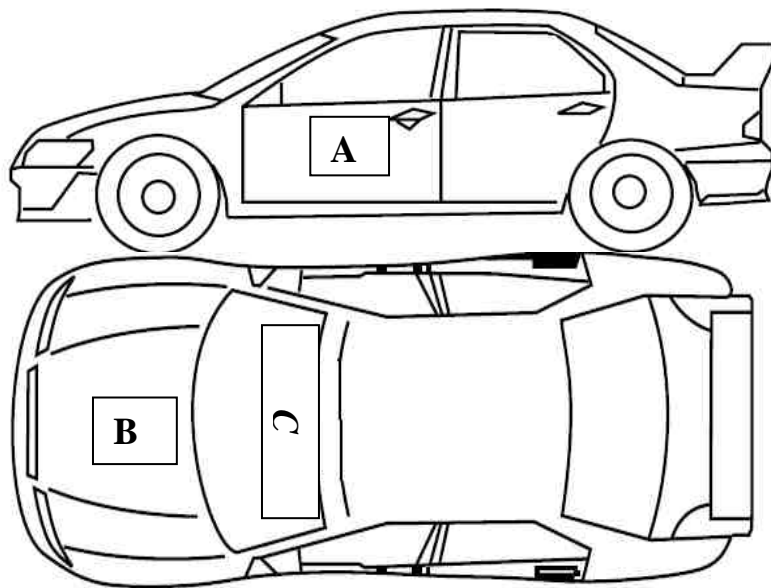

## ANNEX n° 5

### ADVERTISING, PANELS AND START NUMBERS

<b>A</b>	<p>For GT, Touring vehicles and the like:  <b>1 panel</b> with start numbers is <b>COMPULSORY</b>. They will be supplied by the Organiser and must be applied vertically <b>on the left side</b> side of the vehicle. The size of these panels is 50 cm (width) x 52 cm (height) and they also bear the following advertising:</p> <p>TRATOS CAVI s.p.a  GIORNI OSCAR s.n.c.</p> <p>For single-seaters and double-seaters:  <b>1 panel on the left side</b> supplied by the Organiser and bearing only start numbers, having the following size: 32 cm (width) x 32 cm (height).  4 stripes (indicated as A1 in the drawings) supplied by the Organiser and bearing the compulsory advertising. They are 50 cm wide and 10 cm high and they must be applied vertically on visible positions along the two sides of the vehicle (two stripes on each side).</p>
<b>B</b>	<p>Only if thus established by Article 8.1.1 of the Supplementary Race Regulations (RPG), one panel supplied by the Organiser bearing the start number and the following advertising is <b>COMPULSORY</b> and will be applied on the bonnet <del>or on the roof</del>:</p> <p>TRATOS CAVI s.p.a  GIORNI OSCAR s.n.c.</p>
<b>C</b>	<p>One <b>COMPULSORY</b> stripe (only for vehicles taking part to CIVM competitions, except for E3, E3S, historic cars and brand trophies) is supplied to Competitors by ACI Sport at the first CIVM race. The size of this stripe is 90+120 cm x 10 cm and it must be applied on the upper part of the windshield (*). It will bear the following writing:</p> <p style="text-align: center;"><b>Campionato Italiano Velocità della Montagna (e/o suoi Sponsors)</b></p> <p>(*) On single-seaters, this stripe will have to be placed on the side of the vehicle in a visible position (see drawing). On double-seaters, it will have to be placed on the bonnet, at the base of the windshield (see drawing).</p>
<b>D</b>	<p><del>(IF APPLICABLE) The following additional advertising can be supplied by the Organiser and Competitors CAN REFUSE TO DISPLAY IT on condition that they pay twice as much the entry fee:</del></p> <p><b>None</b></p>
<b>E</b>	<p>3 <b>COMPULSORY</b> advertising stripes supplied by ACI Sport, 30 cm wide and 15 cm high. They will have to be placed on the positions indicated by ACI Sport staff (NS16 Bis Cap. II Art. 15.3.2)</p>

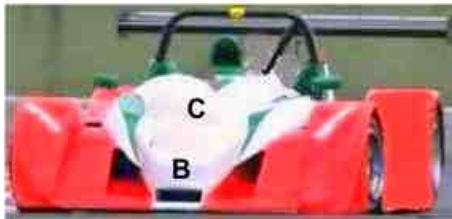
see diagram on the following page

**TOURING VEHICLES/GT VEHICLES AND THE LIKE: position of advertising**



**left side**

**B: on the bonnet  
(orient. at left hand)**



**DOUBLE-SEATERS: position of advertising  
(left side: start number+advertising panel A1  
right side: advertising panel A1 only)**



**SINGLE-SEATERS: position of advertising  
(left side: start number+advertising panel A1  
right side: advertising panel A1 only)**

# STICKERS

FOR VEHICLES OF FIA GROUPS ONLY

## FIA International Hill-Climb Challenge FIA European Hill-Climb Cup



OR



13 x 13 cm approx.

2 stickers / car max.

