



# **SUPPLEMENTARY REGULATION**

## **HILL-CLIMB GRAND PRIX OF AUSTRIA 41<sup>st</sup> INTERNATIONAL “RECHBERG” RACE**

FIA EUROPEAN HILL-CLIMB CHAMPIONSHIP  
FIA HISTORIC HILL-CLIMB CHAMPIONSHIP

FIA CENTRAL EUROPEAN ZONE HISTORIC-HILL-CLIMB CHAMPIONSHIP

AUSTRIAN HILL-CLIMB CHAMPIONSHIP  
AUSTRIAN HILL-CLIMB CHAMPIONSHIP FOR HISTORIC VEHICLES

HILL-CLIMB CHAMPIONSHIP OF THE CZECH REPUBLIC  
HISTORIC-HILL-CLIMB CHAMPIONSHIP OF THE CZECH REPUBLIC

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## PROGRAM

<b>14. 04.2013</b>	12.00 p.m.	Close of entries
<b>26. 04.2013</b>	10.00 a.m. – 06.30 p.m.	Administrative checks
	10.00 a.m. – 07.00 p.m.	Scrutineering
<b>27.04.2013</b>	09.00 a.m. – approx. 17.00 a.m.	Official practice
<b>28.04.2013</b>	10.00 a.m. – approx. 12.00 a.m.	Race - 1 <sup>st</sup> heat
	02.00 p.m. – approx. 05.00 p.m.	Race - 2 <sup>nd</sup> heat
	Approx. 05.00 p.m.	Posting of provisional results
	Starting 07.00 p.m.	Prize-giving

## 1 ORGANISATION

The StAMK ZV Muerztal is organising the 41<sup>st</sup> INT. HILL-CLIMB RACE from 26. 04. to 28. 04. 2013.

These Supplementary Regulations have been approved by the OSK with visa n°: HC01/2013 and by the FIA with visa n°: 2CEM260413.

### 1.1 Organising Committee, Office of the event

The Chairman of the Organising Committee is:

Ehrenfried SEITINGER	Tel: +43 (0) 3862 53261 or +43 (0) 664 1312639
Rebenweg 9, A-8600 Bruck/Mur - Oberaich	Fax: +43 (0) 3862 57733

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

<b><u>until 25.04.2013 at 12.00 p.m.:</u></b>	Rebenweg 9, A-8600 Bruck/Mur
Fax: +43 (0) 3862 57733	Tel: +43 (0) 3862 53261 or +43 (0) 664 1312639
E-mail: office@stamk-muerztal.at	Internet: www.rechbergrennen.com

<b><u>from 26.04.2013 at 08.00 a.m.:</u></b>	Tulwitz, bus of race control
	Tel: +43(0) 664 33 800 41

E-mail: office@stamk-muerztal.at

### 1.2 Officials

Clerk of the Course	Stephan SCHRITTWIESER	(AUT)	
Assistant Clerk of the Course	Ehrenfried SEITINGER	(AUT)	
Stewards of the Meeting	Stan MINARIK – Chairman	(CZE)	Lic. No.: FAS 001
	Giorgio CROCE	(ITA)	Lic. No.: ACI 22715
	Jan MIENKINSKY	(AUT)	Lic. No.: OSK 019a
Scrutineers	Rudolf PUNTINGER & Team	(AUT)	Lic. No.: OSK 112
Timekeepers – Sportstiming, Graz	St. LEITNER	(AUT)	
FIA Observer	Marc JOSEPH	(LUX)	
FIA Historic Eligibility Delegate	Boris GORUP	(HRV)	
Competitor Relations Officer	Siegfried LICHTENEGGER	(AUT)	
Paddock / Parc Fermè	Alfred BANNHOFER	(AUT)	
Chief Medical Officer	O.A. Dr. Wagner	(AUT)	
Secretary of the event	Jakob SCHRITTWIESER	(AUT)	+43(0) 664 3380041
Assistant Secretary of the event	Sigrid SCHRITTWIESER	(AUT)	
Secretary of the panel	Bernhard PLATZER	(AUT)	

### 1.3 Official notice board

All communications and decisions, as well as the results, shall be posted on the official notice boards, which are located as follows: at the bus of the race control in Tulwitz and in the Parc Fermé, Rechberg-Dorf, last one for practice and race results only.

## 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 European Hill-Climb Championships, the National Sporting Code if applicable and the provisions of these Supplementary Regulations.

2.2 By entering the competition, the participants agree to abide by the above provisions and, under pain of disqualification, to abandon all recourse to arbitrators or courts not provided for in the ISC.

2.3 Any person or association organising or taking part in the event and failing to comply with these provisions shall have their licence withdrawn.

2.4 The event counts towards the following Championships:

- FIA European Hill-Climb Championship
- FIA Historic Hill-Climb Championship
- FIA Central European Zone Historic Hill-Climb Championship
- Austrian Hill-Climb Championship
- Austrian Hill-Climb Championship for Historic Vehicles
- Hill Climb Championship of the Czech Republic
- Historic Hill Climb Championship of the Czech Republic

### 2.5 Course

The event will be run on the course "Ostrampe of the B64 from Tulwitz to direction Frohnleiten", which has the following characteristics:

Length:	5.050 m	Start:	Tulwitz / 660 m
Average incline:	5,3%	Finish:	Rechberg-Dorf / 930 m

## 3 ELIGIBLE VEHICLES

3.1. All vehicles complying with the prescriptions of the FIA Appendix J resp. K for the following groups are eligible to take part:

### 3.1.1 EHC:

#### Category I

Group N	Production Cars, including R1.
Group A	Touring Cars, incl. World Rally Cars, Super 1600 and cars of Groups R2 and R3.
Group S20	Super 2000 cars (rally and circuit combined), including Group R4 and R5.
Group GT	Grand Touring Cars (GT1, GT3 and RGT combined).

#### Category II

Group D/E2-SS (Single-seater)	International Formula or Free Formula single-seater racing cars with a cylinder capacity of 3000 cm <sup>3</sup> or below.
Group CN /E2-SC (Sportscars)	Production Sports cars and two-seater racing cars (combined), open or closed, with a cylinder capacity of 3000 cm <sup>3</sup> or below
Group E2-SH (Silhouette)	Cars having the appearance of a 4-seater large scale production vehicle (including 2+2) and the same shaped windscreen as this car.

Under certain circumstances, Group A and N cars are permitted to participate for four years after the expiry of their homologation (see these conditions in article 4. of the "FIA European Hill-Climb Championship" regulations).

**Non-EHC:** Group H/N-OSK, N with 18" wheels, Super Production, H/A-OSK, A/Diesel-OSK, E1-OSK, H-OSK, E1-FIA, E2-SH/OSK, E2-SS over 3000 cc, Group X-Bow and similar kind vehicles with OSK car pass.

### 3.1.2 Historic HCC:

#### Category 1 (C, D, E, F, G 1, GR)

Category 1 (SAL 1-4, OT 1-4, OS 1-8, T 1-15, GT 1-17, TC 1-15, GTS 1-17)  
Category 1 (TSRC 1-18, GTP E-G1, HST 1-5, HS 2-6 2-seat)

#### Category 2 (G2, H1, HR)

Category 2 (T 16-25, TC 16-25, GT 18-27, GTS 18-27)  
Category 2 (TSRC, HST 1-5, S 2/1)

**Category 3 (H2, I, IR)**

Category 3 (T 26-35, TC 26-35, GT 28-37, GTS 28-37)  
Category 3 (TSRC, HST 1-5, S 2/2)

**Category 4 (J1, JR)**

Category 4 (T, CT, GT, GTS - 01.01.1982 to 31.12.1985)  
Category 4 (TSRC, Group C, S 2/3, GC 1a, GC 1b, GC 2a, GC2b, SN2500, SN3000)

**Category 5 (C, D, E, F, GR, HR, IR)**

Category 5 (GP 8-15, V 6-9, HS 2-6 single-seat, F1/1, F2/1, F3/1)

Period J2 cars (T, CT, GT, GTS) are allowed to run without being eligible for points.

Period J1/J2: Group A & B cars must comply with the relevant safety requirements as specified in App. XI of App. K.

Group A and Group B cars regulated out by the FIA (see App. K, Art.7.4.1) are not accepted for the Historic HCC.

**Non Historic HCC:**

Period A & B with FIA-HTP and Period A up to J2 national HTP of the CEZ.

3.1.3 **Austrian Championship for Historic Vehicles:**

Besides the Periods defined in the Austrian Championship regulations vehicles of Periods A, B, C & D, as well J2 are admitted to participate but will not score points for the Austrian Championship.

3.1.4 The eligible vehicles with FIA or national HTP for the CEZ Trophy and the CZE Championship are defined in the individual approved regulations.

**3.2. The vehicles will be divided up into the following cylinder capacity classes:**

3.2.1 **EHC:**

**Category I** up to 1600 cc  
from 1600 up to 2000 cc  
from 2000 up to 3000 cc  
over 3000 cc

**Category II** up to 1600 cc  
from 1600 up to 2000 cc  
from 2000 up to 3000 cc  
over 3000 cc (E2-SH only)

**Non-EHC:**

Group H/N-OSK, N with 18" wheels, H/A-OSK, A/Diesel-OSK, E1-FIA, E2-SH/OSK, Group X-Bow and similar kind vehicles with OSK cars pass: up to 2000 cc, over 2000 cc  
Group Super Production: up to 2000cc  
Group E1-OSK, H –OSK: up to 1400 cc, up to 1600 cc, up to 2000 cc, over 2000 cc  
Group E2-SS: over 3000 cc

3.2.2 **Historic HCC:**

**Category 1.1:** (SAL 1-4, OT 1-4, OS 1-8, T 1-15, GT 1-17, TC 1-15, GTS 1-17)

Class A1 up to 850 cc  
Class A2 up to 1150 cc  
Class A3 up to 1300 cc  
Class A4 up to 1600 cc  
Class A5 up to 2000 cc  
Class A6 over 2000 cc

**Category 1.2:** (TSRC 1-18, GTP E-G1, HST 1-5, HS 2-6 2-seat)

Class A7 up to 1300 cc  
Class A8 up to 1600 cc  
Class A9 up to 2000 cc  
Class A10 over 2000 cc

**Category 2.1:** (T 16-25, TC 16-25, GT 18-27, GTS 18-27)

Class B1 up to 850 cc  
Class B2 up to 1150 cc  
Class B3 up to 1300 cc  
Class B4 up to 1600 cc  
Class B5 up to 2000 cc

**Category 2.2:** Class B6 over 2000 cc  
(TSRC, HST 1-5, S 2/1)  
Class B7 up to 1300 cc  
Class B8 up to 1600 cc  
Class B9 over 1600 cc

**Category 3.1:** (T 26-35, TC 26-35, GT 28-37, GTS 28-37)  
Class C1 up to 1300 cc  
Class C2 up to 2000 cc  
Class C3 over 2000 cc

**Category 3.2:** (TSRC, HST 1-5, S 2/2)  
Class C4 up to 2000 cc  
Class C5 over 2000 cc

**Category 4.1:** (T, CT, GT, GTS - 01.01.1982 to 31.12.1985)  
Class D1 up to 1600 cc  
Class D2 up to 2000 cc  
Class D3 over 2000 cc

**Category 4.2:** (TSR C, Group C, S 2/3, GC 1a, GC 1b, GC 2a, GC2b, SN2500, SN3000)  
Class D4 up to 2000 cc  
Class D5 over 2000 cc

**Category 5.1:** (GP 8-15, V 6-9, HS 2-6 single-seat, F1/1, F2/1, F3/1)  
Class E1 1919-1953 no capacity limitation

**Category 5.2:** (Single Seat)  
Class E2 1954-1982 up to 1600 cc  
Class E3 1954-1982 up to 2000 cc

**Category 5.3:** (FJ1, FJ2)  
Class E4 Front engine

**Category 5.4:** (FJ1, FJ2)  
Class E5 Rear engine

In case of supercharging the nominal cylinder capacity of all the cars will be multiplied by 1.4 and each car will belong to the class corresponding to the fictive cylinder capacity thus obtained.

3.2.3 **Austrian Championship for Historic Vehicles:**  
up to 850 cc, up to 1150 cc, up to 1300 cc, up to 1600 cc, up to 2500 cc, over 2500 cc

**OSK Historic Hill-Climb Challenge:**  
up to 1600 cc, up to 2000 cc.

3.2.4 **CEZ Historic Hill-Climb Championship:**  
As per separate regulations.

3.2.5 **CZE Hill-Climb Championship and CZE Historic Hill-Climb Championship:**  
As per national regulations.

3.3 The safety equipment of all vehicles must comply with the FIA Appendix J or K resp.

3.4 Any vehicle with insufficient safety features or not complying with the regulations shall not be admitted to or shall be excluded from the event.

3.5 Only fuel which complies with the provisions of Appendix J or K resp. may be used.

3.6 Any form of pre-heating the tyres and/or rims before the start (mechanical, such as spinning of the wheels, electrical, such as heating blankets, or other devices in the paddock, or starting area) is prohibited and may result in sanctions that may go as far as exclusion.

## **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 are obligatory during the practice heats and the race.

For historic cars the wearing of a FIA-approved head restraint system is mandatory for Period J1 and J2 cars, for TGP and F1 cars of Period G and onwards where the construction of the vehicle makes it practical to do so and it is recommended for other historic cars.

4.2 Drivers are strictly obliged to wear fire-resistant clothing (including the overall, a mask or baclava, 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 Drivers must be in possession of an international competition licence valid for the current year.
- 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 in the form of a simple 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:

StAMK Zv. Muerztal	Tel.:	+43 (0) 3862 53261 and +43 (0) 664 1312639
Rebenweg 9, A-8600 Bruck/Mur - Oberaich	Fax:	+43 (0) 3862 57733;
<a href="http://www.rechbergrennen.com">http://www.rechbergrennen.com</a>	E-mail:	<b>office@stamk-muerztal.at</b>

**CLOSING DATE FOR ENTRIES: 14. 04. 2013 – at 12.00 p.m.**

**Entries made by telegram, fax or e-mail must be confirmed in writing before the close of entries, providing the information requested on the official entry form.**

**Historic Cars: A photocopy of the first page of the Historic Technical Passport of the car entered must be enclosed with the entry.**

- 6.2 The maximum number of participants admitted in total is 240. If there are more than 240 entries they will be accepted by the date of entry and if it is accompanied by the entry-fee.
- 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 resp. Category for historic vehicles and the same cylinder capacity class (Article 3.2) as the other vehicle being replaced.
- 6.4 No change of competitor may take place after the close of entries. Changes of driver are authorised in accordance with Article 121 of the ISC. The replacement driver, who must hold a valid international licence or licences 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 **Entry fees:**

The entry fees shall be € 150,00 and is to be paid as follows:

<u>Raiba Niklasdorf, bank account no. 2039303</u>	<u>BLZ: 38460</u>
<u>IBAN: AT33384600002039303</u>	<u>BIC: RZSTAT2G460</u>

- 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 or policies covering the following risks: third party Civil Liability up to € 10.000.000,00 for each case. Within this amount property damages of € 20.000,00 are included as well. With their licence Austrian licence holders are covered up to € 11.000,00 in case of death or permanent disability respectively up to € 13.000,00 for recovery expenses.
- In addition, cost for return transport are covered with max. € 7.300,00.
- 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 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 ( Art.1.3.)
- 7.3 Any cases not provided for in the supplementary regulations shall be decided by the stewards of the meeting.
- 7.4 For the Supplementary Regulations, the English text shall be considered as the 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 numbers on 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 event.**

### 8.3 Advertising

- 8.3.1 Any advertising may be affixed to the vehicles, on condition that:
- it complies with the FIA and OSK regulations;
  - it is not offensive.
- No advertising whatsoever may be affixed to the side windows.

### 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:

☞ Red flag:	Stop immediately and definitively.
☞ Yellow flag*:	Danger, absolutely no overtaking.
☞ Yellow flag with vertical red stripes:	Slippery surface, change in grip.
☞ Blue flag:	Competitor attempting to overtake
☞ Green flag:	Track clear again.
☞ Black and white chequered flag:	End of the heat (finish line).

\* Waved flag: Immediate danger, be prepared to stop.

\* Two flags together: Serious danger

- 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 Administrative checks shall take place at TULWITZ / TOWNHALL on 26.04.2013 from **10.00 a.m.** to **06.30 p.m.**
- 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 resp. FIA Historic Technical Passport for historic vehicles (ASN-HTP for CEZ-HHCC or A-HHCC only). 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 at TULWITZ/ near PADDOCK on 26.04.2013 from **10.00 a.m.** to **07.00 p.m.**
- 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 homologation form and/or the ASN technical passport resp. the Historical Technical Passport of the vehicle where applicable 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 scrutineered 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 resp. Category for historic vehicles** 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 will not be granted a second start.
- 10.1.4 Any refusal or delay in starting will 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. It is absolutely necessary to follow the instruction of the marshals.
- 10.1.6 Timing shall be carried out using photoelectric cells and shall be accurate to at least 1/100 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.
- 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 3 finished 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 consecutively on the same day in accordance with the timetable drawn up by the organiser.
- 10.3.2 The race shall be run over 2 heats. A driver not classified in the 1<sup>st</sup> heat is not entitled to start in the 2<sup>nd</sup> heat.

### **10.4 Outside assistance**

- 10.4.1 Any outside assistance will result in exclusion.
- 10.4.2 Vehicles which have stopped along the route may only be towed away by order of the clerk of the course.

## **11 PARC FERME, 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 orders to the contrary are 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 For all vehicles the Parc Fermé is located at “Rechbergdorf” in the finish area.**

**11.2 Additional checks**

- 11.2.1 Any vehicle may be subjected to additional 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 at Tulwitz or at a place to be determined yet.

**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 time out of both heats.
- 12.1.2 The rule for deciding between competitors in the case of a tie is as follows:  
The faster time in one of the two heats.
- 12.1.3 The following classification shall be drawn up:
- FIA European Hill-Climb Championship -Total Classification  
(Group N+A+S20+GT+D/E2-SS, CN/E2-SC, E2-SH)
  - FIA European Hill-Climb Championship - Classification for each Group  
(N, A, S20, GT, CN, D/E2-SS, CN/E2-SC, E2-SH)
  - FIA European Hill-Climb Championship for Historic Vehicles – Classification for each Category
  - FIA European Hill-Climb Championship for Historic Vehicles – Classification for each cylinder capacity class
  - FIA Central European Zone Historic Hill-Climb Championship – Classification for each cylinder capacity class
  - International Hill-Climb Race - Total Classification
  - International Hill-Climb Race - Classification acc. to cylinder capacity classes as per Art. 3.2.1
  - Austrian Hill-Climb Championship
  - Austrian Hill-Climb Championship for Historic Vehicles
  - Hill Climb Championship of the Czech Republic
  - Historic Hill Climb Championship of the Czech Republic

**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 protests against the results or the classification (Article 174d of the ISC) shall be 30 minutes after the posting of the results on the official notice board.
- 12.2.3 The deposit for protests is set at € 250,00 and is to be paid in cash. 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. In case of any video or electronic evidence decisions taken by the judges of fact may be abolished by the stewards of the event.
- 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 the event of a protest 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 € 3.000,00.

## 13 PRIZES AND CUPS, PRIZE-GIVING CEREMONY

### 13.1 Prizes and cups

13.1.1 The following prizes, cups and trophies shall be awarded:

a) Total Classification of all EHC-Championship Groups together:  
1<sup>st</sup> place € 530,00 2<sup>nd</sup> place € 270,00

Classification as per each EHC-Championship Group:  
1<sup>st</sup> place € 430,00 3<sup>rd</sup> place € 240,00  
2<sup>nd</sup> place € 370,00 4<sup>th</sup> place € 170,00

Classification as per each EHC-Championship Cylinder Class:  
1<sup>st</sup> place € 65,00

b) Austrian Hill-Climb Championship:  
Classification as per each Division:  
1<sup>st</sup> place in the Division € 300,00  
2<sup>nd</sup> place in the Division € 150,00  
3<sup>rd</sup> place in the Division € 75,00  
Classification as per each Cylinder Class:  
1<sup>st</sup> place in the Cylinder Class € 150,00  
2<sup>nd</sup> place in the Cylinder Class € 100,00  
3<sup>rd</sup> place in the Cylinder Class € 50,00

In case of 3 Starters per Division resp. Class 1 Cash-price,  
In case of 5 Starters per Division resp. Class 2 Cash-prices and  
In case of more than 5 Starters per Division resp. Class 3 Cash-prices will be awarded

In case of being placed in the EHC Group- resp. Cylinder Class classification only the higher amount out of the Group-/Division- resp. Cylinder Class classification will be paid.

c) Historic Hill Climb Championship: Trophies will be awarded for each Category as follows:  
In case of 3 Starters per Category 1<sup>st</sup> place 1 Trophy  
In case of 5 Starters per Category 1<sup>st</sup> and 2<sup>nd</sup> place 1 Trophy each  
In case of more than 5 Starters per Category 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> place 1 Trophy each

d) Austrian Championship for Historic Vehicles:  
The first competitor in each cylinder capacity class will be awarded with a Trophy.

13.1.2 Prices in kind which have not been collected within one month after the event shall remain the property of the organiser. No prizes will be sent.

13.1.3 **Cash prizes have to be collected in person during price-giving ceremony, otherwise they shall remain the property of the organizer.**

13.1.4 Only cash prizes within the EHC are commutative in all other cases only the higher amount out of the possible classifications will be paid.

### 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 on 28.04.2013 at 07.00 p.m. in Fladnitz (location t.b.a).

## 14 SPECIAL PROVISIONS – Attention!!!

### 14.1 Special Provisions of the Organiser

14.1.1 On return from the parking area and Parc Fermé at the finish back to the paddock, **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. Furthermore, it is **strictly forbidden** to take any person on board during the return voyage.  
**In addition it is not acceptable to stop the car on the return voyage from the finish to the starting area. In case of any violation the competitor will be reported to the stewards for any kind of sanctions.**

14.1.2 **The drivers must follow the instructions of the officials.**

- 14.2 During the event a demonstration with racing-carts will be carried out after the practice-runs and the heats. This demonstration will be organised according to the ISC, Cap.II, Art. 22c.
- 14.3 **The drivers briefing / information will be given in written form and handed over to each competitor during administrative checks.**

**Failure to adhere to these provisions shall result in penalisation by the stewards, which may go as far as exclusion from the event.**

## **15 NON-LIABILITY CLAUSE**

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 personal appointed specifically for this purpose by the promoter, to the best of the personal knowledge and following their assessment of the participant's condition. The participant undertake to assume all related costs, provided such costs are not covered by the licence accident insurance or other insurance policies. The participants hereby waive all direct and indirect claims for compensation from OSK, its officials, the promoter and / or organizer or the racing circuit 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 and their legal successors, and consequently for any insurance company with whom they may have concluded additional policies. 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 lawyers' fees) which they may incur due to an incident or accident as part of the event. In submitting their entries for this event the participants declare irrevocably that they discharge, release me 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. In submitting their entries for this event the participants declare that they understand the full significance and repercussion of this 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", insofar as permissible as Austrian law currently stands. The participants in any case renounce for themselves and their legal successor all claims against "the parties", therefore in particular against the OSK, its officials, the promoter and /or the organizer or the racing circuit owners, and against the authorities or bodies who have granted licences for the event, regarding damage, loss, harm or injury of any kind connected with a typical sports risk, in particular any typical and foreseeable damage, loss, harm or injury. This applies also in the event of minor negligence on the part of "the parties".

## **16 ARBITRATION AGREEMENT FOR REGULATIONS**

- a) Any dispute arising between the participants and the OSK or its officials, and the promoter and/or organizer, and between the OSK or its officials and the promoter and /or organizer, as a result of claims (personal injury, damage to property or financial damage) in connection with the motor racing event, training sessions or races shall be settled definitely by an arbitration tribunal to the exclusion of the courts of general jurisdiction.
- b) The arbitration tribunal shall consist of three arbitrators, namely the umpire and two assessors. The umpire shall be a lawyer or former judge and have experience of liability matters in connection with motor racing.
- c) Each party shall appoint an assessor within two weeks of notification of the intent to initiate arbitral proceedings. Should the dispute be referred by several claimants or be levelled at several defendants, the arbitrator shall be appointed by agreement between the joined parties. The assessors shall elect the umpire. Should the assessors be unable to agree on the person of the umpire within two weeks, the umpire shall be appointed by the president of the Vienna chamber of lawyers upon application by an assessor, with due regard to clause b). the assessors shall however be free at anytime to replace the umpire appointed in this way by another umpire by mutual agreement.
- d) Should a party fail to appoint its assessor within two weeks of receiving the written request from the opposite side, or should several joined parties be unable to agree on an assessor within that period, the assessor shall be appointed by the President of the Vienna Chamber of Lawyers on the motion of the other party. The same shall apply should an assessor withdraw from office and the party concerned not appoint a successor within two weeks.
- e) Should an arbitrator not assume office, refuse to discharge his duties, cause improper delay or become unfit to act, the aforementioned provisions shall apply according for the appointment of a replacement. The arbitrator concerned shall be dismissed at the same time.
- f) The arbitration tribunal shall in principle be free to conduct its proceedings as it sees fit, with due regard for the subsidiary legal provisions. The tribunal shall sit in Vienna. The arbitration tribunal may also investigate without petition any circumstances with it seems necessary to clarify the facts of the case, and take evidence.
- g) The arbitration tribunal shall decide by simple majority. The tribunal shall state the full reason for its award. It shall also decide on cost apportionment for the costs of both the arbitration proceedings and the legal representation. The arbitrators shall be remunerated in accordance with the provisions of the Austrian lawyers' scale of charges.

- h) The arbitration tribunal shall also be entitled to the exclusion of the courts of general jurisdiction to issue injunctions, provided the opposing party is first given an opportunity to express its views. An injunction may be lifted upon petition in the event of a significant change in circumstances.
- i) Sports jurisdiction shall remain unaffected by the present Arbitration Agreement.

**Chairman of the Organising Committee**  
Ehrenfried SEITINGER

**Clerk of the Course**  
Stephan SCHRITTWIESER

Approved under N°. HC01/2013 by the  
„Österreichischer Automobil-, Motorrad- und Touring Club“  
“Oberste Nationale Sportkommission f.d. Krafffahrtsport“  
Highest national commission for motorsport  
The chairman  
Primarius Univ. Prof. Dr. Harald Hertz