

Central Europe Zone Trophy



2007

PROGRAMME

	LOCATION	DATE	SCHEDULE
Closing of entries	BELLUNO	31 th July 2007	at 12h00 am
	Concessionary Renault "Dal Pont"	3 th August 2007	from 3h00pm to 8h00pm
Administrative checks	Belluno – Via Del Boscon (Salce)	and 4 th August 2007	from 7h30am to 9h00am
Technical scrutineering (before the race)	Concessionary Renault "Dal Pont"	3 th August 2007	from 3h30pm to 8h30pm
	Belluno – Via Del Boscon (Salce)	and 4 th August 2007	from 8h00am to 9h30am
	Before the race		
	Concessionary Renault "Dal Pont"		
Weighing: (location)	Belluno – Via Del Boscon (Salce)	After the race	Alpe in Fiore – Nevegàl (BL)
1 st meeting of the Stewards	Concessionary Renault "Dal Pont"		
	Belluno – Via Del Boscon (Salce)	Friday 3 th August '07	at 2h00pm
	LOCATION/PHONE NUMBER	DATE	SCHEDULE
Start Park Practice	San Cipriano – Castion – Belluno	Saturday 4 th August '07	At 9h00am
Official practice 1 st heat	San Cipriano – Castion – Belluno	Saturday 4 th August '07	At 12h00am
Official practice 2 nd heat	San Cipriano – Castion – Belluno	Saturday 4 th August '07	after the end 1 st
Start Park Race	San Cipriano – Castion – Belluno	Sunday 5 th August '07	From 8h00am
Start Race 1 st heat	San Cipriano – Castion – Belluno	Sunday 5 th August '07	At 10h30am
Start Race 2 nd heat	San Cipriano – Castion – Belluno	Sunday 5 th August '07	after the end 1 st heat
Flying finish	Resort Alpe in Fiore - Nevegàl	Sunday 5 th August '07	At 10h00am (opening)
Final Parc fermé	Resort Alpe in Fiore - Nevegàl	Sunday 5 th August '07	
Technical scrutineering (after the race)	Resort Alpe in Fiore – Nevegàl	Sunday 5 th August '06	During the race
	C. Renault "Dal Pont" – Resort Salce		At the end of the race
Headquarters	Restaurant "Nogherazza" Resort Caleipo (BL)	Sunday 5 th August '07	
Phone HQ	333.3693238		

Official Notice Board:

Official practice

Race

Restaurant "Nogherazza"

Resort Caleipo (BL)

Saturday 4th August '07Sunday 5th August '07**Posting of results**

Restaurant "Nogherazza"

Resort Caleipo (BL)

Sunday 5th August '0730 minutes after the arrival of
every class**Prize Giving and money
prizes payment**

Restaurant "Nogherazza"

Resort Caleipo (BL)

Sunday 5th August '0730 minutes after opening Parc
Fermè**Press room:**

Official practice

Race

Restaurant "Nogherazza"

Resort Caleipo (BL)

From 12h00am

From 10h00am

Saturday 4th August '07Sunday 5th August '07**Press Room Resp. Mr.:**

Bona Roberto

1 – ORGANISATIONThe A.S. TRE CIME PROMOTOR (3) CSAI lic. n° 41605Legal Representative Mr. MASTELLOTTO GIOBBE is organising the Hill Climb
competition, called 33^a ALPE DEL NEVEGAL,to be held in BELLUNO – RESORT CASTION on 3th 4th 5th AUGUST 2007**1.1 ORGANISING COMMITTEE, SECRETARIAT**Address VIA DELL'ARTIGIANATO n° 3 – 32100 - BELLUNO (BL)Phone: 339.6815750 Fax: 0437.931239Chairman: Mr. MASTELLOTTO GiobbeVice-Chairman: Mr. BEZ UgoMembers : Mr. ROSSI Luciano

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

until 3th August 2007 at 12h00am address VIA DELL'ARTIGIANATO 3 – 32100 BELLUNOPhone: 339.6815750 Fax: 0437.931239from 3th August 2007 at 12h00am address CONCESSIONARY RENAULT – "DAL PONT" – RESORTSALCE – VIA DEL BOSCON – BL Phone: 333.3693238 Fax: 0437.915151from 4th August 2007 at 11h00am address RESTURANT "NOGHERAZZA" – RESORT CALEIPO (BL)Phone: 333.3693238 Fax: 0437.925882**1.2 – OFFICIALS**

QUALIFICATION	NAME, SURNAME	CSAI LIC. N°	AFFILIA- TION A.C.	NAT.
CLERK OF COURSE Phone: <u>328.6851985</u> _____ Fax: <u>0383.92042</u>	Mr. ZINI Sergio	171881	Pavia	IT
CLERK OF COURSE				
STEWARDS OF THE MEETING:	RESCIGNO GIACOMO CSAI Del.	(President)		
	Miss. DAL FARRA AMBRA		Belluno	IT
	Mr.			A
SECRETARY OF THE STEWARDS	Miss VEDANA Sara	80945	Belluno	IT
TECHNICAL SCRUTINEERS:	Mr. ASSENATO Carlo CSAI Del.			
	Mr. Guarino Domenico CSAI Del.			
	Mr. DAL COL Giorgio	200990	Belluno	IT
	Mr. MASOCH Renato	29918	Belluno	IT
	Mr. CHENET Raffaele	122701	Belluno	IT
ASSISTANT SCRUTINEERS :	Mr. FAGHERAZZI Michele	205932	Belluno	IT
	Mr. CORSO Diego	122697	Belluno	IT
	Mr. CURTO Alessandro	82393	Belluno	IT
SECRETARY OF THE EVENT	Miss BOSCO Luisa	25702	Belluno	IT
ADMINISTRATIVE SCRUTINEERS:	Miss SOMMAVILLA Barbara	82532	Belluno	IT
	Mr. PEROTTO Dario	23775	Belluno	IT
	Mr. BOZ Sandro	25714	Belluno	IT
	Mr. MARCHETTI Luigino	82321	Belluno	IT
CSAI OBSERVER	Mr.			
CHIEF MEDICAL OFFICER	Mr. BEVILACQUA Francesco			
COMPETITORS' RELATIONS OFFICER(S)	Mr. SCARTON Paolo	21883	Belluno	IT
SAFETY INSPECTOR	Mr. DE SALVADOR Lino	35606	Belluno	IT
COURSE MARSHALS	A.C. BL – TV – VE			
TIMEKEEPERS	CRONO BELLUNO			
	Resp. Mr. FASOLO Fernando			

1.3 OFFICIAL NOTICE BOARD(S)

All communications and decisions, as well as the results, shall be posted on the official notice board located:

Checks: Concessionary Renault “Dal Pont” – Resort Salce (BL)

Official Practice: Resturant “Nogherazza” – Resort Caleipo (BL)

Race: Resturant “Nogherazza” – Resort Caleipo (BL)

2 GENERAL CONDITIONS

2.1 The event shall be organised in conformity with the provisions of the National Sporting Code (RNS), their Supplementary Rules and the provisions of these Supplementary Regulations.

However not explicitly indicate in present rules book is valid, in as much suitable, the general rules published on the Sporting Code Yearbook CSAI 2007 (particularly Supplementary no. 1 – Chap. IV “Italian Championship, Trophy and Hill Climb CSAI Cup” and Supplementary 16 bis – Chap II – “Hill Climb particular rules”, that its aim fully and literally transcribe).

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/RNS.

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:

- FIA Central European Zone Trophy (CEZ)
- CSAI – Italian Trophies (TIVM)

2.5 Course

The event will be run on CALEIPO – NEVEGAL – BELLUNO

start at CALEIPO - BELLUNO

and finish at ALPE IN FIORE – NEVEGAL.

The course, 5,500 km long, will be carried out in n° 2 heats. The difference in height between start and finish corresponds to 526,00 m., with an average gradient of 9,56 %.

For the races in two heats:

The drivers, after the first heat, overcome the finishing line, rigorously observing the instructions of the Marshals, must continue to the suitable place, where regime of closed park is not in force, waiting for reach the place of departure for the second heat.

Departure for the second heat can be taken only by the competitors that have concluded the first heat.

The verification of the weight of the cars can take place both before or at the end of the first and/or the second heat.

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

3 – ELIGIBLE VEHICLES

3.1 All vehicles complying with the prescriptions of the FIA Appendix J, the Hill Climb Regulaments and the following specific prevision.

The national homologations referred in fiche are not admitted.

Before the Administrative checks the competitor could free change your vehicle with other one of the same group and class.

If during the pre-race technical check a vehicle don't correspond in your external configuration to group and/or class that it's entry, the stewards, after technical scrutineeres propose, should be assign this vehicle to your very group/class.

The vehicles weight control after end competition or after 1st heat will be to effect in the condition to the vehicle to breast the tape, with the electronic weigh.

The vehicles, must have the fiche and the technical passport CSAI, will be divided into the following groups:

Group N

Group A

Group E1 Italy

Group CN

Group GTM (Grand Touring Mountain)

Super production - SP (unique Class up to 2000 cm³)

Formula Start

Group E2 (Sport Prototypes of capacity up to 3000 cm³)

Group D/E2

Group E3 (Vetture Scadute di Omologazione "V.S.O." Gruppi N-A-B

Group Cars Expired of Homologation "V.S.O."

Group E3S

3.2.1 Group N and Group A:

up to 1150 cm³

from 1151 to 1400 cm³

from 1401 to 1600 cm³

from 1601 to 2000 cm³

from 2001 to 3000 cm³

over 3000 cm³

Diesel:

up to 2000 cm³

over 2000 cm³

NB: Kit Car, WRC and Super 1600 cars are classifiable and acquire useful scores for the CSAI titles only in the Group E1 Italia.

3.2.2 Group E1 Italy

Classes:

up to 1150 cm³

from 1151 to 1400 cm³

from 1401 to 1600 cm³

from 1601 to 2000 cm³

from 2001 to 3000 cm³

over 3000 cm³

Diesel up to 2000 cm³

Diesel over 2000 cm³

In the Group E1 Italy are admitted:

a) all the Tourism and Grand Tourism homologated, expired of homologation or not homologated cars provided that their date of construction is not prior to 1.1.1994 (considering the date of the first registration of the car) conform to the "E1 Italia technical rules" published in appendix to the NS16bis bearing CSAI technical passport for Group "E1 Italia";

b) all cars admitted in 2004 (see NS1 Ch. IV Yearbook CSAI 2004 and following updatings) in Group E1 Italia and conforming to their respective technical rules (ex.: Super hill climb, Monomarca -single maker, DTM, Kit Car, WRC, ITC, Super 1600, Super production and GT, etc.).

The Super production - SP and the GT cars adjourned according to the regulation in force will compete in their own reserved Groups.

All the cars of the Group E1 Italia must respect, for the safety measures, the prescriptions of the App. J in force for Group E1 FIA (art. 277).

The cars prepared according to the rules E1 approved by an other ASN can compete in Italy in the competitions in which they acquire scores for the titles FIA only. (excluded therefore the contests of the Trophy Central Europe Zones - CEZ).

In the Group E1 Italia, the multiplication coefficient of 1,5 for the cylinder capacity foreseen by the FIA is not applied to the cars equipped with turbo diesel engines.

N.B.: For other typologies of cars admission, the Competitors must apply to the CSAI Hill Climb Commission – Corso Venezia 45 - 20121 Milan at least 60 days before the date of the concerned competition, which will evaluate their admissibility in useful time.

3.2.3 Group C/N

Classes:

- up to 1000 cm³
- from 1001 cm³ to 1300 cm³
- from 1301 cm³ to 1600 cm³
- from 1601 cm³ to 2000 cm³
- from 2001 cm³ to 2500 cm³
- from 2501 cm³ to 3000 cm³
- CNTD (C/N Turbo Diesel) up to 2000 cm³ (geometric cylinder capacity).

All the cars of Group CN must respect exactly the art. 259 of the App. J in force with the following particularities:

a) Category CNTD

Category reserved to CN cars conform to the App. J in force with diesel engines of maximum geometric cylinder capacity of 2000 cm³, homologated by FIA in Group N (with preparation Group CN App. J), without the application of the air restrictor and maintaining the original intercooler. Regarding the electronic control unit the regulation of Group N (Art. 254.6 of the App. J) is applicable.

b) Tyres

In every hill climb competition in Italy – only for the Group CN - for the official practise and the race the drivers holding a CSAI or FAMS license can use a maximum of 8 slick tyres, of which 4 new (except for the first race in the year, in which 8 new tires can be used). In the competitions counting for the European Hill Climb Championship and for the FIA International Hill Climb Challenge the drivers not respecting this clause will be classified for the classifications for the FIA titles only.

Controls and punchings will be performed by the Scrutineers. Sanctions will be inflicted to the transgressors by the Stewards up to the exclusion from the race and submit to the Sports Judge.

The tyres manufacturers must stamp the pneumatics with a bar code in such way that their certain identification and traceability is possible. This to facilitate the verifications and controls by the Scrutineers.

The use of rain tyres is without limitation of number.

c) Roll Bar side arm

In FIA international race this rule apply only CSAI drivers licence.

All the cars construct prior to 1.1.1994 must be install two arms that connect front and rear roll bar.

This arms must be install every side car and the rear connection points must not less 25% respect your total vertical lenght. Pipe diameter must not less 30mm and 2,0mm thick. This arms will not be fixed.

d) National Prescription

NS10 – Cap IX Prescriptions are not apply.

3.2.4 Group E2 (Sport Prototypes of capacity up to 3000 cm³)

Classes and relative minimum weights:

E2/1 Cars of cylinder capacity up to 1600 cm ³	min. kg 515
Cars of cylinder capacity from 1601 to 2000 cm ³ Engines 2 valves	min. kg 515
E2/2 Cars of cylinder capacity from 1601 to 2000 cm ³ Engines 4 valves	min. kg 535
E2/3 Cars of cylinder capacity from 2001 to 2500 cm ³ Engines 4 valves	min. kg 575
Cars of cylinder capacity from 2001 to 2500 cm ³ Engines 2 valves	min. kg 535
Cars of cylinder capacity from 2501 to 3000 cm ³ Engines 2 valves	min. kg 625
E2/4 Cars of cylinder capacity from 2501 to 3000 cm ³	min. kg 625
Independently of their number of the valves	

Sport Prototype Cars of cylinder capacity up to 3000 cm³ not conforming to the FIA rules of Group CN App. J in force but however conforming to their relative technical rules, for instance: C3, “Sport Nazionale” (see NS10 Ch. IX art. 1.2), CN CSAI not adjourned according to the FIA regulations 2007 (see NS10 Ch. IX art. 1.1.1), SRWC/SR2 (see NS10 Ch. IX art. 1.3.3), CIP, etc., provided of CSAI technical passport for their original Group or VSO (C3 and “Sport Nazionale”).

These cars are admitted to all the intents in the absolute national general classification of the race.

However, regarding their safety measures, all the cars of the Group E2 have to respect the FIA/CSAI prescriptions of the Group CN (see NS10 Ch. IX art. 1.1.1).

The same regulations of Group CN (art. 259 of the App. J in force) are applied for safety fuel tanks.

3.2.6 Group GTM (Grand Tourism Mountain)

Classes:

GT1 (ex FIA GT)

- up to 2000 cm³
- from 2001 to 3000 cm³
- over 3000 cm³

GT2 (ex FIA N-GT)

- up to 2000 cm³
- from 2001 to 3000 cm³
- over 3000 cm³

GT3 (CSAI GT)

- up to 2000 cm³
- from 2001 to 3000 cm³
- over 3000 cm³

GT4 (Trophies reserved to GT cars)

- up to 2000 cm³
- from 2001 to 3000 cm³
- over 3000 cm³

The GT1 and GT2 cars must respect FIA regulation; the GT3 must respect CSAI regulation; the GT4 must respect the relative rules established by the Maker and approved by FIA or CSAI.

3.2.7 Super production- SP

Unique class up to 2000 cm³.

3.2.8 F. Start

Unique class up to 1400 cm³ reserved to cars conforming to NS 24 Ch. IV

3.2.9 Expired Homologation Cars Group "V.S.O." Gr. N. A. B.

Cars homologated since 1.1.1982 in Groups N, A, B in accordance to the App. J of the year in which the car expired of homologation. Their safety measures must respect the App. J in force.

These cars are admitted with different classification, out of Championship and/or Trophy, excluded those participating in Group "E1 Italia."

The turbo gasoline cars up to 1500 cm³ will be - conventionally - considered as 2000 cm³ cars.

The turbo diesel cars of geometric cylinder capacity up to 2000 cm³ will be considered as belonging to the class corresponding to their own geometric cylinder capacity.

Group E3 N "V.S.O."

Classes:

- up to 1150 cm³
- from 1151 to 1400 cm³
- from 1401 to 1600 cm³
- from 1601 to 2000 cm³
- from 2001 to 3000 cm³
- over 3000 cm³

Group E3 A "V.S.O."

Classes:

- up to 1150 cm³
- from 1151 to 1400 cm³
- from 1401 to 1600 cm³
- from 1601 to 2000 cm³
- from 2001 to 3000 cm³
- over 3000 cm³

Group E3 B "V.S.O."

Classes

- up to 1600 cm³
- over 1600 cm³

Category "Super Tourism Hill climb"

Unique class

Cars conforming to the "Super Hill Climb" technical rules, published in Appendix n° 1 to the NS1 CSAI Yearbook 2004, homologated in Gr. A since 1.1.1982 and with homologation expired before 1.1.1994 bearing regular CSAI technical passport Super Hill climb/AS issued between January 1st 2004 and June 8th 2004. These cars have a different classification from the other VSO cars and they don't compete to various titles.

3.2.10 Group E3 S (Former Cars Group 5) (8 bis) They are admitted: to) the cars of the former Group 5/1981 consistent ones to the published technical regulations in appendix to the NS16 bis, elaborated beyond the limits previewed from the regulations autostoriche. b) the consistent cars to the technical regulations Supersalita, published in Appendix to the NS16 bis, accredited in Gr. To from and with 1.1.1982 homologation expired before the 1.1.1994, in possession of regulating technical passport Supersalita/AS rilasciato between 1° January 2004 and 18 June 2004.

3.3 Groups N and A, vehicles with supercharged engines (also taking part in CSAI “VSO” Group) must be fitted with the restrictor defined respectively in Articles 254.6.1 and 255.5.1.8.3 of Appendix J (NS 10 – Chap. II – Art. 5).

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

4 - DRIVERS' SAFETY EQUIPMENT

4.1 The wearing of a safety belt and a crash helmet complying with the standards approved by the FIA is obligatory during the practice heats and the race.

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

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. According to the national regulations NS9 art. 2.2 it is not compulsory to show the driving licence during the administrative checks.

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

If the competition enter in International or NEAFP calendar, this authorisation is not required to UE drivers.

In accordance with Art. 123 bis RNS is possible to admit, in derogation, multiple nominations if the driver take part with “different vehicles in different race (ex TIVM, VSO, Historic, Club)”.

6 - ENTRIES, LIABILITY AND INSURANCE

6.1 Applications for entry shall be accepted following publication of the supplementary regulations and should be sent to the following address: (*specify the address, the phone and fax numbers*)

***A.S. TRE CIME PROMOTOR – VIA DELL’ARTIGIANATO 3 – 32100 BELLUNO (BL) fax 0437931239
mail - trecimepromotor@libero.it***

CLOSING DATE FOR ENTRIES: (*date & time*) **July 31th 2007 at 12h00am.**

Only complete and conforming to the prescriptions of the RNS entries will be accepted.

The organizer will hold a protocol of the entries.

With the entry the competitor:

- declares to know the provisions of the Code and its Appendixes, of the Sporting National Regulations (RNS) and its Supplementary Norms (NS) and the present Supplementary Regulations, committing himself to respect and to have them respected
- recognises the C.S.A.I. as the only competent jurisdiction, except for the right of Appeal as foreseen in the Code and in the Sporting National Regulations (RNS);
- renounces, consequently, to take legal steps in other jurisdiction for consequent facts resulting from the organization and from the conduction of the competition;
- considers A.C.I., C.S.A.I., the Organisers, all the Officials relieved from all third parts faults for damages suffered by the competitor himself, his drivers, employees or goods.

6.2 The maximum number of entries admitted (included Historical Cars, monotype cars and “VSO”) is **250**.

6.3 There may be a change of vehicle after the closing of entries and up to the completion of the checks on the competitor concerned, provided that the new vehicle belongs to the same Group and the same cylinder capacity class (Article 3.2) as the vehicle being replaced.

6.4 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 authorized.

6.6 The entry fees shall be as follows:

€ 220,00 (240) - Groups N/A/VSO (N/A/B), F. Start over 25

€ 280,00 (300) - CN/C3/E1 Italy/E2/SP/GTM/Monoposto

€ 150,00 (144) - F. Start Under 25

€ 200,00 (240) - Brand Trophy

€ 130,00 (156) – Foreign Drivers (CEZ)

The entry fees sent in the last 5 days of the period of entry must be increased of 20% (among parenthesis the increased amount).

The R.C. insurance fees for drivers (€ 31) must be added to the abovementioned amounts.

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

The entries fees have to be paid as follows: (12)

CHEQUE – MAKE OUT TO A.S. TRE CIME PROMOTOR

CREDIT TRANSFER – Banca Prealpi – ABI 0890 – CAB 11900 – C/C 740.0

6.7 An entry shall only be accepted if it is accompanied by the entry fees and received by the deadline set in Article 6.1.

6.8 In all cases, the entry fees include necessary start numbers.

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

6.10 Each participant shall take part on his own responsibility. The organizer shall refuse to accept any liability for personal injury or damage to property vis-à-vis competitors, drivers, assistants and third parties.

6.11 In accordance with legal regulations, the organizer has taken out an insurance policy or policies covering the following risks:

- third party Civil Liability up to (*amount*) € 5.164.568,99;

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

7 - RESERVATIONS, OFFICIAL TEXT

7.1 The organizer 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.

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

7.3 Any cases not provided for in the supplementary regulations shall be decided by the stewards of the meeting.

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

8 - GENERAL OBLIGATIONS

8.1 Start numbers

8.1.1 - The organizer shall provide each participant with 3 sets of start numbers which shall be clearly displayed on both sides of the vehicle and (*indicate where*) **FRONT BONNET** throughout the duration of the event. The number on **FRONT BONNET** must be oriented toward **LEFT**. Vehicles without correct start numbers will not be allowed to start the event.

8.1.2 - The competitors shall be responsible for allocating the start numbers.

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.

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 (practice and race). The drivers shall accept the consequences should they be unaware of any conditions or modifications to the timetable which might be decided prior to the start.

8.2.2 - The participants shall take their place in the starting file at least 10 minutes prior to their starting time. Any driver who fails to report to the start at his scheduled starting time may be excluded from the event.

8.3 Advertising

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

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

No advertising whatsoever may be affixed to the side windows.

8.3.2 - The organizer has made provision for the following advertising: (16)

- obligatory (start number): *RENAULT DAL PONT – NOGHERAZZA – KAYAK*

- optional (reduced fees, Article 6.6): *it will communicate with Bulletin*

The presence of the obligatory advertising will be checked on the cars during the scrutineering and on the alignment, before the start. The lack, also partial, or the non correct positioning of the advertising will involve a fine from € 50 up to the double of the entry fee.

Those who don't accept the organization optional advertising must pay the double of the entry fee.

8.4 Flag signals, track behaviour

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

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

* Flag waved: Immediate danger, be prepared to stop.

* Two flags together: Serious danger.

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

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

9 - ADMINISTRATIVE CHECKS AND SCRUTINEERING

9.1 Administrative checks

9.1.1 - The administrative checks shall take place at CONCESSIONARY RENAULT “DAL PONT” – RESORT SALCE – VIA DEL BOSCON 32 – BELLUNO (BL) – ITALY – PHONE 333.3693238 – FAX 0437915151

on Friday August 4th 2007 from 3h00pm to 8h00pm and
Saturday August 5th 2007 from 7h30am to 9h00am.

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

9.1.3 - The following documents must be presented: competitors' and drivers' competition licences, Teams' Licence, health certificate 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 at CONCESSIONARY RENAULT “DAL PONT” – RESORT SALCE – VIA DEL BOSCON 32 – BELLUNO (BL) – ITALY – PHONE 333.3693238 – FAX 0437915151

on Friday August 4th 2007 from 3h30pm to 8h30pm and
Saturday August 5th 2007 from 8h00am to 9h30am.

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

9.2.3 - The homologation form and technical passport (only Italian competitors) 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 heat ends when the vehicle crosses the finish line; as soon as this is done, the vehicle must reduce speed drastically.

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

10.2 Practice

10.2.1 - It is strictly forbidden to practise outside the times scheduled for official practice.

During the week before the competition, it is forbidden to perform free tests with cars not in conformity with the National Highway Code or disregard them.

Following a report by the Authorities, the Stewards will decide about the sanction to inflict to the transgressors, which can go as far as the non admission to competition.

The Organizers will make an agreement with the local Authorities in order to prepare a suitable control service and report of the nominatives of Competitors incurring in road circulation provisions infringements.

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

The official practice will be effected on n. 2 heats (one of this is clerk of the course's discretion excepted groups sport prototype, E1 Italy and E2 that will have, whatever the possibility of effectuation a second turn of test at the end of foreseen cycle).

The departures of the official practise will be given in **RESORT CALEIPO – CASTION – BELLUNO** beginning is settled on **August 5th 2007 from 12h30am**

With the following order of departure of the cars:

Historical Cars- VSO - F. Start - Group N – Group A – Super Production SP - E1 Italy - GTM (Classes GT4, GT3, GT2, GT1) – E2 - CN.

The drivers can perform only one or both official practise heats.

In case of only one heat the E1 Italy, CN and E2 could be effect two heat: one at the beginning and one at the ending.

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

10.2.4 - The conditions for admission to the start of the heat(s) of the race follows the progressive order of the start numbers. This progressive order and the right presence of the obligatory advertising will be checked before the start line by an Official.

Particular cases will be submitted to the Stewards.

10.3 Race

10.3.1 - The heats of the race shall take place in accordance with the detailed timetable drawn up by the organizer.

The departures of the race will be given in **RESORT CALEIPO – CASTION – BELLUNO**

on **August 6th 2007 from 10h30am**

with the following order of departure of the cars:

Historical Cars- VSO - F. Start - Group N – Group S20 - Group A – Super Production SP - E1 Italia - GTM (Classes GT4, GT3, GT2, GT1) - E2 - CN - Single Seater (if authorized).

Start must happen obligatory through automatic systems

Start shall mean that the cars must be lined up at the starting line at the disposal of the clerk of the course, when the green light comes on.

Starting time will be given by the green light. At the same time, a photocell connected to a writing instrument, located at one metre from the starting line and in relation to the front-most part of the car, will take the right starting time.

A driver may not be ready to start, even if already under the starter's orders. He can then be allowed to start with a delay not exceeding 30" from when THE GREEN LIGHT COMES ON. Beyond such a delay, the driver will not be allowed to start and will be considered as having withdrawn.

However, he will result as departed in the chronological order of the times and he will be considered as withdrawn.

The Clerk of Course can authorize the drivers stopped along the course, because of interruptions not due to them, to repeat the rejoin the race.

10.3.2 - The race shall be run over **TWO** heats.

10.4 Outside assistance

10.4.1 - Any outside assistance shall result in exclusion.

10.4.2 - Vehicles which have stopped along the route may only be towed away by order of the clerk of the course.

11 - PARC FERMÉ, FINAL CHECKS

11.1 Parc Fermé

11.1.1 - At the end of the event, Parc Fermé rules shall apply between the finish line and the entrance to the Parc Fermé.

11.1.2 - After the arrival the drivers following officials' indication will have to drive without stopping the car until parc fermé.

At the end of the event, all classified vehicles shall remain in the Parc Fermé until indication to the contrary is given by the clerk of the course with the approval of the stewards. Parc Fermé rules shall not be lifted until the period of time allowed for the lodging of protests has expired.

The drivers, following the instruction of the Officials, must drive their cars, without stopping, to the Parc Fermé.

Late cars will be excluded from the classifications. In case of protest or under Stewards decision, Parc Fermé rules will be in force over the scheduled time, this applying to all cars on the list published at the Parc Fermé.

At the right moment, the Clerk of the Course will authorize to free the cars, except those that must be kept according to the previous paragraph.

In this case, the Organizer will arrange the cars transfer to a garage or other workplace in order to perform due controls.

11.1.3 - The Parc Fermé is located at [ALPE IN FIORE – NEVEGAL \(BL\)](#).

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 AT [ALPE IN FIORE – NEVEGAL \(BL\)](#). AND / OR [CONCESSIONARY RENAULT “DAL PONT” – RESORT SALCE \(BL\)](#).

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.

In case of a two heats race, the classifications will be drawn adding the times of the two heats.

12.1.2 - The rule for deciding between competitors in the case of a tie is as follows:
the best time in one of the two heats.

12.1.3 - The following classifications shall be drawn up:

- General Classification for all Groups admitted in CSAI together (except VSO, F.Start and Makers Trophy that have classification apart).
- Classifications for every Group foreseen by the CSAI Regulations,
- Classification VSO (Absolute, Groups and Classes)
- Classification Under 25
- Classification Formula START
- Classification Ladies
- Classification Teams
- Classifications for every Class for each Group (CSAI),

12.1.4 - The timekeeper service will take of Crono Club Belluno.

Compiler of classification: Mr. Fasolo Fernando.

Responsible: Mr. Fasolo Fernando.

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 RNS

12.2.2 - The deadline for the lodging of protests against the results or the classification (Article 174d of the RNS) shall be 30 minutes after the posting of the results on the official notice board.

12.2.3 - The deposit for protests is set at € 350,00 and it has to be versed at the moment of presentation of the protest. The deposit shall be refunded only if the protest is upheld.

12.2.4 Mass protests and protests regarding timekeeping or the decisions taken by the judges of fact 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 (Yearbook CSAI – NS 9). The deposit must be paid within the period specified by the stewards in order for this check to be carried out.

12.2.7 The protests against the validity of a entry e/o against the qualification of the competitors or the conductors or the classification of the cars, must have presented at the later half an hour after the term of the verifications after-competition (international race two hours).

12.2.8 The protests against the not conformity of the cars e/o against the classification must have presented within half an hour from the exposure of the absolute classification of group signed by the Stewards or by the Clerk of Course.

12.2.9 For the VSO cars are only accepted protests on the followings particulars: weight, wheels, cilinder capacity.

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/RNS.

12.3.2 - The deposit for national appeals is set at € 3000.

12.3.3 The competitor has the obligation to deliver the contested mechanic detail to the Stewards for the forwarding to the T.N.A.

The detail must be send by the Organizers to C.S.A.I. (Rome) together with a document, signed by the competitor and by a Steward (National Delegate, if there is one), in which it is declared that the detail is identified as the contested one.

The aforesaid detail must be sealed by the Scrutineer (National Delegate, if there is one). Such sealing must be done accordingly to the NS9 art. 4 prescriptions.

C.S.A.I., after a first examination, will sent the part to the Court (TNA).

If the competitor doesn't deliver the part to the Stewards, he will loose his right of appeal.

13 - PRIZES AND CUPS, PRIZE-GIVING CEREMONY

13.1 Prizes and cups

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

- for the 1st to 10th of absolute classification reserved for groups N-A-E1 Italy-GTM-CN-SP
- for 1st 2nd and 3rd of absolute classification of groups N-A-CN-E1 Italy-VSO-E2-GTM-SP
- for 1st 2nd and 3rd of each class (groups N-A-CN-E1 Italy-VSO-E2-GTM-SP)
- for 1st under 25, ladies, stables and Formula Start
- for 1st 2nd and 3rd team.

IN MONEY:

€ 2845,00 for final privy-giving TIVM for 1st-2nd-3rd of each group

€ 612,00 for 1st of each class of each group (A-N-CN-E1 Italy-GTM-SP) - € 102,00 for each prize.

Spectactors not pay.

The prizes of honour, except for the first three classified, can be collected by a person with a written proxy.
The first three of the absolute classification of group must attend the awarding ceremony.
In case of absence, without any valid reason, the drivers will lose the right to the prizes of honour and moreover will incur in the following sanctions:
- for the first absence amends of €. 259,00
- in case of recidivist, loss of the prizes in money and amends of €. 259,00.

13.1.2 - Prizes in kind which have not been collected within one month after the event shall remain the property of the organizer. 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 organizer.

13.1.4 - All prizes are cumutable.

13.2 Prize-giving ceremony

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

13.2.2 - The prize-giving ceremony shall take place on [Sunday August 6th 2007](#) at 30 minutes after parc fermé free at the following location [RESTAURANT "NOGHERAZZA" – VIA GRESANE – RESORT CASTION \(BL\)](#).

14 - SPECIAL PROVISIONS

14.1 After the arrival, in the moment of the return toward the zone of parking e/o from the Parc Fermé toward the paddock, all the drivers are tightly forced to wear the safety belts. Wear the helmet is obligatory for the drivers of the single and double seaters and it is recommended for the drivers of the tourism cars. Besides it is severely forbidden to take whoever on board during the journey of return.

Every infringement to these dispositions will involve penalties by the Stewards that can reach the exclusion from the race.

**The Legal Representative of Organizer Committee
Mr Mastellotto Giobbe**

**The CSAI Regional Delegated
Mrs Capuzzo Patrizia**

C.S.A.I. VISA SCV- .2007

ACI/CSAI