



**13<sup>th</sup> FIA International Hill-Climb CHALLENGE  
SUPPLEMENTARY REGULATIONS**

**PETROL**

**SEVNICA 2010**

AD

STUDENEC - SEVNICA, Studenec 55, 8293 Studenec,  
SLOVENIJA ;

(e-mail) [ford.at.r@siol.net](mailto:ford.at.r@siol.net) ; <http://www.ghd-sevnica.si>

**Impoljca - Studenec 2010. 05. 22. – 23.**

**FIA International Hill Climb CHALLENGE**

**FIA European Hill Climb Cup**

**Open Slovenian Hill Climb Championship**

**FIA Historic Hill Climb Championship**

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### PROGRAMME

|            |  |   |
|------------|--|---|
| 10.05.2010 | 12.00 p.m.   | Close of entries                        |
| 14.05.2010 |  | Publication the Entry list              |
| 22.05.2010 | 07.30 a.m. – 10.45 a.m.  | Administrative checks                   |
|            | 07.45 a.m. - 11.00 a.m.  | Scrutineering                           |
|            | 12.00 a.m.   | 1 <sup>st</sup> meeting of the Panel    |
|            | 01.00 p.m.   | Discussion with competitors and drivers |
|            | 01.30 p.m.   | Official practice I, II, III            |
|            | 15 min after the last vehicle comes to the parc assistance after III. Practice | 2 <sup>nd</sup> meeting of the Panel    |
| 23.05.2010 | 10.00 a.m.   | Race - 1 <sup>st</sup> heat             |
|            | 12.15 p.m.   | Opening ceremony of the race            |
|            | 01.00 p.m.   | Race - 2 <sup>nd</sup> heat             |
|            | 03.00 p.m.   | Race - 3 <sup>rd</sup> heat             |
|            | 15 min after the last vehicle crosses the Finish line                          | 3 <sup>rd</sup> meeting of the Panel    |
|            | 20 min after the last vehicle crosses the Finish line                          | posting of provisional results          |
|            | as from 06.30 p.m.   | Prize-giving                            |

### 1 ORGANISATION

The AD STUDENEC SEVNICA (AD2S), Studenec 33, 8293 Studenec, SLOVENIJA ([www.obcina-sevnica.si](http://www.obcina-sevnica.si)) is organising the 13<sup>th</sup> international hill-climb event PETROL SEVNICA 2010 on route Impoljca-Studenec.

These Supplementary Regulations have been approved by National Sporting Authority with visa n°: \_\_\_\_\_ and by FIA with visa n. ....

#### 1.1 Organising Committee, Secretariat

The Chairman of the Organising Committee is:

Mr. OCVIRK Srečko, Metni vrh, 8290 Sevnica, commne Sevnica.

vice-chairman: Janoš JANC  
vice-chairman: Zvone KOŠMERL  
vice-chairman : Franc POVŠE  
members: Janko REZEC, president AD2S  
Ferdo POBERŽNIK  
Ivan LIPAR  
Sandi KRALJ  
press: Tomaž SVAŽIČ  
trafic: Matej DRUGOVIČ  
protocol: Brane BUSAR

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

Until 2010.05.21 to 07.00 p.m.: AD2S, Dolenji Boštanj 56 F; 8294 Boštanj; Sloveniatel.n° +386/(0)7 8162700, fax 701; GSM: 386/ (0)41-764706 : (e-mail); [ford.at.r@siol.net](mailto:ford.at.r@siol.net) Web: [www.ghd-sevnica.si](http://www.ghd-sevnica.si);  
As from 2010. 05.21 to 24.: Dom Impoljca, Arto 13, 8293 Studenec; tel.:...386/(0)41764706; fax:...386/(0)7 814 16 43, e-mail: [ford.at.r@siol.net](mailto:ford.at.r@siol.net),

## 1.2 Officials

|   |                                   |
|---|-----------------------------------|
| Clerk of the Course:                    | Ferdo POBERŽNIK                   |
| Assistant Clerk of the Course-Security: | Tomo STAUT                        |
| Assistant Clerk of the Course:          | Rudi RESMAN, Janko REZEC          |
| Stewards of the Meeting:                |                                   |
| President:                              | Dušan KOBLIŠEK (SVK)              |
| Members:                                | Miroslav NEZVAL (CZE)             |
| Members:                                | Franc VREŽE (SLO)                 |
| FIA observer:                           | Michel ADANT (BE)                 |
| Observer AŠ 2005:                       | Miran KACIN (SLO)                 |
| Administrative checks:                  | Tba                               |
| FIA technical delegate:                 | Alain DEL CORSO (FRA)             |
| Scrutineers:                            | Janez FLERIN and assistants       |
| Timekeepers:                            | OMIKRON PLUS                      |
| Competitor Relations Officer:           | Borut RESMAN, Vladimir HRASTOVŠEK |
| Chief Medical Officer :                 | dr. Dušan SENICA                  |
| Secretary of the Event :                | Milena REZEC                      |
| Secretary of the Panel :                | Tba                               |

## 1.3 Official notice board

All communications and decisions, as well as the results, shall be posted on the official notice boards located:  
22.05. 07.00 a.m. – 08.00 p.m. in the Paddock, of the start zone-Arto, after the finish zone-Studenec (only results)  
23.05. 08.00 a.m. – 08.00 p.m. in the Paddock, of the start zone-Arto, after the finish zone-Studenec (only results)

## 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 International Hill-Climb Challenge, the Regulations of the FIA European Hill-Climb Cup, the FIA Regulations for the 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 International Hill-Climb Challenge
- FIA European Hill-Climb Cup
- Open Slovenian Hill Climb Championship and Hill Climb Cup AŠ 2005
- FIA Historic Hill Climb Championship

## 2.5 Course

The event will be run on the (ARTO) IMPOLJCA - STUDENEC course, which has the following characteristics:

|                  |                   |         |                 |
|------------------|-------------------|---------|-----------------|
| length:          | 3,700 m (4,500 m) | start:  | Impoljca (Arto) |
| average incline: | 5,2 % (4,6 %)     | finish: | Studenec        |

## 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:

### IHCC:

- Group N - Production Cars
- Group A - Touring Cars (incl. WRC, KITC, S2000 & SP )
- Group GT - Grand Touring Cars (GT1/GT2/GT3)
- Group CN - Production Sport Cars
- Group E2 – SC Sportscars (two seats) up to 3000 cc
- Group D/E2 – SS International Formula (Single-seater) up to 3000 cc

EHCC: Group E1 – Free Formula Category 1 (Article 277 of Appendix J and limitations as per ECC regulations)  
Group E2 - Silhouette (restrictions according to supplementary regulations)

Other: Group A-Diesel National  
Group E2: over 3000 cc  
Trophy Cars

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

IHCC: Group N, A, GT: upto 1400 cc  
over 1400 upto 1600 cc  
over 1600 upto 2000 cc  
over 2000 upto 3000 cc  
over 3000 cc

Group CN: upto 1600 cc  
over 1600 upto 2000 cc  
over 2000 upto 2500 cc

Group D/E2: up to 3000 cc

ECC: Group E1: up to 1000 cc 500 kgs  
up to 1400 cc 550 kgs  
up to 1600 cc 580 kgs  
up to 2000 cc 620 kgs  
up to 3000 cc 700 kgs  
up to 4000 cc 780 kgs  
up to 5000 cc 860 kgs  
up to 6500 cc 960 kgs

Group E2-SH up to 3000 cc

Other: Group A-Diesel National up to 2000 cc  
over 2000 cc

Trophy cars

Open Slovenian Hill Climb Championship of the National Sporting Code

**3.3** FIA Historic Hill Climb Championship:  
Category 1 (C, D, E, F, G 1, GR)  
Category 2 (G2, H1, HR)  
Category 3 (H2, I, IR)  
Category 4 (C, D, E, F, GR, HR, IR)

**3.3.1** The historic vehicles will be divided into cylinder capacity classes as per appendix K 2004.  
Category 1 (SAL 1-4, OT 1-4, OS 1-8, T 1-15, GT 1-17 TC 1-15, GTS 1-17)

A1 up to 850 cm3  
A2 up to 1150 cm3  
A3 up to 1300 cm3  
A4 up to 1600 cm3  
A5 up to 2000 cm3  
A6 over 2000 cm3

Category 1 (TSRC 1-18, GTP E-F, HST 1-5, HS 2-3 2-places)

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

Category 2 (T 16-25, TC 16-25, GT 18-27, GTS 18-27)

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

Category 2 (TSRC, HST, S 2/1)

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

Category 3 (T 26-35, TC 26-35, GT 28-37, GTS 28-37)

|   |              |                            |
|---|--------------|----------------------------|
| C1  | up to        | 1300 cm <sup>3</sup>       |
| C2  | up to        | 2000 cm <sup>3</sup>       |
| C3  | over         | 2000 cm <sup>3</sup>       |
| Category 3 (TSRC, HST )   |              |                            |
| C4  | up to        | 2000 cm <sup>3</sup>       |
| C5  | over         | 2000 cm <sup>3</sup>       |
| Category 4 (GP 8-15, V 6-9, HS 2-3 single-seat, F1/1, F2/1, F3/1) |              |                            |
| D1  | 1919-1953    | no capacity limitation     |
| Category 4 (Single Seat)  |              |                            |
| D2  | 1954-1982    | up to 1600 cm <sup>3</sup> |
| D3  | 1954-1982    | up to 2000 cm <sup>3</sup> |
| Category 4 (FJ1, FJ2)   |              |                            |
| D4  | Front engine |                            |
| Category 4 (FJ1, FJ2)   |              |                            |
| D5  | Rear engine  |                            |

In the case of supercharging (see definition in the current Appendix J), 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.

The eligible vehicles for all other National Championships and Trophies are defined in the individual approved regulations.

- 3.4** The safety equipment of all vehicles must comply with the FIA Appendix J or K resp.
- 3.5** Any vehicle with insufficient safety features or not complying with the regulations in force shall not be admitted to or shall be excluded from the event.
- 3.6** Only fuel which complies with the provisions of Appendix J or K resp. may be used.
- 3.7** Any form of pre-heating of the wheels and/or tyres before the start is prohibited and may result in sanctions that may go as far as exclusion.

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

- 4.1** The wearing of a safety belt, a crash helmet and HANS complying with the standards approved by the FIA is obligatory during the practice heats and the race.
- 4.2** Drivers are strictly obliged to wear fire-resistant overalls (including 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 a competitor's licence valid for the current year shall be eligible as a competitor.
- 5.2** Drivers must also be in possession of a driving licence and a 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:

**AD Studenec-Sevnica**  
**Dolenji Boštanj 56f**  
**8294 Boštanj**  
**SLOVENIJA**  
**fax: + 386/(0)7/8162701**

**CLOSING DATE FOR ENTRIES: 10. 05. 2010 – 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.**

**For Historic Cars only: a photocopy of the first page of the Historic Vehicle Identity Form or Historic Technical Passport of the car entered must be enclosed with the entry.**

**6.2** The maximum number of participants admitted in total is 120.

**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 close 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** 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

- with organiser's optional advertising (Article 8.3.2): **150 €**.
- without the organiser's optional advertising (Article 8.3.2): **double** entry fees.

The entry fees are to be paid as follows: on giroaccount AD2S; Nova Ljubljanska banka IBAN **02379-0253645421**, SWIFT: **LJBASIX** with original documents, proof-ground and bank stamp for payment in currency or in cash at administrative checks.

**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. The organising committee reserves the right to accept an entry, when the entry fee is payable under conditions from Art. 6.6.

**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 liability up to 3.000 € for each case for things and for persons 18.000 € /for risk of death/ and 36.000 € /for risk of disablement/.
- insurance for all staff on duty on the race covering a risk of death with insurance premium of 18.000 € and a risk of disablement with insurance premium of 36.000 €.

**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 (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 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 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 to the FIA and ASN 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): 'PETROL'
- optional (reduced fees, Art. 6.6): 2 stickers, place reserved on front bonnet and on both sides of the car.

## 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)     |

\* 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 Administrative checks shall take place at **DUO Impoljca on 22.05.2010 from 07.30 a.m. to 10.45 a.m.**

9.1.2 The participants must report for the checks in person.

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

## 9.2 Scrutineering

9.2.1 Scrutineering shall take place at **DUO Impoljca on 22.05.2010 from 07.45 a.m. to 11.00 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 homologation form and/or the ASN technical passport resp. the FIA Historic Vehicle Identity Form of the vehicle 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 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 heats of the race are as follows: a minimum of 1 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 in accordance with the timetable drawn up by the organiser.

10.3.2 The race shall be run over 3 heats. A driver not classified in the 1<sup>st</sup> or 2<sup>nd</sup> heat is not entitled to start in the 2<sup>nd</sup> or 3<sup>rd</sup> 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 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 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 finish, in Studenec on the sport field, at the house No.41a and No.30 (CN;E2; D/E2).

### **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 in Studenec, servis LIPAR Ivan, Studenc No. 30.

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

### **12.1 Classifications**

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

- classification is based on the total times of 3 heats.

12.1.2 The rule for deciding between competitors in the case of a tie is as follows:

- the better time in one of the 3 heats is decisive.

12.1.3 The following classification shall be drawn up:

- FIA International Hill Climb Race -General Classification
- FIA IHCC – General Classification of each of the Groups
- FIA IHCC - Classification of each of the Cylinder capacity classes according to Article 3.2
- FIA EHCC - General Classification of Group E1
- Open Slovenian Hill Climb Championship
- FIA Historic Hill Climb Championship – separate general classification for category 1, category 2, category 3 and category 4, with no class deviations nor separation between standard and competition cars.
- FIA Historic Hill Climb Championship – classifications, taken from the general classification for each category, relating to each of the classes, including non – finishers and exclusions.
- a separate classification will be issued for every category and class.

### **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 € 250 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.

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 € 1.500.

## **13 PRIZES AND CUPS, PRIZE-GIVING CEREMONY**

### **13.1 Prizes and cups**

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

- Track record: Cup and 300 €  
Track record holder is Walter Leitgep (01:57:593)
- International Hill-Climb Race:
  - General classification of all Groups together:
    - 1st place Cup and 300 €
    - 2nd place Cup and 200 €
    - 3rd place Cup and 100 €
- FIA Hill Climb Challenge:

- General classification as per each Group

|           |     |
|-----------|-----|
| 1st place | Cup |
| 2nd place | Cup |
| 3rd place | Cup |

- Classification as per each of the Cylinder capacity classes (see art. 3.2)

|           |     |
|-----------|-----|
| 1st place | Cup |
| 2nd place | Cup |
| 3rd place | Cup |

|   |                         |
|---|-------------------------|
| In case of 3 Starters per each of the Cylinder capacity classes           | 1st place               |
| In case of 5 Starters per each of the Cylinder capacity classes           | 1st and 2nd place       |
| In case of more than 5 Starters per each of the Cylinder capacity classes | 1st , 2nd and 3rd place |

d) FIA European Hill-Climb Cup:

- General classification

|           |               |
|-----------|---------------|
| 1st place | Cup and 200 € |
| 2nd place | Cup and 150 € |
| 3rd place | Cup and 100 € |

e) Slovenian Hill Climb Championship

- Defined by the National Regulations.

f) FIA Historic Hill Climb Championship:

- General classification as per each Category:

|           |               |
|-----------|---------------|
| 1st place | Cup and 100 € |
|-----------|---------------|

- Classification as per each cylinder capacity class

|           |     |
|-----------|-----|
| 1st place | Cup |
| 2nd place | Cup |
| 3rd place | Cup |

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 prizegiving ceremony, otherwise they shall remain the property of the organizer.

13.1.4 All prizes are cumulatively.

### 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 23.05.2010 at app. 06.30 p.m. at Restaurant JANC in the Studenec.

## 14 SPECIAL PROVISIONS – Attention !!!

### 14.1 Additional regulations

14.1.1. All fees are to be paid in Euro (€).

14.1.2 **Any heating of the tyres (mechanical, such as spinning of the wheels, electrical, such as heating blankets, or other devices) in the paddock or the pre-start shall be forbidden under penalty of exclusion from the event.**

14.1.3 On return from the parking area and/or 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.

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

**The Chairman of the Organising Committee**

Srečko Ocvirk

**The Clerk of the Course**

Ferdo Poberžnik

**Zveza za avtošport Slovenije AŠ 2005**

Director:

Dagmar Šuster