



Automobile Club d'Italia
SPORT



SUPPLEMENTARY REGULATION – 2023

per gare:

- **Campionati Italiani Velocità della Montagna (CIVM)**
- **Trofei Italiani Velocità della Montagna (TIVM Centro-Nord e TIVM Sud)**
- **Nazionali (non titolate)**

Note:

1. For all CIVM, TIVM, National competitions it is mandatory to present this RPG (duly completed and signed) by uploading it online in the calendar management system according to the procedures communicated by ACI DSA.
2. For tenders also having the title for
 - The FIA European Hill Climb Championship (EHC) and/or
 - The FIA International Hill Climb Cup (IHC)

they must be presented to the secretariat of the Hill Climb Speed Commission Via Durando 38 – 20158 Milan email f.giulivi@aci.it

- a) this RPG (duly completed and signed), uploaded in the online procedure
- b) the "Supplementary Regulations" (SR) using only the forms specifically provided for by the FIA and ACI (and sent to each interested Organiser) in .doc format in Italian, French and English (for the tender with title for the EHC) or Italian and English for competitions with IHC titling).

3. Any modification to these Regulations relating to the areas that cannot be modified must be requested from the Commission secretariat using the specific form (attached at the bottom of these Regulations).
4. Compulsorily attach to the RPG all the documents indicated in article 14.7 of these RPG.
5. The Safety Plan (PDS) must be compiled by the Organizer together with the Clerk of the Course (DG) and the Course Preparation Delegate (DAP) and then submitted to the Inspector/Supervisor of the Federation for the relative visa of compliance within its jurisdiction.

The Organizer must use the standard model prepared by the Federation through the competent Commissions and approved by the Sports Council and must insert the document signed by the legal representative of the Organizer, by the DG and by the DAP in the computerized "races and calendar" procedure

In the PDS the organizer must declare that the general situation of the event route is the same as the data in which the last inspection was carried out otherwise a new inspection must be requested.

The definitive delivery of the PDS is set for 20 days before the start of the pre-competition checks of the event and must be carried out using the online procedure.

The PDS must be supplemented by any provisions of the road owner bodies as well as any provisions of the Inspector/Supervisor.

The PDS is valid only after having been approved in its area of competence by the Inspector/Supervisor.

The Course Preparation Delegate (DAP), in the first meeting of the Board, will illustrate the plan jointly with the Clerk of the Course and will specify the methods of implementation and preparations.

6. The PDS must be supplemented by the Service Order (ODS), which constitutes a further document prepared by the Organizer in which the operational tasks are defined (who does what), the names of all the Race Officials who are part of the staff and all members useful for the proper functioning of the event. Said ODS is delivered by the Organizer to all the subjects employed in the race and to the Stewards of the Meeting at the settlement meeting and must be included in the closing dossier.

IN APPROVAL

PROGRAM

	LOCATION	DATE	TIME
Closing of entries	Cividale del Friuli	Monday 25.09.2023	At midnight
Administrative Checks	Cividale del Friuli - Casa delle Associazioni, Via Carraria 101 (start line)	Friday 29.09.2023	From 1.30 pm to 7.00 pm
Technical checks and Annual technical certification	Cividale del Friuli via Tombe Romane	Friday 29.09.2023	From 2.00 pm to 7.30 pm
Weight (location)	Pre-race Cividale del Friuli via Tombe Romane technical checks	Post-race A Castelmonte (Prepetto) at parc fermeè	
1^ meeting of the Stewards	Cividale del Friuli - Casa delle Associazioni, Via Carraria 101 (start line)	Friday 29.09.2023	At 12.00 pm
Pubblicazione della lista dei verificati ed ammessi alle prove	Albo di gara online e c/o Cividale del Friuli - Casa delle associazioni, Via Carraria 101 (start line)	Friday 29.09.2023	At 8.00 pm
Pubblicazione della lista dei verificati ed ammessi alla gara	Albo di gara online e c/o Cividale del Friuli - Casa delle associazioni, Via Carraria 101 (start line)	Saturday 30.09.2023	At 7.00 pm

	LOCATION/ TELEPHONE	DATE	TIME
<u>Service Park entrance time:</u>			
a) Official Practice 1st heat	Cividale del Friuli via Tombe Romane, via Giacomo Leopardi, via Carraria, piazza Resistenza	Saturday 30.09.2023	At 8.00 am
2nd heat	_____come sopra_____	Saturday 01.10.2022	To follow
b) Race (Race 1)	Cividale del Friuli via Tombe Romane, via Giacomo Leopardi, via Carraria, piazza Resistenza	Sunday 01.10.2023	At 8.00 am
Race 2	_____come sopra_____	Sunday 01.10.2023	To follow

	LOCATION/ TELEPHONE	DATE	TIME
<u>START:</u>			
a) Official Practice 1st heat	Cividale del Friuli - Località Carraria	Saturday 30.09.2023	After Historic cars will start at 9.00 am
2nd heat	Cividale del Friuli - Località Carraria	Saturday 01.10.2022	15' after descent

IN APPROVAL

			of the cars at the end of the 1 st heat
b) Race (Race 1)	Cividale del Friuli - Località Carraria	Sunday 01.10.2023	After Historic cars will start at 9.00 am
Race 2	Cividale del Friuli - Località Carraria	Sunday 01.10.2023	15' after descent of the cars at the end of the 1 st heat
Test finish control c/o	Prepotto - Località Castelmonte	Saturday 01.10.2022	At 8.30 am (open)
Race finish control c/o	Prepotto - Località Castelmonte	Sunday 01.10.2023	At 8.30 am (open)

For races held in two race sessions (race 1 and race 2) indicate how to reach the starting point for the alignment and execution of race 2 the cars that have completed Race 1, once the terms of complaint, escorted by relay teams, must return to the starting park (paddock) and follow the directions of the marshals to line up for race 2.

Cars that did not take part in Race 1, on the other hand, must wait for the end of Race 1 and follow the directions of the marshals to line up for race 2.

It is forbidden to move independently without an escort from the paddock to the start and vice versa

Parc fermeè after Race 1	Prepotto - Località Castelmonte	Sunday 01.10.2023	
Parc fermè (final)	Prepotto - Località Castelmonte	Sunday 01.10.2023	
Match plan for technical checks	Autofficina Fantini di Davanzo Giuseppe Cividale del Friuli, Viale Trieste 24	Sunday 01.10.2023	
Technical checks After race c/o	Autofficina Fantini di Davanzo Giuseppe Cividale del Friuli, Viale Trieste 24	Sunday 01.10.2023	At the end of the race
Race direction checks	Segreteria di Gara - Casa delle Associazioni, Via Carraria 101 (start line)	Friday 29.09.2023	
Practices and Race	At the start line, località Carraria a Cividale del Friuli	Saturday 30.09.2023	
		Sunday 01.10.2023	
Tel./Fax/E-mail	Tel. +39 333 4660399 / mail info@scuderiaredwhite.com		
Competition register checks	Online e c/o Cividale del Friuli - Casa delle associazioni, Via Carraria 101 (partenza)		
Practices and Race	Online e c/o Cividale del Friuli - Casa delle associazioni, Via Carraria 101 (partenza)		
	Online e c/o Prepotto - località Castelmonte presso Ristorante "Casa del Pellegrino"		
Competition register online URL	http://www.scuderiaredwhite.com	from 29.09.2023	To 01.10.2023
Exhibition of rankings	Online Castelmonte c/o parc fermeè	Sunday 01.10.2023	30' after the finish of all classes
Prize giving and payment of any cash prizes	Castelmonte (Prepotto)	Sunday 01.10.2023	After finish of last car
Press room Checks Practices Race	Casa delle associazioni, Via Carraria 101 (start line)	From 11.00 am From 9.00 am From 9.00 am	To 7.30 pm To 7.30 pm To 7.30 pm
Responsible Press Room Sig.	Alberto BORTOLOTTI	N. card Albo Giornalisti	126455
Accreditation center	Casa delle associazioni, Via Carraria 101 (start line)	Friday 29.09.2023	from 1.30 pm to 7.00 pm

1 – ORGANIZATION

The **A.S.D. Scuderia Red White** (3) n° lic. ACI _ **23848** Legal Representative Ms. na. **Zamparutti Sarah** supported by **Scuderia Forum Iulii Historic Club** n° lic. ACI **102700** announces and organizes an uphill speed car competition, called: **46th Cividale/Castelmonte** to be held in **Cividale del Friuli - Udine** - Italy from **29 September** to **1 October 2023**.

1.1 SECRETARIAT

(4) The address of the competition secretariat is as follow:

until Friday 30.09.2022 at 11.00 address 33043 Cividale del Friuli - Via Borgo Viola n° 46
Tel. +39 333 4660399 Fax 0432 700919 e-mail info@scuderiaredwhite.com from Friday 09.30.2022
at 12.00 address Cividale del Friuli – Casa delle associazioni, Via Carraria 101 (start line)

1.2 – RACE OFFICIALS(5) (6)

1.2.1 STEWARDS OF THE MEETING

QUALIFICATION	NAME SURNAME	N° LIC. ACI	A.C. APPART.	NAT.
STEWARDS Delegate ACI Sport (President)	Rudy GEREMIA	31675	Sacile	I
	Rainer WERNER		AMF	A
	Ferdinand POBERŽNIK	K 20147	AS2005	SLO
SECRETARY OF THE MEETING OF THE STEWARDS	Sara VEDANA	80945	Belluno	I

~~Solo nelle gare nazionali (non titolate) ove richiesto dall'Organizzatore ed autorizzato dall'ACI il Collegio dei
Commissari Sportivi potrà essere sostituito dal Giudice Unico. Questa possibilità non è ammessa nel caso
l'organizzatore intenda chiedere la titolazione per l'anno successivo.~~

~~GIUDICE UNICO SIG. _____ licenza ACI n° _____~~

1.2.2 PRINCIPALI UFFICIALI DI GARA E RESPONSABILI DEI SERVIZI

QUALIFICATION	NAME SURNAME	N° LIC. ACI	A.C. APPART.	NAT.
CLERK OF THE COURSE (5 bis) Tel. +39 345 649 3144_ email _____	Gianpaolo ROSSI	21815	Trento	I
CLERK OF THE COURSE ADDED (5 bis)	Fabrizio BERNETTI	74580	Macerata	I
TECHNICAL STEWARD Delegate ACI Sport (President)	Sebastiano CHESSA	202403	Varese	I
	Luigino SALVADOR	337435	Treviso	I

	Jože KRAMŽAR	SC1073	AS2005	SLO
	Günther WOLF		AMF	A
	Roberto DAL MAS	21126	Pordenone	I
	Nello DORETTO	31680	Pordenone	I
TECHNICAL SCRUTINEER				
EVENT SECRETARY	Daniela VENUTI	26170	Udine	I
ADMINISTRATIVE SCRUTINEER	Laura OLIVIERI	36613	Verona	I
	Paola FACHIN	36613	Udine	I
	Nadia VANZIN	299508	Pordenone	I
DOCTOR	Luciano ANTALO	236976	Gorizia	I
COMPETITOR RELATION OFFICER/S	Vlado KRIVEC	PK 20089	AS2005	I
SECURITY INSPECTOR	Alberto NARDARI	426517	Belluno	I
DAP	Sarah ZAMPARUTTI	404571	Udine	I
ROAD MARSHALS	AA.CC. Triveneto e limitrofi			
TIME KEEPING (FICr)	F.I.Cr. Sezione di Udine			
RESPONSIBLE (FICr)	Marco BARILLARI			
DECARCERATION TEAM	SITA srl	340431	Treviso	I
EXTRICATION TEAM	WILL BE COMUNICATED WITH INFORMATIVE CIRCULAR			
OBSERVER (where provided)				

1.3 NOTICE BOARD

All communications and decisions, as well as the classifications, will be displayed in the official notice board (in the registers match officials) located at:

Checks: [Online ec/o Cividale del Friuli - Casa delle associazioni, Via Carraria 101 \(start line\)](#)

Practices: [Online e c/o Cividale del Friuli - Casa delle associazioni, Via Carraria 101 \(start line\)](#)

Race: [Online e c/o Prepotto - località Castelmonte - Ristorante "Casa del Pellegrino"](#)

2 GENERAL CONDITIONS

2.1 The race will be organized in accordance with the provisions of the Federal Regulations, the National Sports Regulations (RSN), its Appendices, RDS Speed uphill and its Special Rules and with the provisions of these Supplementary Regulations.

For anything not expressly indicated in these regulations, the general rules published in the A.C.I. 2023 (in particular the "RDS" Sector Regulations for Hill climb Speed and the "NS" Special Rules: "Italian Mountain Speed Championship - CIVM", "Italian Mountain Speed Trophies - TIVM" and "Regulations for National Hill climb Speed Competitions"), which are understood to be fully and literally transcribed.

2.2 With their registration, the participants undertake to accept the following provisions and renounce, under penalty of disqualification, to present any appeal before arbitrators or courts not provided for by the CSI/RSN.

2.3 Any natural or legal person who organizes or takes part in a competition without complying with these provisions will lose the use of the license attributed to him.

2.4. The competition is valid for: (7)

TIVM Trofei Italiani Velocità Montagna

FIA CEZ

41° Campionato Friuli Venezia Giulia

Campionato Austriaco

Campionato Sloveno

2.5 ROUTE

The competition will take place on the hill **Strada Regionale UD n.31 "di Castelmonte"**

with start from **Cividale del Friuli - localita Carraria**

and finish in **Castelmonte, comune di Prepotto**.

The route, of the length of Km. . **6,395**, to run in **2** heat of race presents a height difference between departure and arrival of. m **408** with an average slope of **6,4%**.

A slowdown chicane is planned at the progressive kilometer 0.823 from the start, one at the progressive 3.550 from the start in Mezzomonte and one at the progressive 4.110 from the start; as per attached drawing.

A de facto judge will supervise the regular passage of the existing variant at Km. 2.995 and will report to the Clerk of the Course on any jumps or changes in the route which, on the decision of the Stewards, could lead to the exclusion of the Driver from the race.

For races that take place over two race sessions:

After the first climb, having passed the finish line, strictly observing the instructions of the marshals in charge, the drivers must continue to the place indicated, where the parc fermé regime is in force, waiting to reach the starting point for the of the second session of the competition.

The weight of the cars can also be checked at the end of the first or second ascent.

The aforementioned route will be closed to normal traffic for the entire duration of the official reconnaissance practice and the race.

3 – ADMITTED VEHICLES

PREMISE

At CIVM are admitted only the follow vehicles, conform to RDS Velocità in Salita:

TM-SC, E2SC, TM-SS, E2SS, CN-TCR, E2SH >1600 cm³, TCR, GT, CN, , Racing Start, Plus, Cup, E1 (from 1401 cm³ to 1600 cm³, from 1601 cm³ to 2000 cm³, from 2001 cm³ to 3000 cm³, >3000 cm³, 1.6T included the S2000 - R - Kit Car - S1600 - SP - WRC).

3.1 All cars corresponding to the provisions of the FIA Annex "J", to the specific Hill Climbing Regulations and to the provisions of these Supplementary Race Regulations (RPG) are eligible to participate.

The cars must have an ACI Sport technical passport and homologation form or technical data sheet (RS and RS Plus cars) and are divided into the following Groups and Classes:

- Le Bicilindriche
- Group N-S (included Gr. N ex Prod-S)
- Group A-S (included Gr. A ex Prod-E)
- Group E1 Italia (included S2000, WRC, Kit Car, Super 1600, R)
- Group CN
- GT (Gran Turismo)
- RS
- RSE (Racing Start Elettriche) – Cat. IIIA – Veicoli Elettrici (vedi NB) (7a) SI NO (20)
- RS Plus
- RS Cup
- TM-SC
- Group E2SC (Sport Prototypes of maximum cc 3000 cm3)
- TM-SS
- Group E2SS (Singleseat of maximum cc 3000 cm3) (7 b)
- (only CIVM) Group E2SC/E2SS (together) reserve for cars equipped with motorcycle engine
- Group E2SH (Silhouette)
- CN-TCR
- TCR
- TCR-DSG
- CIVM Junior
- GPL e CNG vehicles (they are classified together with the cars of the Groups they belong to and are awarded useful scores for titles)
- Historics vehicles, to follow (max 50) (7 c) SI NO
[See the specific SUPPLEMENTARY REGULATION](#)

NB: Descrizione del Test di Consumo Energetico – Verifiche – Veicoli Elettrici.

I concorrenti debbono presentare i loro veicoli alle verifiche tecniche ante-gara con le batterie di trazione completamente cariche. I veicoli elettrici debbono ricaricare o sostituire l'intero pacco batterie o parte di esso esclusivamente nell'area di ricarica stabilita e sempre con la supervisione di un Ufficiale di Gara.

Ogni ricarica o rifornimento fuori dalle aree prestabilite e senza il controllo dei Commissari Tecnici, è severamente vietata pena e comporta la squalifica.

L'organizzatore fornirà le opportune indicazioni ai concorrenti/conduuttori.

3.2 THE CARS WILL BE DIVIDED ACCORDING TO THE FOLLOWING ENGINE CAPACITY CLASSES:

3.2.1 GROUPS

E1 Italia– E2SH (E2SH no Diesel classes):

until 1150 cm3

from 1151 to 1400 cm3

from 1401 to 1600 cm3

until 1600 cm3 vehicle engine capacity turbo geometrical (gasoline) (only Gr. E1 Italia)

until 1150 cm3 (cars equipped with motorcycle engine) (only Gr. E1 Italia)

from 1151 to 1400 cm3 (cars equipped with motorcycle engine) (only Gr. E1 Italia)

from 1401 to 1600 cm3 (cars equipped with motorcycle engine) (only Gr. E1 Italia)

from 1601 to 2000 cm3

from 2001 to 3000 cm3

over 3000 cm3 (E2SH max until 6500 cm3)

- Diesel:

until 2000 cm3

over 2000 cm3

3.2.2 Group E2SC

Classes:

-until 1600 cm3 (until 1150 cm3 weight 390 kg; from 1151 to 1400 cm3 weight 450 kg from 1401 to 1600 cm3 weight 480 kg)

-from 1601 to 2000 cm3

-from 2001 to 3000 cm

3.2.3 Group CN

Classes:

-until 3000 cm³

3.2.4 Group E2SS

(7 b)

Classes:

-until 1600 cm³ (until 1150 cm³ weight 390 kg; from 1151 to 1400 cm³ weight 450 kg from 1401 to 1600 cm³ weight 480 kg)

-from 1601 to 2000 cm³

-from 2001 to 3000 cm³

3.2.5 GT (Gran Turismo)

Classes:

GT3:

- Unique class

GTCUP:

- Unique class

GT SUPER CUP:

- Unique class

GTS:

- Unique class

3.2.6 RS (Racing Start)

Reserved to vehicles accordant to regulations RS divided in Classes:

(20)

Aspirated gasoline until 2000 cm³ divided:

-RS1.15 - until 1150 cm³

-RS1.4 - from 1151 to 1400 cm³

-RS1.6 - from 1401 to 1600 cm³

-RS2.0 - from 1601 to 2000 cm³

Supercharged Gasoline:

-RSTB until 1650 cm³

- RSTB 2.0 Plus from 1651 cm³ to 2000 cm³

Diesel (engine capacity geometrical until 2000 cm³, also supercharged) divided:

-RSD1.5 until 1500 cm³

-RSD2.0 - aspirated or also supercharged with engine capacity geometrical from 1501 cm³ until 2000 cm³

3.2.7 RS Plus (Racing Start Plus)

Reserved to vehicles accordant to regulations RS Plus divided in classes:

Gasoline aspirated until 2000 cm³ divided:

- RS1.4 Plus: until 1400 cm³

- RS1.6 Plus: from 1401 to 1600 cm³

- RS2.0 Plus: from 1601 to 2000 cm³

Supercharged Gasoline:

-RSTB1.6 Plus: until 1650 cm³

- RSTB 2.0 Plus from 1601 cm³ to 2000 cm³

Diesel (engine capacity geometrical until 2000 cm³, also supercharged) divided:

-RSD2.0 Plus: Diesel aspirated also supercharged with engine capacity geometrical until 2000 cm³

3.2.8 RS Cup

(aspirated vehicles – all. B Regulation RS Plus).

- until 1600 cm³

- over 1600 cm³

| (turbo vehicles – all. B Regulation RS Plus)

- RS Turbo Cup 1 and RS Turbo Cup 2 unique class

3.2.9 TCR

Unique Class

3.2.10 TCR-DSG

Unique Class

3.2.11 CN-TCR

Unique Class

3.2.12 TM-SC

Unique Class

3.2.13 CIVM Junior

Unique Class

3.2.14 A-S

Classes at the discretion of the Organizer

3.2.15 N-S

Classes at the discretion of the Organizer

3.2.16 Gruppo "Le Bicilindriche"

Classes:

- 650 Group 1,5
- 700 Group 2
- 700 Group 5

3.2.17 GPL e CNG VEHICLES

Vehicles of the following Groups are admitted:

N; TO; GT; E (only if expressly built for gas supply).

Single-seater cars, open-wheel cars, track sports cars and two-seater racing cars are excluded; vehicles equipped with a diesel cycle engine; vehicles whose year of construction is prior to 31-12-2005.

The vehicles admitted must fully comply with the technical regulations relating to the respective Groups they belong to, with the exception of the fuel supply for which the technical regulations for CNG and LPG fueled vehicles published in the relative RDS apply.

The "KIA Green Hybrid Cup Hill Climb" cars, which compete as a separate race valid for the Italian Alternative Energies Championship (with specific regulations), will also appear in the rankings of the uphill speed races (absolute, group and class) as cars E1 Italia, winning the scores for the titles up for grabs, and will start as a separate class before the other Classes of the E1 Italia group, seamlessly among the participants registered in the single-make brand.

3.2.18 RSE (Racing Start Electric) – Cat. IIIA – ELECTRIC VEHICLES

Unique class

3.2.19 Historic cars to follow (max n° 50 vetture) [See the specific Supplementary Regulation](#)

Are admitted the follow cars:

1°	C	1/1/1919-31/12/1930	T-TC-GT-GTS-BC	1150-1300-1600-2000->2000
1°	D	1/1/1931-31/12/1946	T-TC-GT-GTS-BC	1150-1300-1600-2000->2000
1°	E	1/1/1947-31/12/1961	T-TC-GT-GTS	500-600-700-850-1000-1150-1300-1600-2000->2000
1°	E	1/1/1947-31/12/1960	BC	1150-1300-1600-2000->2000
1°	E	1/1/1947-31/12/1961	GTP	1150-1300-1600-2000->2000
1°	F	1/1/1962-31/12/1965	T-TC-GT-GTS	500-600-700-850-1000-1150-1300-1600-2000->2000
1°	F	1/1/1962-31/12/1965	GTP	1150-1300-1600-2000->2000
1°	F	1/1/1961-31/12/1965	BC	1150-1300-1600-2000->2000
1°	G1	1/1/1966-31/12/1969	T-TC - GT-GTS	500-600-700-850-1000-1150-1300-1600-2000->2000
1°	G1	1/1/1966-31/12/1969	GTP	1150-1300-1600-2000->2000
1°	GR	1/1/1966-31/12/1971	BC	1150-1300-1600-2000->2000
2°	G2+H1	1/1/1970-31/12/1971 1/1/1972-31/12/1975	T-TC-GT-GTS	500-600-700-850-1000-1150-1300-1600-2000-2500->2500

2°	G2	1/1/1970-31/12/1971	GTP	1000-1150-1300-1600-2000->2000
2°	HR	1/1/1972-31/12/1976	BC	1000-1150-1300-1600-2000->2000
3°	H2+I	1/1/1976-31/12/1976 1/1/1977-31/12/1981	T-TC-GT-GTS	500-600-700-1000-1150-1300-1600-2000-2500->2500
3°	H2+I	1/1/1976-31/12/1976 1/1/1977-31/12/1981	SIL (Gr.5-HST)	500-600-700-1000-1150-1300-1600-2000->2000
3°	I	1/1/1977-31/12/1981	GTP (Special Touring e GT Car)	2500->2500
3°	IR	1/1/1977-31/12/1982	BC	1000-1150-1300-1600-2000->2000
4°	J1	1/1/1982-31/12/1985	N	1150-1300-1600-2000->2000
4°	J1	1/1/1982-31/12/1985	A	1150-1300-1600-2000->2000
4°	J1	1/1/1982-31/12/1985	B	1600->1600 e/o supercharged
4°	IC	1/1/1982-31/12/1990	GTP (Special Touring e GT Car)	2500->2500
	J2	1/1/1986-31/12/1990	CT/Nat	
4°	J2	1/1/1986-31/12/1990	N	1300-1600-2000->2000
4°	J2	1/1/1986-31/12/1990	A	1300-1600-2000->2000
4°	J2	1/1/1986-31/12/1990	B	1600->1600 e/o supercharged
4°	JR	1/1/1983-31/12/1990	BC	1000-1150-1300-1600-2000->2000
			BC Sport Naz.	2500* - 3000* *limited to cars equipped with Alfa Romeo 2500 car engine
5°	Singleseat	from 1919 to 1953	Without limit of cc	Class E1
5°	Singleseat	from 1954 to 1982	Until 1600 cm3	Class E2
5°	Singleseat	from 1954 to 1982	Until 2000 cm3	Class E3
5°	Singleseat	from 1983 to 1990	Until 1600 cm3	Class E4
5°	Singleseat	from 1983 to 1990	Until 2000 cm3	Class E5
5°	FA - ACI: Formula Monza, Formula 850, Formula Italia, Formula Abarth, Formula Alfa Boxer			FA - Class 500-1000->1000

Le classi saranno considerate costituite qualunque sia il numero delle vetture verificate.

Le vetture del 1° Raggruppamento (D-E-F-G1.) avranno una sola classifica di classe per le vetture T di Serie e T Competizione denominate T ed una sola classifica di classe per le vetture GT di Serie e GT competizione denominate GT.

Le vetture G2+H1 del 2° Raggruppamento avranno una sola classifica di classe unica per ogni categoria, prevista dal presente regolamento. Le vetture H2+I del 3° Raggruppamento avranno una classifica di classe unica per ogni categoria, prevista dal presente regolamento.

In caso di vetture con motore turbo, la cilindrata effettiva e la relativa classe di appartenenza verranno determinate moltiplicando la cilindrata nominale per il coefficiente 1,4.

Per le monoposto la classifica sarà unica senza nessuna suddivisione per tipologia o di classe di cilindrata.

At the technical checks the competitor must present the FIA HTP or ACI HTP (as well as the ACI technical passport for cars equipped with HTP issued by 31/12/2010) to the ACI Technical Delegate who can retain these documents until the end of the competition.

The Stewards will judge the disputed cases, having heard the opinion of the Technical Scrutineers.

The accompanying historic cars must comply with the technical regulations and the subdivisions into groups and classes of the sector of origin and the sporting regulations of the sector of the race that hosts them (e.g.: classifications, admission to the second round, entry fees, etc.) .

The admitted cars must be equipped with FIA HTP or ACI HTP and respect all the technical and safety prescriptions contained in the technical regulation and in the FIA Annex K as well as imposed by the R.S.N.

3.2.20 Group E2SC/E2SS (together) reserved to cars equipped with motorcycle engine (only CIVM)

Classes:

(21)

- until 1150 cm³
- from 1151 to 1400 cm³
- from 1401 to 1600 cm³

3.2.21 TM-SS

Unique class

3.3 From 1/1/2009 the flanging of Group N and A turbo cars foreseen for Rallyes is no longer mandatory.

3.4 Gli The safety equipment of all cars must comply with FIA Appendix J.

3.5 Any vehicle with insufficient safety guarantees or that does not comply with the regulations in force will be refused or excluded from the competition.

3.6 Only single petrol established by the Federation may be used (see art. 31 RDS Uphill Speed), compliant with the provisions of Annex J.

3.7 Any form of pre-heating of the tires before departure is prohibited and the transgression may result in sanctions which may go as far as exclusion.

4 – SAFETY EQUIPMENT OF THE DRIVERS

4.1 The use of safety belts and a safety helmet compliant with the standards approved by the FIA is mandatory, during the practice sessions and during the race sessions.

The use of the frontal head restraint system (FHR) is mandatory for all cars (with the exception of the cars participating in the “Barchetta”, “Alfa 33” and Le Bicilindriche Trophies/Series, for which the FHR system is recommended).

For accompanying historic cars, the FHR devices are mandatory as required by the specific legislation of the historic car sector:

ANNEX XI Regulations for cars of Period J1 and J2 applicable in Rally and Uphill Speed

3.3 Head protection system and seat belts. The driver and co-driver of the cars of the period J1 and J2 must wear a head protection system (Hans type) in accordance with the current FIA Annex L Chapter 3 paragraph 3 and 6-point safety belts compatible with the protection system of the approved head and compliant with art. 253.6 of the current Annex J.

For other historic cars, the RDS and the general Historic cars regulations apply.

4.2 Drivers must wear fire-resistant clothing (including overalls, undersuit, balaclava, gloves, socks, shoes and anything else necessary) compliant with the FIA standard in force.

4.3 All those found to be non-compliant with international or national legislation regarding clothing/safety devices must be excluded from the race and referred to the Sports Justice.

5 – COMPETITORS AND DRIVERS ADMITTED

5.1 All natural or legal persons holding a competitor's license valid for the current year are admitted.

5.2 The driver must have both a car driving license and a driver's license valid for the current year.

The driving license must be presented in original (self-certification is not allowed).

5.3. Foreign competitors and drivers must be in possession of a written authorization to participate in the race, issued by the ASN which issued their licence(s) (a simple notation on the license is accepted as authorisation).

6 – PRE-ENTRIES, ENTRIES, RESPONSIBILITY AND INSURANCE

In order to participate and be classified for the CIVM, all drivers must compulsorily register for the Italian Hill Climb Championship, which must be done within the first valid race of 2023 with a payment of 600 euros + VAT to ACI Sport SpA.

For those who do not wish to pay the fee of 600 euros + VAT or who participate occasionally in the CIVM or who register after the first CIVM race of the year, it is possible to pay the Organizer this fee (incorporated in the registration fee), race by race, paying 60 euros + VAT.

ACI Sport SpA will invoice the organizer on the basis of the number of verified persons who have not paid the annual promotional fee of 600 euros for the amount to be paid for the television services.

To formalize and enhance the registration, the appropriate form (published on the website www.acisport.it) must be completed, signed and sent to ACI Sport, accompanied by the aforementioned payment, to be made in the manner and terms indicated on the form itself.

The list of CIVM members will be published on the ACI SPORT website.

Each participant with an Italian license, by accessing their "Reserved Area" of the Federation website www.acisport.it, pre-register for the race by checking that your personal data, the indications and deadlines relating to the driving licence, the ACI card and the medical certificate are correct.

Competitors/Drivers with a foreign license must download the forms from the website www.acisport.it or from the Organizer's website and send them by email.

These forms must be duly completed and forwarded to the Organizer, together with the Medical certificate and the authorization of the own ASN.

The teams/services must send the Organizer a list showing the name of the contact person and the names of the participants (driver/s, mechanics, etc.)

The use of the procedures provided by ACI for the pre-registration by the competitors and for the compilation of the registered and verified lists by the Organizers is mandatory pursuant to art. 67 of the RSN.

However, the organizers are entitled to use other additional IT procedures or supplementary modules.

The documents to be sent to the Organizers for the pre-registration to a race to be considered valid are: proof of payment of the enrollment fee, as well as the ACI membership card, driving license and medical certificate in the event that the ACI IT procedure gives an alert signal as the documents are expired.

It is not necessary to forward the entry form signed by the competitor to the Organizer because in the pre-registration procedure, the competitor's identification is certified when accessing the Reserved Area via personal credentials.

6.1 Applications for pre-registration/registration will be accepted starting from the publication of the supplementary regulation of the competition

[CLOSING OF ENTRIES _ **MONDAY 25.09.2023**_at **midnight** (8)]

Requests for exceptions to the deadlines for enrollment as indicated above are not permitted.

Only complete registration applications that comply with the requirements of the RSN will be accepted.

The Organizer will keep a registration protocol, which must be provided to the ACI Delegate Sports Commissioner and included in the closing dossier of the race.

By registering, the competitor:

- declares to know, undertaking to respect and enforce them, the provisions of the Code and its annexes, of the National Sports Regulations and its Supplementary Rules and of these regulations, and undertakes to respect and enforce them;
- recognizes the A.C.I as the only competent jurisdiction, except for the right of appeal provided for by the Code and by the National Sports Regulations; consequently renounces to appeal to arbitrators or other jurisdiction for facts deriving from the organization and conduct of the competition;
- deems the A.C.I., the Organizers, all the Race Officials relieved of any fault of third parties, for damages suffered by the competitor, his drivers, passengers, employees or goods.

6.2 A maximum number of 250 entries will be accepted (all the cars envisaged by the RPG, including any cars from the Single-make and historic Trophies (9)

6.3 A change of car after the closing of the entries is permitted only up to the end of the scrutineering of the competitor in question, provided that the new vehicle belongs to the same Group and to the same engine capacity class (Article 3.2 RPG) of the replaced vehicle.

6.4 It is not authorized to change the competitor after the closure of entries. Changes of driver are authorized in accordance with Article 73 of the RSN. The replacement driver must be designated before the administrative checks

are carried out and must be in possession of a driving license and in possession of a valid ACI Sport license and, where appropriate, the authorization of his ASN.

6.5. Double participation (1 driver for 2 cars or 1 car for 2 drivers) both in the official reconnaissance tests and in the race sessions is not authorised.

6.5.1 The organizer reserves the right to refuse an entry, however providing justification (Article 74 of the RSN).

6.6 The ENTRY FEES are:

GARE CON VALIDITA' PER IL SOLO TIVM :

€305,00 VAT included (250+VAT 22%) Vehicles /A-S/N-S/E1Italia≤2000(*)/R/SP/Kit

Car/S1600/S2000/WRC, Historic entered, RS Plus, RS Cup.

€366,00 VAT included (300+VAT 22%) CN/E1 Italia >2000/E1FIA/E2SS/TM-SC/TM-SS/E2SC/E2SH/GT/TCR/CN-TCR

€ 219,60 VAT included (180+ VAT 22%) RS (included RSE) over 25

€ 170,80 VAT included (140+ VAT 22%) RS (included RSE) under 25

€ 219,60 VAT included (180+VAT 22%) Le Bicilindriche

|

In brackets the maximum amount for races over 10 km

Without the optional advertising of the organization: double the registration fee

(*) = including the 1600 turbo class.

|The payment of the entry fees is the follow: (11)

- **By bank transfer to current account made out to Scuderia Red White - Bank details: Banca di Cividale SpA - IBAN IT48 K054 8463 7400 0000 0403 023 - BIC/SWIFT: CIVI IT 2C**

- **Bank check made out to Scuderia Red White**

Foreign competitors will be given a free entry fee; a €190.00 contribution to race, insurance, etc. expenses will be requested (based on one's nationality)

The overall winner of the 2022 edition will receive the registration fee as a gift.

|

6.7 An entry will only be accepted if accompanied by the entry fee and received within the deadline set out in Article 6.1.

6.8 In all cases the entry fees included the race numbers.

6.9 REFUND OF ENTRY FEES

6.9.1 Registration fees will be fully refunded:

- to competitors whose registration has not been accepted.

- in case of cancellation of the tender.

6.9.2 In case of withdrawal of registration by the competitor, the fee:

a) must be returned in the amount of 50%, if the renunciation is received before the deadline for closing the entries.

b) it must not be returned if the renouncement is received after the closing date for entries.

6.9.3 - The following special provisions also apply:

a) the registration fee will not be refunded in case of interruption of the event during the session/s of the competition for reasons not attributable to the organizer (e.g.: accident, landslide, fire, etc.).

Any contribution to the final jackpot is due in the amount of 100% of its normal amount.

b) the registration fee will be refunded in the amount of 40% in case of interruption of the event during the practice session/s for reasons not attributable to the organizer (e.g.: accident, landslide, fire, etc.) .

Any contribution to the final jackpot is due in the amount of 60% of its normal amount.

6.9.4 The return of the entry fees must take place within 15 days following the race.

6.10 Each competitor participates under his own responsibility. The organizers decline all responsibility towards competitors, conductors, assistants and third parties for damages caused to people or things.

6.11 In accordance with the provisions of the law and according to the regulations established by the ACI, the organizer has stipulated the single insurance policy with the Allianz SpA company to guarantee the following risk:
- civil liability towards third parties (11bis)

6.12 The Civil Liability insurance of the organizers is valid for the entire duration of the event, not only during the official reconnaissance practices and the race sessions, but also during the movements from the parking place to the race course and back, according to the indications of the Organizer.

6.13 The Organizer, as holder of a sporting licence, complies with current sporting legislation from the moment of the relevant subscription.
In this context, he confirms that he is fully aware of the fact that the civil liability policy, mentioned in art. 56 of the RSN, meets the standards established by art. 124 of the insurance code, with the legal minimums, and does not relieve the Competitors and Drivers of any liability they may possibly incur outside the scope of the insurance and further general and special policy conditions as published on the federal website and in any case requestable from the Insurance Company.

7 - RESERVE, OFFICIAL TEXT

7.1 The organizers reserve the right to supplement these Supplementary Regulations or to issue additional provisions or instructions which will become an integral part thereof. They also reserve the right to cancel or stop the event in the event of insufficient participation, force majeure or unforeseeable events, and this without any obligation to indemnify (except in the cases referred to in article 6.9).

7.2 Any modification and complementary provision will be brought to the attention of the participants as quickly as possible, through dated and numbered information circulars which will be officially displayed (see Article 1.3 RPG.).

7.3. The Stewards have the authority to decide on any case not covered by the Supplementary Regulations.

7.4. For the Supplementary Regulations of the tender, the text in the language is authentic italiana. (12)

8 – OBBLIGHI GENERALI

8.1 RACE NUMBERS

8.1.1 - At the pre-race checks each competitor will receive free of charge from the organizers a series of race numbers which, before the technical checks, must be applied vertically on both sides of the car with all the advertising clearly visible and not cut out. You will also receive a number with white digits (cm.14 height and cm.2 on the shaft) which must be applied to the front glass of the touring car, not the driver's side. Sports cars and single-seaters will put the number on the visible front of the car and, if necessary, as the car is white or light in colour, they will adopt a black background. All free from sponsors and advertising. It is forbidden to apply the race numbers on the inside of the car windows. Cars without compliant race numbers will not be allowed to start.

8.1.2 - The positioning of the number-holder panels and the relative race numbers is under the responsibility of the Competitors, according to the instructions of the Organizer (see the Annex to these regulations).

8.1.3. At the end of the race, before leaving the Parc Fermé or the starting park, the number plates and relative race numbers must be removed (or crossed out) from the cars circulating on the public road.

8.1.4 If provided for by the Promoter, all Competitors participating in the CIVM (excluding those of the cars of the Single-make Trophies and historic cars) must compulsorily apply the advertising sticker of the "Italian Mountain Speed Championship" and/or its sponsors provided by ACI Sport. This sticker must be applied to the upper part of the windscreen for closed cars (and to the front of the car (upper part of the bonnet) for open cars. The attachment schemes for the various advertisements and race numbers are given in the Annex. The presence of mandatory advertising will be checked on the cars at scrutineering and on the alignment, before departure. The absence, even partial, or the incorrect position of the advertisement will result in a surcharge of € 50 up to double the registration fee.

8.2 START ALIGNMENT

8.2.1 - The drivers must be at the starting point, at the disposal of the Clerk of the Course, at the time indicated on the supplementary regulation, the consequences of the lack of knowledge of the provisions or changes to the timetable or starting orders being made known, remaining entirely their responsibility after that time.

8.2.2. Participants will line up at the start at least 10 minutes before their departure time. Drivers who do not show up at the start on time may be excluded from the competition.

8.3 ADVERTISING

8.3.1 It is permitted to place any type of advertising on the cars, provided that:

- it complies with FIA regulations (and with national regulations);
- that is not contrary to the rules of morality.

The side windows must remain free from any advertising.

8.3.2 - The organizers have planned the following advertisements (see also the Annex): (13)

- Obbligatoria (numeri di gara): _____

Regione Autonoma Friuli Venezia Giulia Assessorato allo Sport / Bar Caffè alla Stazione

- Facoltativa: _____

Further optional or mandatory advertising will be specified later and/or with the Information Circular

The presence of mandatory advertising will be checked on the cars at scrutineering and on the alignment, before departure. The absence, even partial, or the incorrect position of the advertisement will result in a surcharge of € 50 up to double the registration fee.

Those who do not accept the optional advertising of the organization will have to pay double the registration fee.

8.4 REPORTS, BEHAVIOR ON THE ROUTE

8.4.1 - The following signals may be used during the official reconnaissance practice and the race and must be strictly respected:

- Red flag	Immediate and absolute stop
- Yellow flag motionless	Danger, absolutely no overtaking
- Yellow flag moved	Immediate danger, ready to stop
- 2 Yellow flaf together	Serious danger
- Yellow and Red flag	Slippery surface, change in grip
- Blue flag	A competitor trie sto outrun you
- Black/white chessboard	Finish

8.4.2 It is strictly forbidden to drive a car across or in the opposite direction to the direction of the race, unless it is done on the order of the marshals or the race director. Any infringement of this provision will lead to exclusion, subject to other sanctions and the transmission of the case to the relevant ASN.

8.4.3 In the event that a driver interrupts his official reconnaissance practice session or the race session due to mechanical or other problems, he must immediately park his car outside the course and leave it in a safe position, obligatorily respecting the orders of the Path marshals.

8.4.4 Signs and writings on the course

Advertisements, decorations and writings are absolutely prohibited on the race course (roadway).

Competitors who should incur an infringement will be liable to disciplinary measures by the Stewards, which may go as far as exclusion from the race.

9 – ADMINISTRATIVE CHECKS, TECHNICAL CHEKS

9.1 ADMINISTRATIVE CHECKS

The mandatory documents to be produced and checked on the competition fields at the pre-competition administrative checks are:

- ACI LICENSE (now the digital format can also be used on the ACI Space App)
- MEDICAL CERTIFICATE (always original)
- DRIVING LICENSE (always in the original, with the exception of minors and in races that take place on circuits and karting tracks)
- ACI MEMBERSHIP CARD (where required, the ACI membership card combined with the license must be shown in original if the procedure has expired)

9.1.1 - The administrative checks will take place as scheduled, according to the methods communicated by the organizer.

9.2 VERIFICHE TECNICHE

Premise: the pre-race technical checks must always be carried out.

The Scrutineers can use the information sheets published on the federal website at the following link:

<https://www.acisport.it/it/acisport/news/comunicati/90100/moduli-verifiche-tecniche-ante-gara> as they are, or customizing them and using them as guidelines.

When the legislation provides for the single verification, it is mandatory to use the aforementioned forms. These must be completed by the CTN and signed by the competitor. The CTN must upload them in the computerized procedure of the Technical Passports.

9.2.1 – The tecnica checks will take place at [Civiale del Friuli via Tombe Romane](#)

Tel. _ _ Fax _ **Friday 29.09.2023** _from **_14.00_** to **_19.30** and require the competitor/driver to deliver the following original documents:

1) Annual Technical Certification.

2) Safety clothing declaration of conformity.

3) Declaration of conformity of vehicle safety devices appropriate to the Group to which they belong.

Copy of the original signed identity document.

Indicate any particular methods for the checks (example: times of the technical checks for Group and/or Class and/or individual):

9.2.2 - Drivers must present their vehicle in person at the scrutineering, for identification of the same and control of safety measures

9.2.3 - The homologation form and the updated technical passport of the vehicle must be presented. Otherwise, the vehicle verification may be denied.

9.2.4 - Participants who show up late for scrutineering will be liable to a penalty which may go as far as exclusion, at the discretion of the stewards.

However, the stewards will be able to authorise, in their opinion, the inspection of the cars whose competitors/drivers will be able to justify that their delay is due to force majeure.

9.2.5 - The pre-race scrutineering does not constitute a certificate of vehicle compliance with the regulations in force.

9.2.6 - At the end of the scrutineering, the organization will publish and display the list of participants admitted to the trials by the organization.

10 – CONDUCT OF THE EVENT

10.1 START, FINISH, TIMEKEEPING

10.1.1- The start takes place with the car stationary and the engine running. In any case, the stewards and the race director have the right to modify the starting order according to the circumstances.

10.1.2 - Any vehicle which has triggered the timing device will be considered as having started and will have no right to a second start.

10.1.3 Any refusal or delay in departure will lead to exclusion. However, in the event of a justified delay at the start (e.g. to comply with the instructions of the marshals for emergency/rescue reasons) the driver must be allowed to start on condition that he has a suitable justification from the marshals in charge and provided that his delay does not exceed by 5 minutes its estimated departure time. Further other particular cases will be submitted to the judgment of the Stewards at the end of the races.

10.1.4 The finish is considered with the car launched. The session ends with the car crossing the finish line; as soon as this has occurred the speed must immediately be greatly reduced.

10.1.5 - Timing will be done through photocells and will be accurate to 1/100th of a second.

10.2 OFFICIAL PRACTICES

10.2.1 - It is forbidden to train outside the hours established for the official reconnaissance tests.

It is forbidden, in the week in which the race takes place, to carry out free practice with cars that do not comply with the rules of the Highway Code or disregarding them.

Following notification by the Authority, the Stewards of the Meeting will decide the sanction to be imposed on offenders, which may go as far as non-admission to the race.

The Organizers will make arrangements with the local Authorities so that they set up an adequate control service and report the names of Competitors who incur infringements of road traffic regulations

10.2.2 - The official reconnaissance tests will take place according to the program indicated by the organizers. In particular,

The tests will be carried out in N° 2 heats.

The starts of the Practices take place in **Carraria a Cividale del Friuli (UD)**, after the Historic cars, who starts at **09.00 on Saturday 01.10.2022**

~~GARE ABBINATE CIVM/TIVM~~

~~1) 1^ manche di prove ufficiali di ricognizione delle vetture storiche al seguito e quelle delle Serie/Trofei/Le Bicilindriche (ove previsti) e le vetture ammesse al solo TIVM: Gruppo N-S (che include le vetture ex Gruppo ProdS); Gruppo A-S (che include le vetture ex Gruppo Prode); E1 Italia (escluse le classi da 1400 cm³ a 1600 cm³, da 1601 cm³ a 2000 cm³, da 2001 cm³ a 3000 cm³, >3000 cm³ e la 1.6T comprese le S2000, -R - Kit Car - S1600 - SP - WRC); E2SH fino a 1600 cm³~~

~~2) a seguire partono le vetture ammesse al CIVM (1^ manche di prove ufficiali di ricognizione) con questo ordine: RSE, RS, RS Plus, RS Cup, Gruppo E1 Italia (che include le vetture S2000 - R - Kit Car - S1600 - SP - WRC da 1401 cm³ a 1600 cm³, da 1601 cm³ a 2000 cm³, 1.6T, da 2001 a 3000 cm³, >3000 cm³), TCR, GT (GTS/GT Cup/GT Super Cup/GT3), E2SH da 1601 a 2000 cm³, da 2001 cm³ a 3000 cm³, >3000 cm³, CN, CIVM Junior, CN-TCR, TM-SC, E2SC, TM-SS, E2SS~~

~~3) ridiscesa delle vetture~~

~~4) partono le vetture ammesse al CIVM (2^ manche di prove ufficiali di ricognizione), con questo ordine: RSE, RS, RS Plus, RS Cup, Gruppo E1 Italia (che include le vetture S2000 - R - Kit Car - S1600 - SP - WRC da 1401 cm³ a 1600 cm³, da 1601 cm³ a 2000 cm³, 1.6T, da 2001 cm³ a 3000 cm³, >3000 cm³), TCR, GT (GTS/GT Cup/GT Super Cup/GT3), E2SH da 1601 cm³ a 2000 cm³, da 2001 cm³ a 3000 cm³, >3000 cm³, CN, CIVM Junior, CN-TCR, TM-SC, E2SC, TM-SS, E2SS,~~

~~5) partono le vetture storiche al seguito e quelle delle Serie/Trofei/Le Bicilindriche (ove previsti) e le vetture ammesse al solo TIVM (2^ manche di prove ufficiali di ricognizione), con questo ordine: Vetture storiche; Le Bicilindriche, Gruppo N-S (che include le vetture ex Gruppo ProdS); Gruppo A-S (che include le vetture ex Gruppo Prode); E1 Italia/E1FIA (escluse le classi da 1401 cm³ a 1600 cm³, da 1601 cm³ a 2000 cm³, da 2001 cm³ a 3000 cm³, >3000 cm³ e la 1.6T comprese le S2000, R - Kit Car - S1600 - SP - WRC), E2SH fino a 1600 cm³~~

NOTA BENE:

~~I) In caso si possa svolgere un solo turno di prove le vetture seguiranno l'ordine di partenza indicato sopra.~~

~~II) Nelle gare che si svolgono su una sola manche l'ordine di partenza della seconda manche delle prove ufficiali non va invertito, salvo diversa decisione del DG.~~

OTHER COMPETITIONS (TIVM AND NATIONALS)

Starting order (practices and races 1 or 2 heats):

Historic cars; The twin cylinders; RSE; RS; RS Plus; RS Cup; N-S Group (including former ProdS Group cars); Group A-S (including former Prode Group cars) E1 Italia/E1FIA including the R, Kit Car, S2000, SP, WRC and S2000 (the E1 class up to 1600 geometrical cm³ turbo petrol will start after the class up to 2000 cm³); TCR,; GT (GTS/GT Cup/GT Super Cup/GT3) E2SH; NC; CN-TCR; TM-SC; E2SC; TM-SS (*); E2SS (*).

(*) where authorized by the Safety Inspector (National Tenders)

For cars of Groups E1 Italia /E1 FIA, GT, E2SH, CN, TM-SC, TM-SS; TCR; CIVM Junior, CN-TCR, E2SC and E2SS, even in races that foresee only one round of official reconnaissance practice, there must always be two rounds of official practice, which will be carried out one at the beginning and one at the end of the programme.

In all cases, where there are two rounds of official reconnaissance practice, the drivers have the right to carry out one or both rounds.

For the races valid for the FIA European Hill Climb Championship (EHC) and/or the FIA International Hill Climb Cup (IHC), two official practice sessions must be scheduled for all the cars envisaged by the FIA regulations.

10.2.3 - Only the cars that have passed the scrutineering will be allowed to start the practice sessions.

10.2.4 - The conditions for admission to the start of the session/s of the race will follow the regressive order of the race numbers. This regression will be checked before the starting line by a dedicated Steward, who will also check the mandatory advertising,

Particular cases will be submitted to the Stewards.

Each driver, to participate in the race, must have completed the entire route at least once during the official reconnaissance tests.

In the absence of this requirement, a driver who has taken the start in the official practice but who has not completed the entire route, may still be admitted to the race provided that in one of the three previous chronological years, he is classified in the race itself or is present in the list of those admitted to the tender and the tender route has not changed by more than 10%.

During the pre-race sporting checks, the driver must sign a specific declaration (self-certification) which proves to be in possession of the requirements established by the previous paragraph.

The driver can also be admitted to the race with a reasoned decision by the Stewards, also on the proposal of the Clerk of the Course.

10.3 RACE

10.3.1 – The section/s of the race will take place/year according to the program established by the organizers.

[The start of the Race take place in **Carraria a Cividale del Friuli (UD)**, **after the Historic cars, who starts at 09.00 on Saturday 01.10.2022**]

GARE ABBINATE CIVM/TIVM

1) prima partono le vetture storiche al seguito e quelle delle Serie/Trofei/Le Bicilindriche (ove previsti) e le vetture ammesse al solo TIVM (1^a manche di gara) con questo ordine:

Vetture storiche; Le Bicilindriche, Gruppo N-S (che include le vetture ex ProdS) ; Gruppo A-S (che include le vetture ex ProDE) ; E1 Italia (escluse le classi da 1401 cm³ a 1600 cm³, da 1601 cm³ a 2000 cm³, da 2001 cm³ a 3000 cm³, > 3000 cm³ e la 1.6T comprese le S2000, R - Kit Car - S1600 - SP - WRC), E2SH fino a 1600 cm³

2) intervallo a discrezione del Direttore di gara

3) partono le vetture ammesse al CIVM (1^a manche di gara) con questo ordine:

RSE, RS, RS Plus, RS Cup,, Gruppo E1 Italia (comprese le S2000 - R - Kit Car - S1600 - SP - WRC da 1401 cm³ a 1600 cm³, da 1601 cm³ a 2000 cm³, 1.6T, da 2000 cm³ a 3000 cm³, >3000 cm³), TCR, GT (GTS/GT Cup/GT Super Cup/GT3), E2SH da 1601 cm³ a 2000 cm³, da 2001 cm³ a 3000 cm³, >3000 cm³, CN, CIVM Junior, CN-TCR, TM-SC, E2SC, TM-SS; E2SS

4) ridiscesa delle vetture

5) partono le vetture ammesse al CIVM (2^a manche di gara, ove prevista, con questo ordine:

RSE, RS, RS Plus, RS Cup, Gruppi E1 Italia/E1 FIA (comprese le S2000 - R - Kit Car - S1600 - SP - WRC da 1401 cm³ a 1600 cm³, da 1601 cm³ a 2000 cm³, 1.6T, da 2000 cm³ a 3000 cm³, >3000 cm³), TCR, GT (GTS/GT Cup/GT Super Cup/GT3), E2SH da 1601 cm³ a 2000 cm³, da 2001 cm³ a 3000 cm³, >3000 cm³, CN, CIVM Junior, CN-TCR, TM-SC, E2SC, TM-SS; E2SS

6) prima partono le vetture storiche al seguito e quelle delle Serie/Trofei/Le Bicilindriche (ove previsti) e le vetture ammesse al solo TIVM (2^a manche di gara, ove prevista) con questo ordine:

Vetture storiche; Le Bicilindriche, Gruppo N-S (che include le vetture ex ProdS) ; Gruppo A-S (che include le vetture ex ProDE) ; E1 Italia (escluse le classi da 1401 cm³ a 1600 cm³, da 1601 cm³ a 2000 cm³, da 2001 cm³ a 3000 cm³, > 3000 cm³ e la 1.6T comprese le S2000 - R - Kit Car - S1600 - SP - WRC), E2SH fino a 1600 cm³.

OTHER COMPETITIONS (TIVM AND NATIONALS)

Starting order (practices and races 1 or 2 heats):

Historic cars; The twin cylinders; RSE; RS; RS Plus; RS Cup; N-S Group (including former ProdS Group cars); Group A-S (including former ProDE Group cars) E1 Italia/E1FIA including the R, Kit Car, S2000, SP, WRC and

S2000 (the E1 class up to 1600 geometrical cm3 turbo petrol will start after the class up to 2000 cm3); TCR.; GT (GTS/GT Cup/GT Super Cup/GT3) E2SH; NC; CN-TCR; TM-SC; E2SC; TM-SS (*); E2SS (*).

(* where authorized by the Safety Inspector (National Tenders)

- a) Variations of the starting order determined for the race are not allowed, even for reasons not directly attributable to the competitor (delays, traffic, mechanical problems, etc.)
- b) Obligation to use traffic lights at the start.
- c) The departure must necessarily take place with automatic systems.
- d) Departures will only be given with the car stationary and the engine running.
- e) The start will be given by the turning on of the green light of the traffic light, while the real time of departure will be detected by a photocell connected to a writing device, placed one meter away from the starting line fixed at the front most protruding from the car.
- f) The vehicle which has triggered the timing device will be considered to have started and will not be entitled to a second start.
- g) A Driver, already under the orders of the starter, may not be ready to start. In this case, he may be allowed to start with a delay of no more than 30" from the moment the green light comes on. Once this delay is exceeded, the Driver will not be allowed to leave and will be considered not to have departed.
- h) If the race takes place in two sessions (race 1 and race 2) the driver declared not to start in Race 1 will be admitted to the start of Race 2.
- i) The engines must be started, before departure, using the starting device operated by the driver on board the car.
- l) All cars allowed to start must allow the insertion of a retaining wedge behind the rear wheels to prevent the car from rolling back due to any slope at the start.

The Clerk of the Course must authorize the Drivers stopped along the route, following interruptions not attributable to them, to resume the start of the race.

10.3.2 The Race will take place in [n°_2_] heats (14)

10.4 - EXTERNAL HELP

10.4.1 Any external help not provided for by current legislation leads to exclusion.

10.4.2 The cars stopped on the course will be removed only on order of the Race Direction

10.4.3 Only for E2SS, TM-SC, TM-SS, TCR, CN-TCR, CIVM Junior, E2SC, E1, E2SH and CN cars is the presence, near the starting line, of a maximum of two mechanics (equipped with Pass supplied by the Organiser) in charge of starting the car with an external energy source. The mechanics are required to scrupulously respect the provisions of the Clerk of the Course.

11 – PARC FERMEÉ, CHECKS AFTER RACE

11.1 PARC FERMEÉ

11.1.1 – At the end of the race (and also at the end of Race 1 for races in two sessions), the route between the finish line and the entrance to the Parc Fermé is considered to be in Parc Fermé.

11.1.2 After the finish, the drivers, following the instructions of the Race Officials, will have to drive the cars to the "Parco Fermé" without stopping, under penalty of exclusion from the race. (*).

At the end of the race (and also at the end of Race 1 for races in two sessions), all classified cars remain in the Parc Fermé until it is reopened by the Clerk of the Course with the authorization of the stewards. The Parc Fermé cannot be opened before the deadline for complaints has ended.

(* It is advisable to supervise the section of road from the finish line to the entrance to the Parc Fermé with Race Officials and/or Judges.

11.1.3 The Parc Fermé is located in [Castelmonte, comune di Prepotto](#)

11.2 SUPPLEMENTARY CHECKS

11.2.1 - Each vehicle may be subjected to an additional check by the scrutineers, both during the race and, especially, after the finish.

11.2.2 A complete and detailed check, which involves the dismantling of the car, with possible seizure of the same, can be carried out after the finish, at the request of the Stewards acting ex officio or following a complaint.

11.2.3 Special checks (weighing, etc.) will take place in the closed park located in Castelmonte,

municipality of Prepotto, or in the workshop provided for any post-tender technical checks. |

12 – CLASSIFICHE, RECLAMI, APPELLI

12.1 CLASSIFICATION

12.1.1 - The conditions that determine the ranking positions are as follows:
the rankings will be established following the increasing order of the times used.

If the race is held over two race sessions (race 1 and race 2) the classifications will be drawn up by the sum of the times obtained in each session.

A driver can take part in the second round of the race even if he did not participate in the first round for any reason, provided that he complies with any other regulatory provision.

Being a race in two heats with classification by sum of the times, he will not be able to compete for the award of the race prizes

12.1.2 The rule for establishing any ex æquo in each tender is defined by:

a- best time in each of the race sessions.

b- the best time of the first intermediate in one of the race heats

12.1.3 The following rankings are established: (14 bis)

- General classification of all the Groups admitted by the ACI together (except for any Single Brands which have separate classifications)

- Rankings for each Group required by the ACI regulations,

– Under 25 ranking

– Ladies classification

– Team Ranking (15)

– Classification reserved for cars in the E2SC/E2SS Group (together) equipped with a motorbike-derived engine

- Rankings for each Class by the ACI regulations (of each Group),

- Classifications required for historic cars in tow for each grouping and for each expected class (sum of times in case of race 1 and race 2). See articles 3.2.10 and

- [Classifiche FIA CEZ](#)

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NB: in the combined CIVM/TIVM races, the TIVM classifications will be drawn up by combining the TIVM race 1 classifications with those of CIVM race 1 and (where applicable) the TIVM race 2 classifications with those of CIVM race 2. The same criterion for drawing up the absolute TIVM rankings.

12.1.4 Timekeeping service: [F.I.Cr. sezione di Udine](#) _

Leaderboard compiler _ [Marco Barillari](#)

Responsible [Marco Barillari](#) |

12.2 COMPLAINT

12.2.1 - The presentation of a complaint and the times for observing it must be in accordance with the provisions of the RSN and RDS Salita.

12.2.2 The time for lodging a protest against the results or the Ranking (according to RSN), is 30 minutes after the display of the provisional rankings.

12.2.3 The deposit for the complaint is fixed at € 350.00 and must be paid to the Race Secretariat.

The security deposit will be refunded only if the complaint is recognized as founded.

12.2.4 Collective complaints, as well as those against the timing observations, or against the decisions of the officials of the course with specific duties, are not allowed.

12.2.5 The right to complain belongs only to competitors regularly registered in the competition or to their representatives holding an original written power of attorney.

12.2.6 In the event that a claim requires the vehicle to be dismantled, the amount of the expenses estimated as probable will be guaranteed with an advance fixed by the stewards on the basis of the Rates referred to in Appendix No. 5 to the RSN. The verification itself will be subject to the payment of said advance of expenses within the times established by the stewards.

12.2.7 Claims against the validity of an entry and/or against the qualification of the competitors or drivers or the classification of the cars must be presented at the latest half an hour after the end of the pre-race checks (in international races this deadline is increased to two hours);

12.2.8 Claims against the non-conformity of the cars and/or against the classification must be presented within half an hour from the display of the absolute group classification, endorsed by a Steward or by the Clerk of the Course.

12.3 APPEAL

12.3.1 La presentazione di un appello ed i relativi costi dovranno essere in accordo con le disposizioni della normativa di giustizia sportiva vigente.

12.3.2 La cauzione d'appello nazionale viene fissata in € 1.500,00.

12.3.3 Il concorrente ha l'obbligo di consegnare il particolare meccanico contestato ai Commissari Sportivi per il successivo inoltro agli Organi di Giustizia Sportiva , da effettuarsi secondo quanto previsto dalla normativa vigente.

13 – AWARDS AND CUPS, PRIZE GIVING CEREMONY

13.1 AWARDS AND CUPS

13.1.1 - The following prizes, cups and trophies will be distributed: (7 b)

From 1° to 10 of Absolute Ranking (riserve to Groups Le Bicilindriche – N-S – A-S - E1 Italia (included S2000, R, Kit Car, S1600, SP, WRC) - E1 Kia Green Hybrid Cup Hill Climb 1.6 gpl - RSE - RS – RS Plus - RS Cup – TMSC – TM-SS - E2SC – GT – CN – –TCR – CN-TCR – CIVM Junior - E2SS - E2SH)
(16)

To 1° -2°- 3° of every class (GRUPPI LE BICILINDRICHE – N-S – A-S – CN - E1 ITALIA – RSE - RS – RS Cup - E1 Kia Green Hybrid Cup Hill Climb 1.6 gpl - RS PLUS – GT – TCR-DSG – CN-TCR – CIVM Junior – TMSC – TMSS - E2SC - E2SS - E2SH)

To 1° UNDER 25, LADIES,TEAM,

OTHER PRIZES (eventually):

From 1° to 3° of every group

HISTORIC VEHICLES TO FOLLOW (max 50 vetture):

The event is equipped with the following prizes which will be awarded according to the results of the rankings endings:

- to the 1st, 2nd and 3rd place in the absolute classification of each Group
- to the 1st, 2nd and 3rd of each class

Eventuali altri premi (specificare):

The awarding of prizes will be done for the competitions in two sessions (race 1 and race 1) on the basis of the results of the cumulative rankings (times) of the two races.

MONEY PRIZES : (17)

Euro 1.500 + VAT (+ 20% if are tickets for public, 1.800 + VAT), to deposit to ACI Sport (a - b) for the management of Rankings

The competition honor prizes must be adequate, respecting the minimum standards that will be communicated later and published. The organizers who do not comply with this provision will be evaluated negatively for the purpose of assigning the title of their race for the following year.

The honor prizes, with the exception of the first three classified, can be collected by a person with a written proxy. Specify whether the admission of the public and/or means of transport is subject to the payment of the entrance ticket:

13.1.2 – Prizes that have not been collected within one month of the date of the event will remain the property of the organizer. No prizes will be mailed, they must be collected.

13.1.3 – Prize money must be collected in person at the awards ceremony, otherwise it will remain the property of the organization.

13.1.4 – The competition honor prizes cannot be combined with each other (relative to Groups and classes) and therefore only the highest prize must be awarded. This rule does not apply to the prizes of the absolute classification which are therefore cumulative.

13.2 PRIZE GIVING CEREMONY

13.2.1 - Participation in the awards ceremony is a matter of honor for each participant.

13.2.2 - The award ceremony will take place on **SUNDAY 01.10.2023 AT PARC FERMÈ IN Castelmonte after the exposure of classification**

14 – SPECIAL PROVISIONS

14.1 The connections, the security means present (including the means of detention and extrication) and the course marshals must remain on site after the race until all the conclusion operations of the event have been carried out, intended as reaching the cars in their original paddock. It will have to be expected only a manned resuscitation ambulance at the end of the snake and, for races longer than 8 km, a second manned ambulance at the halfway point.

At the end of these operations, the cars' return to the paddock may be given the green flag by the Clerk of the Course and therefore the marshals of the course and the various means of rescue and safety services will be able to leave.

14.2 All drivers, even those of touring cars, must absolutely wear belts and protective clothing during descents, otherwise they will be fined and/or with another sanction established by the Stewards and/or by ACI. The use of a helmet is mandatory for all open cars under the same conditions as above. Furthermore, it is strictly forbidden to take anyone on board for the return journey.

14.3 Outside of official practices and race sessions, overtaking, dangerous driving behavior (such as accelerations), drifts and similar maneuvers will be severely punished (the sanction will be established by the Stewards and/or ACI).

14.4 The Briefing with the drivers and with the Race Officials by the Race Director will be carried out with video dedicated conference; the notes relating to the briefing will be published on the virtual notice board after the participation in the video conference. Alternatively, it can be distributed in hard copy at the centre credit.

14.5 INFORMATION PANEL

The organizer must provide an information panel (minimum dimensions: 1 m x 1.50 m) which will show the route map and all the real-time indications of any changes that have occurred along the route and indications of the areas to be considered with a particular precaution. The panel will be shown to each driver lined up on the starting line.

14.6 It is recommended to designate at least one Judge of Fact who will report to any Clerk of the Course infraction on the chicane route. The scale of the penalties will be specified in the Supplementary Regulations of Race (RPG).

14.7 This RPG must be accompanied by the following documents:

- Route graph with indication of services and any chicanes. (18)
- Altimetry
- Chicanes plan
- Security Plan (PDS) * and Service Order (ODS) *
- Health Emergency Plan (PES)*
- Scheme of race numbers and related advertising (see all.)

- Receipts of payments of: supplementary fees for any validity, ancillary rights (ENPEA, historic cars in tow, etc.), any promotional fees, etc.
- Signed Insurance Contract (drafted on the updated model published on the site www.acisport.it)

The lack of one or more documents prevents the authorization from being issued.

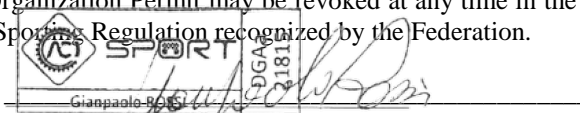
* it is obligatory to use the forms specially provided for the purpose and published in the section "Velocità in Salita" on the site www.acisport.it

The Organizer declares that he has inserted in the appropriate form every request for modification to these RPG, without altering the content in any part, he also declares the commitment to verify that all those who will participate in the running of the race but who are not included in these RPG they will still be holders of a valid sports license issued by the Federation.

The performance of the tender is in any case subject to the release of the authorization by the competent Ministry of Transport General Directorate for Road Safety as provided for by paragraph 3 art 9 of the new Highway Code.

These Supplementary Regulations for the Competition/Organization Permit may be revoked at any time in the event of a violation by the Organizer of art. 56 of the National Sports Regulation recognized by the Federation.

SIGNATURE OF THE CLERK OF THE COURSE



Gianpaolo Rossi
DGA 2181

SIGNATURE OF THE LEGAL REPRESENTATIVE
OF THE ORGANIZING BODY



Scuderia
RED WHITE

SIGNATURE OF THE LEGAL REPRESENTATIVE
OF THE CO-ORGANIZING ENTITY

(where present)

SIGNATURE FOR THE REGIONAL DELEGATION

(for acknowledgment of these Supplementary Regulation)

Delegato regionale
Acisport



The Supplementary Regulations of the Competition/Organization Permit de is issued **46.a CIVIDALE CASTELMONTE**

To run in **29, 30 settembre, 1 ottobre 2023**

Approved on date _____ with approval number RPG RM/ _____ /2023

THE SECRETARY OF THE ACI SPORTING BODIES

Dr. Marco Ferrari

ALLEGATO

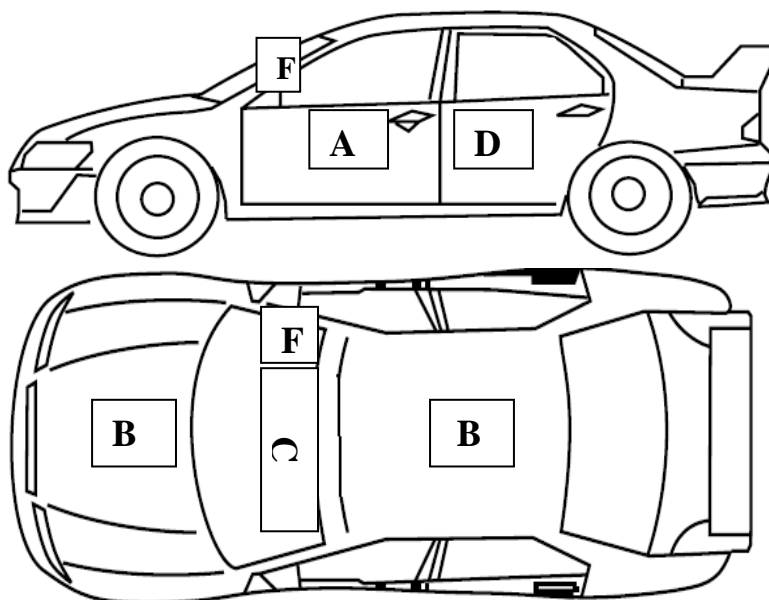
ADVERTISING, PANELS AND RACE NUMBERS

PRESCRIPTIONS VALID FOR ALL COMPETITIONS (see drawings for positioning)

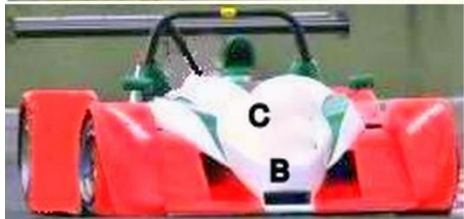
A	<p><u>For GT, Turismo and similar cars</u> 2 MANDATORY panels (with race numbers), supplied by the organiser, applied vertically on both sides of the car 50cm (width) x 52cm (height) bearing the advertisements: ... Regione Autonoma Friuli Venezia Giulia Assessorato allo Sport / Bar Caffè alla Stazione</p> <p>Further optional or mandatory advertising will be specified later and/or with the Information Circular.</p>
A1	<p><u>For single and two-seater cars</u> 2 side panels, supplied by the organizer, will only show the race numbers and will have the following dimensions: 32cm (width) x 32cm (height). 4 strips (indicated as A1 in the drawings), supplied by the organizer, measuring 50 cm (width) x 10 cm (height) bearing the mandatory advertising will be applied in visible positions on the two sides of the car, vertically (two per side).</p>
B	<p>only if so indicated in art. 8.1.1 of the RPG: 1 MANDATORY panel 50cm (width) x 52cm (height), supplied by the organizer, to be applied on the roof or on the front bonnet, bearing the advertisements:</p> <p>.....</p> <p>.....</p>
C	<p><u>MANDATORY stripe (only for cars participating in CIVM races, with the exclusion of Historic cars, Single-make Trophies), supplied to competitors by ACI Sport on the occasion of their first participation in the CIVM, measuring 90±120 cm x 10 cm to be applied on the upper part of the windscreen (*) and bearing the inscription:</u> <u>Campionato Italiano Velocità della Montagna (e/o suoi Sponsors)</u> <u>(*) for single-seater cars in a visible lateral position (see drawing); for two-seater cars on the front bonnet at the base of the windscreen (see drawing).</u></p>
D	<p><u>(IF PROVIDED) advertising panels, supplied by the organizer, REFUSALABLE by the competitor upon payment of the double registration fee, bearing the advertisements:</u></p> <p>.....</p> <p>.....</p>
E	<p><u>3 advertising strips, supplied by ACI Sport, 30 cm (width) x 15 cm (height), MANDATORY, to be applied in the positions indicated by the ACI Sport representatives (RDS Velocita in Salita)</u></p>
F	<p><u>1 race number on the front glass (this number will be in white digits measuring 14cm high and 2cm long. Sports and single-seater cars will put the number on the visible front of the car and, if necessary, having the white or light colored cars will adopt a black background (all free from sponsors and advertising).</u></p>

IN APPROVAL

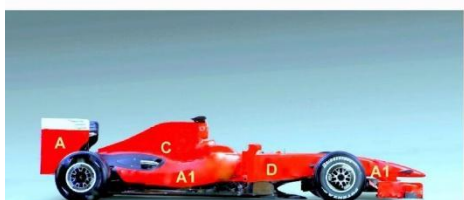
B = HOOD OR ROOF



TURISMO/GRAN TURISMO AND SAME VEHICLES: ADVERTISING PLACES



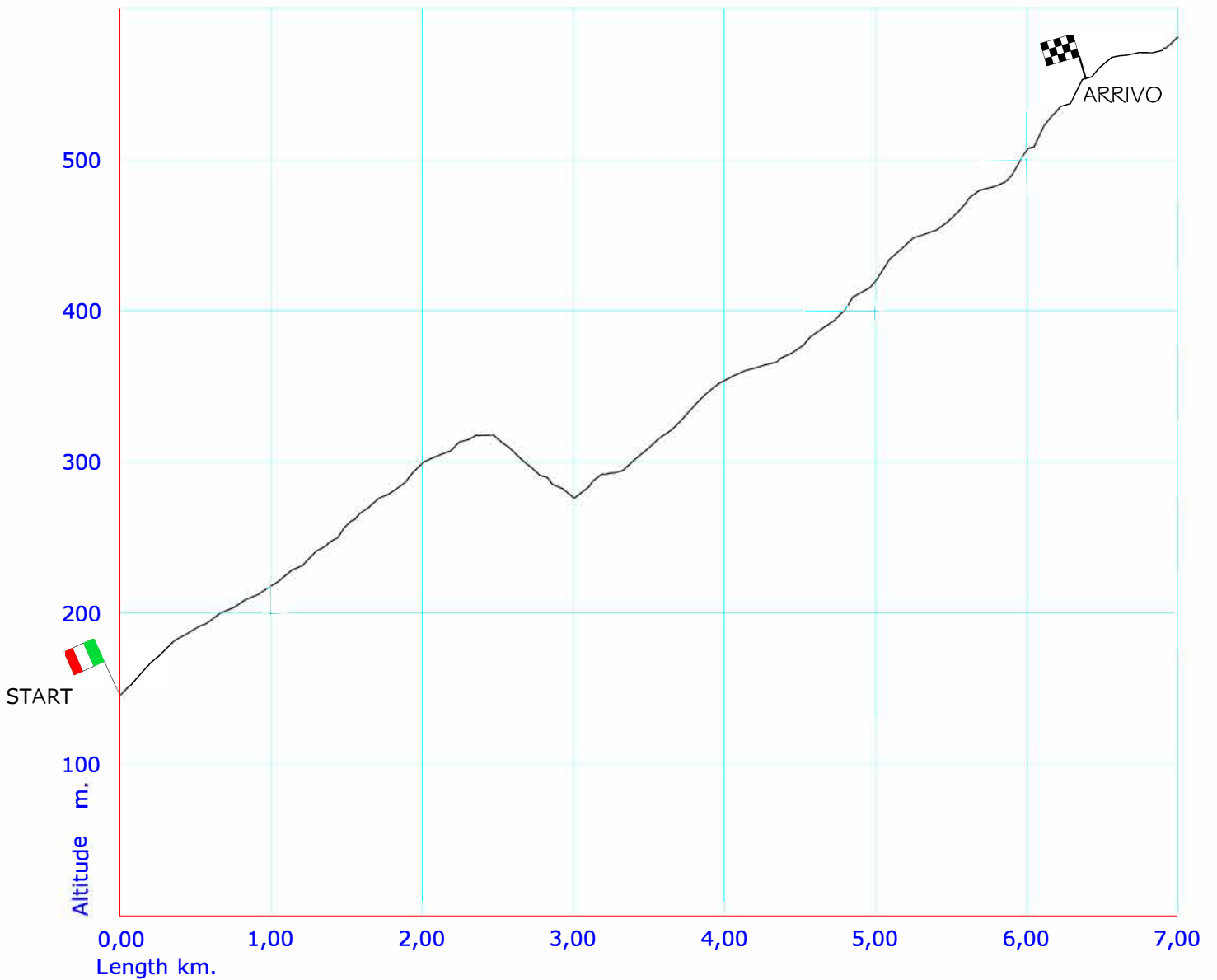
BIPOSTO: posizionamento pubblicità



MONOPOSTO: posizionamento pubblicità



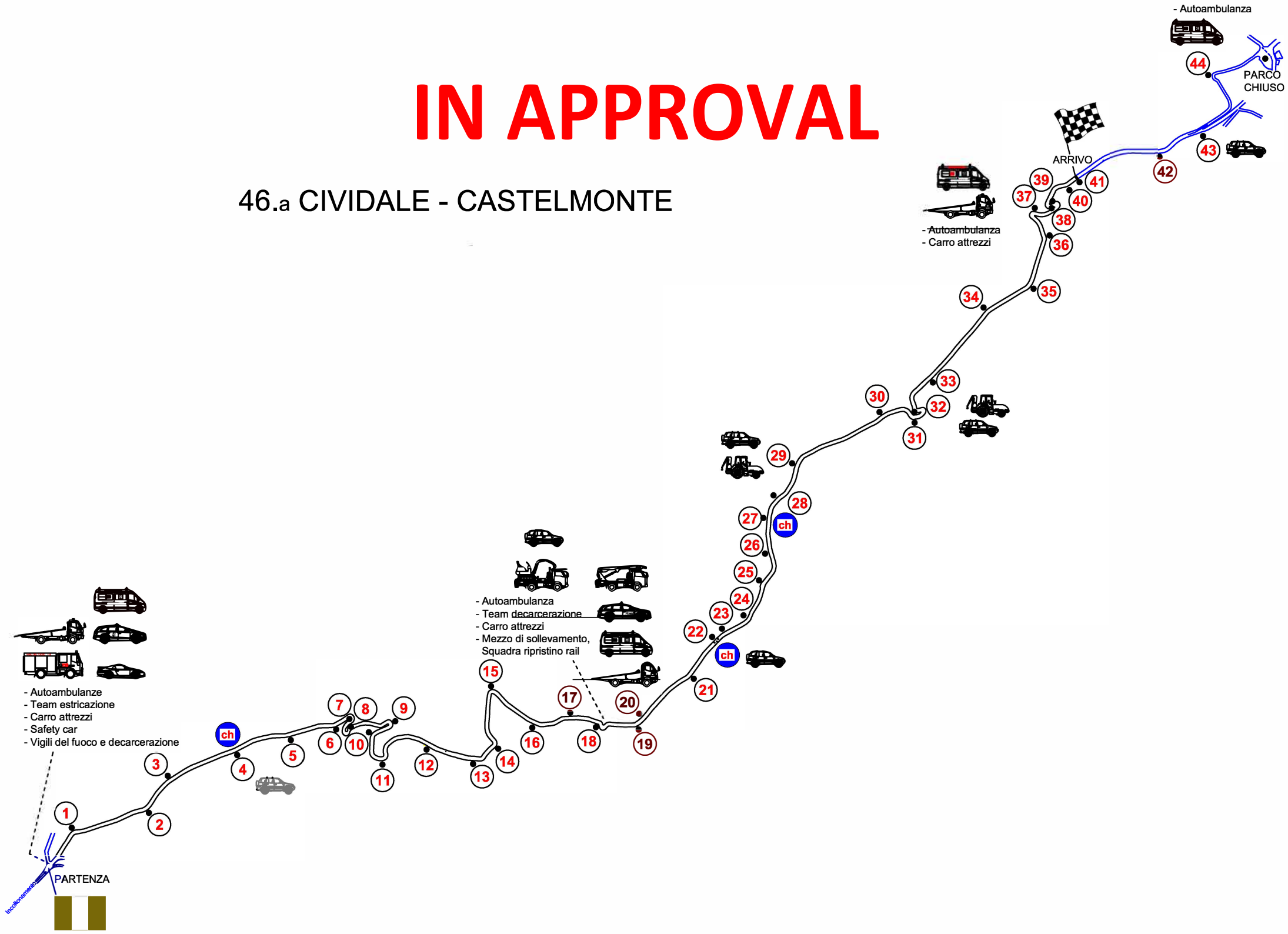
46.a CIVIDALE CASTELMONTE race circuit - elevation profile



IN APPROVAL

IN APPROVAL

46.a CIVIDALE - CASTELMONTE



46^a CIVIDALE - CASTELMONTE

Chicane layout - km. 0,823

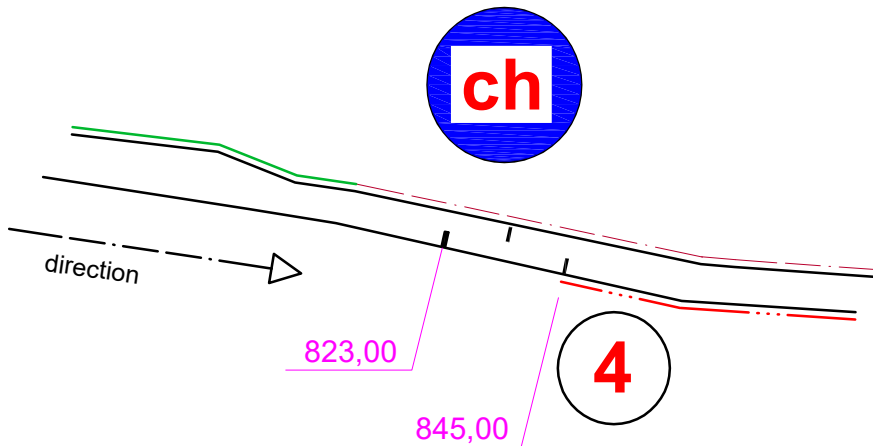
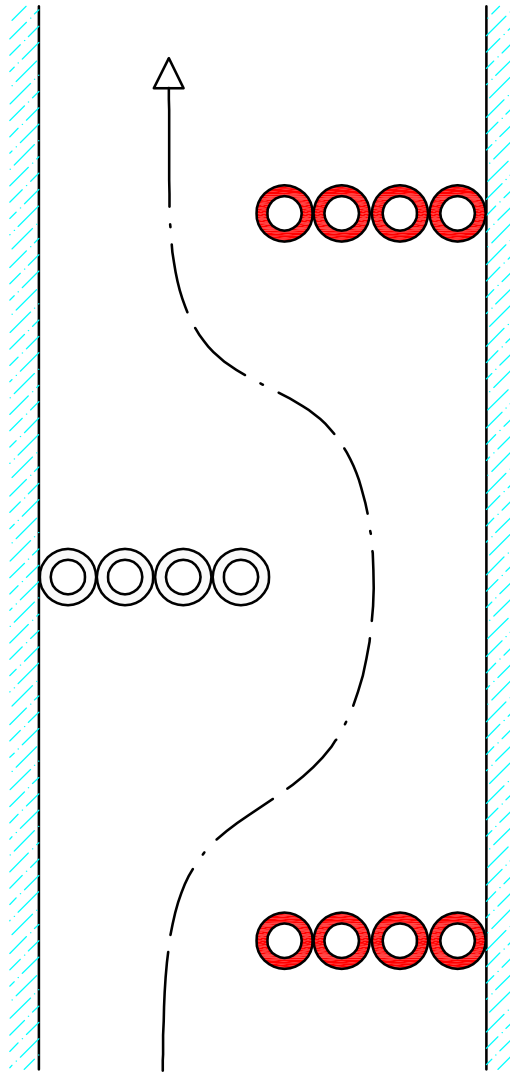
Legenda



Pila di gomme ancorata a terra



Numero postazione sul percorso



IN APPROVAL

46^a CIVIDALE - CASTELMONTE

Chicane layout - km. 3,550

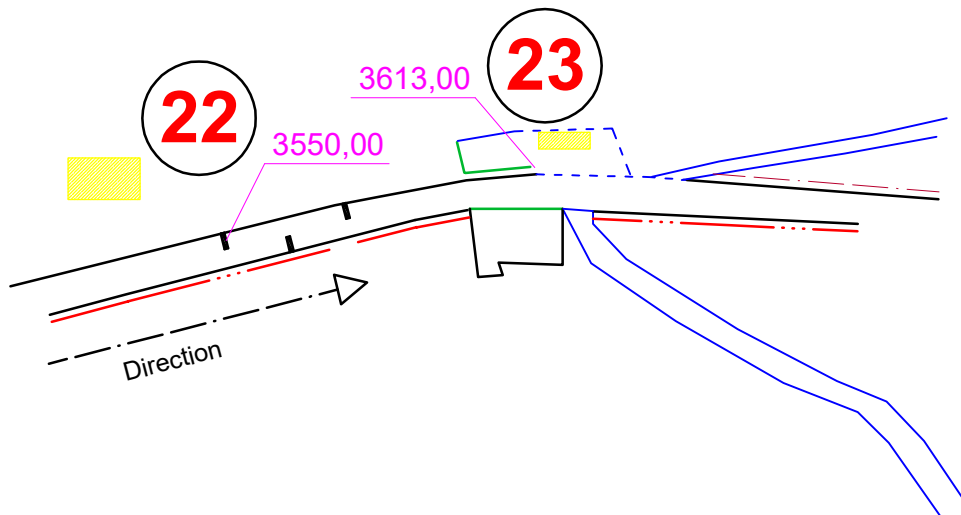
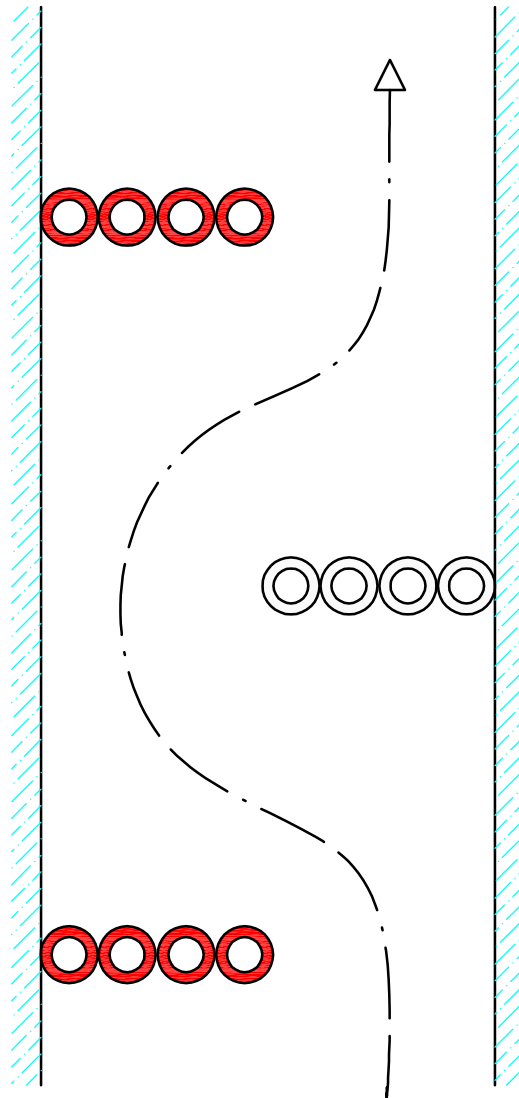
Legenda



Pila di gomme ancorata a terra



Numero postazione sul percorso



IN APPROVAL

46^a CIVIDALE - CASTELMONTE

Chicane drawing - km. 4,110

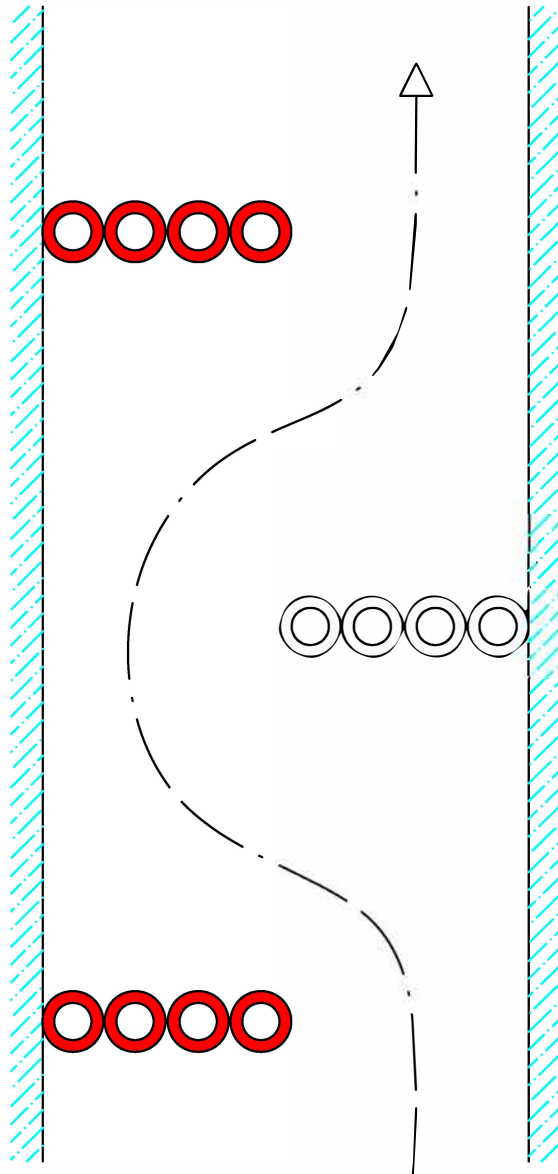
Notes



Pile of tires still on the ground



Marshal point number



IN APPROVAL

