

## CIRCUIT ADVANCE PROGRAM

Advance Program

**Gran Premio D'Italia**

WORLD CHAMPIONSHIP F2 ROUND 1

**XI° ADRIATIC CUP**

ITALIAN CHAMPIONSHIP

FORMULA JUNIOR ELITE

28-29-30 JUNE 2024

#emozioniestreme  
**ADRIATIC**  
**CUP** 

## 1. Series and classes

### UIM Titled event

**F2** *WORLD CHAMPIONSHIP 2024 ROUND 1*

*UIM F2 catamarans with power units conforming to the SST 200 or 200APX regulations.*

*All boats must be equipped according to UIM F2 rules for 2024.*

### FIM Titled event

**Formula Junior Elite** *ITALIAN CHAMPIONSHIP 2024*

## 2. Dates and Location

**Dates** 28-29-30 JUNE 2024 in BRINDISI.

**Venue** A.S.D. Circolo Nautico Porta d'Oriente  
Via Luigi Rizzo,8 – 72100 BRINDISI (BR)

**Schedule** According to Time Schedule in the end of Advance Program

## 3. Rules

- The race is held under the current UIM rules (blue and white pages) and homologations
- *World Championship F2 according UIM Rules and Formula Junior Elite according to FIM rules.*
- The organizer and race directorate retain the right to announce additional rules and regulations specifically for the races mentioned in this program. These rules and regulations must be in conformity with the rules and regulations of the U.I.M. and are obligatory as any other rules and regulations of these races. Drivers must be informed about these additional rules and regulations by the race commissioner during the first official drivers briefings. The modifications must be communicated, by written means, to the officials and participants, at least 1 hour before the first start.
- Official language of the event: English.

## 4. Organizer

National Authority: *FIM Federazione Italiana Motonautica* [gare@fimconi.it](mailto:gare@fimconi.it) - [r.lauta@fimconi.it](mailto:r.lauta@fimconi.it)

Main Organizers: *A.S.D. Circolo Nautico Porta d'Oriente* [circolonauticoportadoriente@gmail.com](mailto:circolonauticoportadoriente@gmail.com)

Local Organizer: *A.S.D. Circolo Nautico Porta d'Oriente*

*Viale Regina Margherita* [circolonauticoportadoriente@gmail.com](mailto:circolonauticoportadoriente@gmail.com)

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Project Coordinator: *Giuseppe Danese*

*Phone: +393484076746*

Race official email: *Claudia D'aprile*

*Email: [circolonauticoportadoriente@gmail.com](mailto:circolonauticoportadoriente@gmail.com)*

## 5. Entries

Entries to be sent not later than 27/05/2024

E-mail: [circolonauticoportadoriente@gmail.com](mailto:circolonauticoportadoriente@gmail.com) - [r.lauta@fimconi.it](mailto:r.lauta@fimconi.it)

Onsite: See Time Schedule

- All registrations will be confirmed by the organizer. If a competitor does not receive such confirmation, they are responsible to contact the organizer to verify their registration.
- Organizer will make letter of invitation for visa supply for participants, if necessary (it is the responsibility of driver and his/her team mates to obtain visa to enter Italian territory, if needed).
- Parents/Guardian name, signature and contact information on entry form is mandatory for all participants that are under 18 years age.
- No Entry fee for UIM titled race classes. No Entry fee for *ALL CLASSES*.
- For those national drivers that have regularly paid the deposit and are automatically admitted to all Italian Championship races, the entries that arrive late will be accepted after the payment of the for seen fee to the Organising Committee. Entries of foreign drivers has to be sent through their National Authority to the organiser.
- Failure to send entry to race organizer no later than 10 days before the start may result in the driver losing.
- Travel money by the F2 Rule 17.1.
- By signing the entry form each participant accepts the rules and regulations of this advance program, organizer instruction and UIM rules.

## 6. Minimum age of competitors

- For UIM race categories according to UIM Rule 203.04.01
- For *ALL CLASSES*, according to *FEDERAZIONE ITALIANA MOTONAUTICA RULES*.

## 7. Documents for registration and scrutineering

Original documents must be presented, and copies handed over to the Race Office.

- Clearance document signed by the original National Authority (UIM rule 203.01)
- UIM F2 Superlicence
- Measurement certificate and racing license.
- Immersion test certificate for classes with safety cockpits.
- Documents of medical examination.
- Insurance documents in English or in local official language (see more detailed explanation further in this document).
- The driver's card (form T.A.), given to every driver for registration in the race-office, shall be handed over to the scrutineers who will keep it. After an accident (practice, race) the crashed boat must be presented to the technical officers again!
- Jury members must present a signed NA authorization form at the race office upon arrival (UIM rule402.01)
- All drivers must present their valid personal international accident Insurance Policy. If the Insurance are included on some National Authorities Racing Licenses, they must be drawn up in English.
- For times of scrutineering see Time Schedule.

- During the scrutineering all elements required by the UIM Rules will be checked and drivers must produce their engines homologation sheets.
- Practice will be allowed only after a successful technical inspection of the boat on the course at it will be laid out for the races. Practice will be allowed only during the official practice sessions as listed in the final time schedule of the event. The racecourse area will be closed for practice during any other time and any boat on the course during this time will be subject to disqualification from the event.
- Drivers are always responsible for the condition of their boats (hull, motor, accessories, equipment etc.)
- It is not allowed to take part in any practice session or race before the pre-race inspection (U.I.M. § 503)
- *Post race scrutineering:* After each race the first three boats in the classification must be presented to the technical scrutineers (parc fermé), U.I.M. §503.04.
- Additional boats may be claimed by the scrutineers or OOD.
- Noise level
- The use of an efficient device to attenuate the noise is compulsory. The noise level is measured by Technical Officials with a precision sound level meter which conforms to the specifications laid down by IEC and ANSI and used as per Rule 505.03 of UIM Circuit Rules.

### ***Driver's meeting***

- The Race Director will hold at least one driver's meeting before the first training session. The drivers meeting will be held according to U.I.M. §204 in the Paddock.
- For time of the drivers meeting see time schedule.
- ONLY for Italian Championship a driver who does not participate the drivers meeting has to pay 250,00-penalty and must do a separate briefing with the OOD (FIM rules, Art. 13.b).
- A driver who does not participate the driver's meeting is not allowed to take part in any practice session or race. If necessary, the Race Director can call for additional driver's meeting at any time.

## **8. Racing course and lengths**

Maximum number of boats on the racecourse

20: F2

10: FJunior Elite

### **[Link for race course homologation on UIM website](#)**

Lengths and number of laps:

F2 = start lap + standard laps. Start lap = 1400 m, standard lap = 1500 m

Formula Junior Elite start lap + standard laps. Start lap = 1100 m, standard lap = 1100 m

- Racing course – see map in the end of this document.
- Safety lap after checkered flag is obligatory for all classes. Not fulfilling this requirement results in disqualification.

## **9. Racing format and starts**

- F2 race format will be according to UIM rules in the blue pages. Class Formula Junior Elite has two races.
- The start will have a dead engine start per UIM Rule 307 and Rules white and blue pages.
- The start will be signaled with lights.
- Starting position for first heat will be determined by time trial. Boats qualifying for first heat via second chance qualification will be positioned at the lower end of the jetty.
- On the start jetty at start procedure each driver can be accompanied by a maximum of 3 team members for ALL CLASSES
- It's the driver's responsibility to place the boat on the start in time. Late starters can only join the field by following the instructions of the Pontoon Marshall. F2 boats which do not line up the boat next to each other within 20 seconds of being requested to do it, will be financially penalized (150 € - rule 3.4 - 12.7).
- Late start is understood after the moment when the leading boat passes first turn buoy or red light is turned on again (explained at Drivers briefing). Such late boat will be allowed to join the race only after signal and instructions of the jetty Marshall.
- The start remains open until the first racer has made three laps.
- For F2 after the first driver completes the race distance, each boat driven by the power of its own

engine and having completed at least 70% of the laps of the winning boat will be classified as a finisher.

## 10. Safety regulations

- Protecting helmet per UIM Rule 205.07  
Any person aboard any boat taking part in races must wear a helmet which meets the SNELL or FIA helmet standards and which at least the upper 50 % (area) must be of fluorescent orange, red, yellow or international orange color. These helmet colors must be bright enough to be clearly visible in the water. The wearer is entirely responsible for the efficiency of his helmet. Each National Authority may request that their nationals wear a helmet of a type laid down in their own national rules.  
No image recording devices may be attached to helmets.
- Racing vest per rule UIM Rule 205.06
- Clothing protection per UIM Rule 205.11
- Paddle (not required in boats with reinforced cockpits)
- A complete homologation sheet (if mentioned in the measuring certificate)
- A copy of boatbuilders U.I.M. registration for reinforced cockpits
- A valid immersion test certificate (U.I.M. §205.05) for boats with reinforced cockpits
- A current UIM rulebook or digital version (UIM § 109.02)
- For drivers with physical handicap, a written doctor's approval that the driver may race.

## 11. Fuel

- According to UIM rule 508.
- E95 can only be used.
- Drivers must use the Q8 (green petrol) 2P fuel dispenser located at km 0.3 as a fuel dispenser for the tour of the area (open on Saturday and only Sunday morning).
- Technical Commission will take fuel sample for inspection from the same petrol station.
- Refueling is forbidden in the launching area as well as at the starting jetty.
- Drivers in classes using alcohol-based fuel must bring their own fuel.

## 12. Transport facilities and concessions

- Travel money for the F2 in accordance with UIM Rules.

## 13. Prizes

- For World Championship F2 the drivers classified 1<sup>st</sup> 2<sup>nd</sup> 3<sup>rd</sup> will be given a cup.
- For FJunior Elite Italian Championship the drivers classified 1<sup>st</sup> 2<sup>nd</sup> 3<sup>rd</sup> 4<sup>th</sup> 5<sup>th</sup> will be given a cup.
- All communication and timing of the official Committee will be displayed in the vicinity of the haulage park, and the organising committee's office.
- All drivers must attend the prize giving ceremony in their racing suits or team's uniforms.
- The three top drivers must be present on the podium (if not present penalty of 1000 € can be applied)
- Prize money: as per UIM rules.

## 14. Other mandatory regulations

- Obligatory drivers and radiomen briefing will be held according to the time schedule and will be organized in the paddock. Drivers and radiomen who are absent at the briefing, shall be excluded from participating in the events of that day and shall receive a penalty of 200 € to pay directly to the race office.
- The organizer reserves rights for advertisements on the boats as regulated in UIM Rules 203.051.
- The penalty for dislodging or damaging a buoy is 200.00 €. The penalty shall be paid immediately at the race office. Should the responsible driver fail to pay the penalty fee, s/he is prohibited from participating the following events of the schedule. Once payment is made the driver is allowed to rejoin the events of the schedule. Remaining buoys and anchors belong to the organizer.
- During the event each boat must be prepared for the weighing procedure, which shall be carried out by the technical commissioner at any requested time. The weighing of the boats cannot protest.
- Any protest must be submitted to the Race Secretary in English according to UIM rule 403. The protest fee is : 150,00 - EURO (International Race) and 300,00 - EURO (Italian Championship) payable in cash at the time of lodging the protest.
- Every driver is responsible that his engine does not exceed noise levels at all times as specified in U.I.M. Rule 505.
- Every driver is responsible to take care of the environment - an absorbent carpet to avoid any spillage to the ground must be used according the UIM Rule 703.
- Every team member is responsible to take care of the environment around their tents, boats and equipment. Infringement of these environmental-protective rules will result a fine of 200 € to pay directly to the race office.
- Organizer will make Letter of Invitation for Visa supply for participants if necessary.
- Drivers and team members should follow UIM Rule 205.02.02 concerning alcohol and drugs. Alcohol test can be carried-out at any time during the event.
- Results will be published on a designated board near the race office.
- Results will be operatively published at race web-page : [www.fimconi.it](http://www.fimconi.it) , <https://motonautica.ficr.it> , <https://www.f2worldchamp.com/> , <https://www.uim.sport/>

## 15. Insurance regulations

- The insurance covers for injuries of the drivers affiliated to FIM shall be borne by FIM itself. All foreign drivers must personally provide their insurance covers for their personal injuries (AD&D) and are not bound to show their relevant policies to FIM.

The insurance covers of the race guaranteed by FIM, include also civil responsibility (R.C.) (insurance covers as a consequence of damages caused to third parties during trials and races with the exception of damages among boats) and R.C. for operations regarding "haulage and launch" on condition that all the persons involved in the above mentioned operations are formally organized by the Organizers into the signature of tasks letters or work services contracts with description of the entrusted commitments. Instead, in order to have the necessary insurance covers for damages caused to third parties during trials and races (no damages among racing boats), foreign drivers must send to FIM ([r.lauta@fimconi.it](mailto:r.lauta@fimconi.it)) 15 days before an event take place, copy of their insurance policy (written in English and undersigned by the drivers themselves or by their National Authorities), where there must be clearly put in evidence the certainty that the insurance policy is valid also on the National Italian Territory. The FIM will inform the drivers about the acceptance of the documents received as soon as possible and, anyway, not later than 48 hours before the event. If a driver does not show within the above indicated terms the policy undersigned by him or his National Authority or if the cover insurance on the territory should result inadequate, the driver himself, in order to participate to the event, must request the policy insurance extension drawn up by the FIM. The cost of the Civil Responsibility (R.C.) cover extension towards third parties is €90,00. The drivers will receive an undersigned receipt.

The foreign drivers (with foreign license) competing in the Italian Championship, must correspond to the FIM Staff at the Race Secretariat, an insurance expense reimbursement as a guarantee of the R.C. cover towards third parties. The drivers will receive an undersigned receipt.

All the drivers (Italians and foreigners) during the administrative verifications, must sign the “Race Organizer Liability Form”, under penalty of no participation to the competition.

## 16. Race Officials

Officer of the Day (OOD)	<i>TBC</i>
Race Director	<i>Milla Suomi</i>
UIM Commissioner	<i>Pelle Larsson</i>
UIM Technical Chief	<i>Luca Basilico</i>
UIM Technical Comm.	<i>Fabio Negro</i>
UIM Protest Judge	<i>Peter Bardenheuer</i>
Medical Officer	<i>TBC</i>
Jetty Marshall	<i>Jason Brewer</i>
Race Secretary	<i>TBC</i>
Official Timekeeper	<i>Portuguese Timing Team</i>
Technical Officer	<i>TBC</i>
Rescue Team	<i>Bergamo Scuba Angels</i>

## 17. Organizer additional regulations

### Lifting Bridge and lifting straps

All boats must be equipped with a minimum of three specially designed lifting “points” to accomodate the lifting of the fully equipped and fueled boat.

Each vessel must be equipped with special lifting straps (so-called suspended ones) – one for each lifting point – approved and certified. The maximum operating load of each band must be equal to or greater than the total weight of the boat.

The suspended items must be in perfect condition of use and conservation, i.e. suspended items whose marking is missing, illegible (totally or partially) or which present knots, abrasions, rubbing marks, cuts of any size will not be admitted.

The lifting straps must be of adequate length in relation to the rules of use and be replaced after 5 years from the production date shown on the plate.

For the connection of the lifting straps to the lifting points of the boat, the use of “carabiner” type hooks is expressly prohibited and only the use of adequately sized and calibrated “shackle with screw pin” type hooks is permitted , we can consider using the “lifting hooks” are shown in the following photo (vgs figure).

A minimum of two team members must manage the launching or hauling operations and it will be the responsibility of the team members to attach the lifting straps to their boat and weighing device. The Team will be responsible for any damage caused by suspension failure or incorrect connection to the boat or crane.

Upon arrival at the hauling and launching area the boats must be ready for launching (equipped with ropes, fenders, etc.) otherwise the launch itself may be refused.

It is forbidden for any person to stay or climb on the boat during hauling and launching operations.

The use of a protective helmet on the piers is strongly recommended.

**YES**



**YES**



**YES**



**NO**





#### - Clothing

All drivers and crew members have to wear clean, respectable clothing. The upper and the lower part of the body (the knees as well) must be covered at any time. Decent short may need to be allowed. Closed shoes are mandatory as well.

#### - Disrespectful behavior

Any disrespectful behavior from a driver or a crew member against an organizing member will be penalized by a blue card (UIM § 202.03.01). A second blue card will result in disqualification from the event.

In case of any contravention the organizer reserves the right to expel the concerned persons and to disqualify the driver of the concerned team. This is valid for all regulations of this advance program and all following supplementary regulations.

#### - Electricity

For every entry / boat there is free electricity in the Pit Area (UIM § 106.01)

#### - Pass

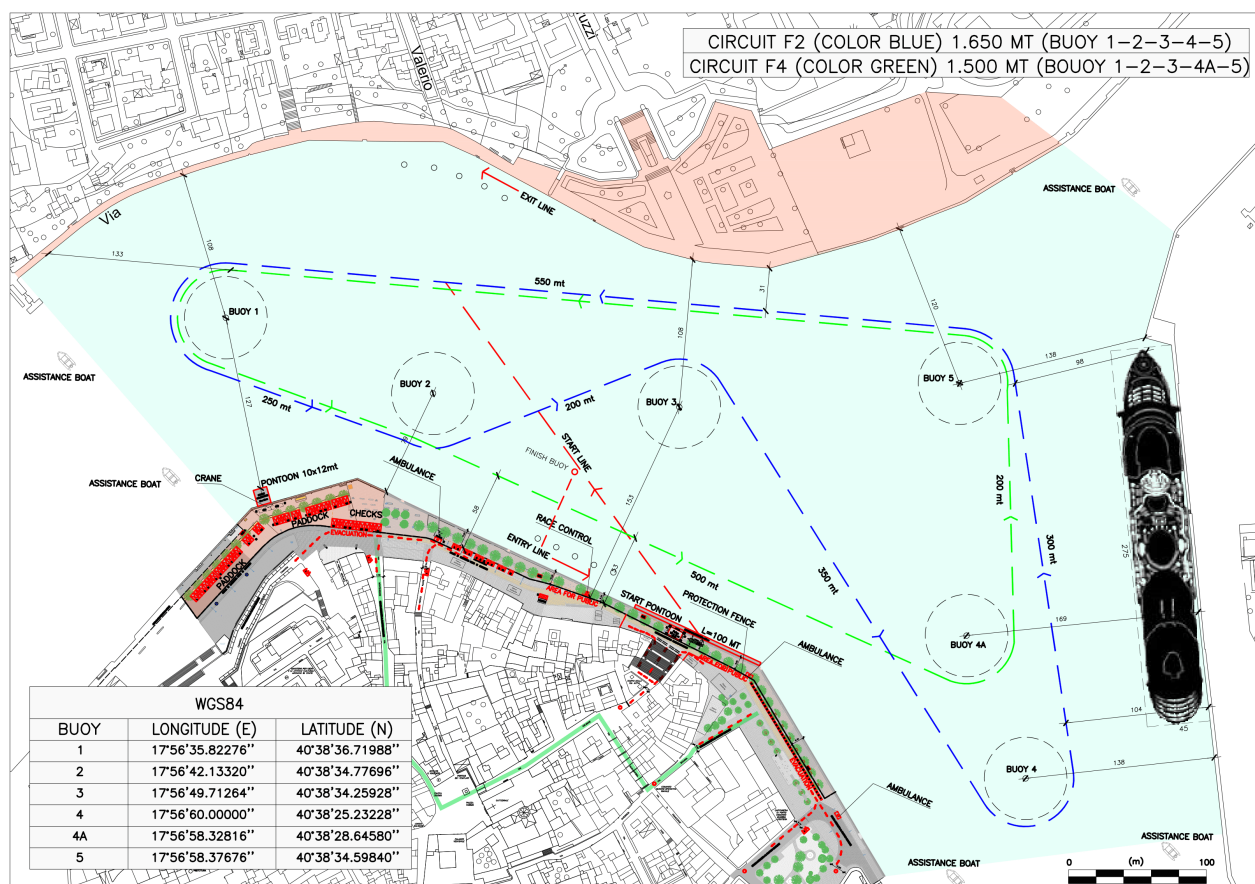
The organizer will make for the World Championship 5 pass for pilot available, for further the cost is of 10,00 EURs. For the Italian pilots the pass are worth furnished by the F.I.M.

#### -Starting the engine in Paddock

**The not respect of a requirement of the UIM Environmental Code by an organizer or a racer or the person responsible for his racing team is liable to a fine, a disqualification from the event or a suspension.**

**Moreover, the participant/driver/pilot may be liable for the damages cause by his non-respect of the environmental provisions. IS STRICTLY PROHIBITED** ignition engine without using the system silencer (muffler), the fine will be € 300,00

## 18. Race course map





<b>Friday / Venerdì</b>	<b>28.06.2024</b>
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14:00	Pit Area open / Apertura alaggi
15:00 — 18:00	Administration Scrutineering/ Verifiche amministrative
15:00 — 18:00	Technical Scrutineering/ Verifiche Tecniche
18:00 — 19:30	Organizing committee and organization meeting
20:00	Pit area closed / Chiusura Alaggi
20:30	Dinner Party

<b>Saturday / Sabato</b>	<b>29.06.2024</b>
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07.30- 08.30	Administration Scrutineering/ Verifiche amministrative ( <b>Formula Junior Elite</b> )
08.30	Drivers Briefing Formula Junior Elite
09.00	Drivers Briefing F2
09.00 - 09:45	FJunior Group A - Free practice + time trial/ Prove Libere + cronometrate
10:00 - 11.30	F2 Free practice group A
11:30 - 13.00	F2 Free practice group B
13:00 - 14.45	<b>Lunch</b>
15.30 – 16.15	FJunior Group B - Free practice + time trial / Prove Libere + cronometrate
17:00 - 17.20	F2 - Q1 group A
17:30 - 17.50	F2 - Q1 group B
18:15 – 18:30	F2 - Q2
18:30 – 18:50	F2 - Q3

<b>Sunday / Domenica</b>	<b>30.06.2024</b>
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09:00	Drivers Briefing Formula Junior Elite
09:30	Drivers Briefing F2
10:00 – 10:30	F.Junior Repechage race / Gara Ripesaggio
11:00 – 12:00	F2 Warm up
13:00 – 14.30	<b>Lunch</b>
16:30 – 17.15	<b>F.Junior Final Race / Gara Finale F.Junior</b>
18:00 – 18.15	F2 Parade Lap
18:30 – 19:30	<b>F2 GRAND PRIX of Italy - Sport Valley</b>
20:00	Prize giving ceremony F2 + F.Junior

**Gli orari potrebbero essere variati su richiesta del Commissario Generale FIM e/o Delegato UIM.**

**These timings could be modified upon request by UIM and/or FIM General Commissioner**

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It is forbidden for any person to stay or climb on the boat during hauling and launching operations.

The use of a protective helmet on the piers is strongly recommended.

**YES**



**YES**



**YES**



**NO**

