



# **SUPPLEMENTARY REGULATIONS**

of the

## **International 46th ADAC Hill Climb Race Osnabrück**

at

**August 03rd – August 4th 2013**

**FIA International Hill Climb Challenge 2013**

**FIA European Hill Climb Cup 2013**

German Hill Climb Championship for Touring Cars 2013

German Hill Climb Championship for Racing Cars 2013

DMSB-Hill Climb Cup for Touring Cars 2013

DMSB-Hill Climb Cup for Racing Cars 2013

Luxembourg Hill Climb Championship 2013

KW Hill-Cup Group H 2013

ADAC Nordrhein Championship Hill Climb 2013

ADAC Weser Ems Championship

organised by

**Motorsport Club Osnabrück e.V. at ADAC**

**c/o Bernd Stegmann**

**Iburgerstr. 8**

**D – 49176 Hilter-Borgloh**

## **CONTENTS:**

General program of the event

1. Organisation
2. General conditions
3. Eligible vehicles
4. Drivers safety equipment
5. Eligible competitors and drivers
6. Entries, liability and insurance
7. Reservations, official text
8. General obligations
9. Administrative checks and scrutineering
10. Running of the event
11. Parc Fermé, additional final checks
12. Classifications, protests, appeals
13. Prizes and cups, prize-giving ceremony
14. Special provisions by the organizer

## **PROGRAMME:**

**July 16th 2013 24:00 hours.**

Close of entries

**August 2nd 2013 15:00 - 20:00 hours**

Administrative checks and scrutineering (All Groups)

**August 3rd 2013 07.00 - 08.00 hours**

Administrative checks and scrutineering (All Groups)  
after previous registration

**08.30 - 18:00 hours**

Official practice runs

**20.30 hours**

Posting of the list of Drivers accepted for the race heats

**August 4th 2013 08.30 - 17.00 hours**

Race heats and immediately after that posting of the results

**17:15 hours**

Unofficial Prize-giving

# 1. ORGANISATION

The MSC Osnabrück e.V. at ADAC is organising the "International 46<sup>th</sup> ADAC Hill Climb Race Osnabrück" from Aug 3rd until Aug 4th 2013.

These Supplementary Regulations have been approved by the DMSB with reg. n° 13/2013 and by the FIA with visa n° 7CICC030813.

## 1.1 Organising Committee, Secretary`s Office

The Chairman of the Organising Committee is:

Bernd Stegmann, Lic. no. 10575505  
Iburger Str. 8, D – 49176 Hilter/Borgloh  
Tel.: +49 (0) 172/ 5215638  
Fax: +49 (0) 5409/401221  
E-Mail: bernd.stegmann@gmx.de

The address of the secretary`s office of the event is as follows:

### **until Aug 2nd 2013 at 12.00 hours:**

Iburger Str. 8, 49176 Hilter/Borgloh  
Tel.: +49 (0) 172/ 5215638; Fax: +49 (0) 5409/401221  
E-Mail: bernd.stegmann@gmx.de

### **from Aug 2nd 2013 at 12.00 hours until Aug 4th 2013 at 21:00 hours:**

Alt Uphöfen, D – 49176 Hilter/Borgloh  
Tel.: +49 (0) follows in printed version  
Fax: +49 (0) follows in printed version

## **1.2 Officials**

**Clerk of the Course:** Holger Maes (D), Lic. no.: 1112620

**Chief Safety Officer:** Michael Schrey (D), Lic. no.: 1075993

### **Stewards of the Meeting:**

Reinhold Hofmann (D) President, Lic. no.: 1058490

Lucien Franck (L), Lic. no.: 003

Heinrich Eckstein (D), Lic. no. 1053853

### **Scrutineers:**

Rüdiger Kleinschmidt (D) President, Lic. no.: 1039644

Christian Schleicher (D), Lic. no.: 1078852

Patrick Körner (D), Lic. no.: 1124053

**Timekeepers "Sport Zeit":** Thomas Stoll (D) President, Lic. no.: 1081706

**Safety Delegate:** Dirk Hagemeyer, Freudenstadt, Lic. no.: 1058836

**FIA Observer:** Ron Smith (GB)

**DMSB-Delegate:** t.b.a.

**Competitors' Relations Officer:** Wilhelm Rinne (D);  
Sven Möller (D)

**Chief Medical Officer:** Günter Götting (D)

**Secretaries of the Event:** Michael Lippke (D), Lic. no.: 1102925  
Bernd Stegmann (D), Lic. no.: 10575505

**Secretary of the Panel:** Petra Frentrup (D)

## **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 secretary's office of the event in 'Alt Uphöfen', D – 49176 Hilter/Borgloh.

## **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 2013
- FIA European Hill Climb Cup 2013
- German Hill Climb Championship for Touring Cars 2013
- German Hill Climb Championship for Racing Cars 2013
- DMSB-Hill Climb Cup for Touring Cars 2013
- DMSB-Hill Climb Cup for Racing Cars 2013
- Luxembourg Hill Climb Championship 2013
- KW Hill-Cup Group H 2013
- ADAC Nordrhein Championship Hill Climb 2013
- ADAC Weser Ems Championship

### **2.5**

#### **Course**

The event will be run on the district street K330, Borgloh-Bissendorf, which has the following characteristics:

length: 2.030 m   start: 95,00 m MSL      Finish: 168,00 m MSL

average incline: 4,5 %

### 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 ACL, for the following groups are eligible to take part:

<b>FIA IHCC:</b>	Groups	N (incl. R1), A (incl. WRC, KITC, S1600, S20, R2, R3, R4 and R5), GT (GT1/GT3/RGT), CN, E2-SC (two-seater racing cars) up to 3000 ccm, D/E2-SS (Int. formula- and free formula single-seater racing cars) up to 3000 ccm, E2-SC + E2-SS according to Art. 277 the appendix J.
<b>FIA ECC:</b>	Groups	E1 - Production, Touring or Large Scale Series Production cars having at least 4 seats (excluding 2+2), as defined by the Article 277 of Appendix J, Category 1. E2-SH – Silhouette-type cars (cars with the appearance of a large production car with 4 seats, including 2+2), as defined by the Article 277 of Appendix J, Category 2.
<b>Others:</b>	Groups	G (DMSB), F (DMSB), CTC/CGT (DMSB), H (DMSB), CSC (DMSB), E1 (DMSB), FS (DMSB), E2-SC (C3 appendix J 1998), Historic Formula Junior, Formula 2, Formula 3 and Brands Formula (Period F until JR under 3000 ccm incl. DMSB, N-LN (ACL), A-LA (ACL), B-LB (ACL), SP (ACL) as well as FIA groups mentioned above for national ratings.

The vehicle groups will be divided into the following:

Class 15      NSU Hill Climb Trophy after approved Supplementary Regulations

Class 16	up to 1150 ccm
Class 17	over 1150 ccm up to 1300 ccm
Class 18	over 1300 ccm up to 1600 ccm
Class 19	over 1600 ccm up to 2000 ccm
Class 20	over 2000 ccm

Class 21	up to 1600 ccm
Class 22	over 1600 ccm up to 2000 ccm
Class 23	over 2000 ccm

Class 24	up to 1600 ccm
Class 25	up to 2000 ccm

## Class 26

### **Group G (DMSB)**

Class 27	LG5 – LG7
Class 28	LG4
Class 29	LG3
Class 30	LG2
Class 31	LG1

### **Group N/CTC/CGT (from homologation year 1994)/ N-LN (L)/R1,R4**

Class 32	up to 1400 ccm
Class 33	up to 1600 ccm
Class 34	up to 2000 ccm
Class 35	over 2000 ccm

### **Group A/CTC/CGT (from homologation year 1994)/A-LA (L)/R2, R3/ WRC/KITC/S1600/S2000/F**

Class 36	up to 1400 ccm
Class 37	up to 1600 ccm
Class 38	up to 2000 ccm
Class 39	over 2000 ccm

### **Group H (DMSB)**

Class 40	up to 1150 ccm
Class 41	up to 1300 ccm
Class 42	up to 1600 ccm
Class 43	up to 2000 ccm
Class 44	H-Diesel up to 2000 ccm actual cubic capacity
Class 45	over 2000 ccm



## **Group E1-FIA/E1-DMSB/FS (DMSB), E1-National/E1-EX (L)**

Class 46	up to 1150 ccm
Class 47	up to 1300 ccm
Class 48	up to 1400 ccm
Class 49	up to 1600 ccm
Class 50	up to 2000 ccm
Class 51	over 2000 ccm

## **DIVISION 2 Racing Cars:**

### **Group GT (GT1/GT2/GT3, RGT)**

Class 52	up to 2000 ccm
Class 53	over 2000 ccm

### **Group E2-SH**

Class 54	up to 2000 ccm
Class 55	over 2000 ccm

### **Group E2-SC (C3 according to Appendix J 1998)**

Class 56	up to 1300 ccm
Class 57	up to 1600 ccm
Class 58	up to 2000 ccm
Class 59	up to 2500 ccm

### **Group E2-SC (CN)**

Class 60	up to 1300 ccm
Class 61	up to 1600 ccm
Class 62	up to 2000 ccm
Class 63	up to 3000 ccm

## **Group D/E2-SS**

Class 64	up to 1300 ccm
Class 65	up to 1600 ccm
Class 66	up to 2000 ccm
Class 67	Formula 3 (L)
Class 68	up to 3000 ccm

### **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 ccm
- 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 ASN will be valid for the national ratings.

## **4. DRIVERS' SAFETY EQUIPMENT**

4.1

The wearing of a safety belt, a crash helmet and a head restraint device 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 the overall, a mask or balaclava, gloves, etc.) complying with the current FIA standard.

## **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.

5.2

For the touring cars-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. However all drivers of Sport Cars or Racing Cars (acc. Art. 3.2 Cat. 2) must be in possession of an international driving and 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), (a note on the licence is enough).

## **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:

MSC Osnabrück e.V. at ADAC  
c/o Bernd Stegmann  
Iburger Str. 8  
D-49176 Hilter/Borgloh  
Tel: +49 (0) 172/5215638  
Fax: +49 (0) 5409/401221  
Email: bernd.stegmann@gmx.de

### **CLOSING DATE FOR ENTRIES: July 16th 2013 - at 24:00 hours**

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.

### **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:

€ 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)

The entry fees are to be paid as follows with specification of the competitor / driver:

Name of bank:	Sparkasse Osnabrück
National number of bank:	265 501 05
National number of account:	47332
International banking:	Swift-BIC: NOLA DE22
IBAN:	DE27265501050000047332
Owner of account:	MSC Osnabrück e.V. at ADAC
Keyword:	Bergrennen 2013

## 6.7

An entry shall only be accepted if it is accompanied by the entry fees and received by 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:

#### Civil Liability covering

- €3.000.000 for personal damage per each occurrence, but not more than
- €1.100.000 for each single person
- €1.100.000 for material damage
- €1.100.000 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 225 %
- €69.750 in case of fully invalidity

#### Marshals

- €31.000 in case of death
- €62.000 in case of invalidity with progression of 225 %
- €139.500 in case of fully invalidity

#### 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): follows in printed version

## 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 the course:

- **Green light or National flag black-red-gold:**

start signal

- **Red flag woven:**

abandoned, stop immediately and definitively and wait for instructions of the clerk of the course

- **red-yellow striped flag**

slippery surface because of oil liquids, water or sand

- **Black and white chequered flag:**

end of the heat (finish line)

b) after the finish line:

- **yellow flag waved:**

reduce speed, warning of danger

- **2 yellow flags waved:**

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 check takes place:

Alt Uphöfen, D-49176 Hilter/Borgloh

on Aug 2nd 2013 from 15.00 to 20.00 hours (for all groups) and Aug 3rd 2013 from 07.00 to 08.00 hours (for all groups) – only after previous registration.

#### **9.1.2**

The participants must report for the checks in person.

#### **9.1.3**

The following documents must be presented:

International competitors' and drivers' competition licences 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 takes place:

- a.) within paddock area  
at Aug 2nd 2013 from 15.00 to 20.00 hours (for all groups)
- b.) Scrutineering takes place in front of the house "Holter Street 3", look at the marks on the track plan (fixed place of scruteneering)
- c.) The scrutineering place is permanently manned  
by a scrutineer on Friday, August 2<sup>nd</sup> 2013 in the time from 18:00 - 20:00 hours.  
Between 15.00 - 20:00 hours and alternatively from 18:00 - 20:00 hours scrutineering takes place at the paddock places of the cars (flying within the paddock).
- d.) Administrative checks and scrutineering on Saturday, August 2<sup>nd</sup> 2013 (7:00 – 8:00 hours) will only take place for participants in an exceptional case or on special previous written request (email: Bernd.Stegmann@gmx.de or Tel. 0049 1725215638).
- e.) Scrutineering to be performed according to d.) on Saturday, August 3<sup>rd</sup> 2013 take only place at the fixed scrutineering place (see b.).

### 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 major forces. The chairman of the organizing committee can also admit exceptions after a previous arrangement with the stewards of the meeting.

### 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 at the secretariat of the event at August 3rd 2013, 8.15 hours in „Alt Uphöfen“, D – 49176 Hilter/Borgloh.

## **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 practice 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 ascending 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 after Hearing the Clerk of the Course.

### **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 ascending 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)

## **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 of start group 1 is located at "Hof Middendorf" and of start group 2 along the start of the track on the Holter Street 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. This check is held in a closed room besides the start, if there is a need for that.

#### **11.2.2**

At the request of the Stewards of the Meeting, 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 at the request of the stewards of the meeting.

## **12. CLASSIFICATIONS, PROTESTS, APPEALS**

### **12.1 Classifications**

12.1.1 The conditions for drawing up the classifications are as follows:

- Classification is based on the total times of all finished race heats.

The quicker total time will determine the succession.

- 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-Climb 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

- International Hill-Climb Race - Total Classification

- International Hill-Climb Race - Classification according to groups

- International Hill-Climb Race - Classification according to classes

- Luxembourg Hill-Climb Championship 2013

Further classifications are drawn up by the organisers of the national Championships and series according to their criteria.

### **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 ISC.

#### **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 time limits 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 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 track record is: 2012, Marcel Steiner, Osella-FA 30,  
00:53,014 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 Division 1, GT or E2-SH (Touring Cars) (Art. 3.2).

(Actual record is: 2008, Norbert Brenner, Opel Astra DTM V8,  
00:58,620 min.)

New course-record for Division I: € 400,00

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

a.c) Total Classification:

1st place € 400,00

a.d) Classification acc. to categories as per Article 3.2:

#### **Total Results (Division I)**

1. Place 600,00 €
2. Place 500,00 €
3. Place 400,00 €
4. Place 350,00 €
5. Place 300,00 €
6. Place 250,00 €
7. Place 200,00 €
8. Place 150,00 €
9. Place 100,00 €
10. Place 75,00 €

#### **Total Results (Division II)**

1. Place 600,00 €
2. Place 500,00 €
3. Place 400,00 €
4. Place 350,00 €
5. Place 300,00 €
6. Place 250,00 €
7. Place 200,00 €
8. Place 150,00 €
9. Place 100,00 €
10. Place 75,00 €

a.e) Classification acc. to groups (Art. 3.2)

<b>Min. Starters</b>	<b>3 – 5</b>	<b>6 – 15</b>	<b>over 15</b>
1. Place	100,00 €	150,00 €	200,00 €
2. Place		100,00 €	150,00 €
3. Place			100,00 €

a.f) Classification acc. to classes 5-60 (Art. 3.2)

<b>Min. Starters</b>	<b>3 – 5</b>	<b>6 – 15</b>	<b>over 15</b>
1. Place	100,00 €	125,00 €	150,00 €
2. Place		75,00 €	100,00 €
3. Place			75,00 €
4. Place			50,00 €

Decisively for payment is the number of starters for the race  
(1st race heat)

### **b.) Prices of honour (Cups):**

b.a) Overall Winner

b.b) Div. I Place 1-5 (Art. 3.2)

b.c) Div. II Place 1-5 (Art. 3.2)

b.d) Quickest daily single heat

b.e) Group Winners (Art. 3.2)

1st place one cup each

b.f) Class winners and classified participants up to 30% of the started participants  
by each class, at most 7 cups per class (Art. 3.2)

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 prices  
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 price-giving ceremony.

### **13.2.2**

The unofficial prize-giving ceremony shall take place on Aug 04th 2013 at 17.15  
hours at the following location: pre-start area on the Holter Street.



## **14. SPECIAL PROVISIONS**

### **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 paddock places which have been assigned by the organiser.

#### **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) after the returning of the last run per day (practice and/or race).

#### **14.1.5**

All throughways in the paddock have to be kept free in a manner that passing is possible at least a half side (Rescue way!).

#### **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.

#### **14.1.8 Team Classification**

A team entry can be handed in to the administrative checks. A

classification takes place, if at least three teams have nominated. Further Regulations (classification mode, entry fee, etc.) are following in printed versions at the official note board. By the way look at Art. 2 DMSB-Hill Climb Regulations.

#### 14.1.9 Paddock (handling with oil)

Old (waste) oil must be disposed of only in the tanks and containers provided for that purpose.

Violations of this, including drivers` helpers, result in penalization by the stewards, which may go as far as exclusion from the event. Further regulations, regarding to the environment, are announced by the entry confirmation or by printed versions.

#### 14.1.10

Within the practice and race heats on Aug 3rd and 4th following demonstration runs according to the DMSB regulations take place:

1. Opel Ascona A (Norbert Heisterkamp)
2. Opel Rekord C (Norbert Heisterkamp)
3. Ford Focus RS (Christian Eckstein, Oliver Mix)
4. Dodge Viper (Titus Dittmann)
5. Porsche 911 Turbo GT2 (Ansgar Massmann)

The set in cars are driven exclusively by owners with a driver's license of the DMSB or another ASN.

### **14.2 Declaration by the entrant, driver and passenger on the exclusion of liability**

#### 14.2.1

Participants take part in the event at their own risk. They bear the sole responsibility under civil and criminal law for any damage caused by them or the vehicle used, if no exclusion of liability is agreed.

By submitting their entries, entrants, drivers and passengers waive any claims or rights to pursue action for damages in connection with the event against:

- the FIA, the DMSB, the DMSB affiliated and member organisations, the Deutsche Motor Sport Wirtschaftsdienst GmbH, their presidents, executive bodies, managing directors, secretaries general,
  - the ADAC local and regional clubs, the promoter/series organiser
  - the Organiser, the officials and marshals, circuit owners, government agencies, racing services and all other persons involved with the organisation of the event.
  - the organisation responsible for the construction and maintenance of roads, where damage is caused by the condition of the roads including accessories used during the event and
  - any agents or other persons employed to perform an obligation on behalf of the above persons and entities,
- except for damage or harm to life, body or health resulting from the deliberate or negligent breach of duty, including a legal representative or agent of the group of

persons released from liability, and except for any other damage resulting from the deliberate or grossly negligent breach of duty, including a legal representative or agent of the group of persons released from liability.

Against

- the other participants (entrants, drivers, passenger), their assistants, the owners or registered keepers of other vehicles,
- their own entrant, the own driver/s, the own passenger/s (barring any other special agreements between competitors and driver/s and/or passenger/s!) and their own assistants

they waive claims for any kind of damage originating in connection with the race competitions (untimed, timed practice, qualifying practice, warm-up, races), for slalom competitions in connection with practice and heat/s, for rally competitions in connection with special stage/s to achieve highest speeds or shortest driving times and including the associated tests and reconnaissance sessions, except for damage or harm to life, body or health resulting from the deliberate or negligent breach of duty, including a legal representative or agents of the group of persons released from liability, and except for any other damage resulting from the deliberate or grossly negligent breach of duty, including a legal representative or agent of the group of persons released from liability.

This disclaimer shall become effective for all parties concerned upon submission of the entry form.

The disclaimer applies to claims for any legal reason whatsoever, including claims for damages based on contractual and non-contractual liability and to claims from tortuous acts. Implied exclusions from liability shall remain unaffected by the above non-liability clause. With the submission of the entry form, the entrant/driver/passengers note that there is no insurance coverage within the framework of the motor traffic insurance (automobile liability, physical damage insurance, car occupant accident insurance) for any damages sustained during the event. He/She undertakes to also inform the car owner hereof.

If an injury occurs or is detected during an event or in the case of health detriment which could temporarily or permanently call into question the fitness to participate in motor sport events, the undersigned – under consideration of the possible safety risk which might result not only for him/her but also for third parties – releases all treating doctors from their duty to treat medical record confidentially amongst each other and with regard to the clerk of the course, the stewards, the chief medical officer, the DMSB doctors, co-ordination automobile sport and the Zürich claims department. Herewith I confirm that I fully accept the DMSB licence prescriptions.

He agrees to the storage, transmission and administration of the personal data in accordance with the DMSB Data Protection Provisions, under consideration of the German Data Protection Act. He has at all times the possibility to request information from the DMSB Data Protection Officer on these data and/or to make use of his right of objection.

The data protection provisions are available under [www.dmsb.de/Lizenznehmer](http://www.dmsb.de/Lizenznehmer) and/or from the organiser on-site.

### **14.3. Disclaimer of the vehicle owner**

#### **14.3.1**

(Only required, if entrant, driver or passenger is not the owner of the entered car, see specifications)

The car owner agrees with the participation of the vehicle specified on the entry form in the event and confirms to waive any claims or rights to pursue action for damages in connection with the event against

- the FIA, the DMSB, the DMSB affiliated and member organisations, the Deutsche Motor Sport Wirtschaftsdienst GmbH, their presidents, executive bodies, managing directors, secretaries general,
- the ADAC local and regional clubs, the promoter/series organiser
- the Organiser, the officials and marshals, circuit owners, government agencies, racing services and all other persons involved with the organisation of the event.
- the organisation responsible for the construction and maintenance of roads, where damage is caused by the condition of the roads including accessories used during the event and
- any agents or other persons employed to perform an obligation on behalf of the above persons and entities, except for damage or harm to life, body or health resulting from the deliberate or negligent breach of duty, including a legal representative or agent of the group of persons released from liability, and except for any other damage resulting from the deliberate or grossly negligent breach of duty, including a legal representative or agent of the group of persons released from liability.

Against

- the entrants, drivers, passengers, owners, registered keepers of the other entered cars, the assistant/s of the participant/s specified on the entry form and the other participants as well as against the entrant, driver, passenger of the car provided by me (barring any other special agreements between owners, entrants, driver/s, passenger/s!),
- the car owner waives claims for any kind of damage originating in connection with the race competitions (untimed, timed practice, qualifying practice, warm-up, races), for slalom competitions in connection with practice and heat/s, for rally competitions in connection with special stage/s to achieve highest speeds or shortest driving times and including the associated tests and reconnaissance sessions, except for damage or harm to life, body or health resulting from the deliberate or negligent breach of duty, including a legal representative or agents of the group of persons released from liability, and except for any other damage resulting from the deliberate or grossly negligent breach of duty, including a legal representative or agent of the group of persons released from liability.

The disclaimer applies to claims for any legal reason whatsoever, including claims for damages based on contractual and non-contractual liability and to claims from tortuous acts.

Implied exclusions from liability shall remain unaffected by the above non-liability clause.

Osnabrück, March 2013

Signed MSC Osnabrück e.V. im ADAC  
Organizer/Clerk of the Course