



**Supplementary Regulations
of the
18th International ADAC Glasbach Race
from
27th July – 28th July 2013**

**FIA European Hill-Climb Championship
FIA Historic Hill-Climb Championship
German Hill Climb Championship
DMSB Hill Climb Cup for Touring Cars
DMSB Hill Climb Cup for Racing Cars
Czech Hill-Climb Championship
Czech Historic Hill-Climb Championship
ADAC Nordrhein Championship Hill-Climb
KW Hill-Cup Group H**

organised by
RSG Altensteiner Oberland e.V. im ADAC
<http://www.glasbachrennen.de>
16 pages are following

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PROGRAMME

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| 12 th July 2013 12.00 a.m. | Close of entries |
| 26 th July 2013 02.00 p.m. - 09.00 p.m. | Administrative checks |
| 26 th July 2013 02.00 p.m. - 06.30 p.m. | pre scrutineering |
| 26 th July 2013 07.00 p.m. - 09.00 p.m. | final scrutineering |
| 27 th July 2013 07.00 a.m. – 08.30 a.m. | Administrative checks and scrutineering (on request) |
| 27 th July 2013 08.45 a.m. - 06.00 p.m. | Official practice runs |
| 27 th July 2013 08.30 p.m. | Posting of the list of the Drivers accepted for the race heats |
| 28 th July 2013 08.00 a.m. - 06.00 p.m. | Race heats and immediately after that posting of the results |
| 28 th July 2013 06.15 p.m. | unofficial Prize-giving |

1. ORGANISATION

The RSG Altensteiner Oberland e.V. im ADAC is organising the
“18th International ADAC Glasbach Race” from 27th July until 28th July 2013.
These Supplementary Regulations have been approved by FIA with visa no: **9CEM270713**
the and by the DMSB with reg. no: **89 / 2013**

1.1 Organising Committee, Secretariat

The Chairman of the Organising Committee is:

Marcus Malsch	Phone: +49 (0) 173 9333240
Liebensteiner Str. 4A	Fax: +49 (0) 36961 69151
D-36448 Steinbach	Mail: marcus.malsch@glasbachrennen.de

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

until 13th July 2013 at 12.00 a.m.:

Kevin Ferner	Phone: +49 (0) 178 5591355
Aegidienstrasse 16	Fax: +49 (0) 3606 607634
D-37308 Heilbad Heiligenstadt	Mail: rennleiter@ibergrennen.de

from 26th July 2013 until 28th July 2013 at 09.00 p.m.:

Bahnhofstrasse 19, D-36448 Steinbach

1.2 Officials

Clerk of the Course	Kevin Ferner (D)	Lic. no.: SPA1076269
Chief Safety Officer	Leander Birkel (D) President	Lic. no.: SPA1097872
	Rene Trautvetter (D)	Lic.no.: SPA1117472
	Ronny Richter (D)	Lic.no.: SPA1135790
Stewards of the Meeting	Rod Parkin (GB) President (M&H)*	Lic.no.: MSA38833
	Mirsolav Nezval (CZE) (M&H)*	Lic.no.: 036
	Wolfgang Sauer (A) (M)*	Lic. no.: 029b OSK
	Hans Walter Kling (D) (M&H)*	Lic. no.: SPA1058468
	Marc Joseph (LUX) (M)*	Lic.no.: ACL C012
Scrutineers	Christian Schleicher (D) President	Lic.no.: SPA1078852
	Rüdiger Kleinschmidt (D)	Lic. no.: SPA1039644
	Frank Martin Stock (D)	Lic. no.: SPA1059686
	Uwe Führer (D)	Lic. no.: SPA1076854
FIA Historic Eligibility Delegate	Domenico Cifaldi (ITA)	
Czech Republic HCC	Josef Stransky (CZE)	
Timekeepers	Thomas Stoll (D) President	Lic. no.: SPA1081706
FIA Observer	Stanislav Minárik (CZE)	Lic. no.: 001
DMSB Safety Delegate	Dirk Hagemeier (D)	
Competitors' Relations Officer	will be offered by an separate bulletin	
Chief Medical Officer	Dr. Grünbeck (D)	
Secretaries of the Event	Michael Lippke (D)	Lic. no.: SPA1102925
Secretary of the Panel	Annemarie Pohl (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 secretariat of the event in D-36448 Steinbach, Bahnhofstrasse 19.

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 Championship & of the FIA Historic Hill-Climb Championship 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 European Hill-Climb Championship
 FIA Historic Hill-Climb Championship
 German Hill Climb Championship
 DMSB Hill Climb Cup for Touring Cars
 DMSB Hill Climb Cup for Racing Cars
 Czech Hill-Climb Championship
 Czech Historic Hill-Climb Championship
 ADAC Nordrhein Championship Hill-Climb
 KW Hill-Cup Group H

2.5 Course

The event will be run on the district street L1027, Bad Liebenstein - Steinbach which has the following characteristics:

length: 5.500 m start: 370 m MSL finish: 630 m MSL average incline: 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. , for the following groups are eligible to take part:

3.1.1 EHC:

Category I	Group N	Production Cars, incl. Group R1
	A	Touring Cars incl. WRC, S1600, R2 and R3
	GT	Grand Touring Cars (GT1, GT3 and RGT combined)
	Group S20	Super2000 Cars (rally and circuit combined), incl. Group R4 and R5

EHC:

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

Others

(Non-EHC):	Groups	NSU(DMSB), G (DMSB), F (DMSB), H (DMSB), CTC/CGT (DMSB), CSC (DMSB), E1-FiA, E1-Hill-Climb(DMSB), FS(DMSB), E2-SS over 3000cm ³ , and above FIA Groups for national championships
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3.1.2 Historic Hill-Climb Championship:

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, GC 2b)

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

Category 5 (GP 8-15, V 6-9, HS 2-3 single-seat, F1/1, F2/1, F3/1)

Period J2 cars (T, CT, GT, GTS) are authorized to take part in all the events, but without scoring Championship points.

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

3.2.1

Category I Touring Type Cars:

NSU-Hill Climb Cup

Class 1 up to 1300 cm³

CTC / CGT (up to Hom.year 1993)

Class 2 up to 1150 cm³

Class 3 up to 1300 cm³

Class 4 up to 1600 cm³

Class 5 up to 2000 cm³

Class 6 over 2000 cm³

Group N / CTC / CGT

Class 19 up to 1600 cm³

Class 20 over 1600 cm³

Class 21 over 2000 cm³ up to 3000cm³

Class 22 over 3000 cm³

Touring Cars of Appendix K (Period G1-J)

Class 7 up to 1600 cm³

Class 8 up to 2000 cm³

Class 9 over 2000 cm³

Group A / CTC/CGT / F

Class 23 up to 1600 cm³

Class 24 over 1600 cm³

Class 25 over 2000 cm³ up to 3000cm³

Class 26 over 3000 cm³

CSC + Sport - and Formular cars Appendix K Group

Class 10 up to 1600 cm³

Class 11 up to 2000 cm³

Group SP

Class 27 up to 2000 cm³

Group G

Class 12 LG7

Class 13 LG6

Class 14 LG5

Class 15 LG4

Class 16 LG3

Class 17 LG2

Class 18 LG1

Grupe S20

Class 28 up to 2000 cm³

Group H

Class 29 up to 1150 cm³

Class 30 up to 1300 cm³

Class 31 up to 1600 cm³

Class 32 up to 2000 cm³

Class 33 Diesel up to 2000 cm³ eff.Cap.br.

Class 34 over 2000 cm³

Group FS / E1-Hill-Climb (DMSB)

Class 35 up to 1150 cm³
 Class 36 over 1150 up to 1300 cm³
 Class 37 over 1300 up to 1400 cm³
 Class 38 over 1400 up to 1600 cm³
 Class 39 over 1600 up to 2000 cm³
 Class 40 over 2000 cm³

Group GT

Class 45 up to 2000 cm³
 Class 46 over 2000 cm³

Group E1(FIA)

Class 41 up to 1400 cm³
 Class 42 over 1400 up to 1600 cm³
 Class 43 over 1600 up to 2000 cm³
 Class 44 over 2000 cm³

Category II Sport and Racing cars**Group E2-SH**

Class 47 up to 1600 cm³
 Class 48 over 1600 up to 2000 cm³
 Class 49 over 2000 up to 3000 cm³
 Class 50 over 3000 cm³

Group CN

Class 51 up to 1600 cm³
 Class 52 over 1600 up to 2000 cm³
 Class 53 Class 53 over 2000 up to 3000 cm³

Group E2-SC

Class 54 up to 1600 cm³
 Class 55 over 1600 up to 2000 cm³
 Class 56 over 2000 up to 3000 cm³

Group D/E2-SS

Class 57 up to 1600 cm³
 Class 58 over 1600 cc up to 2000 cm³
 Class 59 over 2000 cc up to 3000 cm³
 Class 60 over 3000 cm³

3.2.2 Historic Hill-Climb Championship:

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 cm³
 Class A2 up to 1150 cm³
 Class A3 up to 1300 cm³
 Class A4 up to 1600 cm³
 Class A5 up to 2000 cm³
 Class A6 over 2000 cm³

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

Class A7 up to 1300 cm³
 Class A8 up to 1600 cm³
 Class A9 up to 2000 cm³
 Class A10 over 2000 cm³

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

Class B1 up to 850 cm³
 Class B2 up to 1150 cm³
 Class B3 up to 1300 cm³
 Class B4 up to 1600 cm³
 Class B5 up to 2000 cm³
 Class B6 over 2000 cm³

Category 2.2: (TSRC, HST 1-5, S 2/1)

Class B7 up to 1300 cm³
 Class B8 up to 1600 cm³
 Class B9 over 1600 cm³

Category 3.1: (T 26-35, TC 26-35, GT 28-37, GTS 28-37)

Class C1 up to 1300 cm³
 Class C2 up to 2000 cm³
 Class C3 over 2000 cm³

- Category 3.2: (TSRC, HST 1-5, S 2/2)
 - Class C4 up to 2000 cm³
 - Class C5 over 2000 cm³
- Category 4.1: (T, CT, GT, GTS - 01.01.1982 up to 31.12.1985)
 - Class D1 up to 1600 cm³
 - Class D2 up to 2000 cm³
 - Class D3 over 2000 cm³
- Category 4.2: (TSR C, Group C, S 2/3, GC 1a, GC 1b, GC 2a, GC2b)
 - Class D4 up to 2000 cm³
 - Class D5 over 2000 cm³
- Category 5.1: (GP 8-15, V 6-9, HS 2-3 single-seater, F1/1, F2/1, F3/1)
 - Class E1 1919-1953 no capacity limitation
- Category 5.2: (single-seater)
 - Class E2 1954-1982 up to 1600 cm³
 - Class E3 1954-1982 up to 2000 cm³
- 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.

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

3.4 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.

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

3.6 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.

3.7 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 FIA- head restraint device (e.g. HANS® System) complying with the standards approved by the FIA is obligatory during the practice heats and the race; also on the way to the start.

4.2 Drivers are strictly obliged to wear flame-resistant clothing (including the overall, a mask or balaclava, gloves, etc.) complying with the current FIA standard and these must be presented at the scrutineering.

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.

For national Championships and cups the drivers have to be in possession of a DMSB licence valid for the current year.

5.2 Drivers must be in possession of an international drivers competition licence valid for the current year. 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. However all drivers of Sport Cars or Racing Cars (acc. Art. 3.2 Cat. II) must be in possession of an international driving and competition licence- at least grade R.

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:

RSG Altensteiner Oberland e.V. im ADAC
c/o Kevin Ferner
Aegidienstrasse 16
D-37308 Heilbad Heiligenstadt

Phone: +49 (0) 178 /559 1355
Fax: +49 (0) 3606 / 60 76 34
Email: rennleiter@ibergrennen.de

CLOSING DATE FOR ENTRIES: 12th July 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 international 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 12th July 2013

FIA Groups (N, A, S20, GT, D/E2-SS, CN/E2-SC, E2-SH, E1)

- € 180,00 (incl. legal gates tax) with the organiser's optional advertising (Article 8.3.2)

- € 240,00 (incl. legal gates tax) without the organiser's optional advertising (Article 8.3.2).

Others (Historic HCC, NSU, G, F, CTC/CGT, CSC, H, E1-Bergrennen, FS)

- € 160,00 (incl. legal gates tax) with the organiser's optional advertising (Article 8.3.2)

- € 220,00 (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: VR-Bank Bad Salzungen Schmalkalden e.G
national number of bank: 84094754
national number of account: 3739317

international banking: BIC/SWIFT: GENODEF1SAL
IBAN: DE48 8409 4754 0003 7393 17
owner of account: Glasbach Event GmbH
password: Name of the driver

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:

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 drivers helping personnel

- € 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) "*RTC Reifen-team GmbH & Co. KG*".
These optional advertising (if selected) shall be clearly displayed on both sides of the vehicle the entire duration of the event.

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 and/or red light:	stop immediately and definitively and wait for instructions of the clerk of the course
yellow flag*:	danger, absolutely no overtaking
yellow flag with vertical red stripes:	slippery surface, change in grip
green flag:	track free
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 The administrative checks shall take place:

Bahnhofstrasse 19, D-36433 Steinbach

at 26th July 2013 from 02.00 p.m. to 09.00 p.m. (all groups)

and at 27th July 2013 from 07.00 a.m. to 8.30 a.m. (on request)

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 / FIA Historic 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:

- pre scrutineering flying within paddock area 1 at 26th July 2013 from 02.00 p.m. to 06.30 p.m.

- pre scrutineering flying within paddock area 2 at 26th July 2013 from 02.00 p.m. to 06.30 p.m.

- pre and final scrutineering railway station Bad Liebenstein at 26th July 2013 from 07.00 p.m. to 09.00 p.m.

-at 27th July 2013 from 07.00 a.m. to 08.30 a.m.(on request)

Bahnhofstrasse 23b, Steinbach (paddock 1) and at a separate marked area in paddock 2

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 the ASN technical passport must be presented on request and also the driver safety equipment. For the FIA Historic Championship: the FIA Historic Technical Passport and homologation form 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 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 2 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 consecutively on the same day 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 2 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 paddock 2 on a separate marked place 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.

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. The special regulations are offered at the website from the DMSB (Regulations DMSB)

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:

- General classification of all Groups in the EHC together (see art.3.1.1)
- General classification of all the groups outside the EHC together
- Classification of each of the Groups
- Classification by cylinder capacity class
- International Hill-Climb Race - Total Classification
- General classification of all the categories in the HHCC together (see art.3.1.2)

- General classification of all the categories outside the HHCC together
- Classification of each of the categories

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.(Money-prizes incl. legal sales tax)

For a new absolute course record the best time in a single race-heat within the total classification is valid.

New absolute course-record touring cars (incl.E2-SH): € 100,00

New absolute course-sports cars: € 100,00

Total Classification of all groups together:

1st place € 530,00+trophy 2nd place €270,00+trophy

Classification acc. to categories as per Article 3.2.1:

Category I (incl.E2-SH):	Category II:
1 st place € 200,00+trophy	1 st place € 200,00+ trophy
2 nd place € 170,00+ trophy	2 nd place € 170,00+ trophy
3 rd place € 130,00+ trophy	3 rd place € 130,00+ trophy

Classification acc. to groups (FIA groups) as per Article 3.2.1:

- 1st place € 430,00+ trophy at least 4 Starters in the group
- 2nd place € 370,00+ trophy at least 6 Starters in the group
- 3rd place € 240,00+ trophy at least 8 Starters in the group
- 4th place € 170,00+ trophy at least 10 starters in the group

Classification acc. to groups (other groups) as per Article 3.2.1:

- 1st place € 200,00+ trophy at least 4 Starters in the group
- 2nd place € 150,00+ trophy at least 6 Starters in the group
- 3rd place € 100,00+ trophy at least 8 Starters in the group
- 4th place € 50,00+ trophy at least 10 starters in the group

Classification acc. to cylinder capacity classes as per Article 3.2.1 (30% of the first placed get a trophy):

- 1st place € 65,00 at least 4 Starters in the class
- 2nd place € 50,00 at least 6 Starters in the class
- 3rd place € 30,00 at least 8 Starters in the class

In case of being placed in the EHC Group- resp. cylinder class classification only the higher amount of the group-/Division – resp. cylinder class classification will be paid.

Historic Hill-Climb Championship (Art.3.2.2):

Trophies will be awarded for each Category as follows:

In case of 3 Starters per Category	1 st place	1 trophy
In case of 5 Starters per Category	1 st and 2 nd place	1 trophy each
In case of more than 5 Starters per Category	1 st , 2 nd and 3 rd place	1 trophy 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.

13.1.4 All prizes are cumulable

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 unofficially on 28th July 2013 at 06.15 p.m. at the following location: starting area

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 penalised 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 Regular traffic regulations (only notified legal vehicles allowed, drivers have to hold a driving licence, alcoholic limit etc.) apply to the paddock area after the returning of the last run per day (practise and/or race). Only movements of competition cars for technical purposes are allowed acc. until sunset and after sunset on special request. Contravenes might be penalised by Police.

14.1.5 All thruways in the paddock have to be kept free in a manner that passing is possible at least half a side (Rescue way! Clearance width 3m). 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 During the event a demonstration will be carried out after the practice-runs and the heats. This demonstration will be organised according to the ISC, Cap.II, Art.22.

14.1.9 In case the entry into the chicane 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 30 sec 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, 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".

* Modern and Historic

**Modern

Heilbad Heiligenstadt, 16th April 2013

Kevin Ferner (Clerk of the course)