

# Standard Supplementary Regulations for the FIA Historic Hill Climb Championship Trento Bondone (ITA) – 1-3/7/2016



## PROGRAMME

27/06/2016	24.00	Closing of entries.
1/7/2016	12.30-18.30	Administrative checking.
1/7/2016	13.00-19.00	Scrutineering.
2/7/2016	09.00	Official practice - 1 <sup>st</sup> heat.
2/7/2016	30 mins ca. after the end of the 1st heat	Official practice - 2 <sup>nd</sup> heat.
3/7/2016	10.00	Race
3/7/2016	30 mins ca. after the end of the race	Posting of provisional results.
3/7/2016	60 mins ca. after the end of the race	Prize Giving

## 1 – ORGANISATION

The A.S.D. Scuderia Trentina is organising the international Historic Hill Climb "66° Trento - Bondone on 1-2-3 / July / 2016.

These Supplementary Regulations have been approved:

- by the (Automobile Club d' Italia - Sport (ACI))
- Via Solferino, 32 00185 Roma, Italia.
- Tel: +39 06 49982862
- via Durando, 38 - 20158 Milano, Italia.
- Tel: +39 02 760 14 395
- e-mail: [mauro.luciani@csai.aci.it](mailto:mauro.luciani@csai.aci.it)
- Website: [www.csa.aci.it](http://www.csa.aci.it)

with visa No. **RMCOMMAS: 70/2016**

*ASN visa nr is subject to finalisation of the insurance contract*

- and by the FIA
- with visa No. **5HHCC270516**

### 1.1 Organising Committee, Secretariat

The chairman of the Organising Committee is:

Name: Fiorenzo DALMERI  
Address: 38121 TRENTO - via Rienza 12/D  
Tel: +39 0461 420266  
Email: [info@scuderiatrentina.it](mailto:info@scuderiatrentina.it)

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

Until 30/06/2016 24.00  
Via Rienza 12/D 38121 TRENTO  
Tel. / fax +39 0461 420266 -  
Mob. +39 331 6331419  
Email [info@scuderiatrentina.it](mailto:info@scuderiatrentina.it)  
Website: [www.scuderiatrentina.it](http://www.scuderiatrentina.it)



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### 1.2 Officials

Clerk of the course	Mr Gianpaolo ROSSI (ITA) Mobile Phone: +39 345 6493144 Email: <a href="mailto:info@scuderiatrentina.it">info@scuderiatrentina.it</a>
Assistant clerk of the course	Mr Flavio CANDONI (ITA) Mr Gian Carlo ZATTERA (ITA)
Chairman of the panel of stewards	Rod PARKIN (GBR) / FIA
Stewards	Mr Mirek NEZVAL (CZE) Mr Paolo LONGONI (ITA)
Scrutineers	Mr Giuseppe MARTORANA (ITA) Chief Mr Enzo ZABOT (ITA) Mr Luigino CASSAN (ITA) Ramona TABONI (ITA)
Timekeepers	Mr Francesco DARIZ (ITA)
FIA observer	Jan MIENKINSKY (AUT)
FIA eligibility delegate	Konrad ORASCHE (AUT)
Competitors' relations officer	Mr Paolo RUDATIS (ITA)
Chief medical officer	Mr Alessandro TENUTI (ITA)
Secretary of the Competition	Ms Linda MARMORI (ITA)
Secretary of the panel	Ms Fiorangela NEGRIMANI (ITA)
ASN safety delegate	Mr Oronzo PEZZOLLA (ITA)

### 1.3 Official notice board(s)

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

**On 1-2/07/2016**

p.za Dante Trento c/o "Direzione Gara"

**On 3/07/2016**

loc. Vason Monte-Bondone c/o "Direzione Gara"

## 2 - GENERAL CONDITIONS

2.1 The Competition shall be organised in conformity with the provisions of the FIA International Sporting Code («the Code»), the List of Requirements for the Organisers of the FIA Historic Hill Climb Championship («the HHCC»), the National Sporting Code if applicable and the provisions of these Supplementary Regulations.

2.2 By entering the Competition, the participants agree to abide by the above provisions and abandon all recourse to arbitrators or courts not provided for in the Code.

2.3 Any person or association organising or taking part in a Competition and failing to comply with these provisions shall have their Licence withdrawn.

2.4 The Competition counts towards the following Championships:  
- FIA Historic Hill Climb Championship.

### 2.5 Course

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

**Length:** 17,300 km

**Incline:** 1.350 m

**Average and maximum gradients:** 8.88% and 33%

**Location and altitude of the start:** Montevideo S.P. 85 308,5 s.l.m.

**Location and altitude of the finish:** Vason SP 85 1.658,5 s.l.m.

### 3 - ELIGIBLE VEHICLE

#### 3.1 Categories and classes

##### Category 1 (C, D, E, F, G 1, GR)

###### Category 1

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

A1	up to	850cm <sup>3</sup>
A2	up to	1150cm <sup>3</sup>
A3	up to	1300cm <sup>3</sup>
A4	up to	1600cm <sup>3</sup>
A5	up to	2000cm <sup>3</sup>
A6	over	2000cm <sup>3</sup>

###### Category 1

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

A7	up to	1300cm <sup>3</sup>
A8	up to	1600cm <sup>3</sup>
A9	up to	2000cm <sup>3</sup>
A10	over	2000cm <sup>3</sup>

##### Category 2 (G2, H1, HR)

###### Category 2

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

B1	up to	850cm <sup>3</sup>
B2	up to	1150cm <sup>3</sup>
B3	up to	1300cm <sup>3</sup>
B4	up to	1600cm <sup>3</sup>
B5	up to	2000cm <sup>3</sup>
B6	over	2000cm <sup>3</sup>

###### Category 2

(TSRC, HST 1-5, S 2/1)

B7	up to	1300cm <sup>3</sup>
B8	up to	1600cm <sup>3</sup>
B9	over	1600cm <sup>3</sup>

##### Category 3 (H2, I, IR)

###### Category 3

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

C1	up to	1300cm <sup>3</sup>
C2	up to	2000cm <sup>3</sup>
C3	over	2000cm <sup>3</sup>

###### Category 3

(TSRC, HST 1-5, S2/2)

C4	up to	2000cm <sup>3</sup>
C5	over	2000cm <sup>3</sup>

##### Category 4 (J1, J2, JR)

###### Category 4

(T, CT, GT, GTS - 01.01.1982 to 31.12.1985)

D1	up to	1600cm <sup>3</sup>
D2	up to	2000cm <sup>3</sup>
D3	over	2000cm <sup>3</sup>

Category 4 (T, CT, GT, GTS -01.01.1986 to 31.12.1990)

D4	up to	1600cm <sup>3</sup>
D5	up to	2000cm <sup>3</sup>
D6	over	2000cm <sup>3</sup>

###### Category 4

(TSRC, Group C, S2/3, GC 1a, GC 1b, GC 2a, GC 2b, SN/2500, SN/3000)

D7	up to	2000cm <sup>3</sup>
D8	over	2000cm <sup>3</sup>
D9	SN up to	2500cm <sup>3</sup>
D10	SN up to	3000cm <sup>3</sup>

##### Category 5 (C, D, E, F, GR, HR, IR, JR)

###### Category 5

E1	1919-1953	no capacity limitation
E2	1954-1982	up to 1600cm <sup>3</sup>
E3	1954-1982	up to 2000cm <sup>3</sup>
E4	1983-1990	up to 1600cm <sup>3</sup>
E5	1983-1990	up to 2000cm <sup>3</sup>

3.2 In the case of supercharging (see definition in the current Appendix J), the nominal cylinder capacity of cars up to and including Period J1 will be multiplied by 1.4 and that of cars of Period J2 and JR/1986-1990 by 1.7. Each car will belong to the class corresponding to the fictive cylinder capacity thus obtained.

3.3 The safety equipment of all vehicles must comply with the FIA Appendix K.

3.4 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 Competition.

3.5 Only fuel which complies with the provisions of Appendix K may be used.

3.6 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 heats.

4.2 Drivers are strictly obliged to wear flame-resistant clothing (including the overall, 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 an International Competitor's Licence valid for the current year shall be eligible as a Competitor.

5.2 Drivers must be in possession of both a car driving licence and an International Driver's Licence valid for the current year.

5.3 Foreign Competitors and Drivers must be in possession of written authorisation to take part in the Competition 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 Regulations and should be sent to the following address:

Via Rienza, 12/D 38121 TRENTO  
Tell/Fax +39 0461 420266 - Mob. +39 331 6331419  
Info@scuderiatrentina.it.

Each entry form must be accompanied by a photocopy of the first page of the car's FIA HTP.

#### CLOSING DATE FOR ENTRIES:

27/06/2016 (24.00)

Entries made by email, telegram or fax must be confirmed in writing before the closing of entries, providing the information requested on the official entry form.

6.2 The maximum number of entries admitted is 280 (including cars taking part in the FIA IHCC). The organisation will register the entries in a special book.

The acceptance of the entries until the fixed maximum number of 280 will follow the order of receiving complete and regular entries.



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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 9.14 of the Code. The replacement Driver, who must hold a valid car driving licence, an International Licence or Licences as well as authorisation from his ASN, must be named before the administrative checking 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:  
- with the organiser's optional advertising (Article 8.3.2):  
€ 390,40 (€ 320,00 + 22% TVA)

-Without the organiser's optional advertising:  
"double entry fee" is charged (Article 8.3.2)

**The entry fees are to be paid as follows:**

1) **Bank transfer (whose receipt must be sent by fax to +39 0461 438623 or +39 0461 420266) to the following bank details;**

Cassa Rurale di Trento  
- Piazza Gen. Cantore.  
IT 64 M 08304 01814 000014339245 -  
Cod. BIC: CCRTIT2T76A

2) **Postal order or non-negotiable check at the name of:**

Scuderia Trentina  
Via Rienza n. 12/D  
38121 TRENTO (Italy)

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

6.8 In all cases, the entry fees include the Competitor's and Driver's Civil Liability insurance premium, as well as the necessary Competition numbers.

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

6.10 Each participant shall take part on his own responsibility. The organiser shall refuse to accept any liability for personal injury or damage to property vis-à-vis Competitors, Drivers, assistants and third parties. Each Competitor/Driver shall be held solely responsible for his own insurance.

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

- third party Civil Liability up to for injuries to person, damage to property and pecuniary loss up to € 6.000.000,00 for each case.\*

\*More details will be communicated by Bulletin.

6.12 The Civil Liability insurance taken out by the organiser shall apply for the entire duration of the Competition, not only during official practice and the heats of the race 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 Competition 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 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.

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

## 8 - GENERAL OBLIGATIONS

### 8.1 Competition numbers

8.1.1 - The organiser shall provide each participant with (280) sets of Competition numbers which shall be clearly displayed on both sides of the vehicle and on the bonnet throughout the duration of the Competition. Vehicles without correct Competition numbers will not be allowed to start the Competition.

8.1.2 - The organiser shall be responsible for allocating the Competition numbers.

8.1.3 - At the end of the Competition, 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. 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 Competition.

### 8.3 Advertising

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

- it complies with the FIA 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:

- Obligatory (competition numbers): main sponsor, above and below the competition number (48 cm x 8 cm). The presence of the obligatory advertising will be checked on the cars during scrutineering and on the alignment before the start. Missing the same, also partial, or the incorrect positioning of the advertising will involve a fine from € 50,00 up to the double of the entry fee. Those who don't accept the organiser's optional advertising must pay the double of the entry fee.
- Optional (reduced fees, Article 6.6).



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#### 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.
1 Waved yellow flag	immediate danger, reduce your speed and be prepared to change direction. There is a hazard beside or partly on the track.
2 Waved yellow flags	serious danger, reduce your speed and be prepared to stop. There is a hazard wholly or partly blocking the track.
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).

8.4.2 - It is strictly forbidden to drive a vehicle across or in the opposite direction to the direction of the course, unless instructed to do so by the track 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 track marshals.

### 9 - ADMINISTRATIVE CHECKING AND SCRUTINEERING

#### 9.1 Administrative checking

9.1.1 - The administrative checking shall take place:

Location	p.za Dante Trento
Date	01/07/2016
Time	from 12.30 to 18.30

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

9.1.3 - The following documents must be presented:

- International Competitors' and Drivers' Licences,
- car driving licence,
- FIA Historic Technical Passport (HTP).

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:

Location	p.za Dante Trento
Date	01/07/2016
Time	From 13.00 to 19.00

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 HTP and homologation form of the vehicle where applicable 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 COMPETITION

#### 10.1 Start, finish, timekeeping

10.1.1 - The start will take place with the vehicle stationary and the engine running.

The stewards and the clerk of the course are free to modify the starting order according to the circumstances.

10.1.2 - No vehicle may take the start outside its own category unless expressly authorised to do so by the stewards.

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.

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

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 of the race are as follows: the published order. In the order to take part in the competition all drivers should have completed the route at least once during the official practice. If this is not the case, the driver who took part at the official practices without finishing the same, can be admitted to the race on condition that he was classified in the same competition at least once in the last three editions. For this reason, during scrutineering, the driver has to sign a statement confirming this fact. Under these conditions, the driver can be admitted to the race by the Stewards on the Clerk of the course proposal. Special cases shall 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 organiser.

10.3.2 - The Competition shall be run over one heat.

#### 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.



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## 11 - PARC FERMÉ, FINAL CHECKS

### 11.1 Parc Fermé

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

11.1.2 - At the end of the Competition, 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.

11.1.3 - The Parc Fermé is located at Loc. Rocce Rosse S.P. 85).

### 11.2 Additional checks

11.2.1 - Any vehicle may be subjected to additional checking by the scrutineers, both while the Competition 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 Strada di Spineda, 7 Sopramonte (Trento).

## 12 - CLASSIFICATIONS, PROTESTS, APPEALS

### 12.1 Classifications

12.1.1 - The conditions for drawing up the classifications are as follows: according to the time set by each Driver during his race heat.

12.1.2 - The rule for deciding between Competitors in the case of a dead heat is as follows: both competitors will be ranked ex aequo.

12.1.3 - The following classifications shall be drawn up:  
- General classification of all the categories in the HHCC together (see art. 3.1);  
- General classification of all the categories outside the HHCC together;  
- Classification of each of the categories;  
- Classification by cylinder capacity class.

12.1.4 - The points will be awarded in accordance with Article 6 of the HHCC Sporting Regulations.

### 12.2 Protests

12.2.1 - The lodging of protests and the deadlines to be observed shall be in accordance with the provisions of the Code.

12.2.2 - The deadline for the lodging of protests against the results or the classification (Article 13.4.4 of the Code) 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 to the Clerk of the Course or to a Steward at the moment of 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 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 Competition, or by their representative(s) holding a written proxy (original document).

12.2.6 - In the event of a protest necessitating the dismantling of the vehicle, the resulting estimated costs shall be guaranteed by a deposit to be specified by the stewards. The deposit must be paid within the period specified by the stewards in order for this check to be carried out.

### 12.3 Appeals

12.3.1 - The lodging of an appeal and the related costs shall be in accordance with the provisions of the Code.

12.3.2 - The deposit for national appeals is set at: € 1.500,00

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

### 13.1 Prizes and cups

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

To the 1st, 2nd and 3rd of each FIA HHCC Category  
To the 1st, 2nd and 3rd of each FIA HHCC Class.

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

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

13.1.4 - All prizes are cumulative.

### 13.2 Prize-giving ceremony

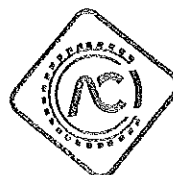
13.2.1 - It is a point of honour that all participants should attend the prize-giving ceremony.

13.2.2 - The prize-giving ceremony shall take place

Location	P.le Zuffo c/o paddock
Date	03/7/2016
Time	16.30 approx.

## 14 - SPECIAL PROVISIONS

After the arrival, while returning from the finish park and/or from the Parc Fermé to the paddock, all drivers are obliged to wear safety belts. Use of a crash helmets are compulsory for drivers of single-seater and double-seater vehicles and recommended for touring vehicles. Moreover, on the way back, it is strictly forbidden to carry someone else on board. A penalty by the Stewards shall be applied for each infringement up to exclusion from the race.



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- to the 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> of each FIA HHCC Category
- to the 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> of each FIA HHCC Class

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

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

13.1.4 - 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 July 5<sup>th</sup> 2015 at about 5.00 pm at Piazzale Zuffo – Trento).

**14 - SPECIAL PROVISIONS**

14.1 After the arrival, while returning from the parking area and/or from the Parc fermé to the start park, all drivers are obliged to wear safety belts. Use of a crash helmet is compulsory for single-seater and double-seater vehicles and it is recommended for touring vehicle drivers. Moreover, on the way back, it is strictly forbidden to carry someone else on board.

A penalty by the stewards shall be applied for each infringement up to exclusion from the race.

14.2. Organisers shall supply a nominal pass for a driver and a mechanic per vehicle in order to go past the box office, and valid up to the start line. Possible controls on their truthfulness shall be made by superintendents, who will allow the entrance only under presentation of identification documents.

Annexes: Annex 1: Graphic with allometry  
Annex 2: Race Numbers and relevant advertisement positioning scheme.

Organising Committee Chairman:  
signed Fiorenzo Dalmeri

ACI/SPORT Regional Delegate:  
signed Maurizio Emer

Clerk of the Course:  
signed Gianpaolo Rossi

F.I.A. Visa

ACI/SPORT Visa

IN COMM. AS 70/2016 OF 26.05.2016

ACI Sporting Activities Commission.



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THE ASN VISA IS SUBJECT TO  
FINALISATION OF THE INSURANCE CONTRACT