



# 32<sup>^</sup> CESANA - SESTRIERE

FIA HISTORIC HILL CLIMB CHAMPIOSHIP  
HILL-CLIMB ITALIAN CHAMPIONSHIP  
HILL CLIMB ITALIAN TROPHY  
HILL CLIMB CSAI CUP  
12 - 13 - 14 July 2013



## PROGRAMME

08 July	2013		Closing of entries.
12 July	2013	02,30 p.m. to 07,30 p.m.	Administrative checks and scrutineering
13 July	2013	08,00 a.m. to 10,00 a.m.	Administrative checks and scrutineering.
13 July	2013	13,30 a.m.	Official practice
14 July	2013	11,00 a.m.	Race
14 July	2013	within 30' ca.	Bill-posting of temporary race results after the arrival of each class or group
14 July	2013	03,00 p.m.	Prize Giving in Sestriere

## 1 – ORGANISATION

The Automobile Club Torino Licence organizer "A" ACI/CSAI n. 98760, in collaboration with Chianticup Racing, is organising the International Historic Hill-Climb 32<sup>^</sup> Cesana- Sestriere on 12-13-14- JULY 2013.

These Supplementary Regulations have been approved by AcI/Csai with visa n° **RM COMM AS 82/2013 OF 10.06.2013** and by the FIA with visa n° **HHCC/CS/ITA.12.07.13**

### 1.1 Organising Committee, Secretariat

The Chairman of the Organising Committee is:

Mr. Franco BECCI Address: c/o Automobile Club Torino Via Giolitti, 15 10123 Torino - Italy

Phone +39 011 5779 262 / 213 Fax +390115779268 Mobile +393356175540

Ms. Marta BONI Member of the board

Mr. Giancarlo QUARANTA Member of the board

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

Until 11 July 2013 at 12,00 p.m.: Automobile Club Torino Via Giolitti, 15 10123 Torino - Italy

Phone +39 011 5779 262 / 213 Fax +390115779268 e-mail: [info@cesanasestriere.com](mailto:info@cesanasestriere.com)

As from 12 July 2013 08,00 a.m. : Sestriere, Piazza G.Agnelli c/o Sestrieres Spa Tel/fax +39 0122 799413

Mobile +393356175540

### 1.2 Officials

FIA Observer **JOHN HUGHES** (GBR)

FIA Chief Steward: **ROD PARKIN** (GBR)

FIA Second Steward: **LUCIEN FRANCK** (LUX)

FIA Eligibility Delegate: **ALAIN DEL CORSO** (FRA)

Clerk of the course: **FRANCESCO TARTAMELLA** (I)

Added Clerk of the course **UMBERTO PROFETI** (I)

Steward (CSAI Del.) **GIANFRANCO BISOFFI VARANI** (I)

Scrutineers (CSAI Del.) **GIUSEPPE MARTORANA** (I)

F.I.Cr. TORINO *Timekeepers*: **GIANFRANCO RISSONE** (I)

Head of Public Relations  
for Italian participants: **PAOLO QUARANTA** (I)

Head of Public Relations  
for foreign participants: **FRANCESCO BIGATTO** (I)

Race Doctor:	<b>CLAUDIO PROTETTI'</b>	(I)
Secretary of the event:	<b>DANILO MEAZZINI</b>	(I)
Secretary of the Panel:	<b>TIZIANA BARTOLUCCI</b>	(I)
Responsible of security:	<b>FRANCO BECCI</b>	(I)
Media Hall	<b>ROBERTO VALENTINI - EZIO ROMANO</b>	(I)
Head of Public Relations:	<b>GIANCARLO QUARANTA</b>	(I)
Interpreter Service:	<b>HERRMANN PRATURLON ANJA</b>	(I)

### 1.3 Official notice board(s)

All communications and decisions, as well as the results, shall be posted on the official notice board(s) located Piazza G. Agnelli, Sestriere - Italy

## 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 the Organisers of the FIA Historic Hill-Climb Championship, 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 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 Historic Hill-Climb Championship
- Hill-Climb Historic Italian Championship
- Hill-Climb Historic Italian Trophy
- Hill Climb Historic CSAI Cup

### 2.5 Course

The event will be run on the course, which has the following characteristics:

The race will take place along SR.23 del SESTRIERE road, which presents the following features:

Length:	10,400 km	Max slope	8,2%
Difference in height:	680 Mt.		
Start:	Cesana Torinese	1318 mt. above sea level	
Average slope:	6,59%		
Arrival:	Sestriere	1998 mt. above sea level	

## 3 - ELIGIBLE VEHICLES

### 3.1

<b>Category 1 (C, D, E, F, G 1, GR)</b>
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**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)

<b>Category 2 (G2, H1, HR)</b>
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**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, S2/2)

**Category 4 (J1, JR)**

**Category 4**

(T, CT, GT, GTS - 01.01.1982 to 31.12.1985)

D1 up to 1600 cm<sup>3</sup>

D2 up to 2000 cm<sup>3</sup>

D3 over 2000 cm<sup>3</sup>

**Category 4**

(TSRC, Group C, S2/3, GC 1a, GC 1b, GC 2a, GC 2b)

D4 up to 2000 cm<sup>3</sup>

D5 over 2000 cm<sup>3</sup>

**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)

E1 1919-1953 no capacity limitation

**Category 5**

(Single Seat)

E2 1954-1982 up to 1600 cm<sup>3</sup>

E3 1954-1982 up to 2000 cm<sup>3</sup>

**Category 5**

(FJ1, FJ2)

E4 Front engine

**Category 5**

(FJ1, FJ2)

E5 Rear engine

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

**3.2** The vehicles will be divided up into the following cylinder capacity classes  
(see appendix K FIA ISC HHCC Art. 2)

**3.3 ITALIAN HILL CLIMB CHAMPIONSHIP, TROPHY AND CUP - ADMITTED CARS**

Cars belonging to T, TC, GT, GTS, GTP, Sil, BC will be admitted to the race and grouped as follows:

Periods, categories and classes:

**1° Category**

D(1931-1946) - E (1947-1961)- F(1962-1965) G1 (1966 – 1969) e GR (1966-1971)

T(T andTC) Classe 500-600-700-850-1000-1150-1300-1600-2000-oltre 2000 c.c.

GT(GT and GTS) Classe 500-600-700-850-1000-1150-1300-1600-2000-oltre 2000 c.c.

GTP- Classe 1000-1300-1600-2000-oltre 2000 c.c.

BC (periodi D-E- F and GR) Classe 1150-1300-1600-2000-oltre 2000 c.c.

**2° Category**

G2 (1970-1971) ed H1 ( 1972 – 1975)

T – TC – GT – GTS Classe 500-600-700- 850-1000-1150-1300-1600-2000-2500 oltre2500

GTP- Classe 1000-1300-1600-2000-oltre 2000 c.c.

BC ( HR -1972/1976) Classe 1000-1300-1600-2000-oltre 2000 c.c.

### **3° Category**

H2 ( 1976) and I (1977 - 1981)

T-TC-GT-GTS- Classe 500-600-700-850-1000-1150-1300-1600-2000-2500- oltre2500 c.c.

Sil - Classe 500-600-700-1000-1150-1300-1600-2000-oltre2000 c.c.

BC IR(1977-1982) and JR(1983-1990) Classe -1000-1300-1600-2000-oltre2000 c.c

BC JR "Sport Nazionale" Classe 2500 – 3000

#### **"CLASSIC" category**

J1 (1982-1985) – J2 (1986-1991) Group N-A-B

N – A ( T – TC- GT- GTS) Classe 1300-1600-2000- oltre 2000 c.c.

B Classe 1600 – oltre 1600

#### **"FORMULA"**

Vetture Monoposto Formula as All. K

Monoposto dal 1919 al 1953

Monoposto dal 1954 al 1982 up to 1600 cm<sup>3</sup>

Monoposto dal 1954 al 1982 up to 2000 cm<sup>3</sup>

Formula Junior front engine

Formula Junior rear engine

Formule Addestrative CSAI – Formula Monza - Formula 850-Formula Italia - Formula Abarth

Classes will be set up no matter how many cars undergo administrative checks and scrutineering. Cars belonging to 1st Group (D,E,F,G1) will have a single Class-classification for cars T of Series and T Competition named T, and a single Class-classification for cars GT of Series and GT Competition named GT.

Cars G2+H1 of 2nd Group will have a single Class-classification for every Category allowed from present regulation.

Cars H2+I of 3rd Group will have a single Class-classification for every Category allowed from present regulation.

**3.4** 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.

**3.5** The safety equipment of all vehicles must comply with the FIA Appendix K.

**3.6** 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.

**3.7** Only fuel which complies with the provisions of Appendix K may be used.

**3.8** Any form of pre-heating of the tyres before the start 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 and a crash helmet 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 flame-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 a international competitor's licence valid for the current year shall be eligible as a competitor.

**5.2** Drivers must be in possession of a 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 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:

**AUTOMOBILIE CLUB TORINO Via Giolitti 15 10123 TORINO**

**Fax +39 011 5779 268 - +39 011 5612076**

**E-MAIL : [info@cesanasestriere.com](mailto:info@cesanasestriere.com)**

**CLOSING DATE FOR ENTRIES: 08 July 2013 12,00 p.m.**

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

**6.2** A maximum of 250 competitors will be admitted. In case a higher number of entries is received, the following acceptance principles shall be applied: **chronological order of received entry.**

**6.3** There may be a change of vehicle after the closing 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 as well as authorisation from his ASN, must be named before the administrative checks are carried out for the vehicle concerned.

**6.5** A driver could be designated more than once. The demands for registrations in various classes and with various cars will have to be sended to the Organizer who will communicate the acceptance of the same demands estimated the material possibility for being able to carry out the official test and the contest for the demanded registrations.

**6.6** The entry fees shall be as follows:

- with the organiser's optional advertising (Article 8.3.2): Euro 260,00 + VAT

- without the organiser's optional advertising (Article 8.3.2): Euro 520,00 + VAT

The entry fees are to be paid as follows: a telegraphic money order or a non-transferable bank cheque or bank transfer.

**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 Euro 5.000.000,00 for each case;

**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 as per Article 66 of the ISC 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** 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 n. 3 sets of start numbers which shall be clearly displayed on both sides of the vehicle and on the bonnet throughout the 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 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 event.

### **8.3 Advertising**

**8.3.1** - Any advertising may be affixed to the vehicles, on condition that:

- it complies with the FIA regulations and with the national regulations;
- it is not offensive.

No advertising whatsoever may be affixed to the side windows.

**8.3.2** - The organiser has made provision for the following advertising:

- obligatory (start number):
- optional (reduced fees, Article 6.6):

### **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. |

- Black and white chequered flag: End of the heat (finish line).
- \* Flag waved: 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 at

Sestriere c/c Sestriere Spa	on 12 July 2013 from 02,30 p.m. to 07,00 p.m.
Piazza G. Agnelli - SESTRIERE	on 13 July 2013 from 08,00 a.m. to 09,30 a.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 FIA Historic Technical Passport (HTP). 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

Sestriere Piazza G. Agnelli	on 12 July 2013 from 03,00 p.m. to 07,30 p.m.
	on 13 July 2013 from 08,00 a.m. to 10,00 a.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 HTP 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 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 Category 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 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 heat of the race are as follows: it is required to have done at least one hill-climb. Failing this requirement, a driver that has taken part in the start of the Official Practices but has not managed to complete the whole course, can nevertheless be eligible for the race, provided that in one of the three chronologically previous years, he has gain a place in the race itself. The driver can moreover be eligible for a race upon a justified decision of Stewards, even upon proposal of the Clerk of the course. By taking part in a start, means that when the traffic-lights turn to green, the car shall be lined up at the starting line, and at the disposal of the Clerk of the course.

Special cases shall be submitted to the stewards of the meeting.”

## **10.3** Race

**10.3.1** -The heats of the race shall take place in accordance with the detailed timetable drawn up by the organiser.

**10.3.2** -The race shall be run over n. 1 (one) heat.

## **10.4** Outside assistance

**10.4.1** -Any outside assistance shall 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 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 is located at Sestriere Piazza G. Agnelli.



## **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 Autofficina Garofalo, Piazza Fraiteve, 4 - Sestriere.

## **12 - CLASSIFICATIONS, PROTESTS, APPEALS**

### **12.1 Classifications**

**12.1.1** -The conditions for drawing up the classifications are as follows: placings are worked out by the times taken in the race

**12.1.2** - The rule for deciding between competitors in the case of a tie is as follows: there will be two winners.

**12.1.3** - The following classifications shall be drawn up:

- General classification of all the Categories in the HHCC together (see art. 3.1);
- General classification of all the Categories outside the HHCC together;
- Classification of each of the Categories;
- Classification by cylinder capacity class;
- etc.

### **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 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 Euro 350,00 and is to be paid when submitting the complaint. 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 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: Euro 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: To the first three of each class, to the first three of each category, to the first one of each historic period.

**13.1.2** -Prizes 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, they have to be collected.

**13.1.3** -Cash prizes must be collected in person at the prize-giving ceremony, otherwise they shall 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 on Sestriere Piazza G.Agnelli on 14 July 2013 03,00 p.m.

#### **14 - SPECIAL PROVISIONS**

**14.1** The prizes, cups and trophies are given for the classifications of Italian Championship.

ITALIAN RACING DRIVER  
SPORTS COMMITTEE

THE ORGANIZING COMMITTEE  
THE CHAIRMAN

