CIRCUIT ADVANCE PROGRAMME

SPORT VALLEY Emilia-Romagna | RE-R

AVAN PROGRAMME

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1. Series and classes

UIM Titled event

GT30 *WORLD CHAMPIONSHIP 2026*

2. Dates and Location

Dates **25-27 SEPTEMBER 2026** in San Nazzaro D`Ongina (PC).

Venue ***C&B RACING TEAM ASD in collaboration with Associazione Motonautica San Nazzaro***
Via Mantova – 29010 Monticelli d'Ongina – loc. San Nazzaro D'Ongina (PC)

Schedule According to Time Schedule at the end of Advance Program

3. Rules

- The race is held under the current UIM rules (blue and white pages), homologations and the advance program.
- *A*ccording to *FIM (Federazione Italiana Motonautica)* 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.
- Testing/practicing outside the race circuit and in race venue three days before event and before or after the authorised hours during the event is prohibited.

4. Organizer

National Authority:	***FIM*** *Federazione Italiana Motonautica gare@fimconi.it – r.lauta@fimconi.it*	
Main Organizers:	*C&B RACING TEAM ASD cbracing2346@gmail.com*	
Local Organizer:	*C&B RACING TEAM ASD cbracing2346@gmail.com*	
Project Manager:	*Iris Pagani*	*Phone: +393396321989*
		Email: cbracing2346@gmail.com
Project Coordinator:	*Alessandro Cremona*	*Phone: +393460807076*
		Email: cremona.alessandro46@gmail.com
Race official email:	*Alessandro Cremona*	*cbracing2346@gmail.com*

5. Entries

Entries to be sent not later than *31/08/2026*

E-mail: *cbracing2346@gmail.com*

Onsite: See Time Schedule

- All registrations will be confirmed by the organizer. If a competitor does not receive such confirmation, they are responsible for contacting 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 s/he's team mates to obtain visa to enter Italy territory, if needed).
- Parents/Guardian name, signature and contact information on entry form is mandatory for all participants

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that are under 18 years age.

- No Entry fee for UIM titled race classes. No Entry fee for *ALL CLASSES*.
- Entries of foreign drivers must be sent through their National Authority to the organizer.
- Failure to send an entry to the race organizer no later than 10 days before the start may result in the driver losing.any scheduled travel money.
- By signing the entry form each participant accepts the rules and regulations of this advance program, organize instruction and UIM rules.

6. Minimum age of competitors

- For UIM race categories according to UIM Rule 203.04.01

7. Documents for registration and scrutineering

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

- Original National Authority signed ratification document (UIM rule 203.01)
- Measurement certificate and racing license.
- 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 **for GT30** 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 (U.I.M. § 503). Practice will be allowed only during the official practice sessions as listed in the finaltime schedule of the event. The racecourse area will be closed for practice during any other time and anyboat 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.)
- *Post race scrutineering: After each race, the first three boats in the GT30 classification must be presented to the technical officers (parc fermé), as per U.I.M. §503.04.*
- Additional boats may be selected for inspection by the scrutineers or the UIM Technical Commission.

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 UIM 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 pit area under the tent.
- 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 has to do a separate briefing with the Race Director (FIM rules, Art. 13.b).

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- 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

UIM Water Registration	**ITA14/06.22 GT30** *https://www.uim.sport/Homologation1.aspx*

GT30 using F2 circuit configuration featuring a right-hand turn.

Maximum number of boats on the racecourse	*20 boat : GT30*

Lengths and number of laps:
GT 30 : Starting lap + 9 standard laps. Starting lap = 1300 m, standard lap = 1500 Total length 14.800 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.
- Number of laps in case of the qualification heats **GT30:** start lap + 5 standard laps. Start lap = 1300 m, standard lap = 1500 m UIM Rule 202.02.19

9. Racing format and starts

- Class GT30 have 4 heats.
- 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. **GT30** 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.
- Race stopped for GT30 will be restarted accordingly to UIM Rule 311.
- For GT30 after the first driver completes the race distance, each boat driven by the power of its own engineand having completed at last 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

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- 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 current UIM rulebook or digital version (UIM § 109.02)
- For drivers with physical handicap, a written doctor`s approval that the driver may race
- **Lifting Procedure and lifting straps**

All boats must be equipped with a minimum of three specially designed lifting “points” to accommodate 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 then 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 (vgs figure).
A minimum of two team members must manage the launching or hauling operations and I twill 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.

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11. Fuel

- According to UIM rule 508.
- E95 can only be used.
- The Drivers must use as a refueling distributor **IP** (gasoline green) of Str. Padana Inferiore, 29012 Caorso PC locatedat km 6 DIRECTION PIACENZA hauling around the area (**Open Shop : Friday 6.30-12.30 /14.00-19.30 – Saturday 8.00 – 18.00 - Sunday 8.00-12.00).** https://share.google/NnlGvpgb3zy7eynCK
- UIM Technical Chief and/or UIM Technical Commissioner 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.

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12. Prizes

- For World Championship GT30 the drivers classified 1st 2nd 3rd 4th 5th will be given a cup. For the the drivers classified 1st 2nd 3rd plus medal by UIM. Commemorative awards will be handed out to all participants.
- All communication and timing of the official Committee will be displayed in the vicinity of the haulage park, and the organizing committee's office.
- **All drivers must attend the prize giving ceremony in their racing suits.**

13. Other mandatory regulations

- Obligatory drivers and radiomen briefing will be held according to the time schedule and will be organized in the pit area under the tent. 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 driver responsible 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 €** (International Race) payable in cash at the time of lodging the protest**.** ***For F2, there will be no Jury Committee, but a single UIM Protest* Judge.**
- 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.
- 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 , https://time4.racing/
- Testing*/practicing* outside the race circuit and in the race venue three days before the event and before or after the authorized hours during the event is prohibited. UIM Circuit Art. rule 205.13
- all activities on the water must be timed (free practice, time practice, qualification, heats, races etc.) Circuit Art. rule 201.09

14. 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.

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Therefore, in the case of in Italy event, the only entity authorized to obtain liability insurance coverage for traffic damages arising from the event, as required by reference legislation in the insurance sector, is the organizer of the event. Any personal liability policies taken out by individual drivers cannot, under any circumstances, be considered valid for covering the traffic risk of events participants.
So, we confirm that on the race field, during administrative control, all the foreign drivers have to buy the civil responsibility cover (RC) extension toward third parties at the cost of euro **90,00** . NO OTHER ONE PERSONAL LIABILITY POLICIES FOT THIRD PARTIES CAN BE CONSIDERED VALID.

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.

15. Race Officials

D Race Director FIM	***Filippo Del Vecchio***
UIM Sport Commissioner	***Mr. Jarle Hagane***
UIM Technical Comm.	***Mr. Jari Lehtonen***
Medical Officer	***Dott.ssa Valentina Balordi***
Jetty Marshall	**Fabio Viganò**
Race Secretary	***Chiara Trada***
Official Timekeeper	**ITALIAN *Timekeeper FICR***
Technical Officer	***Luca Basilico – Guido De Acetis***
Rescue Team	***BERGAMO SCUBA ANGEL***

16. Organizer additional regulations

- *Clothing*
All drivers and crew members have to wear clean, respectable clothing. The upper and lower parts of the body (the knees as well) must be covered at any time. Closed shoes are mandatory as well. Decent shorts allowed
- *Disrespectful behavior*
Any disrespectful behavior from a driver or a crew member against an organizing member will be penalized by blue card (UIM § 202.03.01). In heavy cases: disqualification.
In case of any contravention the organizer reserves the right to expel the person concerned and to disqualify the driver of the team concerned. 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 **6 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.
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 damage caused by his non-respect of theenvironmental provisions.

18. Racecourse map

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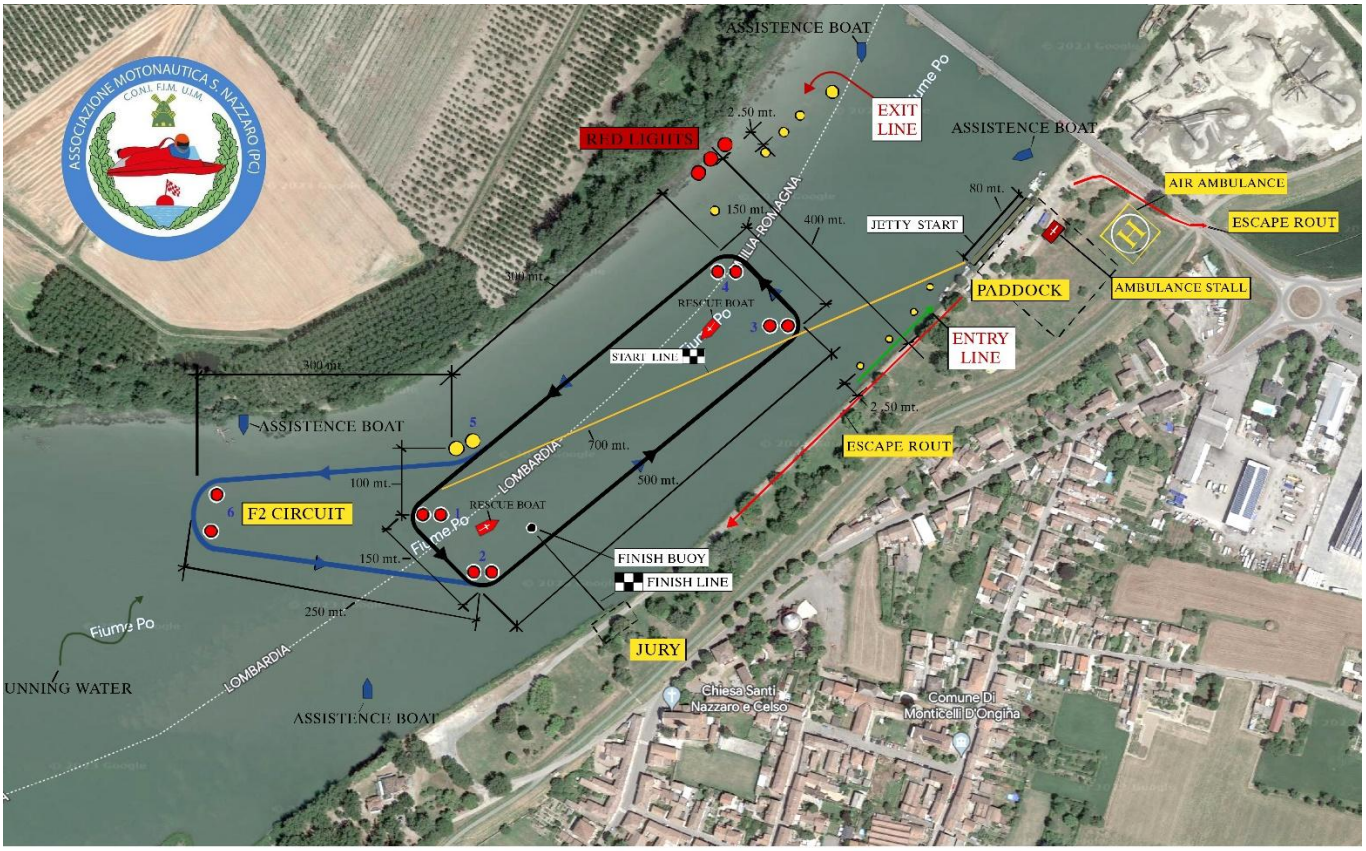

Group n.1 bouys coordinate:	Group n.2 bouys coordinate:	Group n.3 bouys coordinate:	Group n.4 bouys coordinate:	Group n.5 bouys coordinate:	Group n.6 bouys coordinate:	Finish line bouys coordinate:
N 45° 4' 46.967	N 45° 4' 48.764	N 45° 4' 37.445	N 45° 4' 34.872	N 45° 4' 42.000	N 45° 4' 40.500	N 45° 4' 38.804
E 9° 53' 50.802	E 9° 53' 47.613	E 9° 53' 19.833	E 9° 53' 22.378	E 9° 53' 27.000	E 9° 53' 05.100	E 9° 53' 32.479

the position of buoy 5-6 could be changed due to the river situation. The map is being updated.

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Time Schedule

Friday / Venerdì	25.09.2026
15:00 - 18:00	Office and pit area open /Apertura Segreteria e Alaggi
15:30 - 17.00	Driver Registration
15:30 - 18:00	Technical Scrutineering

Saturday / Sabato	26.09.2026
09.00 – 09.30	Driver's Briefing GT 30 World championship
10:00 - 10:45	Free practice GT30 World championship
10:45 - 11:45	Free practice **Gruppo A Barche Storiche da Corsa**
11:45 - 12:45	Free practice **Gruppo B Barche Storiche da Corsa**
12:00 - 14:00	**Lunch**
14:00 - 14:30	Time Trial GT30 World championship
14:30 - 15:30	Free practice **Gruppo A Barche Storiche da Corsa**
15:30 - 16:30	Free practice **Gruppo A Barche Storiche da Corsa**
16:45 - 17:00	**Heat 1** GT30 World championship

Sunday / Domenica	27.09.2026
08:15 – 09:00	Driver's Briefing GT30 World championship
09:00 – 9.30	Free Practice GT30 World championship
09:30 – 10.00	Free practice **Gruppo A Barche Storiche da Corsa**
10:30 – 11:00	**Heat 2** GT30 World championship
11.00 – 11:30	Free practice **Gruppo B Barche Storiche da Corsa**
12:00 – 14:00	**Lunch**
14:30 – 15.00	**Heat 3** GT30 World championship
15:00 – 15.30	Free practice **Gruppo A Barche Storiche da Corsa**
15:30 – 16:00	Free practice **Gruppo A Barche Storiche da Corsa**
16:00 – 16.30	**Heat 4** GT30 World championship
17.30	Prize giving ceremony ALL CLASSES **(WITH RACE SUIT)**

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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