



FIA International Hill Climb Challenge
FIA European Hill Climb Cup
 German Hill Climb Championship
 Austrian Hill Climb Championship
 DMSB-Hill Climb Cup for Touring Cars
 DMSB-Hill Climb Cup for Racing Cars
 South Bavarian ADAC Hill Climb Championship
 Berg-Cup Gruppe H

organised by

ASC Bobingen e.V. im ADAC
Lindauer Str. 11 D-86399 Bobingen

11 pages are following



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PROGRAMME:

| | | |
|---------------------------------|-------------------------|--|
| 23rd Sep 2013 | 12.00 p.m. | Close of entries |
| 04th Oct 2013 | 02.00 p.m. - 09.00 p.m. | Administrative checks and scrutineering (FIA-Groups, Others) |
| 05th Oct 2013 | | |
| on request | 07.00 a.m. - 08.00 a.m. | Administrative checks and Scrutineering (FIA-Groups) |
| on request | 08.00 a.m. - 09.00 a.m. | Administrative checks and Scrutineering (Others) |
| | 08.45 a.m. - 06.00 p.m. | Official practice runs |
| | 08.30 p.m. | Posting of the list of the Drivers accepted for the race heats |
| 06th Oct 2013 | 08.00 a.m. - 05.00 p.m. | Race heats and immediately after that posting of provisional results |
| | 05.15 p.m. | unofficial Prize-giving |

1. ORGANISATION

The ASC Bobingen e. V. im ADAC is organising the "International 33rd ADAC Hill Climb Mickhausen" from 04th until 06th Oct 2013.

These Supplementary Regulations have been approved by the DMSB with reg. n° 35/13 and by the FIA with visa n° 12CICC051013

1.1 Organising Committee, Secretariat

The Chairman of the Organising Committee is:

Günter Hetzer Lic. no. 1060601 Tel.: +49 (0) 8234 / 41 46 4
Breite Steige 2 Fax: +49 (0) 8234 / 41 46 5
D-86399 Bobingen E-Mail: guenterhetzer@t-online.de

The address of the secretariat of the event is as follows:

until 04th Oct 2013 at 12.00 a.m.: Breite Steige 2, D-86399 Bobingen
Tel.: +49 (0) 8234 / 41 46 4
Fax: +49 (0) 8234 / 41 46 5
E-Mail: guenterhetzer@t-online.de

from 04th Oct 2013 at 12.00 a.m.
until 06th Oct 2013 at 09.00 p.m.: Klosterweg 2, D-86866 Mickhausen-Münster
Tel.: +49 (0) follows in printed version
Fax: +49 (0) follows in printed version

1.2 Officials

| | | |
|-------------------------------|---------------------------------------|----------------------|
| Clerk of the Course | Kevin Ferner (D) | Lic no.: 1076269 |
| Assistant Clerk of the Course | Hans-Walter Kling (D) | Lic no.: 1058468 |
| Chief Safety Officer | Ludwig Zieglgänsberger (D) | Lic. no.: 1058575 |
| Safety Delegate | Dirk Hagemeier (DMSB e.V.) | |
| Stewards of the Meeting | Reinhold Hofmann (D) President | Lic. no.: 1058490 |
| | Giorgio Croce (I) | Lic. no.: 22715 CSAI |
| | Jan Mienkinsky (A) | Lic. no.: 019a OSK |
| Scrutineers | Rüdiger Kleinschmidt (D) President | Lic. no.: 1039644 |
| | Christian Schleicher (D) | Lic. no.: 1059686 |
| | Peter Fassl (D) | Lic. no.: 1058312 |
| | Norbert Niggel (D) | Lic. no.: 1059769 |
| Timekeepers | "Sport Zeit" Thomas Stoll (D) - Pres. | Lic. no.: 1081706 |
| FIA Observer | Stan Minarik (CZ) | |

| | | |
|--------------------------------|---|-------------------|
| Competitors' Relations Officer | Armin Schwegler (D) Flavio Candoni (I) | |
| Chief Medical Officer | Dr. med. Hartmut Beckert (D) | Lic. no.: 1047135 |
| Secretaries of the Event | Alfred Wagner (D) Günter Hetzer (D) | Lic. no.: 1061800 |
| Secretary of the Panel | Karin Kanth (D) | Lic. no.: 1060601 |

1.3 Official notice board

All communications and decisions, as well as the results, shall be posted on the official notice board, which is located as follows: at the secretariat of the event in Münster, Klosterweg 2.

2. GENERAL CONDITIONS

- 2.1 The event shall be organised in conformity with the provisions of the FIA International Sporting Code (ISC), the List of Requirements for Organisers of the FIA Int. Hill Climb Challenge and FIA European Hill Climb Cup, as well as the National Sporting Codes and the provisions of these Supplementary Regulations.
- 2.2 By entering the competition, the participants agree to abide by the above provisions and abandon all recourse to arbitrators or courts not provided for in the ISC.
- 2.3 Any person or association organising or taking part in an event and failing to comply with these provisions shall have their licence withdrawn.
- 2.4 The event counts towards the following Championships:
- FIA International Hill Climb Challenge (IHCC)
 - FIA European Hill Climb Cup (ECC)
 - German Hill Climb Championship
 - Austrian Hill Climb Championship
 - DMSB Hill Climb Cup for Touring Cars
 - DMSB Hill Climb Cup for Racing Cars
 - South Bavarian ADAC Hill Climb Championship
 - ADAC Nordrhein Championship Hill Climb
 - Berg-Cup Gruppe H

2.5 Course

The event will be run on the district street A 16, Mickhausen-Münster / Birkach which has the following characteristics:

length: 2.200 m start: 519,5 m MSL finish: 598,5 m MSL average incline: 3,6 %

3. ELIGIBLE VEHICLES

- 3.1 All vehicles complying with the prescriptions of the FIA Appendix J, resp. up to the national championships and cups with the specified regulations of the ASN DMSB e.V. or OSK, for the following groups are eligible to take part:

| | | |
|------------------|--------|---|
| FIA IHCC: | Groups | N (incl. R1), A (incl. WRC, KITC, S1600, S20, R2, R3, R4 and R5), GT (GT1/GT3/RGT), CN/E2-SC (two-seater sport- and racing cars up to 3000 cc), D/E2-SS (Int. formula- and free formula single-seater racing cars up to 3000 cc) |
| FIA ECC: | Groups | E1 –production-, touring- or large scale series production cars having at least 4 seats (excluding 2 + 2) as defined by the art. 277 of App. J, Cat. 1 (incl. E1 OSK/CSAI and E1 DMSB as far as in conformity with FIA criterions) E2-SH –silhouette-type cars (cars with the appearance of a large production car with 4 seats incl. 2 + 2 seaters), as defined by the art. 277 of App. J, Cat. 2 |
| Others: | Groups | G (DMSB), H/N (OSK), F (DMSB), CTC/CGT (DMSB from Hom.-year 1994), H/A / SP (OSK), A-Diesel (OSK), H (DMSB/OSK), FS (DMSB), CSC (DMSB), GT as well as FIA groups mentioned above for national ratings |

3.2 The vehicles will be subdivided into the following cylinder capacity classes:

CATEGORY 1 TOURING TYPE CARS:

Group G (DMSB)

| | |
|---------|---------|
| Class 1 | LG5-LG7 |
| Class 2 | LG4 |
| Class 3 | LG3 |
| Class 4 | LG2 |
| Class 5 | LG1 |

Group N / H/N (OSK) / F (DMSB)

CTC/CGT (DMSB Div. 6.1/6.2/9)

| | | |
|---------|-------|--------------------|
| Class 6 | up to | 1400 cc |
| Class 7 | over | 1400 up to 1600 cc |
| Class 8 | over | 1600 up to 2000 cc |
| Class 9 | over | 2000 cc |

Group A / H/A (OSK) / SP (OSK) / A-Diesel (OSK) / CTC (DMSB Div. 7.1/7.2/8.1)

| | | |
|----------|-------|--------------------|
| Class 10 | up to | 1400 cc |
| Class 11 | over | 1400 up to 1600 cc |
| Class 12 | over | 1600 up to 2000 cc |
| Class 13 | over | 2000 cc |

Group H (DMSB, OSK)

| | | |
|----------|----------|--------------------|
| Class 14 | NSU | up to 1300 cc |
| Class 15 | up to | 1150 cc |
| Class 16 | over | 1150 up to 1300 cc |
| Class 17 | over | 1300 up to 1400 cc |
| Class 18 | over | 1400 up to 1600 cc |
| Class 19 | over | 1600 up to 2000 cc |
| Class 20 | H-Diesel | bis 2000 cc |
| Class 21 | over | 2000 cc |

Group E1 / FS (DMSB)

| | | |
|----------|-------|--------------------|
| Class 22 | up to | 1400 cc |
| Class 23 | over | 1400 up to 1600 cc |
| Class 24 | over | 1600 up to 2000 cc |
| Class 25 | over | 2000 cc |

CATEGORY 2 SPORT AND RACING CARS:

Group GT

| | | |
|----------|-------|---------|
| Class 26 | up to | 2000 cc |
| Class 27 | over | 2000 cc |

Group E2-SH

| | | |
|----------|-------|---------|
| Class 28 | up to | 2000 cc |
| Class 29 | over | 2000 cc |

Group CN / E2-SC / CSC (DMSB)

| | | |
|----------|-------|--------------------|
| Class 30 | up to | 1600 cc |
| Class 31 | over | 1600 up to 2000 cc |
| Class 32 | CSC | up to 2000 cc |
| Class 33 | over | 2000 up to 3000 cc |

Group D/E2-SS

| | | |
|----------|-------|--|
| Class 34 | up to | 1300 cc |
| Class 35 | over | 1300 up to 1600 cc |
| Class 36 | over | 1600 up to 2000 cc |
| Class 37 | over | 2000 up to 3000 cc |
| Class 38 | over | 3000 up to 3500 cc (only national OSK) |

3.3 Specification for FIA evaluated groups

- 3.3.1 FIA IHCC: for Group D/E2-SS, other than Art. 277 of Appendix J, the following restrictions must be respected:
- Cockpit: the driver's seat must be symmetrical about the longitudinal centre line of the car.
 - Only open wheel Single Seater may be admitted.
- 3.3.2 FIA ECC: for Group E1 and Group E2-SH, other than Art. 277 of Appendix J, the following restrictions must be respected:
- maximum engine cylinder capacity 6500 cc
 - fuel: commercially available petrol or diesel, according to the provisions of Article 259.6.1 of Appendix J.
- 3.4 The safety equipment of all vehicles must comply with the FIA Appendix J.
- 3.5 Any vehicle with insufficient safety features or not complying with the regulations in force shall not be admitted to or shall be excluded from the event.
- 3.6 Only fuel which complies with the provisions of Appendix J may be used.
- 3.7 Any form of pre-heating of the wheels and/or tyres before the start is prohibited and may result in sanctions that may go as far as exclusion.

- 3.8 The regulations of the competent approving sport authority will be valid for national championships, cups and for approved series.

4. DRIVERS' SAFETY EQUIPMENT

- 4.1 The wearing of a safety belt, a crash helmet and head and neck Support system (H.A.N.S.) complying with the standards approved by the FIA is obligatory during the practice heats and the race.
- 4.2 Drivers are strictly obliged to wear fire-resistant clothing (including overall, a mask or balaclava, gloves, etc.) complying with the current FIA standard.
- 4.3 The regulations of the competent ASN will be valid for the national ratings.

5. ELIGIBLE COMPETITORS AND DRIVERS

- 5.1 Any person or legal entity holding an international competitor's licence valid for the current year shall be eligible as a competitor.
- 5.1.1 For the rating of the national Championships the competitors have to be in possession of a national licence issued by their ASN and which is valid for the current year.
- 5.2 Drivers must be in possession of an international competition licence valid for the current year.
- 5.2.1 For the rating of the national Championships and cups the drivers have to be in possession of a national licence issued by their ASN, within the competence of the ASN DMSB e.V. at least grade A.
- 5.2.2 However all drivers of Sport Cars or Racing Cars (acc. Art. 3.2 Cat. 2) must be in possession of an international competition licence.
- 5.3 Foreign competitors and drivers must be in possession of written authorisation to take part in the event from the ASN which issued them with their licence(s), (even taking the form of just a note on the licence).

6. ENTRIES, LIABILITY AND INSURANCE

- 6.1 Applications for entry shall be accepted following publication of the supplementary regulations and should be sent to the following address:

ASC Bobingen e.V. im ADAC
c/o Günter Hetzer
Breite Steige 2
D-86399 Bobingen

Tel: +49 (0) 8234 / 41 46 4
Fax: +49 (0) 8234 / 41 46 5
Email: guenterhetzer@t-online.de

CLOSING DATE FOR ENTRIES: 23th Sept 2013 - at 12.00 p.m.

Entries made by telegram or fax have to be confirmed in writing before the close of entries, providing the information requested on the official entry form.

- 6.2 The maximum number of participants admitted in total is 200. Date of receipt of entry will be decisive for acceptance whereby drivers which already scored points in the individual Championships will be preferred.
- 6.3 There may be a change of vehicle after the close of entries and up to the completion of the checks on the competitor concerned, provided that the new vehicle belongs to the same group and the same cylinder capacity class (Article 3.2) as the vehicle being replaced.
- 6.4 No change of competitor may take place after the closing of entries. Changes of driver are authorised in accordance with Article 121 of the ISC. The replacement driver, who must hold a valid licence or licences (Article 5.) as well as authorisation from his ASN, must be named before the administrative checks are carried out for the vehicle concerned.
- 6.5 Double starts (1 driver for 2 vehicles or 1 vehicle for 2 drivers) are not authorised.
- 6.6 The entry fees shall be as follows:

- 6.6.1 until deadline 16th Sep 2013
 - € 150,00 (incl. legal gates tax) with the organiser's optional advertising (Article 8.3.2)
 - € 300,00 (incl. legal gates tax) without the organiser's optional advertising (Article 8.3.2).
- 6.6.2 entries from 17th Sep until entry deadline 23th Sep 2013
 - € 170,00 (incl. legal gates tax) with the organiser's optional advertising (Article 8.3.2)
 - € 340,00 (incl. legal gates tax) without the organiser's optional advertising (Article 8.3.2).
- 6.6.3 The entry fees are to be paid as follows with specification of the competitor / driver:
- | | |
|-----------------------|--------------------------------------|
| international banking | Augustabank e.G. Bobingen |
| : | BIC: GENODEF1AUB |
| | IBAN: DE51 720 900 00 00 01 16 09 23 |
| owner of account: | ASC Bobingen e.V. |
| keyword: | Name of the driver |
- 6.7 An entry shall only be accepted if it is accompanied by the entry fees and received until the deadline set in Article 6.1.
- 6.8 In all cases, the entry fees include the competitor's and driver's Civil Liability insurance premium, as well as the necessary start numbers.
- 6.9 The entry fees shall be refunded in full if the entry is not accepted or the event is cancelled.
- 6.10 Each participant shall take part on his own responsibility. The organiser shall refuse to accept any liability for personal injury or damage to property vis-à-vis competitors, drivers, assistants and third parties. Each competitor / driver shall be held solely responsible for his own insurance.
- 6.11 In accordance with legal regulations, the organiser has taken out an insurance policy or policies covering the following risks:
- Civil Liability covering
- € 2.600.000 for personal damage per each occurrence, but not more than
 - € 1.100.000 for each single person
 - € 1.100.000 for material damage
 - € 100.000 for property damage
- Accident insurance for helping personal of drivers
- € 15.500 in case of death
 - € 31.000 in case of invalidity with progression of 200 %
 - € 62.000 in case of fully invalidity
- Accident insurance for marshals
- € 31.000 in case of death
 - € 62.000 in case of invalidity with progression of 200 %
 - € 124.000 in case of fully invalidity
- Accident insurance for spectators
- € 15.500 in case of death
 - € 31.000 in case of invalidity
- 6.12 The Civil Liability insurance taken out by the organiser shall apply for the entire duration of the event, not only during official practice and the heats of the race but also during trips from the parking area in the paddock to the track and back.

7. RESERVATIONS, OFFICIAL TEXT

- 7.1 The organiser reserves the right to add to his supplementary regulations or to issue additional conditions or instructions which will form an integral part of them. He also reserves the right to cancel or stop the event in the case of insufficient participation, force majeure or unforeseeable events, without being under any obligation whatsoever to provide compensation.
- 7.2 Participants shall be informed of any amendments or additional conditions as soon as possible via dated and numbered information bulletins which shall be posted on the official notice board (Article 1.3).

- 7.3 Any cases not provided for in the supplementary regulations shall be decided by the stewards of the meeting.
- 7.4 Only the English version of these supplementary regulations shall be considered as the official authentic text.

8. GENERAL OBLIGATIONS

8.1 Start numbers

- 8.1.1 The organiser shall provide each participant with 2 sets of start numbers which shall be clearly displayed on both sides of the vehicle throughout the entire duration of the event. Vehicles without correct start numbers will not be allowed to start the event.
- 8.1.2 The organiser shall be responsible for allocating the start numbers.
- 8.1.3 At the end of the event, before leaving the Parc Fermé or the paddock, the start numbers of vehicles driving on public roads must be removed.

8.2 Starting arrangements

- 8.2.1 Drivers must place themselves at the disposal of the clerk of the course at least one hour before the start. The drivers shall accept the consequences should they be unaware of any conditions or modifications to the timetable which might be decided prior to the start.
- 8.2.2 The participants shall take their place in the starting file at least 10 minutes prior to their starting time. Any driver who fails to report to the start at his scheduled starting time may be excluded from the heat.

8.3 Advertising

- 8.3.1 Any advertising may be affixed to the vehicles, on condition that it complies to
-the FIA and / or possible national regulations of the ASN concerned due to a national championship
-and is not offensive.
No advertising may be affixed to the side windows.
- 8.3.2 The organiser has made provision for the following advertising:
optional (reduced fee, Article 6.6) Reinhard **KASTNER**
motor vehicle spare parts, tires and fittings

8.4 Flag signals, track behaviour

- 8.4.1 The following flag signals may be used during practice and the race and must be strictly observed:

- a) within course there is only used:
- | | |
|---|---|
| light green or National-flag black-red-gold raised | start signal |
| red flag woven supported by red light | run abandoned, <u>stop immediately and definitively</u> and wait for instructions of the officials |
| yellow flag with red stripes | deterioration of grip on track due to oil, water or dust |
| black and white chequered flag | end of the heat (finish line) |
- b) after finish line there is only used:
- | | |
|----------------------|---|
| yellow flag woven | reduce speed, warning of danger |
| 2 yellow flags woven | be prepared to stop, serious danger, track may be blocked |

- 8.4.2 It is strictly forbidden to drive a vehicle across or in the opposite direction to the direction of the race , unless instructed to do so by the marshals or the clerk of the course. Any breach of this regulation shall result in exclusion, with the possible addition of other sanctions and the transmission of the case to the ASN concerned.
- 8.4.3 If a driver is obliged to stop his heat owing to mechanical failure or other problems, he must immediately park his vehicle away from the track and leave it, and obey any instructions given by the marshals.

9. ADMINISTRATIVE CHECKS AND SCRUTINEERING

9.1 Administrative checks

9.1.1 The administrative checks shall take place:

Town hall Münster, Klosterweg 2

at

and on special written request at

04th Oct 2013 from 01:30 p.m. to 09.00 p.m. (for all groups)

05th Oct 2013 from 07.00 a.m. to 08.00 a.m. (FIA-groups) and

05th Oct 2013 from 08.00 a.m. to 09.00 a.m. (other groups).

9.1.2 The participants must report for the checks in person.

9.1.3 The following documents must be presented: competitors' and drivers' competition licences acc. art. 5 and technical passport. Foreign participants must also present written authorisation from their ASN, if this was not enclosed with their entry or specifically noted on their licence.

9.2 Scrutineering

9.2.1 Scrutineering shall take place:

- flying within paddock area

04th Oct 2013 from 02.00 p.m. to 06.00 p.m. (for all groups)

- in front of line up, Schmutterstraße

04th Oct 2013 from 06.00 p.m. to 09.00 p.m. (for all groups)

and subsequent on special written request

- in front of line up, Schmutterstraße

at 05th Oct 2013 from 07.00 a.m. to 08.00 a.m. (FIA-groups)

at 05th Oct 2013 from 08.00 a.m. to 09.00 a.m. (others)

9.2.2 Participants are obliged to accompany their vehicle at scrutineering, so that identification and safety checks can be carried out.

9.2.3 The valid homologation form and / or the ASN technical passport must be presented on request. Otherwise scrutineering may be refused.

9.2.4 Participants reporting for scrutineering after their scheduled time shall be liable to a penalty which may go as far as exclusion, at the stewards' discretion. However, the stewards may decide to allow the vehicle to be scrutinised if the competitor / driver can prove that their late arrival was due to force majeure.

9.2.5 Scrutineering does not constitute confirmation that the vehicle complies with the regulations in force.

9.2.6 After scrutineering has been completed, the list of participants authorised to take part in practice shall be published and posted by the organiser.

10. RUNNING OF THE EVENT

10.1 Start, finish, timekeeping

10.1.1 The start will take place with the vehicle stationary and the engine running.

The stewards of the meeting and the clerk of the course are free to modify the starting order according to the circumstances.

10.1.2 No vehicle may take the start outside its own group unless expressly authorised to do so by the stewards of the meeting.

10.1.3 Any vehicle which has triggered the timing apparatus shall be considered as having started, and shall not be granted a second start.

10.1.4 Any refusal or delay in starting shall result in exclusion.

10.1.5 The finish shall be a flying finish. The heat ends when the vehicle crosses the finish line; as soon as this is done, the vehicle must reduce speed drastically.

10.1.6 Timing shall be carried out using photoelectric cells accurate to 1/1000 of a second.

10.2 Practice

- 10.2.1 It is strictly forbidden to practise outside the times scheduled for official practice.
- 10.2.2 Official practice shall take place in accordance with the detailed timetable drawn up by the organiser. The official practise shall be run over 4 heats. Due to safety aspects, the clerk of course reserves the right to reduce the runs. The heats are effected in ascending classes (Article 3.2) and within that in descending start number order.
- 10.2.3 Only vehicles which have passed scrutineering shall be allowed to start the practice heats.
- 10.2.4 The conditions for admission to the start of the heats of the race are as follows:
a minimum of 2 finished official practice heats.
Special cases shall be submitted to the stewards of the meeting.

10.3 Race

- 10.3.1 The heats of the race shall take place in accordance with the detailed timetable drawn up by the organiser. The heats are effected in ascending classes (Article 3.2) and within that in descending start number order.
- 10.3.2 The race shall be run over 4 heats. Due to safety aspects, the clerk of course reserves the right to reduce the runs.
A driver not classified in a heat is entitled to start in further heats whereby all safety requirements, personal and concerning the vehicle, have to be met (Article 12.1.1 b)

10.4 Outside assistance

- 10.4.1 Any outside assistance within the Parc Fermé areas shall result in exclusion.
- 10.4.2 Vehicles which have broken down along the route may only be towed away by order of the clerk of the course.

11. PARC FERMÉ, FINAL CHECKS

11.1 Parc Fermé

- 11.1.1 At the end of the event, Parc Fermé rules shall apply between the finish line and the entrance to the Parc Fermé.
- 11.1.2 At the end of the event, all classified vehicles shall remain in the Parc Fermé until indication to the contrary is given by the clerk of the course with the approval of the stewards. Parc Fermé rules shall not be lifted until the period of time allowed for the lodging of protests has expired.
- 11.1.3 The Parc Fermé for FIA-groups is located at the line up track on the Schmutterstraße and for the other groups the rules of Parc Fermé is valid for the paddock area.

11.2 Additional checks

- 11.2.1 Any vehicle may be subjected to final checking by the scrutineers, both while the event is taking place and especially after the finish.
- 11.2.2 At the request of the stewards, whether spontaneously or following a protest, a vehicle may be impounded after the finish and subjected to complete and detailed scrutineering entailing the dismantling of the vehicle.
- 11.2.3 Special checks (weighing, etc.) shall take place by proportion of the stewards of the meeting. The scrutineers offers weighing of competition cars while scrutineering checks in the tent at Schmutterstraße.

12. CLASSIFICATIONS, PROTESTS, APPEALS

12.1 Classifications

- 12.1.1 The conditions for drawing up the classifications are as follows:
- a) Classification is based on the total times of all finished race heats. The quicker total time will determine the succession.
- b) In case a participant has not finished all race heats, a classification will be done exclusively according to the special regulations of the German Hill-Climb Championship and German Hill-Cups.

12.1.2 The rule for deciding between competitors in the case of a tie is as follows:
the best time in one of the race heats is decisive.

12.1.3 The following classification shall be drawn up:

- FIA International Hill Climb Challenge
Classification for each Group: N, A, GT, CN/E2-SC, D/E2-SS
 - FIA European Hill Climb Cup
Classification for each Group E1, E2-SH
 - German Hill Climb Championship
 - Austrian Automobile Hill Climb Championship
 - DMSB Hill Climb Cup for Touring-Cars
 - DMSB Hill Climb Cup for Racing Cars
 - International Hill-Climb Race - Total Classification
 - International Hill-Climb Race - Classification acc. to cylinder capacity classes
- further classifications will be done by the organisers of series, national championships acc. to their criterias

12.2 Protests

12.2.1 The lodging of protests and the deadlines to be observed shall be in accordance with the provisions of the FIA International Sporting Code.

12.2.2 The deadline for the lodging of protests against the results or the classification (Article 174 d of the ISC) shall be 30 minutes after the posting of them on the official notice board.

12.2.3 The deposit for protests is set at € 500,00 (+ legal sales tax) and is to be paid in cash to the Stewards. The deposit shall be refunded only if the protest is upheld.

12.2.4 Mass protests and protests regarding timekeeping or the decisions taken by the judges of fact are not accepted.

12.2.5 The right to protest can only be exercised by competitors who are duly entered in the event, or by their representative(s) holding a written proxy (original document).

12.2.6 In case a protest is necessitating the dismantling of the vehicle, the resulting estimated costs shall be guaranteed by a deposit to be specified by the stewards. The deposit must be paid within the period specified by the stewards in order for this check to be carried out.

12.3 Appeals

12.3.1 The lodging of an appeal and the related costs shall be in accordance with the provisions of the ISC.

12.3.2 The deposit for national appeals is set at € 1.500,00 (+ legal sales tax) and is to be paid in cash.

13. PRIZES AND CUPS, PRIZE-GIVING CEREMONY

13.1 Prizes and cups

13.1.1 The following prizes shall be awarded according the classification of Article 12.1.1 a) and 12.1.2:

a) money-prizes (incl. legal sales tax)

a.a) the best time in a single race-heat within the total classification is value for a new absolute course-record.
(Actual record is: 2011, Simone Faggioli ITA, Osella FA30, 00:46,903 min.)

New absolute course-record: € 500,00

a.b) the best time in a single race-heat within the total results is value for a new course-record of Cat. 1, GT or E2-SH (touring car)

(Actual record is: 2009, Georg Plasa GER, BMW 320 V8 Judd, 00:51,669 min.)

New course-record for touring cars: € 300,00

prize winners from a.a) do not receive money out of a.b)

a.c) Total Classification:

1st place € 500,00

- a.d) Classification acc. to categories as per Article 3.2:
- | | Category 1: | Category 2: |
|-----------------------|-------------|-------------|
| 1 st place | € 600,00 | € 600,00 |
| 2 nd place | € 400,00 | € 400,00 |
| 3 rd place | € 300,00 | € 300,00 |
- a.e) Classification acc. to groups as per Article 3.2:
- | | | |
|-----------------------|----------|----------------------------------|
| 1 st place | € 200,00 | at least 3 Starters in the group |
| 2 nd place | € 150,00 | at least 5 Starters in the group |
| 3 rd place | € 100,00 | at least 8 Starters in the group |
- a.f) Classification acc. to cylinder capacity classes as per Article 3.2:
- | | | |
|-----------------------|----------|-----------------------------------|
| 1 st place | € 130,00 | at least 3 Starters in the class |
| 2 nd place | € 100,00 | at least 5 Starters in the class |
| 3 rd place | € 80,00 | at least 8 Starters in the class |
| 4 th place | € 50,00 | at least 10 Starters in the class |
- b) The following Cups and trophies shall be award:
cups will be cumulated.
- b.a) Total Classification:
- 1st place one cup
- the best Lady one cup
- b.b) Classification acc. to categories as per Article 3.2:
- | Category 1: | Category 2: |
|--|--|
| 1 st up to 3 rd place one cup each | 1 st up to 3 rd place one cup each |
- b.c) Classification acc. to groups as per Article 3.2:
1st place one cup each
- b.d) Classification acc. to cylinder capacity classes as per Art. 3.2:
to 30% of the first placed
- b.e) Classification to participants of the Austrian Hill Climb Championship
- 1st place in Austrian Div. I, II, III, and IV one cup each
- 13.1.2 Cups in kind which have not been collected within one month after the event shall remain the property of the organiser. No prizes shall be sent.
- 13.1.3 Cash-Prizes have to be collected personally after Prize-giving ceremony in the secretariat of the event until closing time, otherwise they will remain the property of the organiser.
- 13.2 Prize-giving ceremony**
- 13.2.1 It is a point of honour that all participants should attend the prize-giving ceremony.
- 13.2.2 The prize-giving ceremony shall take place unofficial on 06th Oct 2013 at 05.15 p.m. at the following location:
in front of pre-start area on the Schmutterstraße.

14. SPECIAL PROVISIONS – ATTENTION!!!

14.1 Additional regulations

- 14.1.1 At the administrative check there will be surrendered drivers briefing in written form. Questions according these instructions shall be done to the Organising Chairman before starting the 1st practice run.
Due to safety reasons the Stewards or Clerk reserves the right to make a drivers briefing while the Event at which the drivers have to take part in person. Such kind of decision will be noted to all participants in time.
- 14.1.2 The participants are obliged to use only the pit places which have been assigned by the organiser. Contravenes will be punished by the stewards of the meeting.
- 14.1.3 The participants and their team members are obliged to behave in a manner that nobody is endangered or bothered more than unavoidable. Especially driving of motorized vehicles by children is not allowed within the area of the event. Offences are notified to the stewards of the meeting for an adequate penalty.

- 14.1.4 The paddock area is used for regular traffic regulations (only notified legal vehicles allowed, drivers have to hold a driving licence, alcoholic limit etc.) after the returning of the last run per day (practise and/or race). Only movements of competition cars for technical purposes are allowed acc. 14.1.3 until sunset and after sunset on special request. Contravenes might be punished by Police.
- 14.1.5 All thruways in the paddock have to be kept free in a manner that passing is possible at least a half side (Rescue way!). Spinning of the tyres in the paddock is strictly prohibited. Offences will be penalised by the Stewards.
- 14.1.6 On all car-movements within the area of the event, all drivers are strictly obliged to wear safety belts. Wearing of crash helmets is obligatory for drivers of single- and two-seater racing cars and is recommended for drivers of touring cars.
- 14.1.7 Furthermore, it is strictly forbidden to take any person on board during the return voyage. Failure to adhere to these provisions shall result in penalisation by the stewards, which may go as far as exclusion from the event.
- 14.1.8 In case the entry of the chicane at finish (parking drive through) hasn't been passed the run shall be continued straight ahead (Art. 8.4.2). For this concerned run there will be added a **penalty of 15 sec** each by the time keepers.

14.2 Non-Liability Clause for Regulations:

- 14.2.1 The participants are aware of, understand and fully accept the risks and dangers involved in motor racing. Should a participant be injured during an event, he explicitly declares through his entry for the event that he approves all medical treatment, rescue and transportation to hospital or other emergency facilities. Such measures will be adopted by personnel appointed specifically for this purpose by the promoter, to the best of the personnel's knowledge and following their assessment of the participant's condition. The participants undertake to assume all related costs, provided such costs are not covered by the licence accident insurance or other insurance policies.
- 14.2.2 The participants hereby waive all direct and indirect claims for compensation from FIA, the DMSB, the OSK, its officials, the promoter and / or organiser or the racing course owners, from any other person or association linked with the event (including all officials and authorities or bodies who have granted licences for the event), and from other entrants and drivers / riders, hereinafter referred to as "the parties". The participants do so for themselves as well as their legal successors, and consequently for any insurance company with whom they may have concluded additional policies.
- 14.2.3 In submitting their entries for this event the participants hereby declare that they irrevocably and unconditionally waive all rights, appeals, claims, demands, acts and / or proceedings which they themselves might institute or which might be instituted by third parties acting on their behalf against "the parties". The participants do so in connection with injury, loss, damage, costs and / or expenses (including lawyer's fees) which they may incur due to an incident or accident as part to the event. In submitting their entries for this event the participants declare irrevocably that they discharge, release and relieve "the parties" for all time from any liability for such losses, and that they shall guard them against such losses and hold them harmless.
- 14.2.4 In submitting their entries for this event the participants declare that they understand the full significance and repercussion of the present declarations and agreements, that they are entering into such obligations of their own free will, and in doing so irrevocably waive all right of action for damages against "the parties" which is affected with a typical sports risk, except these damages are referred on purpose or gross negligence of "the parties".

Bobingen, 23rd of Feb 2013

Günter Hetzer (Organising Chairman)

Michael Kanth, Thomas Schwalber (legal proxies of the organiser)