



## **11° WATERFESTIVAL VIVERONE LAKE 2025**

**12 – 14 September 2025**

### **1. Series and classes**

#### **UIM Titled event**

*F4 UIM WORLD CHAMPIONSHIP 2025 round 2 (two races)*

*GT30 UIM EUROPEAN CHAMPIONSHIP 2025*

#### **National event**

*FORMULA JUNIOR ELITE FIM ITALIAN CHAMPIONSHIP 2025 round 1*

*HISTORICAL RACER POWERBOAT MEETING*

### **2. Dates and Location**

<b>Dates</b>	12-13-14 September 2025
<b>Venue</b>	Strada Lungolago - VIVERONE (Biella) – Italy
<b>Schedule</b>	According to Time Schedule in the end of Advance Program

### **3. Rules**

- The races are held under the current UIM rules and homologations.
- *F.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.

#### 4. Organizer

National Authority:	<b>FIM</b>	<a href="mailto:gare@fimconi.it">gare@fimconi.it</a>
Main Organizers:	RAINBOW TEAM ASSOCIATION asd	<a href="mailto:rainbowteamassociation57@gmail.com">rainbowteamassociation57@gmail.com</a>
Project Manager:	Fabrizio Bocca	Phone: +393356031400 Email: <a href="mailto:fabrizio.bocca57@gmail.com">fabrizio.bocca57@gmail.com</a>
Project Coordinator:	Elisa Manzetta Bocca	Phone: +393381218221 Email: <a href="mailto:elisabo57@gmail.com">elisabo57@gmail.com</a>
Official race email:		<a href="mailto:rainbowteamassociation57@gmail.com">rainbowteamassociation57@gmail.com</a>

#### 5. Entries

Entries to be sent not later than 15/08/2025

E-mail: [rainbowteamassociation57@gmail.com](mailto:rainbowteamassociation57@gmail.com)  
[r.lauta@fimconi.it](mailto:r.lauta@fimconi.it)

Post: (using Entry Form)

Onsite: See Time Schedule

Entry Fee: no

- 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.
- Parents/Guardian name, signature and contact information on entry form is mandatory for all participants that are under 18 years age.
- In case of titled events, the entry fee for the drivers is free of charge.

#### 6. Minimum age of competitors

- For UIM race categories according to UIM Rule 203.04.01
- For *Formula Junior Elite* , according to FIM rules.

#### 7. Documents for registration and scrutineering

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

- Original National Authority signed ratification document (UIM rule 203.01)
- Measurement certificate and racing license.
- Immersion test certificate for classes with safety cockpits.
- Documents of medical examination.
- Insurance documents in English. If in local official language (see more detailed explanation further in this document).
- Signed Acknowledgement of the anti-doping rules (can be signed at registration).
- Jury members must present a signed NA authorization form at the race office upon arrival (UIM rule 402.01)
- All drivers must present their valid personal international accident Insurance Policy. If the Insurance is 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.
- **NEW Circuit Art. rule 209** If driver is refused entry by technical scrutineers, the decision and reason must be clearly stated with applicable rule number(s), signed by technical scrutineers, OOD and UIM Sports Commissioner and will be posted on the official notice board at least one hour before the first driver's briefing to allow a protest or correction.
- 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 race course 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

## 8. Racing course and lengths

UIM Water Registration

*UIM circuit recording: ITA05/09.24*

**F4:**

[https://www.uim.sport/Documents/WaterPlan/Venue174/3502-ITA\\_Viverone\\_050924\\_exp2028.pdf](https://www.uim.sport/Documents/WaterPlan/Venue174/3502-ITA_Viverone_050924_exp2028.pdf)

**GT30:**

[https://www.uim.sport/Documents/WaterPlan/Venue174/3504-ITA\\_Viverone\\_050924\\_exp2028.pdf](https://www.uim.sport/Documents/WaterPlan/Venue174/3504-ITA_Viverone_050924_exp2028.pdf)

Maximum number of boats on the race course

**24**

Lengths and number of laps:

F4 : Starting lap + **19 standard laps**. Starting lap = 900 m, standard lap = 1500 m - Total length 29.400 m.

GT 30 : Starting lap + **9 standard laps**. Starting lap = 900 m, standard lap = 1500 m -Total length 14.400 m.

F Junior Elite : Start lap+ **8 standard laps**. Starting lap = 900m, standard lap= 1100 m - Total length 12.900m.

Number of laps in case of qualification heats :

F4 : Qualification race: starting lap + **12 standard laps**. Starting lap: 900 mt., standard lap = 1500 mt.

GT30 : Qualification race: starting lap + **7 standard laps**. Departure lap : 900 mt.,standard lap = 1500 mt.

- 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 with disqualification.
- 

## 9. Racing format and starts

- Driver's four heats of the four are to be considered for the results, except in Hydro GP and other classes as listed elsewhere where number of heats raced will be defined separately per UIM Rule 108.06.
- All heats will have a dead engine start per UIM Rule 307.
- 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.
- If the number of registrations exceeds the maximum allowed in the homologation of the water circuit (No. 24) the race committee must divide the riders into several groups. Timed trials are performed to assign boats in the two groups instead of a random selection. N° 18 riders will qualify to access directly to the first heat or final race according to the classification of the time trials. Drivers who did not qualify will race a single repechage race and No. 6 drivers will qualify in that race. (according to UIM 305.04.03)
- On the start jetty at start procedure each driver can be accompanied by a maximum of three team members for F4 and two team members for GT30.
- 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 will be restarted accordingly to UIM Rule 311.

## 10. Safety regulations

- Protective helmet according to UIM 205.07

Any person on board a boat participating in the races must wear a helmet that meets SNELL or FIA standards and that at least 50 % higher (area) must be fluorescent orange, red, yellow or international orange. 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 require its pilots to wear a helmet of the type required by its national rules.

No image recording device can be connected to helmets.

The link to the document of authorized helmets is:

<https://www.uim.sport/Documents/Document/List%20of%20authorized%20helmets%20-%20revised%2023%20March%202023.pdf>

- Racing life jacket according to UIM 205.06
- Protection of clothing according to UIM 205.11
- Paddle (not required in boats with safety capsule)
- A complete engine type-approval sheet (if mentioned in the measurement certificate)
- A copy of the U.I.M. registration of boat builders with capsule
- A valid immersion test certificate (U.I.M.§205.05) for boats with capsule
- A current UIM regulation or digital version (UIM § 109.02)
- For drivers with physical handicap, written approval from a doctor that the driver can compete
- according to UIM 508

### Lifting Bridge 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 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 (vs. 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 operation

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

**YES**



**YES**



**YES**



**NO**



## 11. Fuel

- Pilots must use the **Tamoil Fuel** station in Viverone located in via Provinciale 65 as a fuel distributor. - open h.24 self-service. Type of gas: **95 green fuel**
- The Technical Committee will take a sample of fuel for inspection from the same service station.
- Refuelling is prohibited in the haulage area and at the departure pier. Each pilot must take care to avoid leakage of gasoline or oil and for this purpose, he can use an absorbent mat (UIM regulation 703 – UIM environmental code N ° 7).
- **IT IS FORBIDDEN TO REFUEL IN THE WATER.** Topping up and refuelling can only be done within the assigned Team Space or in a designated protected area.
- All members of each team are required to take care of the environment around their tents, boats and equipment. Violation of these environmental protection regulations will result in a fine of **200 euros**.

## 12. Transport facilities and concessions

- No compensations for travel costs or for starting in the race will be paid.
- Travel money for *F4* in accordance with UIM Rules. Failure to send entry to race organizer no later than 28 days before the start may result in the driver losing any scheduled travel money.

## 13. Prizes

- in the GT30 class, drivers classified 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> will receive a UIM cup and medal.
  - in the F4 class, drivers classified 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> of each race will receive a UIM cup and medal.
  - in class F Junior Elite pilots classified 1<sup>st</sup> 2<sup>nd</sup> 3<sup>rd</sup> 4<sup>th</sup> 5<sup>th</sup> will receive a cup.
- For F4 only, the prize money/reimbursement of travel expenses will be in accordance with the UIM regulation.
- The reimbursement of expenses and the cash prize will be paid by bank transfer by the Wednesday following the race. All pilots are invited to fill in the bank details form legibly.
- All communications of the Official Committee will be displayed in the paddock area and the office of the race organizing committee.

## 14. Other mandatory regulations

The penalty for damage to a buoy is **€ 200.00 for F4 and for GT30**. The penalty for damage to a buoy is **€ 110.00 F.Junior Elite**. The penalty must be paid immediately at the race office. If the responsible pilot does not pay the penalty, he will not be able to participate in the following events of the program. Once the payment is made, the pilot is authorized to participate the events of the program. The remaining buoys and anchors belong to the organizer.

- The mandatory briefing of the drivers will be held according to the schedule and will be organized in the paddock area (see map of the race route).
- The organizer reserves the rights for advertising on boats as UIM 203.051.
- Any protest must be submitted to the Race Secretary in English according to UIM rule 403. The participation fee is: **150.00 EURO** for International race, **300 EURO** for national race ( FIM circuit rules cap.IV art. 13/L ) payable in cash at the time of presentation of the protest.
- Each pilot is responsible that his engine does not exceed noise levels at all times, as specified in U.I.M. 505 rule.
- The organizer will send the invitation letter to the event for the visa of the participants, if necessary.
- The results will be published on the race web page : [www.fimconi.it](http://www.fimconi.it) and on our Facebook page Rainbow Team.

- Noise: The use of an efficient device to attenuate noise is mandatory. The noise level is measured by technical officers with a precision sound level meter complying with the specifications established by IEC and ANSI and used according to UIM Circuit Rules 505.03.

#### ***Drivers' meeting***

- The OOD will hold at least one drivers' meeting before the first practice session. The drivers' meeting will be held according to U.I.M. §204 in the Paddock.
- For the time of the drivers' meeting, see the time schedule.
- Only for the Italian Championship a pilot who does not participate in the drivers' meeting must pay a penalty of **250.00 euros** - and must do a separate briefing with the OOD (FIM regulations, Art. 13.b).
- A driver who does not attend the drivers' meeting is not allowed to take part in any practice session or race. If necessary, the OOD may hold a further drivers' meeting at any time.

#### ***Practice***

- Practices will only be allowed during official practice sessions as indicated in the final schedule of the event. The race course area will be closed to navigation for trials and any unauthorized boat sailing on the course during this period will be subject to disqualification from the event.
- Pilots are always responsible for the condition of their boats (hull, engine, 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 technical inspection: After each race the first three boats in the standings must be presented to the technical commissioners (parc fermé), U.I.M. §503.04.
- Additional boats can be verified by the technical commissioners or the OOD.
- 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
- **Art.rule 201.09**, all activities on the water must be timed (free practice, time practice, qualification, heats, races etc.)

## **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 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.

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 licence) 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.

## 16. Race Officials

Race Director	<b>JENI JELF</b>
DOOD	<b>FILIPPO MONTI</b>
UIM Commissioner	<b>IVAN MOTTA</b>
UIM Technical Comm.	<b>AIVARS LENERTS</b>
UIM Protest Judge (F4), Jury Chairman	<b>ANGELO POMA</b>
Medical Officer	<b>TBC</b>
Jetty Marshall	<b>FABIO VIGANO'</b>
Race Secretary	<b>CHIARA TRADA</b>
Official Timekeeper	<b>Italian Federation of Timekeepers</b>
Technical Officer	<b>GIUSEPPE SALVIA</b>
Rescue Team	<b>Bergamo Scuba Angels</b>

## 17. Organizer additional regulations

### - **Award ceremony**

The award ceremony takes place after the last round of the event on Sunday 14 September 2025 on the awards stage.

The winning drivers must present themselves at the award ceremony wearing the pilot's suit.

Drivers registered in the F4 World Championship and GT30 European Championship: Each driver participating in the World and European Championships is required to have the flag of the represented nation to be shown in their Team tent area and the presentation on the podium of the awards as well as the anthem of the nation represented on CD support.

### - **Disrespectful behavior**

Any disrespectful behavior by a driver or team member towards an organizing member or race commissioner will be penalized by the blue card (UIM § 202.03.01). In severe cases: disqualification. In case of violation the organizer reserves the right to expel the persons concerned and to disqualify the pilot of the team concerned. This applies to all regulations of this advance program and all the following additional regulations.

### - **Paddock:**

- **Electricity**  
For each Team there is free electricity in the Paddock Area (UIM § 106.01)
- **Starting the engine in the Paddock**  
Failure by an organizer or driver or the person in charge of his racing team to comply with a requirement of the UIM Environmental Code is liable to a fine, disqualification from the event or suspension. In addition, the participant/driver/pilot may be held liable for damage caused by non-compliance with environmental regulations
- Each member of each team is required to take care of the environment around their tents, boats, equipment. Violation of these environmental protection regulations will result in a fine of **200 euros**.
- The Paddock area will be closed, controlled and available only to the technical staff of teams, drivers and equipment. The technical preparation of the boats must be carried out at the Paddock area. Each driver/team will have 1 area of 6 x 6 meters for the team tents and a space of about 2.50 x 7.00 meters for van or workshop / trailer or workshop / truck / special vehicle only for technical use. This area will be assigned and indicated by the organization. A reserved parking area will be available to the teams and the organization near the Paddock area. The use of open flames, gas cylinders and smoke inside the Paddock is strictly prohibited. It is forbidden for the entire duration of the event to enter and stay inside the paddock of: cars, caravans, campers and vans used only for the catering of drivers, mechanics and companions.



- Each boat must have a fire extinguisher within its area
- The Paddock will be open and controlled from 12 to 14 September 2025
- The Paddock will be closed from 20.00 to 07.00 and access will be prohibited without permission from a Race Marshal
- The access passes to the Paddock will be delivered to the teams in the race secretariat. Max. n° 5 passes for each Team.
- All team members and riders must always wear the uniforms of the appropriate teams and closed shoes in the Paddock area and on the starting and hauling pontoon.
- Any further rules and requests relating to the Paddock area and its use will be communicated to the drivers/team registration or to the drivers' meeting.
- Any violation of the Paddock area rules will be subject to fines. Jetty Commissioner will be solely responsible for monitoring the rules of the Paddock area

**- Responsibility:**

Participation in events is at everyone's own risk. The competitor, the pilot and his team/companions and any person in charge of organizing the competition, for the simple reason of being admitted and participating in the competition, acknowledge and declare to indemnify the organization from any responsibility for any accidents or damages that may occur during the competition to themselves, goods and third parties, regardless of the development of practices and competitions and recognize the Italian Powerboat Federation (FIM) the only body to settle any dispute.

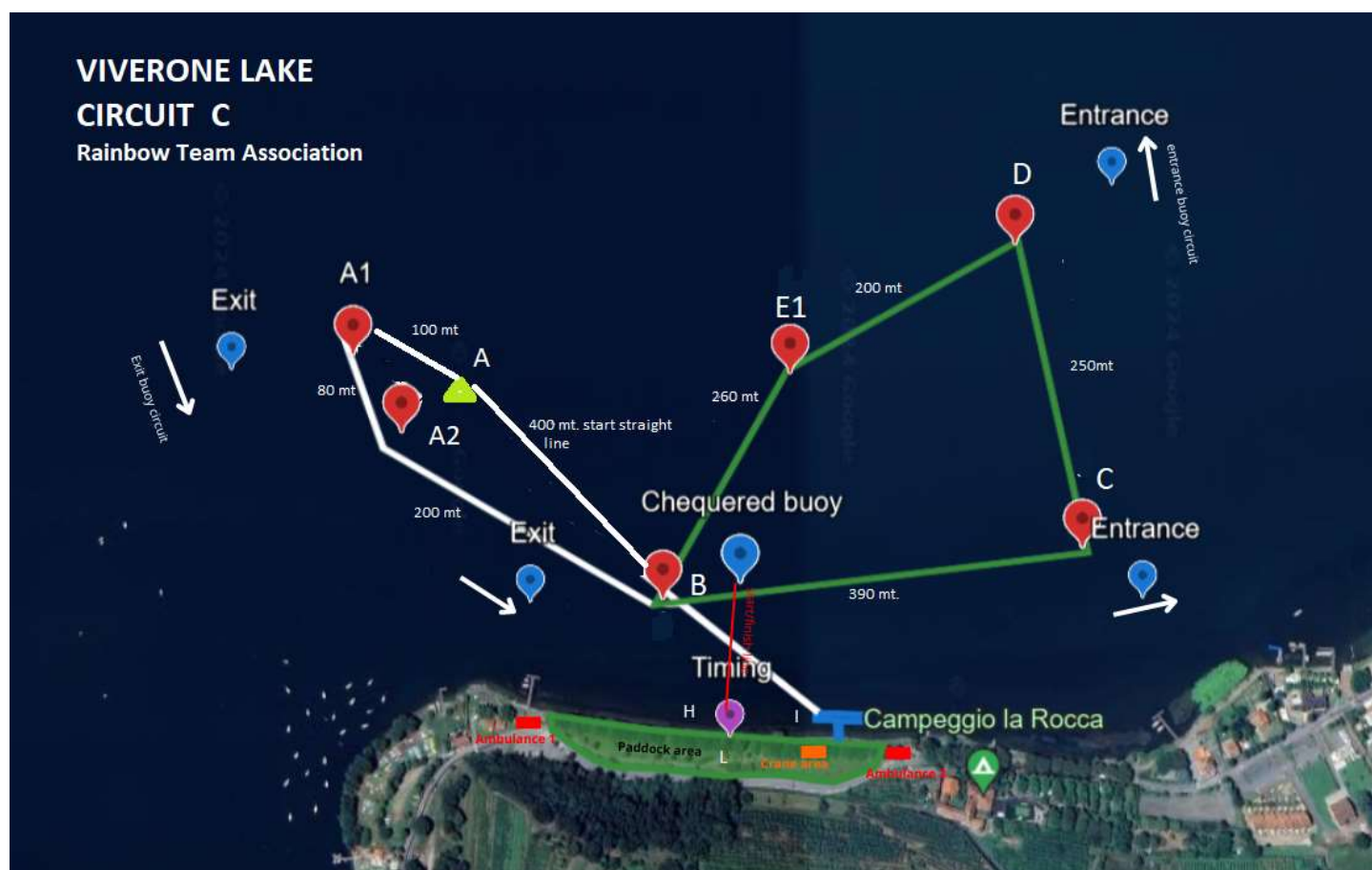
***FOR ALL RULES NOT INCLUDED IN THIS REGULATION, THE F.I.M. AND U.I.M. RULES WILL APPLY.***



## 18. Race course map of F4 & GT30 race circuit



## Map of F.Junior Elite race circuit



**Friday / Venerdì 12.09.2025**

08.30	Opening Paddock area / Apertura Alaggi
10.30 — 17.00	Two seater show / Test Biposto
<b>14.30 — 18.30</b>	<b>All category Administrative checks / Verifiche amministrative</b>
15.30 — 18.30	all category Technical Scrutineering/Verifiche Tecniche
20.00	Paddock closure / Chiusura Alaggi

**Saturday / Sabato 13.09.2025**

07.30	Opening Paddock and Jetty area / Apertura Segreteria e Alaggi
07.30 — 08.30	Administrative Scrutineering / Verifiche amministrative
07.45 — 08.30	Technical Scrutineering / Verifiche Tecniche
08.30 — 09.00	Drivers Briefing / Riunione Piloti
09.15 — 10.00	GT30 – Free Trials / Prove Libere
10.00 — 10.45	F4 – Free Trials / Prove Libere
10.45 — 11.30	F.Junior Elite group A free-timed trials/prove libere e cronometrate
11.30 — 12.15	GT 30 – Timed Trials/Prove Cronometrate
12.15 — 12.45	Two seater / Biposto
<b>13.00 — 14.00</b>	<b>Lunch time / pausa</b>
14.15 — 15.15	F 4 timed trial /prove cronometrate
15.15 — 16.00	F.Junior Elite group B free-timed trials/prove libere e cronometrate
16.00 — 16.30	GT30 – heat 1/ manche 1
16.30 — 17.30	F4 Race 1/ Gara 1
17.30 — 18.00	Historical racer show 1°/ Barche Storiche 1°sessione prove libere
20.00	Paddock closure / Chiusura Segreteria e Alaggi

**Sunday / Domenica 14.09.2025**

07.45	Opening Paddock and Jetty area / Apertura Segreteria e Alaggi
08.15 — 08.45	Briefing piloti / Riunione Piloti
09.00 — 09.30	GT30 – Free trials / Prove Libere
09.30 — 10.15	F4 –Free trials/ Prove Libere
10.15 — 10.45	F.Junior Elite qualification race – Gara qualifica F Junior Elite
10.45 — 11.15	GT30 Heat 2 / manche 2
11.15 — 12.15	F4 – Timed Trials/Prove Cronometrate
12.15 — 12.45	Two-seater/ Biposto
<b>13.00 — 14.00</b>	<b>Lunch time / Pausa pranzo</b>
14.15 — 14.45	GT30 Heat 3 / manche 3
14.45 — 15.15	F.Junior Elite final race – Gara Finale F Junior Elite
15.15 — 16.15	F4 Race 2/ Gara 2
16.15 — 16.45	GT30 Heat 4 / manche 4
16.45 — 17.15	Historical racer show 2°/ Barche Storiche 2°sessione prove libere
<b>18.30</b>	<b>Award Ceremony / Cerimonia di premiazione</b>

Times may be changed at the request of FIM General Commissioner and/or UIM Delegate.  
 Gli orari potrebbero essere variati su richiesta del Commissario Generale FIM e/o Delegato UIM.



## DRY PITS

Driver

.....  
.....

class ..... Race Number .....

☐ TRUCK - TRAILER

Full Length

.....

Full Width

.....

Registration Number .....

Truck Driver Mr

.....

☐ CAMPER

Full Length

.....

Full Width

.....

Registration Number .....

Camper Driver Mr

.....

☐ TENT

Full Length

.....

Full Width

.....

Means of transport of Boats will be located in the assigned space.

Each Team will have right at one only assigned space.

Date ..... Driver Signature

Please return to:

[rainbowteamassociation57@gmail.com](mailto:rainbowteamassociation57@gmail.com)

## VIVERONE 12-14 September 2025

### F.4 WORLD CHAMPIONSHIP

Please be informed that due to the new financial provisions in Italy we can't anymore pay cash anything.

So the travel money relevant to F.4 could be paid only through bank transfer of the relevant driver the Tuesday or Wednesday after the race.

Please write clearly (in block letters) your bank details, filling this form.

SURNAME \_\_\_\_\_

NAME \_\_\_\_\_

BANK \_\_\_\_\_

ACCOUNT HOLDER \_\_\_\_\_

IBAN \_\_\_\_\_

BIC \_\_\_\_\_

If you don't have the above details with you, please send them by e-mail to the following address.

[rainbowteamassociation57@gmail.com](mailto:rainbowteamassociation57@gmail.com)

Thank you very much for your understanding.

---

Driver signature