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## Coppa Paolino Teodori

Colle S. Marco - S. Giacomo  
17-18-19 Giugno 2011

### Supplementary Regulation



*Challenge Internazionale Montagna  
International Hill Climb Challenge*



*Coppa Europa Montagna  
European Hill Climb Cup*



*Campionato Italiano  
Velocità Montagna*



**PROVE**  
sabato 18 ore 10,00

**GARA**  
domenica 19 ore 10,00

# 50

## Coppa Paolino Teodori

Colle S. Marco - S. Giacomo  
17-18-19 Giugno 2011



Federation Internationale de  
l'Automobile



Automobile Club d'Italia



Commissione Sportiva  
Automobilistica Italiana



Automobile Club Ascoli Piceno-Fermo



Gruppo Sportivo Dilettantistico A.C. Ascoli Piceno

## Supplementary Regulation – 2011 –

Race of hill-climb valid for:

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



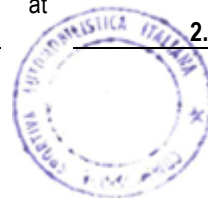
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## PROGRAMME

		PLACE		DATE		SCHEDULE
Closing of entries	in	<u>A.C. Ascoli Piceno – Ascoli Piceno</u>	on	<u>June 13<sup>th</sup> 2011</u>	at	<u>12.00 pm</u>
Passport endorsement	in	<u>S.P. di Colle San Marco – Ascoli Piceno (near the start)</u>	on	<u>June 17<sup>th</sup> 2011</u>	from	<u>10.00 am</u> to <u>12.00 am</u>
Administrative checks	in	<u>ex Bar del Pianoro – Colle San Marco</u>	on	<u>June 17<sup>th</sup> 2011</u>	from	<u>2.30 pm</u> to <u>7.00 pm</u>
Scrutineering	in	<u>S.P. di Colle San Marco – Ascoli Piceno (near the start)</u>	on	<u>June 17<sup>th</sup> 2011</u>	from	<u>3.00 pm</u> to <u>7.30 pm</u>
Weighing (place)	Before of the race in	<u>loc. Colle San Marco</u>	After of the race in	<u>loc. San Giacomo – Ascoli Piceno</u>		
1 <sup>st</sup> meeting of the Stewards of the Meeting	in	<u>ex “Locanda del Pianoro”, loc. Colle San Marco – Ascoli Piceno</u>	on	<u>June 17<sup>th</sup> 2011</u>	at	<u>2.00 pm</u>
Publication of the list with the admitted to the official practice	in	<u>official notice board, ex “Locanda del Pianoro”, loc. Colle San Marco</u>	on	<u>June 17<sup>th</sup> 2011</u>	at	<u>9.00 pm</u>
Publication of the list with admitted to the race	in	<u>official notice board, ex “Locanda del Pianoro”, loc. Colle San Marco</u>	on	<u>June 18<sup>th</sup> 2011</u>	at	<u>7.00 pm</u>
		PLACE/PHONE		DATE		SCHEDULE
Input park departure times:		<u>loc. Colle San Marco – Ascoli Piceno</u>		<u>18.19 June 2011</u>		<u>9.30 am</u>
a) Official practice:						
1 <sup>st</sup> heat	in	<u>loc. Colle San Marco – Ascoli Piceno</u>	on	<u>June 18<sup>th</sup> 2011</u>	at	<u>10.00 am</u>
2 <sup>nd</sup> heat	in	<u>loc. Colle San Marco – Ascoli Piceno</u>	on	<u>June 18<sup>th</sup> 2011</u>	at	<u>soon after 1<sup>st</sup> heat</u>
b) race:						
Race departure 1 <sup>st</sup> heat	in	<u>loc. Colle San Marco – Ascoli Piceno</u>	on	<u>June 19<sup>th</sup> 2011</u>	at	<u>10.00 am</u>
Race departure 2 <sup>nd</sup> heat	in	<u>loc. Colle San Marco – Ascoli Piceno</u>	on	<u>June 19<sup>th</sup> 2011</u>	at	<u>soon after 1<sup>st</sup> heat</u>
Finishing line	in	<u>loc. Colle San Giacomo – Ascoli Piceno</u>	on	<u>June 18<sup>th</sup> 19<sup>th</sup> 2011</u>	at	<u>9.45 am</u> (opening)
Final Parc Fermé	in	<u>loc. Colle San Giacomo – Ascoli P.</u>	on	<u>June 19<sup>th</sup> 2011</u>		
Checking Plan for technical scrutineering	in	<u>Autofficina “Control Car”, via Piceno Aprutina n. 33 – 63100 Ascoli Piceno</u>	on	<u>June 17<sup>th</sup> 18<sup>th</sup> 19<sup>th</sup> 2011</u>		
Technical Scrutineering after the race. Phone +39 347 5346032	in	<u>Autofficina “Control Car”, via Piceno Aprutina n. 33 – 63100 Ascoli Piceno</u>	on	<u>June 19<sup>th</sup> 2011</u>	at end of the race	
Race Headquarters	in	<u>ex “Locanda del Pianoro” – loc. Colle San Marco</u>	on	<u>June 17<sup>th</sup> 2011</u>	from	<u>1.30 pm</u> to <u>11.00 pm</u>
Phone/Fax/E-mail: +39 0736 351148 – +39 0736 351163 – info@gsacascoli.org	in	<u>ex “Locanda del Pianoro” – loc. Colle San Marco</u>	on	<u>June 18<sup>th</sup> 2011</u>	from	<u>8.00 am</u> to <u>8.00 pm</u>
	in	<u>ex “Locanda del Pianoro” – loc. Colle San Marco</u>	on	<u>June 19<sup>th</sup> 2011</u>	from	<u>8.00 am</u> to <u>6.00 pm</u>
Race secretary's office	in	<u>Automobile Club di Ascoli Piceno – viale Indipendenza n. 38/a – Ascoli P.</u>		<u>until June 15<sup>th</sup> 2011</u>	at	<u>12.00 am</u>
Race secretary's office	in	<u>ex “Locanda del Pianoro” – loc. Colle San Marco di Ascoli Piceno</u>		<u>as from June 15<sup>th</sup> 2011</u>	at	<u>2.00 pm</u>



		PLACE	DATE	SCHEDULE
Official Notice board (s)	Checks:	<u>ex "Locanda del Pianoro" – loc. Colle San Marco of Ascoli Piceno</u>	<u>June 17<sup>th</sup> 2011</u>	
	practice:	<u>in ex "Locanda del Pianoro" – loc. Colle San Marco of Ascoli Piceno</u>	<u>on June 18<sup>th</sup> 2011</u>	
	race:	<u>in ex "Locanda del Pianoro"–loc. Colle San Marco, finish Colle San Giacomo</u>	<u>on June 19<sup>th</sup> 2011</u>	
Posting of the classifications	in	<u>loc. Colle St. Giacomo of Ascoli Piceno</u>	<u>on June 19<sup>th</sup> 2011</u>	Provisional: after the arrival of every group Final: 30 minutes after their schedule of esp.
Prize-giving and payment possible prizes in money	in	<u>Casa Colonia Montana del Sacro Cuore, via Martiri della Resistenza – loc. Colle San Marco di Ascoli P.</u>	<u>on June 19<sup>th</sup> 2011</u>	at <u>30 minutes after the opening of the parc fermé</u>
Press-room	Checks:	<u>in ex "Locanda del Pianoro" – loc. Colle San Marco</u>	<u>on June 17<sup>th</sup> 2011</u>	from <u>1.30 pm</u> to <u>9.00 pm</u>
	Practice:	<u>in ex "Locanda del Pianoro" – loc. Colle San Marco</u>	<u>on June 18<sup>th</sup> 2011</u>	from <u>8.00 am</u> to <u>8.00 pm</u>
	Race:	<u>in ex "Locanda del Pianoro" – loc. Colle San Marco</u>	<u>on June 19<sup>th</sup> 2011</u>	from <u>8.00 am</u> to <u>18.00 pm</u>
Person responsible for Press-room		<u>Mr. GIUSEPPE SALUZZI</u>		

## 1. ORGANISATION

The **GRUPPO SPORTIVO DILETTANTISTICO A.C. ASCOLI PICENO** (licence CSAI nr. 209752) is organising the international hill-climb 50<sup>a</sup> **COPPA PAOLINO TEODORI** to be played in **Ascoli Piceno** from **June 17<sup>th</sup> 2011 to June 19<sup>th</sup> 2011**, with the collaboration of **AUTOMOBILE CLUB DI ASCOLI PICENO** (licence CSAI nr. 16168).

These Supplementary Regulations have been approved by **COMMISSIONE SPORTIVA AUTOMOBILISTICA ITALIANA** with visa n° SCVS 45/2011 of 5 May 2011 and by the FIA with visa n° 45/2011.

### 1.1. Organising Committee, Secretariat

The Chairman of the Organising Committee is: **NICOLINO DE ANGELIS**.  
Address: **VIALE INDIPENDENZA N. 38/a – 63100 ASCOLI PICENO – Italy**,  
Phone numbers: **+39 0736 45820 – +39 0736 45920 – +39 0736 338231**.  
Fax numbers: **+39 0736 344736**

The list of the members of the Organising Committee is:

Vice-Chairman: **GIOVANNI CUCCIOLONI**.

Members: **ELIO GALANTI, ALESSANDRO BARGONI, CIRILLO CAPPELLI, ANTONIO COSTANTINI, LUCA FRASCARI, MARIANO GERMANI, IVO PANICHI, MANRICO BERTIN**.

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

- Until **June 15<sup>th</sup> 2011 at 12.00 am**: **A.C. ASCOLI PICENO, VIALE INDIPENDENZA N. 38/a – 63100 ASCOLI PICENO – ITALY**. Phone: **+39 0736 45820 – 45920 – 338231**. Fax **+39 0736 344736**.
- As from **June 15<sup>th</sup> 2011 at 2.00 pm**: **ex "LOCANDA DEL PIANORO", LOC. COLLE SAN MARCO – 63100 ASCOLI PICENO – ITALY**. Phone: **+39 0736 351090** – Fax: **+39 0736 351090**.

Web site: **www.gsacascoli.org** – e-mail: **info@gsacascoli.org**.

### 1.2. Officials

QUALIFICATION	NAME AND SURNAME	N. LICENCE	A.C. (affiliation)	NATION
STEWARDS OF THE MEETING	FILIPPO ZUCCARINO (CSAI Delegate)	57559	Bari	Italy



QUALIFICATION	NAME AND SURNAME	N. LICENCE	A.C. (affiliation)	NATION
	CHIARUZZI WALTER	69		San Marino
	MARCO MARIANI	35403	Ascoli Piceno	Italy
SECRETARY OF THE PANEL	TANIA PIERANNUNZI	220054	Ascoli Piceno	Italy
CLERK OF THE COURSE phone +39 335 219687 (mobile) fax +39 045 915169	ALBERTO MARIO RIVA	204859	Verona	Italy
ASSISTANTS CLERK OF THE COURSE	FABRIZIO BERNETTI	74580	Ascoli Piceno	Italy
SCRUTINEERS	ROBERTO PAGLIAI	66121	Pistoia	Italy
	DAL MAS GIUSEPPE	31683	Pordenone	Italy
	EMIDIO SABATINI	224694	Ascoli Piceno	Italy
	GABRIELE LAMONICA	67721	Ascoli Piceno	Italy
	GIANPAOLO PEZZINI	224693	Ascoli Piceno	Italy
	FABRIZIO TAFFINI	36985	Perugia	Italy
TECHNICAL SCRUTINEERS	GIANLUCA VITELLI	224696	Ascoli Piceno	Italy
	SIMONE STAFFILANI	338779	Ascoli Piceno	Italy
SECRETARY OF THE EVENT	CARLA DEZI	220052	Ascoli Piceno	Italy
	FRANCESCA ROMANA FILIPPONI <small>(ASSISTANT)</small>	338773	Ascoli Piceno	Italy
ADMINISTRATIVE SCRUTINEERS	ANTHONY FRITTELLI	222053	Ascoli Piceno	Italy
	ATTO CLAUDIO CIUTI	224910	Ascoli Piceno	Italy
	GUIDO GIANI	35405	Ascoli Piceno	Italy
	PIERFRANCO TESSARO	243389	Ascoli Piceno	Italy
	ROCCO DE LUCA	220034	Ascoli Piceno	Italy
	STEFANO VITELLOZZI	224518	Ascoli Piceno	Italy
FIA OBSERVERS	RON SMITH			Great Britain
	MICHEL ADANT			Belgium
CSAI OBSERVER	ANTONIO MILO	226627	Salerno	Italy
CHIEF MEDICAL OFFICER:	SIGISMONDO CESARONI	235609	Ascoli Piceno	Italy
COMPETITORS' RELATIONS OFFICER	AUGUSTO PARTUINI	22585	Latina	Italy
	DANIELE MAZZABUFI	85416	Pesaro	Italy
INSPECTOR OF THE RUN <small>(named by the S/C Sicurezza)</small>	ORONZO PEZZOLLA	202230	Brindisi	Italy
SAFETY OFFICER	GIANPAOLO PEZZINI	224693	Ascoli Piceno	Italy
COURSE MARSHALL	A.C. ASCOLI PICENO, A.C. ANCONA, A.C. MACERATA, A.C. TERAMO			
TIMEKEEPERS	FEDERAZIONE ITALIANA CRONOMETRISTI (F.I.C.R.)			



QUALIFICATION	NAME AND SURNAME	N. LICENCE	A.C. (affiliation)	NATION
RESPONSIBLE FOR THE TIMERS	GIUSEPPE CAMPANELLI			

### 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:

- during the administrative checks and Scrutineering: **ex “Locanda del Pianoro”, loc. Colle San Marco di Ascoli Piceno (near the start).**
- during the Official practice: **ex “Locanda del Pianoro”, loc. Colle San Marco of Ascoli Piceno (near the start).**
- during the race:
  - **ex “Locanda del Pianoro”, loc. Colle San Marco of Ascoli Piceno (near the start);**
  - **finish, loc. San Giacomo of Ascoli Piceno.**

## 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, the Regulations of the FIA European Hill-Climb Cup, 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 ISC.

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

2.4. The event counts towards the following Championships:

- FIA International Hill-Climb Challenge
- FIA European Hill-Climb Cup
- **CSAI ITALIAN HILL CLIMB CHAMPIONSHIP (CIVM)**
- ~~11° CHALLENGE VELOCITA' DELLE POLIZIE 2011;~~
- **20° PAOLO ZIPPI TROPHY;**
- **14° INNOCENZO CENCIARINI TROPHY;**
- **8° EMIDIO CAPPELLI TROPHY.**

### 2.5. Course

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

- length: **4,938 Km;**
- incline: **7,52%;**
- altitude of the start: **705 mt;**
- altitude of the finish: **1084 mt;**
- location of the start: **loc. Colle San Marco of Ascoli Piceno;**
- location of the finish: **loc. San Giacomo of Ascoli Piceno.**

*The competition will take place on the **provincial road N. 76 “per San Marco”.***

*The drivers, after the first heat, once overcome the finishing line, strictly observing the instructions of the Marshal, must continue up to the indicated place, where Parc Fermé Regulations are not in force, waiting for to 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 second heat.*

*The run will be closed to the normal traffic for the whole period of the official practice and of the race.*

## 3. ELIGIBLE VEHICLES

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



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

Group N – Production Cars.

Group A – Touring Cars (*incl. WRC, KITC, S2000 & SP*).

Group GT – Grand Touring Cars (GT1, GT2 and GT3 together).

Group CN – Production Sports Cars.

Group E2-SC – Two-seater racing cars up to 3000 cc.

Group D/E2-SS – International Formula/Free, Formula single-seater racing cars up to 3000 cc.

**ECC (European Hill Climb Cup):**

Group E1 – Touring type cars Category 1.

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

**Non IHCC:**

*Group E1 Italy/E1 FIA*

*GT (Grand Touring– Class GTCUP)*

*Racing Start*

*Group E3 (expired of homologation vehicle “V.S.O.” Groups N-A-B-GT)*

*Group E3S (former Group 5 cars)*

**CSAI Italian Hill Climb Championship (CIVM):**

*Group N ( included the R Group with reference to the agreed equalization table)*

*Group A (WRC, Kit Car, Super 1600, SP, S2000 and group R are included, with reference to the agreed equalization table)*

*Group E1 Italy*

~~*Group E1 International*~~

*Group CN*

*GT (Grand Touring)*

*Racing Start*

*Group E2B (Free Formula Category 2 of maximum cylinder of 3000 cm<sup>3</sup>)*

*Group E2M (International Formulae of maximum cylinder of 3000 cm<sup>3</sup>)*

*Group E2S (Silhouette)*

*Group E3 (expired of homologation vehicle “V.S.O.” Groups N-A-B-GT)*

*Group E3S (former Group 5 cars)*

**CSAI (historical cars – national race)**

*All the admitted cars referring to the actual regulations (N.S. 14, art. 4.3).*

**3.2.** *The cars, in order to be FIA classified, have to respect the applicable FIA international sporting and technical rules.*

*The cars, in order to be CSAI classified, have to respect the applicable national sporting and technical rules quoted in the yearbook CSAI 2011 (particularly the NS1 Cap. IV and the NS16 bis Cap. II) as well as those indicated here below:*

*Separate classifications must be drawn up which take into account the existing differences between the classification and the regulation of the cars according to the norms FIA and CSAI.*

*A car can appear in the classifications FIA and/or in the classifications CSAI.*

*The vehicles will be divided up into the following cylinder capacity classes:*

**3.2.1. Groups N, A, E1 Italy:**

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

**Diesel:**

- *up to 2000 cm<sup>3</sup>*
- *over 2000 cm<sup>3</sup>*

*From 1.01.2009 the restrictor is not anymore obligatory for the supercharged cars of groups N and A foreseen for the rallies*



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

Classes:

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

### 3.2.3. Groups D/E2-SS (FIA) – International Formulae / Free Formula Category 2 and E2M (CSAI)

Classes:

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

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

Classes:

GT1:

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

GT2:

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

GT3:

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

GTCUP (only CSAI):

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

### 3.2.5. Racing Start (CSAI)

Reserved to the cars in accordance with the NS 24 Cap. IV. The vehicles will be divided up into cylinder capacity classes.

- no-supercharged petrol up to 2000 cm<sup>3</sup>:
  - RS1 – up to 1150 cm<sup>3</sup>
  - RS2 – from 1151 to 1400 cm<sup>3</sup>
  - RS3 – from 1401 to 1600 cm<sup>3</sup>
  - RS4 – from 1601 to 2000 cm<sup>3</sup>
- Diesel (geometrical powered cars up to 2000 cm<sup>3</sup>, also):
  - RSD1 – up to 1600 cm<sup>3</sup>
  - RSD2 – from 1601 to 2000 cm<sup>3</sup>
- supercharged petrol with geometrical powered up to 1600 cm<sup>3</sup>:
  - RSTB – up to 160 cm<sup>3</sup>

### 3.2.6. Group E3 Expired of homologation vehicle “V.S.O.” Groups N-A-B-GT (CSAI)

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

Classes:

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



Group E3 (Gr. B-VSO)

Classes:

- up to 1600 cm<sup>3</sup>
- over 1600 cm<sup>3</sup>

Group E3 (Gr. GT-VSO)

Unique class

### 3.2.7. Group E2-SH (Silhouette) (CSAI and FIA)

Classes:

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

### 3.2.8. Group E3S – former Group 5 cars (CSAI)

Classes:

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

### 3.3.

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

- Cockpit:

The driver's seat must be symmetrical about the longitudinal centre line of the car.

Only free wheel Single Seater may be admitted.

**3.3.2. - EHC:** For Group E1 and Group E2-SH, other than Article 277 of Appendix J, the following restrictions must be respected:

- Maximum engine cylinder capacity 6500 cc;
- Fuel: commercially available petrol or diesel, according to the provisions of Article 259.6.1 of Appendix J.

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

*It is obligatory starting from 1.01.2010 to use front head holding device (FHR) for all cars exception for the participating cars to the Trophy/Series "Barchetta", "Alfa 33" and Assominicar Trophy for which the device FHR is recommended.*

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

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

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

## **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 free practice 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.  
*It is not obligatory to exhibit 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).

## **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:

**GRUPPO SPORTIVO DILETTANTISTICO A.C. ASCOLI PICENO**

**viale Indipenza n. 38/a**

**63100 Ascoli Piceno (AP) - Italy**

**Fax: +39 0736 344736**

**e-mail: info@gsacascoli.org**

**Closing date for entries: Monday June 13<sup>th</sup> 2011 at 12.00 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 paying the entry fees.*

*Entries shall be accepted only if complete and in accordance with the CSI and the RNS regulations.*

*The organizer will hold a record of the entries which should be given to the Observer and should be recorded on the documents of closing race.*

*With the entries the competitor:*

*- declares to know the dispositions of the Code and its Appendixes, of the National Sporting Regulations (RNS) and its Supplementary Norms and the present Supplementary Regulations, committing himself to respect and to have them respected;*

*- recognizes the C.S.A.I. what only competent jurisdiction, except for the right of Appeal foreseen by the Code and by the National Sporting Regulations;*

**- renouncement, consequently, to take legal steps in other jurisdiction for consequent facts from the organization and from the conduction of the competition;**

**- considers F.I.A., A.C.I., C.S.A.I., the Organizers, all the Officials of Competition relieved from all third parts faults for damages suffered by the competitor himself, his driver, employees or goods.**

6.2. A maximum number of **250** entries will be admitted (all the cars foreseen by the approved Regulation, E3, E3S, historical included)

*A maximum of n. 15 (fifteen) historical cars will be admitted – N.S. 14 art. 5.3.*

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

6.4. No change of competitor may take place after the closing of entries. Changes of driver are authorised in accordance with Article 121 of the ISC. The replacement driver, who must hold a valid licence or licences as well as authorisation from his ASN, must be named before the administrative checks are carried out for the vehicle concerned.

6.5. Double starts (1 driver for 2 vehicles or 1 vehicle for 2 drivers) are not authorised.

6.6. The entry fees shall be as follows:

- with the organiser's optional advertising (Article 8.3.2):

€ **270,00 (324,00)** Groups N/A/R/E3(VSO-N/VSO-A/VSO-B/VSO-GT)/E3S/E1 Italia ≤2000

€ **320,00 (384,00)** CN/E1 FIA/E1 Italia > 2000/E2M/E2B/E2S/D-E2-SS FIA/E2-SC FIA/E2-SH  
FIA/SP/S20/KITCAR/S1600/WRC/GT

€ **130,00 (156,00)** Historical cars

€ **160,00 (192,00)** Racing Start Over 25



€ 120,00 (144,00) Racing Start Under 25

- without the organiser's optional advertising (Article 8.3.2):

€ 540,00 (648,00) Groups N/A/R/E3(VSO-N/VSO-A/VSO-B/VSO-GT)/E3S/E1 Italia ≤2000

€ 640,00 (768,00) CN/E1 FIA/E1 Italia > 2000/E2M/E2B/E2S/D-E2-SS FIA/E2-SC FIA/E2-SH  
FIA/SP/S20/KITCAR/S1600/WRC/GT

€ 320,00 (384,00) Racing Start Over 25

€ 240,00 (288,00) Racing Start Under 25

*The entry fees sent in the last 5 days of the period of registration must be increased of 20% (between brackets the increased amount).*

*Without the organiser's optional advertising (Article 8.3.2): the double of the above-mentioned amounts must be paid.*

The entry fees are to be paid as follows:

**by International money order named to Gruppo Sportivo Dilettantistico A.C. Ascoli Piceno, viale Indipendenza n. 38/a, 63100 Ascoli Piceno (AP) – Italy;**

**by bank transfer:**

- **Name of Bank:** Banca di Credito Cooperativo Picena – Filiale Ascoli Centro
- **address:** viale De Gasperi, 14 – 63100 Ascoli Picebo (Italy)
- **beneficiary:** Gruppo Sportivo Dilettantistico A.C. Ascoli P.
  
- **IBAN code:** IT 14 N 08474 13502 000150102645
- **BIC SWIFT:** ICRAITRD60

**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 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 the application by the competitor, the fee will be:*

- *refunded back at 50%, if the renunciation will arrive before closing the applications;*
- *it should not be refunded, if the renunciation arrives after the closing of the applications:*

*The following particular instructions will be applied:*

- a) *In case of interruption of the race during the race for reasons not related to the organizer (for example: accident, landslide, fire, etc.) the application fee won't be refunded;*
- b) *In case of interruption of the race during the practices for reasons not related to the organizer (for example: accidents; landslide, fire, etc.) the application fee will be refunded at 40%;*

*In case b) the eventual contribution for the final prize money will be of 60% of the usual amount; in case a) it will be of 100%. The restitution of the application fee should arrive within 15 days after the race.*

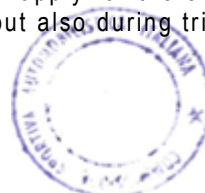
**6.10. Each participant shall take part on his own responsibility. The organiser shall refuse to accept any liability for personal injury or damage to property vis-à-vis competitors, drivers, assistants and third parties.**

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 € 3.100.000,00 for each case.

**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 in cases referring to 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).

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 as the authentic text.

## 8. GENERAL OBLIGATIONS

### 8.1. Start numbers

*It is specified that the following criterion will be adopted for the assignment of the start numbers, so that those with one or two figures will be assigned to the foemulae and to the sport cars/free formula Category 2.*

*The criterion for the assignment of the start numbers is the following:*

- **Groups: D/E2-SS / E2M – E2-SH / E2S – E2-SC/E2B – CN** from n. 1 to n. 99;
- **Groups: GT – E1 FIA/Int./Italia – SP** from n. 101 to n. 199;
- **Group S20 – A** from n. 201 to n. 299;
- **Group N** from n. 301 to n. 399;
- **Groups: Racing Start – E3 – E3S – Minicar** from n. 401 to n. 499;
- **Historical cars** from n. 501 to n. 549.

*Notwithstanding the provisions regarding the starting order of the groups, described in the following paragraph 10.3.1 of this regulation, among the above-mentioned intervals, the start numbers will be assigned according to a decreasing order in comparison with the list of entries.*

*Example: to the last driver on the list of entries (of the group D/E2-SS / E2M – E2-SH / E2S – E2-SC / E2B – CN), the number 1 will be assigned, to the second-last driver the number 2, etc.*

8.1.1. The organiser shall provide each participant with **3 (three)** sets of start numbers which shall be clearly displayed (*not cut out and with all the visible publicities*), before the scrutineering, on both sides (vertically) of the vehicle and **on the front bonnet** ~~or on the roof of the car (in central position)~~. The number on front bonnet ~~or on the roof~~ should be oriented to the right side.

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

*Each component number of the race should be in black colour (red for the invalid conductors) on a white base and should have a shaft width of 5cm with a height of 30cm.*

8.1.2. The organiser shall be responsible for allocating the start numbers (*See Annex 5 to these Regulations*).

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

8.1.4. *All the participants of CIVM (excluded the cars of the Group E3, E3S, monotype trophy and the historical cars) should obligatory stick on their own cars the advertising label of the “Campionato Italiano Velocità Montagna” and/or their sponsors supplied by ACI Sport.*

*This label should be stick on the upper part of the windscreen for the closed cars (GT, A, N, E1, R, etc.) and on the back side of the car (upper part of the bonnet) for the open cars (E2M, E2B, CN, etc.). In the appendix 5 you will find the affixing plan of the various advertisements and of the race numbers.*

*We will check the presence of the obligatory advertisements on the cars during the Scrutineering and during the alignment, before the start. The lack, even partial, or the not correct position of the advertisement will cause an over fee to be paid of Euro 50 up to the double of the entry fees.*



## 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 (*official practice or 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 with national regulations*);
- it is not offensive.

No advertising whatsoever may be affixed to the side windows.

**8.3.2.** The organiser has made provision for the following advertising:

- obligatory (start number): **50<sup>a</sup> Coppa Paolino Teodori 17-18-19 giugno 2011**;
- optional (reduced fees, Article 6.6): **Vulcangas, Antica Forneria F.lli De Giorgis**.

*The presence of 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 double of the entry fee.*

*Those who don't accept the organisation 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 ex "**Bar del Pianoro**", loc. **Colle San Marco di Ascoli Piceno (near the start)** on:

- **Friday June 17<sup>th</sup> 2011 from 2.30 pm 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 licences, 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 loc. **Colle San Marco – Ascoli Piceno (near the start)** on:  
- **Friday June 17<sup>th</sup> 2011 from 3.00 pm to 7.30 pm;**

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

9.2.4. Participants reporting for scrutineering after their scheduled time shall be liable to a penalty which may go as far as exclusion, at the stewards' discretion. However, the stewards may decide to allow the vehicle to be scrutineered if the competitor/driver can prove that their late arrival was due to force majeure.

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

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

## 10. RUNNING OF THE EVENT

### 10.1. Start, finish, timekeeping

10.1.1. The start will take place with the vehicle stationary and the engine running. The stewards of the meeting and the clerk of the course are free to modify the starting order according to the circumstances.

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

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

10.1.4. Any refusal or delay in starting shall result in exclusion.

10.1.5. The finish shall be a flying finish. The 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 it. Following a report by the Authorities, the Stewards will decide about the sanction to inflict to the transgressor, which can go as far as the non admission to competition. The Organisers will make an agreement with the local Authorities in order that they arrange a suitable control service and report the names of Competitors incurring in violations of the highway code.*

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



The official practice will be effected on n. **2 (two)** heats.

The departures of the official practice will be given in **loc. Colle San Marco di Ascoli Piceno**.

On **June 18<sup>th</sup> 2011**, the beginning of the first official practice heat is settled at **10.00 am**; the second official practice heat will start after the cars return from the first heat, with the following order of departure of the cars:

**Historical car** – E3 (N-VSO, A-VSO, B-VSO, GT-VSO) – E3S – Racing Start – Group N – Group A (A-R-Kit Car-S1600-S2000-SP-WRC) – E1 Italy /E1 FIA – GT (Classes GTCUP, GT3, GT2, GT1) – E2S – E2SH – CN – E2B- E2SC - E2M – D/E2SS.

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

**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 heats of the race follows **the regression order of the start**. This regression order and the right presence of the obligatory advertising will be checked before the start line by an Official.

Every conductor, to participate in the competition, will owe to have completed at least once the whole run during the official practice.

In default of such requisite a conductor that has taken the departure in the official practice but has not completed the whole run, can equally be admitted to the race provided that in one of the previous three years, he has classed in the same competition or he has been in the list of the admitted to the race, and the run has not changed in the measure of 10% higher

Besides, the conductor can also be admitted to the competition with justified decision of the Stewards of the meeting even upon the suggestion of the Clerk of the course.

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

### **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.

The departures of the race will be given in **loc. Colle San Marco di Ascoli Piceno** on **June 19<sup>th</sup> 2011**, first race heat beginning is settled at **10.00 am** and second heat beginning after the first heat, with the following order of the cars:

**Historical car** – E3 (N-VSO, A-VSO, B-VSO, GT-VSO) – E3S – Racing Start – Group N – Group A (A-R-Kit Car-S1600-S2000-SP-WRC) – E1 Italy /E1 FIA – GT (Classes GTCUP, GT3, GT2, GT1) – E2S – E2SH – CN – E2B- E2SC - E2M – D/E2SS.

The start will compulsory use automatic systems.

Starting time will be given by the green light. At the same time, photocell connected to a writing instrument, located at one metre from the starting line and in relation to 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" when **THE GREEN LIGHT COMES ON**. Beyond such a delay, the driver will not be allowed to start and will be considered as having not started.

The drivers stopped along the course because of interruptions not due to them can be authorized by the Clerk of the Course to restart the race.

**10.3.2.** The race shall be run over **2 (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.

**10.4.3.** Only for the cars E2M the presence of max two mechanics will be allowed (they need to show a pass of the Organization) to start the car with external energy resources closed to the own car, on the starting line. The mechanics shall strictly follow the eventual instructions of the Race Headquarter.

## **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 instruction of the officials, must drive their cars, without stopping, to the parc fermé.*

11.1.3. The Parc Fermé is located at **parc fermé, loc. San Giacomo di Ascoli Piceno.**

## 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 **parc fermé in loc. Colle San Giacomo di Ascoli Piceno** or at **Autofficina "Control Car", via Piceno Aprutina n. 33 – 63100 Ascoli Piceno.** Phone **+39 347 5346032.**

## 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 of each of the Groups in the IHCC together;~~
- General classification of each of the Groups admitted by the CSAI together (except Group E3, E3S, ~~Racing Start~~, historical cars, makers Trophy that have different classification);
- Classification for every group foreseen by the IHCC;
- General Classification for the Groups E1 FIA and E2-SH conforming to the regulation of the ECC;
- Classification for every Group foreseen by the CSAI Regulations;
- Classification Group E3 (absolute, groups and classes);
- Classification Group E3S;
- Classification Under 25;
- Classification Racing Start (Group/classes and a special classification UNDER 25 without class distinction between all the Racing Start);
- Classification Ladies;
- Classification Taems;
- Classification for every Class for each Group (IHCC);
- Classification for every Class for the Group E1 FIA and E2-SH (ECC);
- Classification for every Class for the each Group (CIVM);
- General classification for each group for historical cars;

### 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 is to be paid *at moment of presentation the same*.

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 officials with specific duties are not accepted.

**12.2.5.** The right to protest can only be exercised by competitors who are duly entered in the event, or by their representative(s) holding a written proxy (original document).

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

**12.2.7.** *Protests against entry validity and/or against competitors' or drivers' qualification must be lodged within two hours after the end of the scrutineering, at the latest.*

**12.2.8.** *The deadline for protests regarding non conformity of a vehicle and/or the classifications shall be lodged within 30 minutes from posting the group absolute results signed by the clerk of the course.*

### **12.3 Appeals**

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

**12.3.2.** The deposit for national appeals is set at € 3.000,00. *The deposit for international appeals will be fixed by the FIA year by year.*

**12.3.3.** *The competitor is obliged to deliver the contested mechanical detail to the Stewards for the forwarding to the T.N.A. to carry out according to what provided by the NS9 art. 4 regulations.*

## **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 the groups E1 FIA and E2-SH and for every class*

#### CSAI (CIVM)

*From the 1<sup>th</sup> to the 10<sup>th</sup> of the general classification*

*First, second and third of general classification of group (E2M – E1 Italy – **Racing Start** – E3/VSO-N; VSO-A; VSO-B; VSO-GT – E3S).*

*First, second and third of each class (E2M – E1 Italy – **Racing Start** –GT/GTCUP – E3/VSO-N; VSO-A; VSO-B; VSO-GT).*

*First Under 25, Ladies, Teams and **E1SS (SUPERSTARS)**.*

#### CSAI (historical cars)

*First, second and third of general classification of each group.*



CASH PRIZES: € 8,120,00

The distribution will be carried out in the following way:

- € 6.720,00 (including VAT fee), to be credited to ACI Sport for the constitution of the fund for the Championship Ceremony, including the hospitality (van), the podium and the balance for the car verification;

- € 1.400,00 to be assigned, in function of Euro 200,00 for each award, to the first classified "Under 25" of each Group (N, A, E1 Italy, GT, CN, E2B, E2M).

If there is not the possibility of assignment, the prize will build up a fund to award Trophy "Under 25" CIVM final winner.

There is no paying public

The prizes of honour, except for the first three classified, can be collected by a person with a written proxy.

The first three of 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 followings sanctions:

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

- in case of second offence, loss of the prizes in money and fine 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 organiser. No prizes shall be sent, they have to be collected.

**13.1.3.** Cash prizes must be collected in person at the prizegiving 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 **Sunday 19<sup>th</sup> June 2011 at 30 minutes after the opening the parc fermé** at the following location **Casa Colonia Montana del Sacro Cuore, via Martiri della Resistenza – loc. Colle San Marco di Ascoli Piceno** at 30 minutes after the opening of the parc fermé.

## **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. Management of the spaces paddock. The competitors will obligatorily have to fill out the special space in the entry form.**

**The organizer will assign for each the necessary space for the assistance.**

**To the competitors is absolutely forbidden to self-delimit their own space to the paddock.**

Appendixes:

Attached nr. 1: course grafic with indication of the services;

Attached nr. 2: altimetry;

Attached nr. 3: safety plan and services;

Attached nr. 4: appendix of competitors' relations officer.

Attached nr. 5: race number schedule and referring advertisement;

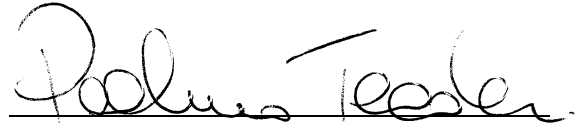
Attached nr. 6: plan of Sanitary Emergency;



SING COMMITTEE  
CHAIRMAN  
elis Nicolino

THE CSAI REGIONAL DELEGATED  
Teodori Paolino





C.S.A.I. visa N°

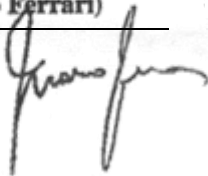
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FIA visa N°

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COMMISSIONE SPORTIVA  
AUTOMOBILISTICA ITALIANA

IL DIRIGENTE  
Il Servizio Attività Sportive  
(Marco Ferrari)

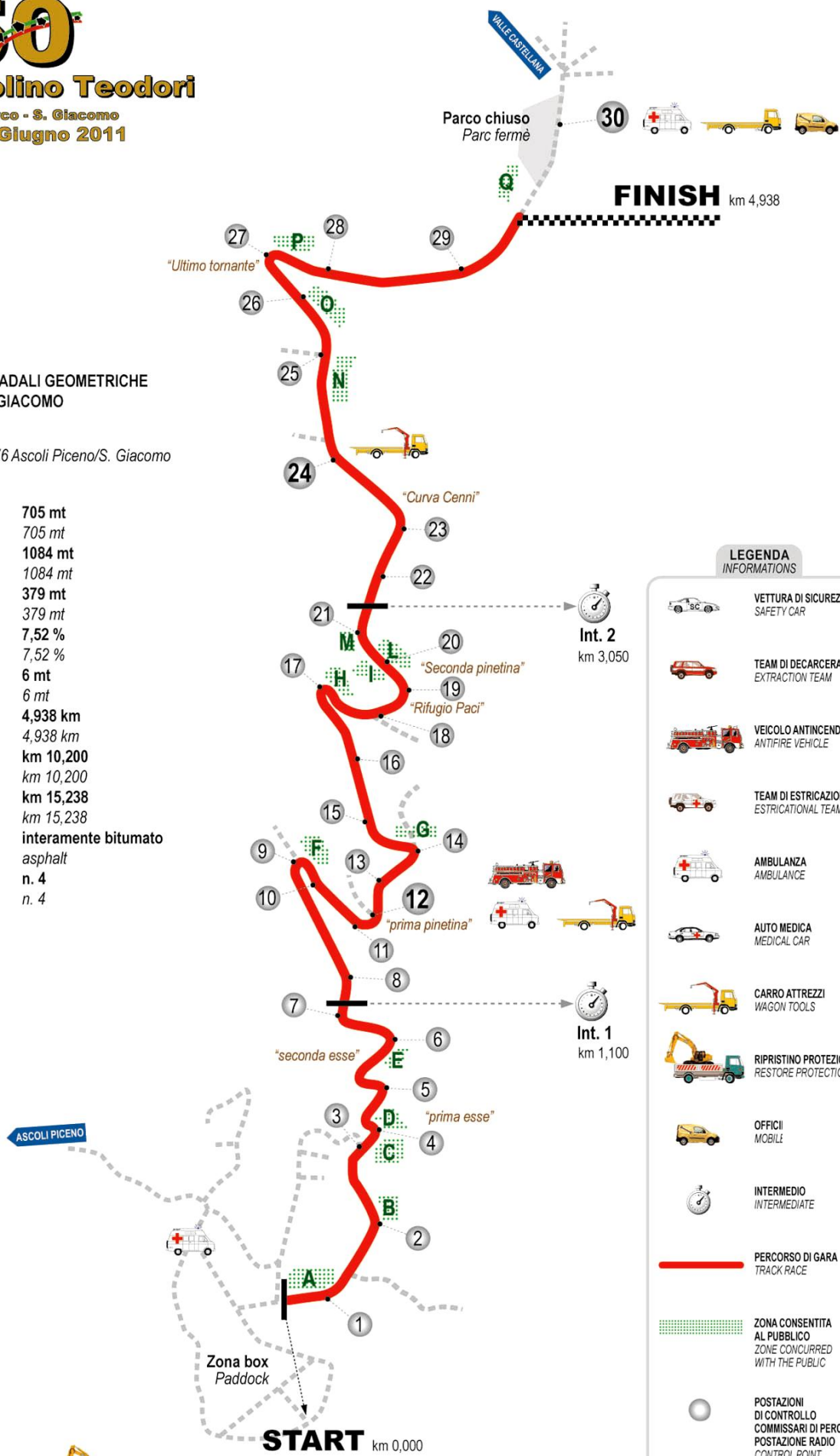




# 50

## Goppa Paolino Teodori

Colle S. Marco - S. Giacomo  
17-18-19 Giugno 2011



### CARATTERISTICHE STRADALI GEOMETRICHE S.P. 76 Ascoli Piceno/S. GIACOMO

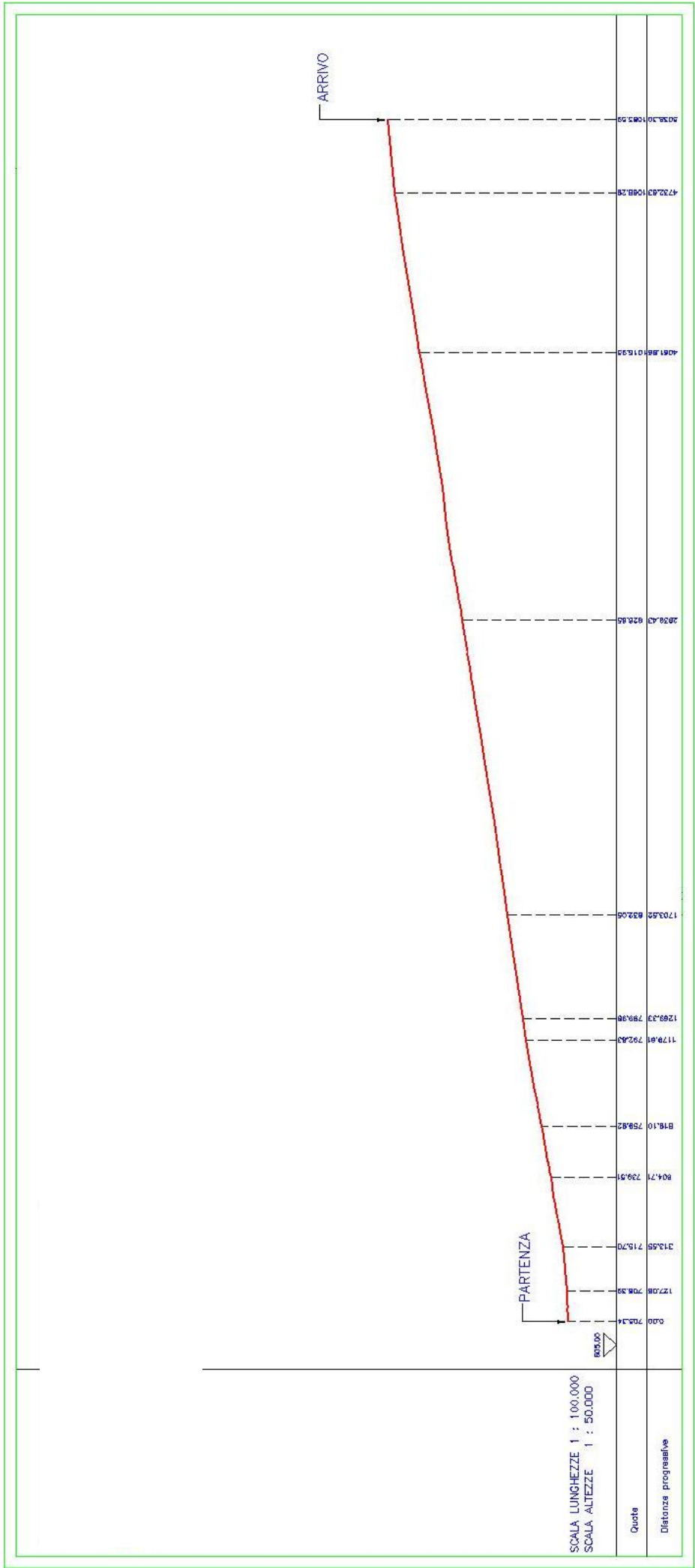
TRACK DETAILS  
Provincial Street number 76 Ascoli Piceno/S. Giacomo

<b>Altezza SIm Partenza</b>	<b>705 mt</b>
Share of start	705 mt
<b>Altezza sIm arrivo</b>	<b>1084 mt</b>
Share of finish	1084 mt
<b>Dislivello</b>	<b>379 mt</b>
Unevenness	379 mt
<b>Pendenza media</b>	<b>7,52 %</b>
Gradients	7,52 %
<b>Larghezza media</b>	<b>6 mt</b>
Width media	6 mt
<b>Lunghezza</b>	<b>4,938 km</b>
Lenght	4,938 km
<b>Partenza</b>	<b>km 10,200</b>
Start	km 10,200
<b>Arrivo</b>	<b>km 15,238</b>
Finish	km 15,238
<b>Pavimentazione</b>	<b>interamente bitumato</b>
Paving	asphalt
<b>Tornanti</b>	<b>n. 4</b>
Hairpin curves	n. 4

### LEGENDA INFORMATIONS

-  VETTURA DI SICUREZZA  
SAFETY CAR
-  TEAM DI DECARCERAZIONE  
EXTRACTION TEAM
-  VEICOLO ANTINCENDIO  
ANTIFIRE VEHICLE
-  TEAM DI ESTRICAZIONE  
ESTRICATIONAL TEAM
-  AMBULANZA  
AMBULANCE
-  AUTO MEDICA  
MEDICAL CAR
-  CARRO ATTREZZI  
WAGON TOOLS
-  RIPRISTINO PROTEZIONI  
RESTORE PROTECTIONS
-  OFFICII  
MOBILI
-  INTERMEDIO  
INTERMEDIATE
-  PERCORSO DI GARA  
TRACK RACE
-  ZONA CONSENTITA  
AL PUBBLICO  
ZONE CONCURRED  
WITH THE PUBLIC
-  POSTAZIONI  
DI CONTROLLO  
COMMISSARI DI PERCORSO  
POSTAZIONE RADIO  
CONTROL POINT  
MARSHAL - RADIO POINT


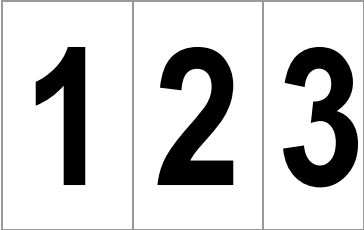






ATTACHED NR. 5.

### RACE NUMBER SCHEDULE AND REFERRING ADVERTISEMENT

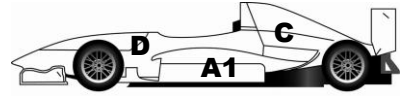
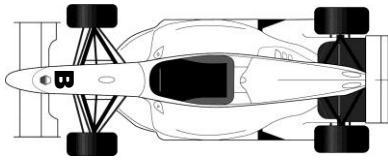
REQUIREMENTS APPLY ALL RACES ( see drawings for positioning)

sticking	image	Instruction
A		<b>A.</b> For the GT, Tourism and similar cars 2 panels (with the race numbers), OBLIGATORY, supplied by the organization, stick in vertical position on both car sides 50cm (width) x 52cm (height) showing the advertisement: <b>50<sup>a</sup> Coppa Paolino Teodori 17-18-19 Giugno 2011</b> .
A1		<b>A1.</b> For the single or two-seater cars. 2 lateral panels, supplied by the organization, showing only the race numbers and will have the following dimensions: 32cm (width) x 32cm (height), 4 stripes (as indicated under A1 on the drawings), supplied by the organization, with dimensions of 50cm (width) x 10cm (height) showing the obligatory advertisement. These ones will be stick in a visible position on both car sides, in vertical location (two on each side).
B		<b>B.</b> with reference to the art. 8.1.1 of the RPG: 1 panel (with race number) 50cm (width) x 52 cm (height) OBLIGATORY, supplied by the organization, to stick on the back bonnet, oriented, showing the advertisement: <b>50<sup>a</sup> Coppa Paolino Teodori 17-18-19 June 2011</b> .
C	unavailable	<b>C.</b> OBLIGATORY stripe (only for participating cars to the race CIVM, with the exclusion of the cars E3, E3S, historical, monotype trophy) supplied to the entrants by ACI Sport in occasion of their first participation to the CIVM, of 90-120cm x 10cm to stick on the upper part of the windscreen (*) and showing the text: <b>Campionato Italiano Velocità Montagna (and/or their sponsors)</b> (*) for the mono seater cars to stick in lateral position, well visible (see drawing); for the two-seater cars on the back bonnet at the windscreen's bottom (see drawing).
D		<b>D.</b> optional advertisement, advertising panels, supplied by the organization, REFUSABLE by the competitor with a double payment of the entrance fee, showing the advertisement: <b>Vulcangas, Antica Forneria F.lli De Giorgis</b> .
E	unavailable	<b>E.</b> advertisement stripes, supplied by ACI Sport, 30cm (width) x 15cm (height) OBLIGATORY, to stick in the position indicated by the responsible person of ACI Sport (NS16 Bis Chap. II Art. 15.3.2).

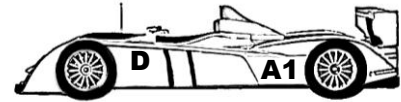
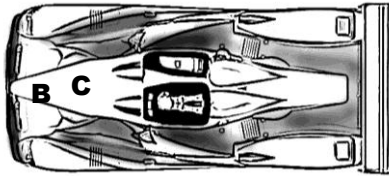


**Directions placement advertising / numbers on the cars**

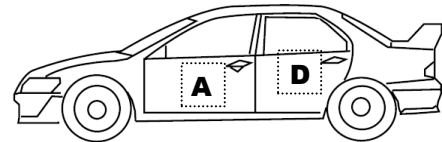
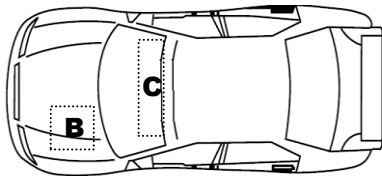
Single seater



Two-seater



Cars  
Tourism/GT



Controls will be effected by an judge of fact in the followings occasions:

- Scrutineering;
- Parck departure.



**APPENDIX COMPETITORS' RELATION OFFICER**



**Partuini Augusto**  
(+39) 338 8719078



**Mazzabufi Daniele**  
(+39) 339 7738562

**Main Tasks**

Supply the information to the competitors and carry out a mediation role in each moment. During all the valid races for the national title, the organizing part has the obligation to foresee at least for an authorized person for the relationship with the competitors (it will be suggested to have two ones).

This role should be recovered by a stewards licence holder or by a holder of other sport licences with the evidence of sport and technical experience implicating a good knowledge of the regulations. The competitors' relations officer can attend the Stewards meetings, in order to be informed about the eventual taken decisions.

The competitors' relations officer should be easily identified by the competitors. Fort this purpose it will be suggested that:

- 1) He wears a mark or a vest, both very evident;
- 2) He will be presented to the competitors during the meeting before the race (if effected);
- 3) The picture will be publicized in the supplementary regulation of the race or in a bulletin and official notice boards.

**Presence During The Race**

On the official notice boards should be put up a tabulation with the indication of the places and time schedule of the authorized person to the relationship with the competitors. In particular there will be present: during the administrative checks and scrutineering; near the race secretary; at the race start, near the park fermè at the arrival.

**Functions**

Reply to all the questions or issues made by the competitors in the most possible detailed way; Give all the possible information in relation to the supplementary regulations of the race and of the development of the race, supply results.

To avoid to transmit to the Stewards of the Meeting the requests which can find a satisfying solution (in the regulation ambit) through a simple explanation, for example clarifications about the complaints on the times with the assistance of the timer.

The competitors' relations officer should avoid to report any news or take any initiatives which could raise protests.