



# “CASTROL RACING TEAM”

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## SUPPLEMENTARY REGULATIONS for the International Hill-Climb

### PRIZE OF THE CITY OF SKOPJE

# Vodno 2010

FIA International Hill Climb Challenge  
FIA E1 European Cup  
FIA Central Europe Zone  
Macedonian Hill Climb Championship

Skopje, 14 – 16,05.2010

# Supplementary Regulations for the FIA International Hill-Climb Challenge and the FIA European Hill-Climb Cup

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## PROGRAMME

10.05.2010	Closing of entries.
14-05-2010	
12:00-17:00	Administrative checks and scrutineering.
15.05.2010	
11:00	Official practice 1 <sup>st</sup> heat.
1 hour after 1 <sup>st</sup> heat	Official practice 2 <sup>nd</sup> heat.
16.05.2010	
11:00	Race 1 <sup>st</sup> heat.
30 min. after 1 <sup>st</sup> heat	Race 2 <sup>nd</sup> heat.
15 min. after 2 <sup>nd</sup> heat	Posting of provisional results.
17:00	Prize Giving.

### 1 - ORGANISATION

The AKK Primo avj is organising the international hill-climb "Vodno 2010" on 14-10605.2010.

These Supplementary Regulations have been approved by AMSM end AFM with visa n° 1635, and by the FIA with visa n° 4CICC.MKD.150510.

#### 1.1 Organising Committee, Secretariat

The Chairman of the Organising Committee is:  
Mr. Bejtula Selmani

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

Until 11.05.2010: ul.Prolet 4A, Skopje  
Tel/fax: +389 2 306 80 30  
As from 12 .05.2010: Hotel "Vodno" – Skopje  
Tel: +389 2 317 70 27  
Fax: +389 2 317 88 66  
+389 78 305 145

#### 1.2 Officials

Clerk of the Course: Aleksandar Dimusevski [MK]  
Tel: 0038978 305 145  
Assistant Clerk of the Course: Ferdinand Poberznik [SLO]

Chairman of the Stewards:  
Mr. Zivota Milic [SRB]  
Scrutineers:  
Mr. Mirce Grncarovski [MK]  
Timekeepers: AMSM

FIA Observer(s):

Mr. Teodor Strobl [SVK]

Competitors' Relations Officer:

Mr. Vlatko Siljanovski [MK]  
Chief Medical Officer: Klinicki Centar [MK]

Secretary of the Event:

Ms. Gordana Zivkovic [MK]

### 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 at the competitor parking place and in front of the Hotel "Vodno".

## 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 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
- FIA CEZ Hill-Climb Trophy
- Macedonian Hill-Climb Championship

## 2.5 Course

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

Length:	3500 m.
Start:	IZIS
Average incline:	4,75%
Finish:	500m. before Hotel Vodno
Height above – start:	391 m above sea level
Height above - finish :	559 m above sea level
Height difference:	168 m

## 3 - ELIGIBLE VEHICLES

3.1 All vehicles complying with the prescriptions of the FIA Appendix J for the following Groups are eligible to take part:

<u>IHCC:</u>	Group N – Production Cars Group A – Touring Cars [incl WRC,KITC,S2000,SP]  Group GT – Grand Touring Cars (GT1, GT2, GT3 together) Group CN - Production Sports Cars Group E2-SC - Two seaterracing cars upto 3000cc Group D/E2-SS – International Formulae / Free Formula single-seater racing cars up to 3000cc
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<u>EHCC:</u>	Group E1 – Touring tupe cars Categoria 1 Group E2-SH – Touring tupe Categoria 2[incl.two- Seater Group B, Group GT cars]
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### FIA CEZ:

Category 1. Group N [ incl R1 – cars ]  
Group A (incl,R2,R3 cars Kit-Car & WRC)S2000,SP  
Group E1, GT1, GT4, E2-SH, [incl,two-scater Group B, Group GT cars]

Category 2. Group D/E2 –SS [ single-seater]  
Group CN,E2-SC [incl CN-2003,C3 ]

For Groups E1,E2-SH,E2-SC , E2-SS the minimum weightsacc. FIA App-J,Art 277 have to be considered.

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

FIA IHCC	
Group N, A, GT:	up to 1150 cc over 1151 – 1400 cc over 1401 – 1600 cc over 1601 – 2000 cc over 2001 – 3000 cc over 3000 cc
Group SP:	up to 2000 cc
Group D/E2:	up to 1600 cc over 1601 – 2000 cc over 2001 – 3000 cc

### FIA EHCC

Group E1:  
To be admitted for the EHCC, vehicles of Group E1 must conform to the specifications of article 277 of Appendix J, together with the following restrictions:

- maximum engine cylinder capacity 6500 cm3.
- fuel: commercially available petrol or diesel, according to the provisions of Article 259.6.1 of Appendix J.
- minimum weight (this is the real weight of the car ready to race, without driver or equipment, at any time during the event):

1000 cm3	500 kgs	3000 cm3	700 kgs
1400 cm3	550 kgs	4000 cm3	780 kgs
1600 cm3	580 kgs	5000 cm3	860 kgs
2000 cm3	620 kgs	6500 cm3	960 kgs

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

### 3.3

3.3.1 - IHCC: For Group D/E2-SS, other than Article 277 of Appendix J, the following restrictions must be respected:

- Cockpit:

The driver's seat must be symmetrical about the longitudinal centre line of the car.

Only free wheel Single Seater may be admitted.

3.3.2 - EHCC: For Group E1 and Group E2-SH, other than Article 277 of Appendix J, the following restrictions must be respected:

- maximum engine cylinder capacity 6500 cc
- fuel: commercially available petrol or diesel, according to the provisions of Article 259.6.1 of Appendix J.

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 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.

## 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 fire-resistant overalls (including 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 competitor's licence valid for the current year shall be eligible as a competitor.

5.2 Drivers must be in possession of 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:

AKK Primo avj  
Ul. Prolet 4A, Skopje 1000.

CLOSING DATE FOR ENTRIES: 10.05.2010 / 00:00 hour.

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 There is no limit for the maximum number of competitors.

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** 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 the organiser's optional advertising (Article 8.3.2): 100 EUR for international competitions, 50 EUR for national competitions.  
- without the organiser's optional advertising (Article 8.3.2): 250 EUR.

**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 3900 EUR for each case;
- in case of disability up to 4150 EUR
- in case of death up to 2650 EUR

**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 and (front doors) 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
- 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): (front doors),
- stickers place reserved on front bonnet and on both back sides of the vehicle.

### **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 in the Hotel "Vodno" on 14.05.2010 from 12:00 to 17:00 hour.

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 the parking place of Hotel "Vodno" on 14.05.2010 from 12:00 to 17:00 hour.

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 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 heat(s) of the race are as follows:  
Minimum 1 finished practice heat. 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 2 heats.

### **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 the parking place in front of Hotel Vodno..

### **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 in front of Hotel Vodno.

## **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 both heats.

12.1.2 - The rule for deciding between competitors in the case of a tie is as follows:  
- The best times in one of the two heats are decisive.

12.1.3 - The following classifications shall be drawn up:  
- General classification of each of the Groups in the IHCC  
- General classification of Group E1 in the EHCC

### **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 100 EUR against the running of the event, the result posted and irregularities during the practices, visual check of the vehicle as well as protests against the work of the scrutineering and Administrative Checks commission. The deposit has to be paid to the secretary of the event. 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: 750 EUR

### **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 + 100 EUR

Track record holder is Franjo KUNCER (CG) – 1:51:50

- General classification of all Groups

1<sup>st</sup> place Cup

2<sup>nd</sup> place Cup

3<sup>rd</sup> place Cup

- Classification of each of cylinder capacity classes

1<sup>st</sup> place Cup

2<sup>nd</sup> place Cup

3<sup>rd</sup> place Cup

In case of 3 starters per each of the cylinder capacity classes 1<sup>st</sup> place.

In case of 5 starters per each of the cylinder capacity classes 1<sup>st</sup> and 2<sup>nd</sup> place.

In case of more than 5 starters per each of the cylinder capacity classes 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> place.

- Macedonian Hill-Climb championship with the provisions of the National Sporting Code.

- FIA CEZ Hill-Climb Trophy with the provision of FIA CEZ Sporting Code.

- Group E1 in the ECC

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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 16.05.2010 at 17:00 hour in front of the Hotel Vodno.

**AKK PRIMO avj**

**AMSM**

**AFM**