

54[^] MONTE ERICE
2011



Supplementary Regulations

FIA International Hill Climb Challenge (IHCC)
FIA - European Hill Climb Cup (ECC)
CIVM (Italian Hill Climb Championship)

54[^] MONTE ERICE
2011

PROGRAMME			
	LOCATION	DATE	SCHEDULE
Closing of entries	Trapani	09 May 2011	at 8:00 pm
Administrative checks	Trapani - Automobile Club	13 May 2011	from 10:00 am to 7:00 pm
Technical scrutineering	Trapani	13 May 2011	from 10:15 am to 7:30 pm
Weighing: (location)	Before the race: Trapani - Technical scrutineering area After the race: Erice – closed park area		
1 st meeting of the Stewards	Automobile Club of Trapani	13 May 2011	at 9:00 am
Publication of the list of Competitors which have passed the checks and have been admitted to the test	Automobile Club of Trapani	13 May 2011	at 8:30 pm
Publication of the list of Competitors which have passed the checks and have been admitted to the race	Official Notice Board	14 May 2011	(at the end of the tests)
	LOCATION/PHONE NUMBER	DATE	SCHEDULE
Access Start Park			
a) Official practice 1 st heat	Valderice: Maltempo Lingiasella Street e panoramica Villa Comunale	14 May 2011	at 9:00 am
2 nd heat	Valderice: Maltempo Lingiasella Street e panoramica Villa Comunale	14 May 2011	following the 1 st heat
b) Race 1 st heat	Valderice: Maltempo Lingiasella Street e panoramica Villa Comunale	15 May 2011	at 9:00 am
2 nd heat	Valderice: Maltempo Lingiasella Street e panoramica Villa Comunale	15 May 2011	following the 1 st heat
Start Race 1 st heat	Valderice – Erice – SR 1 (Immacolatella Erice)	15 May 2011	at 9:00 am
2 nd heat	Valderice – Erice – SR 1 (Immacolatella Erice)	15 May 2011	following the 1 st heat
Finish line	at the intersection of SP31 and Viale delle Pinete	15 May 2011	at 8:00 am (opening)
Final closed park	Erice Summit Spiazzo Porta Trapani	15 May 2011	
Verifaction plans for technical scrutineering	Erice Summit Spiazzo Porta Trapani	15 May 2011	
Technical scrutineering (after the race)	c/o Officina Sibauto (Concessionaria Subaru) Via Virgilio, 56 – Trapani tel. 0039-0923-22936	15 May 2011	following the race

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Headquarters	Automobile Club Trapani Erice A.P.T.P.L. Via Conte Pepoli, 11	13 May 2011 14/15 May 2011	0039.0923.27455 0039-0923.416003
Race Secretariat	Automobile Club Trapani Erice A.P.T.P.L. Via Conte Pepoli, 11	13 May 2011 14/15 May 2011	0039.0923.27455 0039-0923.416003
Official Notice Board:			
Checks	Automobile Club Trapani	13 May 2011	
Official practice	Erice - Spiazzo Porta Trapani Valderice - departure park	14 May 2011	
Race	Erice - Spiazzo Porta Trapani Valderice - departure park	15 May 2011	
Posting of results	Erice – Spiazzo Porta Trapani	15 May 2011	Provisional: after the arrival of every group Final: 30 minutes after posting
Prize Giving and cash prize payments	Erice – Spiazzo Porta Trapani Parc fermé area	15 May 2011	30' from the posting of the classifications)
Press room:			
Official practice	Erice – Spiazzo Porta Trapani		from 9:00 am to 4:00 pm
Race	Erice – Spiazzo Porta Trapani		from 9:00 am to 4:00 pm
Press Room - Press Officer:	Mr. _____		

1 – ORGANISATION

The **Automobile Club of Trapani** CSAI lic. n° **209521**

Legal Representative **Mr. Giovanni PELLEGRINO** is organising an international Hill Climb, called

54° MONTE ERICE

to be held in **Valderice - Erice SP 1** on **13 / 15 may 2011**.

These supplementary regulations have been approved:

- by A.C.I./C.S.A.I. with Visa n.° **SCVS 06/2011**

- by F.I.A. with Visa n.° **2CICC.ITA. del 140511**

1.1 ORGANISING COMMITTEE, SECRETARIAT

The Chairman of the Organising Committee is Mr.: **Giovanni PELLEGRINO**

Address: **Via Virgilio, 115 – 91100 Trapani**

Phone: **0039.0923.27455 - 0039.0923.547641**

Fax: **0039.0923.25972**

Vice-President: Francesco Cicala

Consul members: Vito Bonanno
Giacomo Bongiorno
Alberto Catalano
Tommaso Sucameli

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

Until **13 May 2011** until **8:00 pm**

address: **Automobile Club Trapani – Via Virgilio, 115 – 91100 Trapani**
Phone: **0039.0923.27455 - 0039.0923.547641** Fax: **0039.0923.25972**

From **14 May 2011** at **8:00 am**

address: **A.P.T.P.L. Via Conte Pepoli, 11 - 91016 Erice**
Phone/Fax: **0039.0923.416003**

WEB SITE : www.cronoscalatamonterice.it

email : aci.trapani@gmail.com

1.2 – RACE OFFICIALS

1.2.1 STEWARDS OF THE MEETING

QUALIFICATION	NAME, SURNAME	CSAI LIC. N°	AFFILIA- TION A.C.	NAT.
STEWARDS OF THE MEETING	Filippo ZUCCARINO	57559	BA	I
	Giorgio MORETTI		FIA	CH
	Giuseppe DI GREGORIO	17312	TP	I
SECRETARY OF THE STEWARDS	Giuseppina CONOSCENTI	75634	PA	I

1.2.2 PRINCIPAL OFFICIALS OF THE RACE AND

QUALIFICATION	NAME, SURNAME	CSAI LIC. N°	AFFILIA- TION A.C.	NAT.
CLERK OF COURSE Phone:335.219687email: rivalb@libero.it	Alberto RIVA	204859	VR	I
ASSISTANT CLERK OF COURSE	Marco CASCINO	31353	PA	I
SCRUTINEERS	Giuseppe DAL MAS	31683	PN	I
	Gregorio MELI	23655	PA	I
	Stefano VENTURA	89738	TP	I
	Stefano VARVARO	104210	TP	I
	Andrea MARTINICO	37564	TP	I
TECHNICAL SCRUTINEERS:	Bartolomeo ODDO	215492	TP	I
	Onofrio AMATO	69128	TP	I
	Gaspere DARBISI	234219	TP	I
SECRETARY OF THE MEETING	Lia PERILLI	57321	LE	I
ADMINISTRATIVE SCRUTINEERS:	Domenico AUCI	208674	TP	I
	Gaspere ALASTRA	208614	TP	I
	Daniele BARBARO	69198	TP	I
	Salvatore MARRONE	22064	TP	I
	Giovanni VULTAGGIO	69076	TP	I
FIA OBSERVER	Dagmar SUSTER		FIA	SLN
CSAI OBSERVER	Giorgio ALBERTON	22235	PG	I
CHIEF MEDICAL OFFICER	Dr. Roberto MOLLICA	238542	CSAI	I
COMPETITORS' RELATIONS OFFICERS	Maurizio BOSIO	17039	AG	I
	Giuseppe GISONE	243875	TP	I
	Franco MOLINARO	57062	SA	I
SAFETY ROAD INSPECTOR	Remo CATTINI	334968	FI	I
SAFETY OFFICER	Salvatore MUSTAZZA	224128	TP	I
ROAD MARSHALS	Coming from the A.C.of: TP – PA – AG			
COORDINATOR ROAD MARSHALS	Giuseppe GERBINO	37534	TP	I
TIMEKEEPERS	F.I.Cr. "G. Sardo" Ass. Trapani			
HEAD TIMEKEEPER				
HEAD CLASSIFICATION	Flavio CANDONI	22754	UD	I

1.3 OFFICIAL NOTICE BOARDS

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

Checks : **Friday 13 May 2011**

Test : **Saturday 14 May 2011**

Race : **Sunday 15 May 2011**

Automobile Club of Trapani

Valderice: departure Park

Valderice: departure Park

Erice: Park fermé

Erice: Park fermé

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), the FIA European Hill Climb Cup (ECC) Regulations, 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, under pain of disqualification, to abandon all recourse **to arbitrators or courts not provided for in the ISC.**

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

2.4 The event counts towards the following Championships:

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

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

- **CSAI – Italian Hill Climb Championship (CIVM)**

- **Sicilian Hill Climb Championship**

2.5 Course

The event will be run on the Provincial Road

start at

and finish at

Valderice-Erice, SP1

Valderice

Erice - viale delle Pinete

The course, **5,730 km** long, will be carried out in n° **TWO** heats. The difference in height between start and finish corresponds to **410 m.**, with an average gradient of **7,05 %.**

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.

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 practice and the race.

3 – ELIGIBLE VEHICLES

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

FIA IHCC (International Hill Climb Challenge):

Group N Vehicles Production

Group A Vehicles Tourism (included WRC, Kit Car and Super 2000 &SP)

Group GT Vehicles Gran Tourism (GT1, GT2 and GT3 together)

Group CN Vehicles Sport Production

Group E2-SC two-seater racing cars, up to 3000cm3

Group D/E2-SS International Formula/Free Formula single-scater racing cars up to 3000cm3

FIA ECC (European Hill Climb Cup):

Group E1 Formula Free Category 1

Group E2-SH Cars type tourism category 2 (included the cars 2 places of Group B & GT)

Non IHCC:

Groups International E1 Italia / E1 FIA

GT (Gran Tourism-Class GTCUP)

Racing Start

Group E3 (Vehicles Expired of Homologation "V.S.O." Groups N-A-B-GT)

CSAI (CIVM):

Group N (included the Gr. R according to the chart of established comparison)

Group A (included the WRC, Kit Car, Super 1600, SP, S2000 and the Gr. R according to the chart of established comparison)

Group E1 Italia

Group CN

GT (Grand Tourism)

Racing Start

Group E2B (Sport Prototypes with capacity up to 3000 cm³)

Group E2M (Single seater with capacity up to 3000 cm³)

Group E2S (Silhouette)

Group E3 (Vehicles with homologation expired – "V.S.O." Groups N-A-B-GT)

3.2 The cars, to be classified FIA, must respect the international FIA sporting and technical regulations applicable.

The cars, to be classified CSAI, must respect the CSAI sporting and technical regulations applicable, published in the CSAI yearbook 2011 (particularly: the NS1 Ch. IV and the NS16 bis Ch. II) and those indicated below.

Distinct classifications must be drawn up which take into account the existing differences between the classifications and the regulations of the vehicles according to FIA and CSAI rules.

A car can result insofar in the classifications FIA e/o in the classifications CSAI

The cars will be divided according to the following classes on the basis of their cylinder capacity:

3.2.1 Groups N, A, E1 Italia

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
over 2000 cm³

From 1.01.2009 is not more obligatory the engine air restrictor for the cars of Group N and A prescribed for the Rallies.

3.2.2 Groups CN (CSAI and FIA) E2SC (FIA), E2B (CSAI):

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
TD (Turbo Diesel) up to 2000 cm³ (geometric cylinder capacity)

3.2.3 Groups D/E2-SS (FIA) - International Formula / Formula Libre Category 2 and E2M (CSAI)

Classes: - up to 1000cm³
- from 1001 to 1600 cm³
- from 1601 to 2000 cm³
- from 2001 to 3000 cm³

3.2.4 Groups GT CSAI (GT1 – 2 – 3 – CUP) and GT FIA (GT1, GT2 and GT3 together)

Classes:

GT1

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

GT2

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

GT3

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

GT CUP (CSAI only)

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

3.2.5 Racing Start (CSAI)

Reserved to the cars complying with the NS24 Ch. 24

Classes:

- petrol not supercharged up to 2000 cm³
 - RS1 - Up to 1150 cm³
 - RS2 - from 1151 to 1400 cm³
 - RS3 - from 1401 to 1600 cm³
 - RS4 - from 1601 to 2000 cm³
- diesel max cylinder capacity 2000 cm³ supercharged included
 - RSD1 - Up to 1600 cm³
 - RSD2 - from 1601 to 2000 cm³
- petrol supercharged max cylinder capacity 1600 cm³
 - RST1 - Up to 1600 cm³

3.2.6 Group E3 Vehicles with homologation expired – “V.S.O.” Groups N-A-B-GT (CSAI)

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

- 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 (Gr. B-VSO)

- Classes:
- up to 1600 cm³
 - over 1600 cm³

Group E3 (Gr. GT-VSO)

Unique class

3.2.7 Group E2S (Silhouette) (CSAI and FIA)

Classes:

- up to 1600 cm³
- from 1601 to 2000 cm³
- from 2001 to 3000 cm³
- over 3000 cm³

3.3

3.3.1 IHCC: Group D/E2-SS, in addition to the prescription of article 277 of Appendix J, must respect the following prescriptions:

- Cockpit:

The driver's seat must be symmetrical as opposed to the longitudinal axle of the car.

Only free wheels single seater cars can be admitted.

3.3.2 EHC: for Group E1, and Group E2-SH other than article 277 of the Appendix J, the following restrictions must be respected:

- maximum engine cylinder capacity 6500 cm³
- fuel: commercially available petrol or diesel, according to the provisions of the art. 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 tires 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.

It is obligatory, from the 1.1.2010, the use of the frontal head restraint (FHR) system for all the cars participants (they make exception the cars participants to the Series "Barchetta", "Alfa 33" and Trophies Assominicar for which the FHR is only recommended.

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 license valid for the current year shall be eligible as a competitor.

5.2 Drivers must be in possession of a competition license valid for the current year. Is not compulsory to show the driving license 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 license(s) (even an annotation on the license will be accepted as an authorisation).

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:

Automobile Club Trapani – Via Virgilio, 115 – 91100 Trapani – Italy

Tel: 0039.0923.27455 - 0039.0923.547641 – Fax: 0039.0923.542373 - email: aci.trapani@gmail.com

CLOSING DATE FOR ENTRIES: 9 May 2011 at 8:00 pm

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 accompanied by the entry fees.

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

The organizer will hold a protocol of the entries. This protocol must be provided to Observer and inserted in the final documentations of the event.

With the entry the competitor:

- declares to know, the provision of the Code and its Appendixes, of the Sporting National Regulations (RNS) and its Supplementary Norms (NS) and of the present Supplementary Regulations, committing himself to respect and to have them respected;
- **recognizes the C.S.A.I. as the only competent jurisdiction, except for the right of Appeal foreseen by the Code and by the National Sporting Regulations (RNS);**

- renounces, consequently, to take legal steps in other jurisdiction for conquest facts resulting from the organization and from the conduction of the competition;
- holds that the FIA, A.C.I., C.S.A.I., the Organizers, and all Officials are kept harmless from any liability for damages caused by third parties suffered by the competitor, his conductors, employees or goods.

6.2 The maximum number of entries admitted is **250** (all vehicles foreseen by the RPG including any eventual E3 vehicles and historical).

Prioritary are accepted the entries related to groups for not homologations expired cars, then, until the maximum number will be accepted the VSO (E3/E3S) cars and the historical cars (if provided and authorized by the CSAI).

The entries must be accepted in chronological order of their arrival, as reported in the protocol.

The organizer is obliged to accept only complete entries with all required documents (including fees) and to maintain a progressive protocol in which the entries will be registered as they arrive, including the date of payment of entry fees. Must be respected, where applicable, similar rules for the Rally (see NS 11, Art. 5.11). Penalty will be established for rules infractions by the organizer.

In the case of regular entries surplus:

- will be established a waiting list (under art. 75 RNS), which will operate in case of cancellations and always up to the maximum number of entries that can be accepted, always giving priority to not homologations expired cars and/or historical cars.

6.3 There may be a change of vehicle after the closing of entries only 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 RPG) 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 license or licenses 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:

€ 270,00	(324,00)	- Groups N / A / R / E3 (VSO-N / VSO-A / VSO-B /VSO-GT) / E1 Italia<2000
€ 320,00	(384,00)	- CN / E1 FIA / E1 Italia>2000 / E2M / E2B / E2S / DE2SS FIA / E2SC FIA / E2SH FIA / SP / S20 / KIT CAR / S1600 / WRC /GT
€ 120,00	(144,00)	- Racing Star Under 25
€ 144,00	(192,00)	- Racing Star Under 25

For information about entry fees for Racing Start cars see the NS 2 art. 3.11. In case the entry fees is not indicated it is fixed at 160,00 (192,00) euro.

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

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

The entries fees have to be paid as follows:

Poste Italy: c/c n° 53266490 – A.C. Trapani – Via Virgilio, 115 – 91100 Trapani - Causal: 54° Monte Erice

Bank Transfer: Banca Credito Cooperativo “Sen. P. Grammatico” of Paceco – Piazza 21 Aprile - 91100 Trapani- Italy

IBAN: IT44A0871216401000000400141 - SWIFT: ICRAITRRJ50

6.7 Only entries accompanied by the entry fees and received by the deadline set in Art. 6.1 will be accepted.

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 of withdrawal of registration from the competitor the tax:

- must be returned in the 50% measure, if the renouncement reaches before the closing of the registrations;
- must not be returned if instead it reaches after the term of closing of the registrations.

Besides the following particular dispositions are applicable:

- a) in case of interruption of the demonstration during the race heats for reasons not imputable to the organizer (es.: accident, landslide, fire, etc.), the tax of registration won't be refunded;
- b) in case of interruption of the demonstration during the practices for reasons not imputable to the organizer (es.: accident, landslide, fire, etc) the tax of registration will be refunded in the 40% measure.

In the case b) the contribution for the final prize money is due in the measure of the 60% of its normal amount; in the case a in the 100% measure.

The restitution of the taxes of registration has to happen within the 15 following days from the competition date.

6.10 Each participant shall take part on his own responsibility. The organisers decline 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:

- Civil Liability vis-à-vis third parties for the amount of **€ 3.700.00,00**.

6.12 The Civil Liability insurance taken out by the organiser 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.

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 cases described 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 (Article 1.3 RPG).

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 **English** text shall be considered the valid text.

8 - GENERAL OBLIGATIONS

8.1 Start numbers

8.1.1 The organiser shall provide each participant with **3** sets of start numbers which must be clearly placed, cut out not and with all the visible publicities before the technical scrutineering, on both sides (vertically) of the vehicle and the front bonnet. The number on the front bonnet must be orientated toward the **LEFT** side. Vehicles without sets and valid numbers will not be admitted to the starting line.

Every figure of start numbers must be of black color (red for the conductors with deep handicap) and to have a width of a minimum of cm. 5 for a height of cm. 30.

8.1.2 The application of the race numbers is the responsibility of the competitor, in accordance with the instructions of the Organiser (to see Attached 5).

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).

8.1.4 All the participants in CIVM (excluding those of the Group E3, E3S, Monobrand Trophies and historical cars) are obliged to affix the sticker "*Campionato Italiano Velocità della Montagna*" and/or the stickers of the other sponsors provided by ACI Sport on their cars. This sticker must be affixed on the upper part of the windscreen for the closed cars (GT, A, N, E1, R, etc) and on the front part of the car (front part of the bonnet) for the open cars (E2M, E2B, CN, etc.). In the attached document n° 5, there are the patterns for affixing the numerous sponsors and the competition numbers.

The presence of the obligatory publicity will be checked on the cars to the technical verifications and on the alignment, before the departure. The lack, also partial, or the incorrect position of the publicity will actually involve a fine from € 50,00 to the double amount of the entry fee.

8.2 Starting Alignment

8.2.1 Drivers must place themselves at the disposal of the clerk of the course at least one hour before the start of both the trials and the race. The drivers shall accept the consequences should they be unaware of any dispositions 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 organiser has made provision for the following advertising:

- obligatory (start number): **communicated through the information bulletins**
- optional: **communicated through the information bulletins**

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 partially, or the non correct position of the advertising involves a fine from € 50,00 up to double the amount of the entry fee.

Those people who don't accept the optional advertising of the organization will be required to pay double the amount 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 pass you. |
| - 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, obeying 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 the **Piazzale Ilio , Trapani** (near the Automobile Club of Trapani) on **13 May 2011 from 10:00 am to 7:00 pm**

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 licenses, 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 license.

9.2 Scrutineering

9.2.1 - Scrutineering shall take place at **Piazzale Ilio – Trapani** (near the Automobile Club of Trapani) on **13 May 2011 from 10:15 am 7:30 pm**.

9.2.2 The drivers must personally accompany their vehicle to scrutineering, so that identification and safety checks can be carried out.

9.2.3 The homologation fiche and the technical passport (for the Italian competitors) of the vehicle must be presented. 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 the practice heats 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 practice outside the times scheduled for official practice.

It is forbidden, in the week before the competition, to conduct free tests with cars not conforming to the norms of the National Code of the Road or breaking the rules of the aforementioned code.

Following notification by the Authorities, the Stewards will decide the sanction to inflict on the transgressors. The sanctions can include exclusion from the competition.

The Organizers will make arrangements with the local Authorities in order to allow them to set up a suitable service of control that will permit them to report the names of the Competitors that have broken the norms of circulation on the streets to the Organising Committee.

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

The official practice will be run with **n° 2 heats**.

The departures of the official practice will be held on Regional Road **VALDERICE-ERICE SR1**

First official practice heat beginning from **9:00 am**

Second official practice heat beginning at the completion of the **1st heat** on **14 May 2011**.

with the following order of departure of the cars:

Historical - E3 (N-VSO, A-VSO, B-VSO, GT-VSO) - Racing Start - Group N - Group A – (A-R-KIT CAR-S1600-S2000-SP-WRC) - E1 Italia – E1 FIA - vehicles GT (Classes GTCUP, GT3, GT2, GT1) - E2S – E2SH – CN –E2B – E2SC– E2M – D/E2SS. The drivers can choose to participate in only one or both of the official practice heats.

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

10.2.4 The conditions for the admission to the start of the race legs will follow the regressive order of the start numbers. This regressive order and the presence of the obligatory advertising will be checked before the start line by an Official.

Particular cases will be submitted to the Stewards.

Every driver, in order to participate in the competition, shall have completed -at least once- the whole circuit during the official tests.

If such requisite is missing, a driver who has gained the departure in the official tests -but has not completed the whole circuit- would be admitted to the competition, provided that, in one of the previous three year, he had classified in the same competition, or had been admitted in the list of the participants in the competition, and the circuit had not been changed more than 10%.

Moreover the driver can be admitted to the competition with the motivated decision of the Stewards, also based on a proposal by the Clerk of the race.

10.3 Race

10.3.1 The heat(s) of the race will take place in accordance with the detailed timetable drawn up by the organiser.

The departures of the race will be given on Provincial Road **VALDERICE-ERICE - SP1**

1st race heat beginning from the hours **9:00 am**

2nd race heat beginning after the completion of the 1st heat on **15 May 2011**

with the following order of departure of the cars:

Historical - E3 (N-VSO, A-VSO, B-VSO, GT-VSO) - Racing Start - Group N - Group A – (A-R-KIT CAR-S1600-S2000-SP-WRC) - E1 Italia – E1 FIA - vehicles GT (Classes GTCUP, GT3, GT2, GT1) - E2S – E2SH – CN –E2B – E2SC– E2M – D/E2SS. The departure will obligatorily use automatic systems.

The departure will be given by the lighting of the green light of the semaphore, while the real time of departure will be taken by a connected photocell linked to a printer, placed a meter away from the starting line and fixed in correspondence to the most anterior part of the car.

It is possible that a driver, already at the orders of the starter, is not ready to the start. In this case, the departure can be allowed him with a delay not superior to 30" FROM THE MOMENT THE GREEN LIGHT TURNS ON. Exceeding the 30 second delay, the start to the driver will be refused and he will be considered as retired.

He will result, however, in the chronological of the times as departed and he will be considered retired.

The Clerk of Course can authorize the drivers stopped along the course, following interruptions not imputable to them, to repeat the departure of the heat.

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 be towed away only by order of the clerk of the course.

10.4.3 Only for the cars E2M is admitted the presence of max two mechanics (provided of pass furnished by the organizer) preceded to the starting of the car with source of external energy in proximity of his/her own car, on the line of departure. The mechanics are kept to meticulously respect the possible dispositions 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 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 indications of the Officials, must drive their cars, without stopping, to the Parc Fermé.

11.1.3 The Parc Fermé is located at: [Erice summit Spiazzo Porta Trapani](#).

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 the park fermè or at [Officina Sibauto Via Virgilio, 56 - Trapani](#)

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 recorded.

In case of a race with two heats, the classifications will be compiled utilizing the sum of the times of both 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 the Groups admitted in the IHCC together;
- General classification of all the Groups admitted by the CSAI to the CIVM together (except for Group E3, Racing Start, eventual single brands, which have a separate classification);
- Classifications for every Group foreseen by the IHCC;
- Classifications for Group E1 FIA and Group E2SM conforming to the regulation of ECC
- Classifications for every Group foreseen by the CSAI Regulations;
- Classifications for Groups E3 (general, groups and class)
- Classification Under 25;
- Classification Racing START (Group/class and a special classification UNDER 25 without distinction of class among everybody)
- Classification Ladies;
- Classification Teams;
- Classifications for every Class for each Group (IHCC);
- Classifications for every class for Group E1FIA and for Group E2SH FIA (ECC);
- Classifications for every Class for each Group (CIVM).

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 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 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 holding a written proxy (original document).

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

12.2.7 Protests against the validity of an entry and/or against the qualifications of the competitor or the driver or the classification of the vehicle must be presented no later than two hours after the end of the pre-race verifications.

12.2.8 Protests against the non-conformity of the vehicle and/or against the classification must be presented within one half hour from the posting of the absolute group classifications which has been 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 at € 3.000,00. The deposit for international appeals is determined year by year by the FIA.

12.3.3 The competitor has the obligation to deliver the mechanical part contested to the Stewards for shipping to the T.N.A., to be done in accordance with NS9 art. 4.

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 every Group and Class

FIA ECC First, second and third of Group E1 FIA and of Group E2SH FIA for every class

CSAI (CIVM) From the 1st to the 10th of the general Classification

1° - 2° - 3° from the absolute group classification (E2M - E1 Italia - Racing Star- E3/VSO-N; VSO-A; VSO-B, VSO-GT)

1° -2°-3° of each class (E2M - E1 Italia – Racing Star –GT /GTCUP -E3/VSO-N; VSO-A; VSO-B;VSO-GT)

1° UNDER 25, Ladies, Teams, E1SS

IN MONEY:

The distribution will be done according to the following criteria:

- € 6.720,00 to be poured to AciSport to constitution of the fund for the final ceremony of the Championship, included the hospitality, the platform and the balance for the verification of the cars
- € 1.400,00 to be assigned, in reason for € 200,00 to prize, to 1° "Under 25" of every group (N, A, CN, E1 Italia, GT, E2M, E2B).

If there is not the possibility of assign the prizes they beused to create will fund that will be used to reward the final winner of the "Under 25" Trophy CIVM.

The aforesaid endowments will be increased of 20% in the competitions in which the public e/o The means of transport pagan oil ticket of entry.

To specify if the admission of the public e/o of the means of transport is subordinate to the payment of the ticket of entry:

SI

NO X

Prizes of honour, except for the first three classified, can be collected by another person, providing he has written authorisation.

The first three of the absolute group classification must be present at the award ceremonies.

In case of absence the followings sanctions will be applied:

- for the first absence a fine of € 259,00

- in case of a repeat incidence: loss of the prize money and a fine of € 259,00.

The total amount of the prizes is the net amount after taxes.

13.1.2 Prizes in kind which 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 accumulative.

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 **15 May 2011 at the Erice Summit at the Spiazzo Porta Trapani** at **30** minutes after the posting of the final classifications.

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 severely obliged to wear safety belts. Wearing a crash helmet is obligatory for the drivers of the single and double-seaters and it is recommended for the drivers of the tourism cars. It is also severely forbidden to take anyone on board during the return journey.

Every infringement to these dispositions will bring about penalties by the Stewards that can go so as far as the exclusion from the race.

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Appendixes: Attached nr.1: Course graphic indicating services and chicanes (if present)
Attached nr.2: Altimetry
Attached nr.4: Safety Plan
Attached nr.5: Scheme numbers of competition and relative publicities

THE ORGANIZING COMMITTEE
THE PRESIDENTE
f.to Giovanni Pellegrino

CSAI DELEGATE APPROVAL
f.to Pasquale Mauro

C.S.A.I. APPROVAL **SCVS n. 06/2011 del 14/03/2011**

FIA APPROVAL **2CICC.ITA.14052011**

ITALIAN AUTOMOBILE
SPORTING COMMISSION
f.to Marco Ferrari