



# MISANO 6 HOURS

JULY 17<sup>TH</sup> 2010

## REGULATION

### Chapter 1 – ORGANIZATION

- 1) The Organiser of the Misano 6 Hours is Gruppo Peroni Race srl, via Cardinal De Luca, 1 - 00196 Roma, with 2010 Italian ASN CSAI licence n° 27247.
- 2) The Organising Committee is composed by members of Gruppo Peroni Race srl.
- 3) Stewards of the meeting:

CSAI National Sporting Delegate	Angelo SANTINI
CSAI National Technical Delegate	Paolo STANZANI
Clerk of the course	Giorgio CAMPANA
Clerk of the course	Fabrizio FONDACCI
Security	Fabrizio FONDACCI
Secretary of the Meeting	AC Rimini
Track and flag marshals	AC Rimini
Time keeping	Perugia Timing
Doctor	Dott. Eraldo Berardi
Head of Press Office	Giulio Rizzo
- 4) The Race Notice Board is set in proximity of Race Control Tower.

### Chapter 2 - GENERAL PRINCIPLES

- 1) The event is arranged in compliance with:
  - the International Sports Code and FIA Annexes
  - FIA Regulation
  - CSAI National Sport Regulation
  - this particular Regulation.
- 2) This international-type event is not valid for any CSAI title.
- 3) The race will be held July 17<sup>th</sup>, on the international track of the Misano Circuit which is 4,180 Km in length; duration of 6 (six) hours without interruptions.
- 4) Competitors / Drivers: for each car entered to the race, crews composed of minimum 2 (two) and maximum 3 (three) drivers are allowed.

As regards Licences, the limitations of the current norms - N.S. 3, Chap. II, CSAI 2010 Yearbook - apply. Drivers must hold an International Licence A-B-C or a National C as per the rules governing their respective championships. For foreign drivers only, they must hold the appropriate Licence for the various championships as required by the National Federation to which they belong.

Foreign Competitors and Drivers must necessarily be in possession of a permission issued by their own A.S.N., which issued their Licence (Art. 70 C.S.I.), with the





exception of UE countries holders of Competitor Licences and Driver Licences or from countries with the same status. Waiver of Art. 123 bis comma D is allowed, enabling drivers to take part in different races during the same event as long as with different car.

5) Eligible Cars: **Group Gold Cup:**

- FIA GT – (admitted classes)
- GT Italian Championship (admitted classes)
- Open GT (admitted classes)
- Porsche Mobil 1 Supercup
- Ferrari Challenge (430)
- Lotus Cup
- Porsche Carrera Cup Italia
- Belcar (GT - 1 - 2 - 3 - 4 classes)
- 24 Hours Special Nürburgring 2010 (GT cars)
- BTCS (S1 - S2 - S3 classes)
- British GT Championship (GT3 - GTC)
- Eurocup Megane Trophy
- Nissan 350Z Challenge

Eligible Cars **Group Silver Cup:**

- E.O.S. Touring Master Cup (and related admitted classes)
- E.O.S. SuperDiesel Challenge (and related admitted classes)
- 24h Nürburgring 2010 (Touring Cars)
- C.I. Superstars
- Renault Clio Cup Italia
- E1 Italia
- BTCS (T1-T2-T3-T4-D Classes)
- W.T.C.C.
- Seat Leon Eurocup

The maximum number of cars admitted at the start is 50.

Each car must be accompanied by its technical passport and certification tab or equivalent document accepted in the Championship Regulation of its own country, to be shown at the scrutineering. In any case, all cars, according to type, must comply with the Technical regulation of their respective championships except for the number of tyres, which is free, and for the petrol, that must be the one supplied by the organizer **(the brand of the tyres must be the ones indicated in the regulation of the championship and the official on track tyre supplier will be Bellotto Racing Service only, phone: +39.0429.1906003 – email: info@bellottoracing.it).**

- 6) Entries: the last date for entries is July, 03<sup>rd</sup> 2010. Applications must be sent by fax or e-mail to:

Gruppo Peroni Race srl, Via Cardinal De Luca, 1 - 00196 Roma  
www.gruppoperoni.it – info@gruppoperoni.it

**Race Entry fee euro 3.600,00.**

The date of the entry will be established by the postmark on the express registered mail or postal transfer. It is also possible to send money by bank transfer to:





Gruppo Peroni Race s.r.l. - Via Cardinal De Luca, 1 - 00196 Roma.  
Banca Popolare Commercio e Industria  
IBAN: IT18D0504803212000000096035  
SWIFT CODE: BLOPIT22

- 7) No modifications of the entry form are allowed; however, the Competitor may change the car indicated in the entry, but not its class, and one of the drivers until the end of the pre-race checking.
- 8) Reserves: for any drivers, mentioned as reserve in the entry application, we refer to N.S. 16, Art. 5.3, CSAI Yearbook 2010. A driver can be reserve for one car only and the same driver cannot be indicated as driver and/or reserve for another car.
- 9) Maximum driving time: given that a driver cannot drive more than one car, the maximum driving time is established in 4 (four) hours; the following period of rest must be of at least 1 hour.
- 10) The Organizing Committee reserves the right to refuse the entry of a Competitor and/or Driver without being required to state the reasons. The refusal of the entry must be notified 5 days before the beginning of the event.
- 11) By signing the entry application, the Competitor:
  - declares that he knows, will respect and will ensure respect of the rules and Annexes of the C.S.I. the R.N.S. and its N.S., and the R.P.G.;
  - declares that he recognises the CSAI as the only judge competent, reserving however his right of appeal as envisaged by C.S.I. and R.N.S., and will renounce any appeal to referees or other judges for any fact whatsoever deriving from the organization or conduct of the race;
  - declares that he lifts ACI, CSAI, the Organizers, Gruppo Peroni Race srl, the Stewards of the meeting and the Owner of the track from any accountability for material or physical damage suffered by the Competitor himself, his Drivers, his Employees or his property.
- 12) Insurance: the Organizer shall insure the race in the ways and terms envisaged by the R.N.S., N.S. 3, Art. 3, CSAI Yearbook 2010.
- 13) Modifications to the present Regulation: contingent modifications to the present Regulation may only be made after the start of preliminary operations, only by the Stewards of the meeting, for reasons of force majeure or safety.
- 14) The Organiser reserves the right to provide all entrants with the information and instructions that he deems necessary for a better interpretation of the present Regulation or for a better and safer completions of the race, by means of information bulletins which will be numbered, dated and approved in advance by CSAI. Said bulletins shall become an integral part of said Regulation.
- 15) The Stewards of the meeting shall judge all cases not contemplated in the present Regulation.

### Chapter 3 – SCRUTINEERING

The sporting and technical scrutineering will take place at Misano circuit on the day and at the times shown in the programme and they will conform to current rules. Teams must be complete. Competitors and/or Drivers who arrive late will not be checked, apart from eventual cases of force majeure as recognised by the Stewards of the meeting.





## Chapter 4 – ADVERTISING

Competitors' cars are obliged to carry the advertising tags specified by the Organiser, reserving the following advertising spaces:

- door and front bonnet of the car: upper and lower strip of the number plate (supplied by the Organizer);
- windscreen: sunshade strip supplied by the Organiser.

Cars not carrying the obligatory advertising will be excluded from the classifications of practice and/or the race.

Stewards of the meeting could carry out controls during the event.

## Chapter 5 - SAFETY PRESCRIPTIONS

We refer to N.S. 8, CSAI Yearbook 2010, which is to be considered integrally and literally transcribed here.

In particular, Drivers must wear protective clothing and helmet approved as per N.S. 8, CSAI Yearbook 2010.

## Chapter 6 – BRIEFING

Briefing will take place at the time shown in the Race Regulation. All Competitors and/or Drivers must be present to sign the register. Those absent will be subject to a fine whose amount is euro 260,00.

## Chapter 7 - QUALIFYING PRACTICE/STARTING GRID

The qualifying practice will be held at the time shown in the Timetable. To be admitted to the race, each Driver must necessarily have at least one timed lap.

The best time registered by any member of the crew will determine the position of the car on the starting grid.

The starting grid will have the cars paired on the row, then the rows will not be staggered.

The stewards of the meeting could admit at the start of the race the cars without any qualifying time, provided that:

- these cars must not eliminate others already qualified;
- these cars are able to obtain minimum qualifying time;
- drivers must answer the required safety measures (as the knowledge of the track and others).

## Chapter 8 - ADMISSION TO THE RACE

A maximum of 50 cars and crews will be admitted to the race. If the cars entered should exceed this number, the number of cars admitted will be decided as specified by N.S. 16, Chapter III, Art. 3.3 (proportional in the class), CSAI Yearbook 2010.



## Chapter 9 – RACE

- 1) The race will start at the time shown in the Timetable and will last 6 hours without interruptions.
- 2) The start will be a rolling start and will be made with the procedure set out by the CSAI Yearbook 2010, N.S. 16, Cap. II, art. 6.3 partly transcribed herewith:
  - A) The exit from the pits will be opened 15 minutes before the Start.
  - B) The exit from the pits will be closed 10 minutes before the Start. Cars which have not left the pit area will not be able to leave until all the cars leaving the pits after the starting signal have passed. Closure of the pit exits will be indicated by an audio signal 2 minutes before.
  - C) The approach to the Start will be announced by signalling boards accompanied by a sound warning and will have the following meanings:
    - a) 5 minute board - access to starting grid is closed. Cars not on the grid will start at the back or from the pits.
    - b) 3 minute board - everybody except drivers and officials must leave the grid.
    - c) 1 minute board - engines will be started with drivers sitting in their cars. Starting engines by pushing or with auxiliary equipment is forbidden. Race Officials must then leave the grid.
    - d) 30 second board.
    - e) Green Flag - will be shown at the front of the grid whereupon the cars will begin a formation lap, maintaining their starting order with the pole position driver leading; the pole position car must drive at the same speed of the safety car at approximately 30 metres from it, and the other cars must maintain their position until the start signal is given, switching on red lights and then green lights.

When the safety-car leave the track, the leading cars will proceed without accelerate or slow down until the start signal has been given by lighting signals with the following procedure:

      - as the cars approach to the start/finish straight the lights will be red and all the drivers must maintain the same speed; if the line up is valid the red lights will be switched off and the green light will be switched on.

Any overtaking will begin only after the green light is on.

      - If there is a false start, the red light stays on and a yellow light starts blinking: consequently another formation lap is made, as above, and since there is no safety car, the car in pole position will regulate the speed of the group.
      - Each false start, or any behaviour different from the above, reported by the Judges, will be penalized by a "stop and go" which requires the car to stop in the reserved zone, on the signal of the appropriate Officials, while the race continues. For three laps the Clerk of the Course will exhibit the number of the penalized competitor together with the "stop and go" board. The driver must enter the pit lane without stopping at his pit, proceeding directly to the "stop and go" zone beside the Race Control Tower; at the end of the penalty he will be signalled to restart. If the driver does not stop within the third lap he will be disqualified without appeal on exhibition of the black flag.

When one car, who has gone out of the track, will be helped by marshals and/or a tractor (if and where is possible), the same car can restart qualifying or the race.



If one driver will not take part at the race, he will have to communicate it immediately to the Clerk of the course; in that case the other driver (in case of a crew with only 2 drivers) can participate alone to the race but he will have to respect the maximum driving time and the rest period. (See chapter 12 of this Regulation)

## Chapter 10 – ROLLING START

Reference is made to the CSAI Yearbook 2010, N.S. 16, Cap. II, art. 6.3 which is to be considered to be integrally transcribed here.

## Chapter 11 - SAFETY CAR

Reference is made to CSAI Yearbook 2010, N.S. 16, Chapter III, Art. 6.5 which is to be considered to be integrally transcribed here.

## Chapter 12 - MAXIMUM DRIVING TIME

The maximum driving time for each driver is set at 4 (four) consecutive hours. The following period of rest must be of at least 1 hour.

## Chapter 13 – PITS

- 1) Garage allocation: Whether request is submitted and such request can be fulfilled, a box will be assigned to each team. Garage allocation will be on the organizer committee undisputable decision. Box price will be communicated when such box will be allocated. Pit lane area, for all those that will not use any box, will be decided by the organiser committee. Its decision are undisputable.
- 2) Access to Pits: at the time of the pre-race sporting checks, pit lane passes will be issued. Only these passes will allow to stay in the pit area. Service passes will be given to each team for all its needs (Mechanics, Drivers, team staff and the service car)
- 3) Pit discipline: in the pits is absolutely forbidden to smoke. Transgressors will be asked to leave immediately the area and their passes withdrawn by the Race Officials. Every competitor is responsible for order and discipline in his own pit. If unauthorised people should be found in a pit, they will be immediately made to leave the pits.
- 4) The pit lane must be considered divided into two lanes:
  - fast lane: away from the pit wall
  - inside lane: in front of the pits; this zone is the only one where operations on the car are authorised. The personnel with this task is authorised to enter the inside lane only just before the car stops and they must leave the zone immediately after the pit operations.Pit personnel: no more than 4 people at one time may operate on each car; the Team Manager will have only control functions and can not operate. Further, during the pit stop two technicians (tyres and/or brakes) may enter to make inspections only.





At no time during the practices and the race may the Drivers go at such speed as to create dangerous situations in the pit lane. Transgressors will be penalised with the "stop and go" procedure.

## Chapter 14 – REFUELLING

Refuelling (top-ups) with water and oil is allowed at any time during the race. Refuelling during the race will be carried out directly with the hoses available at the pits or with rapid refuelling equipment.

Refuelling during the qualifying is forbidden.

It is mandatory, for practice and race, to use the fuel provided by the Organiser (Eurosuper 102 RON). Race officials will be allowed to take samplings.

Refuelling will be done exclusively by the personnel assigned in the presence of Race Officials and Fire fighting Personnel (in case of infringements, penalties will be inflicted at the discretion of the Stewards of the meeting). During refuelling the change of driver and the windscreen cleaning is permitted; during any type of pit stop (pit or refuelling) cars must have the engine off and the start must be made by electric starter operated by the driver from inside the car.

Restarting the engine by pushing is forbidden.

All personnel working in the refuelling area must wear fire-resistant clothing approved by FIA.

Competitors whose cars are fitted with quick-filling tank caps under pressure with safety tank and appropriate fuel-fall system meeting FIA norms may use them at their own pit. During the refuelling stop, only one team member may be present, plus one driver in case of change of driver.

Whichever refuelling system is used (hose or rapid), no time neutralization is envisaged.

## Chapter 15 – REPAIRS

All kind of repairs may be carried out at the pits except welding with or without flame.

After every operation the mechanics must clear away all materials from the ground. If a car passes over its pit it cannot reverse, but it must be pushed by its mechanics after stopping the engine.

Any type of repair or mechanical action is forbidden while refuelling

## Chapter 16 - CHANGE OF DRIVER

Each time a driver is replaced by another one, the Competitor must immediately inform the Race Official who is always present in the pit zone. Incidental delays or failure to inform will be attributed to the Competitor and administrative fees and/or disciplinary measures may be applied by the stewards of the meeting. The Race Control will limit himself to inform the Race Management of the exact time when the change of driver took place and the name of the driver on board as soon as he receives this information: the Race Official is not obliged to request it. Is possible to help the drivers who are making the "change of driver" operation. It is important to comply with art. 13.4 (max. 4 operators at one time...)



## Chapter 17 - FINISH / PARC FERMÈ

- 1) The race will finish when the Clerk of the course will wave the chequered flag on the finish line in front of the leading car after the mandatory time limit.
- 2) In case of bad weather conditions or in other cases of force majeure, the race could be stopped following to the decision of the stewards of the meeting and also following a request from the clerk of the course.
- 3) Should the end-of-race signal be delayed for any reason, the race final standings will be defined by the positions of the car on the track at the right moment of the end of the race.
- 4) Should the end-of-race signal be given to a different car instead of the leading car, this will be considered to be a deferred notice of arrival, as covered by n. 3 (preceding paragraph), and the classification will be drawn as if the end-of-race signal has been given to the leading car.

After the arrival, all cars, following the Clerk of the course's indications, must proceed on the circuit directly to the Parc Fermè. All cars will have to stay in the Parc Fermè for 30 min. after the official publication of the results. In case of protest or for decision of the stewards of the meeting, the cars mentioned on the list published at the Parc Fermè will be detained for eventual inspection after the forecast timetable.

## Chapter 18 - FINAL CLASSIFICATION

- 1) The classification will be made on the basis of the greatest distance (laps) covered in the time allowed.
- 2) Cars which complete the same number of laps will be classified on the basis of the shortest time elapsed.
- 3) To be classified, all cars must cover the 70% of the distance covered by the first classified at the end of the indicated time of the race.

**Is forbidden to stop on the track waiting for the presentation of the chequered flag.**

- 4) The following classifications will be prepared:
  - overall classification
  - overall classification Gold Cup
  - overall classification Silver Cup
  - classes classification

## Chapter 19 - RACE AND FINAL AWARDS

The competition will be provided with the following awards:

- overall prizes Silver Cup: 1st, 2nd, 3rd
- overall prizes Gold Cup: 1st, 2nd, 3rd
- classes prizes: 1st, 2nd, 3rd





## Chapter 20 – SIGNALS

To survey the track, the Clerk of the Course (or his assistants) rely mostly on signals to:

- contribute to drivers safety;
- ensure respect of the regulations.

During the practices and the race, signals are given by flags as specified by Annexe H to the Sporting Code, if necessary supported by illuminated signals.

## Chapter 21 - PROTESTS AND APPEALS

In regard to Protests and Appeals, reference is made to the dispositions of the R.N.S Chapters XIII and XIV which are to be considered to be integrally transcribed here.

## Chapter 22 - SPECIAL PROVISIONS

The Team which obtained the Pole Position and the first three Teams classified must necessarily present themselves at the Press Room for the following Press Conference.

For any matter not expressly dealt with, reference is made to the regulations of general character.

## Chapter 23 - TECHNICAL EXCEPTION

All allowed classes, about the fuel tank capacity, have to respect their own respective technical regulation. In case the standard production tank is replaced, the new tank must be of safety type FT3 or FT5 and in compliance with Annex J, Art. 253. The cars entered as 24h Special have to follow the Regulation 24h Special Nürburgring 2010 and successive bulletins; and the cars entered as Monotype Trophies have to follow their current Technical Regulations.

## Final Text

The final text of this regulation is the Italian version that will be used in case of controversy in its interpretation.

GRUPPO PERONI RACE Srl  
Organiser committee

