



FIA EUROPEAN HILL-CLIMB CHAMPIONSHIP
 FIA HISTORIC HILL-CLIMB CHAMPIONSHIP
 CAMPEONATO DE ESPANHA DE MONTANHA
 CAMPEONATO DE PORTUGAL DE MONTANHA
 TROFÉU IBÉRICO DE MONTANHA
 TROFÉU NACIONAL DE HISTÓRICOS MONTANHA
 TROFÉU CHALLENGE DESAFIO ÚNICO
 FORD TRANSIT TROPHY

33ª RAMPA

INTERNACIONAL DA FALPERRA

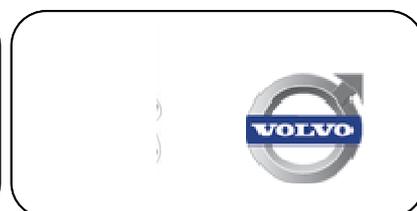
18, 19 and 20 May, 2012

Supplementary Regulations

A RAMPA INTERNACIONAL DA FALPERRA apoia e promove as nobre causas sociais levadas a cabo pela
 The RAMPA INTERNACIONAL DA FALPERRA supports and promotes the social noble causes carried out by



Celebrar. Recordar. Lutar.



DATE	TIME	PROGRAMME	LOCALIZATION
19/04/2012 (Thursday)	09H00	Opening date for entries	Cam Office and FPAK Office
11/05/2012 (Friday)	14H00	Closing date for entries	FPAK Head-Office, North and Madeira Delegations
	18H00	Closing date for entries	CAM Office
15/05/2012 (Tuesday)	18H00	Publication of entrants list	CAM Office
17/05/2012 (Thursday)	18H00-20H00	Optional Administrative – all categories	Stadium 1º de Maio - Braga
18/05/2012 (Friday)	10H00	Delivery of documents to the Press	Stadium 1º de Maio - Braga
	10H00 –10H29 10H30 –10H59 11H00 –11H29 11H30 –11H59 12H00 –12H29 12H30 –12H59 14H00 –14H29 14H30 –14H59 15H00 –15H29 15H30 –15H59 16H00 –16H29 16H30 –16H59 17H00 –17H29 17H30 –17H59	ADMINISTRATIVE CHECKS From Nr. 1 to 15 From Nr. 16 to 30 From Nr. 31 to 45 From Nr. 46 to 60 From Nr. 61 to 75 From Nr. 76 to 90 From Nr. 91 to 105 From Nr. 106 to 120 From Nr. 121 to 135 From Nr. 136 to 150 From Nr. 151 to 165 From Nr. 166 to 180 From Nr. 181 to 195 From Nr. 196	Stadium 1º de Maio - Braga
	10H30 –10H59 11H00 –11H29 11H30 –11H59 12H00 –12H29 12H30 –12H59 14H00 –14H29 14H30 –14H59 15H00 –15H29 15H30 –15H59 16H00 –16H29 16H30 –16H59 17H00 –17H29 17H30 –17H59 18H00 –18H30	SCRUTINEERING From Nr. 1 to 15 From Nr. 16 to 30 From Nr. 31 to 45 From Nr. 46 to 60 From Nr. 61 to 75 From Nr. 76 to 90 From Nr. 91 to 105 From Nr. 106 to 120 From Nr. 121 to 135 From Nr. 136 to 150 From Nr. 151 to 165 From Nr. 166 to 180 From Nr. 181 to 195 From Nr. 196	Stadium 1º de Maio - Braga
	20H30	First C.C.S. Meeting	Stadium 1º de Maio - Braga
	21H00	PUBLICATION OF THE LIST OF ENTRANTS ELIGIBLE TO THE OFFICIALS PRACTICES	Official boards
	22H00 - 23H00	COMPETITION CAR PARADE	Stadium 1º de Maio - Braga

PROGRAMME OF THE COMPETITION CAR PARADE

TIME	PROGRAMME	LOCALIZATION
10h30	Preparation and formation of the exhibition park of cars	Stadium 1º Maio – Braga (Coordinates GPS: N 41º 32' 23" W 8º 25' 16")
20h00	Alignment of individual cars for the presentation	
21h00	Beginning of the individual presentations. Symbolically start for the 33ª Rampa Internacional Falperra.	

DATE	TIME	PROGRAMME	LOCALIZATION
19/05/2012 (Saturday)	06H16	Starting parking (all categories)	Km 30 of EN 309 and R. do Barral /Fraião
	07H30	BRIEFING	START EN 309 - VIA FALPERRA
	07H46	CLOSE OF THE TRACK	EN 309 VIA FALPERRA
	08H16 – 09H47	FREE PRACTICES – Hill Climb 1 Desafio Único Ford Transit Trophy Spanish Championship Portuguese Championship FIA European & FIA Historics	
	10H42 – 12H14	FREE PRACTICES – Hill Climb 2 Desafio Único Ford Transit Trophy	
	11H15 – 12H14	OFFICIAL PRACTICES – Hill Climb 1 Spanish Championship Portuguese Championship FIA European & FIA Historics	
	13H19 – 13H49	RACE - Hill Climb 1 Desafio Único Ford Transit Trophy	
	13H52 – 14H40	OFFICIAL PRACTICES – Hill Climb 2 Portuguese Championship FIA European & FIA Historics	
	15H45 – 16H15	RACE - Hill Climb 2 Desafio Único Ford Transit Trophy	
	16H18 – 17H17	RACE - Hill Climb 1 Championnat d'Espagne Championnat de Portugal FIA European & FIA Historics	
	15 min after final	Posting of Official Race 1st. Heat Results	Official Board

DATE	TIME	PROGRAMME	LOCALIZATION
20/05/2012 (Sunday)	06H46	Starting parking (all categories)	Km 30 of EN 309 and R. do Barral /Fraião
	07H16	CLOSE OF THE TRACK	EN 309 VIA FALPERRA
	07H46 – 08H46	WARM-UP Spanish Championship Portuguese Championship FIA European & FIA Historics	
	08H49 – 09H19	RACE - Hill Climb 1 Desafio Único Ford Transit Trophy	
	09H52 – 10H00	OFFICIAL PRACTICES Spanish Championship	
	10H04 – 10H51	RACE - Hill Climb 2 Championnat de Portugal FIA European & FIA Historics	
	11H56 – 12H37	RACE - Hill Climb 2 Desafio Único Ford Transit Trophy Spanish Championship	
	12H41 – 13H28	RACE - Hill Climb 3 Championnat de Portugal FIA European & FIA Historics	
	After last Heat	Final Scrutineering (after last heat of each Category)	Parc Fermé
	15 min after final Heat	Posting of Provisional Results (15 min. after last heat of each Category)	Official Board
	15 min after final Heat	Press Conference	Press Room
	60 min after final Heat	Posting of Official Results	Official Boards
	17H30	Prize Giving	Albergaria Nº Sª do Sameiro / Centro Apostólico

1 - ORGANISATION

The CAM - CLUBE AUTOMÓVEL DO MINHO is organising the international hill-climb **33ª RAMPA INTERNACIONAL DA FALPERRA** on 18, 19 and 20 May 2012.

These Supplementary Regulations have been approved by FPAK with visa nº063/CEM/12 on 21/03/2012, and by the FIA with visa nº4CEM190512 on 30/03/2012.

1.1 Organising Committee, Secretariat

ANTONIO FERREIRA (Chairman of the Organising Committee)
JOÃO RITO
ROGERIO PEIXOTO
ALBERTO DOMINGUES
PEDRO MACEDO

The address of the Secretariat and Press Room of the event is as follows:

Until 18/05/2012, 23H00:

CAM – Clube Automóvel do Minho
Rua do Kartódromo - Palmeira, Ap.199 47011-911 BRAGA
Tel. +351253300450 Fax: +351253300459
E-mail: cam@camminho.com - Web: www.camminho.com

As from 20/05/2012, 08H00:

Albergaria Nossa Senhora do Sameiro / Centro Apostólico
Av. Nossa Senhora do Sameiro, 60, 4715-616 BRAGA
Tel. +351253603620 / Fax. +351253603621
info@albergaria-sameiro.com

1.2 Officials

FUNCTION	NAME	LICENCE
Clerk of the Course Rua do Kartódromo, Palmeira, Ap.221 47011-911 BRAGA Mobil +351 969 859 242 Tel. +351 253 300 450 Fax: +351 253 300 459 E-mail: antonioferreira@camminho.com	António Ferreira (P)	
Assistant Clerk of the Course	Porfírio Ferreira (P)	
Chairman of the Stewards	Pinto Mesquita (P)	
Stewards of the Meeting	Ignacio Martin Cordera (E)	
FIA Observer	Dagmar Suster (SLO)	
RFEa Observer	Arturo Fernandez de la Puente (E)	
FPAK Observer	David Cabral (P)	52 CD
Safety Officer	Rogério Peixoto (P)	
Assistants Safety Officer	Sector 1 João Matos (P) Sector 2 Orlando Grego (P) Sector 3 Fernando Dias (P) Sector 4 José Agostinho (P) Sector 5 Antonino Gomes (P)	
Chief Medical Officer	Rogério Peixoto (P)	
Medical Officer's	Manuel Cerqueira (P) Renato Faria (P)	
Assistance Park Chief	Humberto Rodrigues (P)	
FPAK Technical Delegate	João Luis Vasconcelos	26 CTC
RFEa Technical Delegate	Ramón Ramirez Torres (E)	
Scrutineer Chief	João Rito (P)	
Assistant Scrutineer Chief	José Alberto Domingues (P)	
Scrutineers	José Miguel Castro Rui Rito Fernando Gonçalves José Barbosa Leopoldo Barbosa João Paulo Constantino Valter Correia Fernando Rito António Dias José Maria Oliveira António Dias	

		<i>Rui Dias</i>	
Secretary of the Event		<i>Elisabete Rodrigues (P)</i>	
Secretary of the Panel		<i>Rosa Maria (P)</i>	
Competitor's Relations Officers	<i>Pinto Correia (P)</i>  <i>CD</i>	<i>Antonio Rito (P)</i>  <i>CD</i>	
Timekeeper Officer		<i>Elisabete Rodrigues (P)</i>	
Chief Results Officer		<i>Elisabete Rodrigues (P)</i>	
Press Relations Officer		<i>José Pedro (P)</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 at:

- Until 18.05.2012

Secretariat of the event	Rua do Kartódromo, Palmeira, 47011-911 BRAGA
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- From 19 to 20.05.2012

Secretariat of the event	Albergaria Nossa Senhora do Sameiro / Centro Apostólico Av. Nossa Senhora do Sameiro, 60, 4715-616 BRAGA
Starting Park	Largo CAM - Km 30 of EN 309,
Assistance Park	R. do Barral / Fraião - Closest of the starting park

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 European Hill-Climb Championship
- FIA Historic Hill-Climb Championship (
- Spanish Hill-Climb Championship – Category I
- Spanish Hill-Climb Championship – Category II
- Spanish Hill-Climb Championship of Brands.
- Spanish Hill-Climb Cup Group N.
- Spanish Hill-Climb Cup Group A.
- Spanish Hill-Climb Cup Group A2.
- Spanish Hill-Climb Cup Group Classics.
- Spanish Hill-Climb Trophy GT.
- CPM / Portuguese Hill-Climb Championship
 - Portuguese Hill-Climb Championship - Both Categories 1 and 2
 - Portuguese Hill-Climb Championship - Category 1
 - Portuguese Hill-Climb Championship - Category 2
 - Portuguese Hill-Climb Championship - Classics
 - National Cup Hill-Climb 1300 - (TNM1300) Category 1 and Category 3
- Iberian Hill-Climb Trophy
- National Historical Hill-Climb Trophy
- Desafio Único Trophy
- Ford Transit Trophy

2.5 Course

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

Total length	5200 m
Drop	272 m
Medium Bending	5,0 %
Maximum bending	9,0 %
Start	Km 39,00 EN 309
Finish	Km 44,20 EN 309

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

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:

Champ.	Group /Categ.	Specification
CEM - FIA EUROPEAN Hill-Climb Championship		
	Category I	
	Group N	Production Cars
	Group A	Touring Cars (including World Rally Cars, Super 1600, Super Production Cars and cars of Group R)
	Group S20	Super 2000 cars (rally and circuit)
	Group GT	Grand Touring Cars (GT1, GT2 and GT3 combined)
	Category II	
	Group D/E2-SS (Single-seater)	International Formula or Free Formula single-seater racing Cars with a cylinder capacity of 3000 cm ³ or below
	Group CN/E2-SC	Production Sports cars and two- seater racing cars (combined), open or closed, with a cylinder capacity of 3000 cm ³ or below
	Group E2-SH (Silhouette)	Touring type cars having the appearance of a 4-seater large scale production vehicle and the same shaped windscreen as this car
Under certain circumstances, Group A and N cars are permitted to participate for four years after the expiry of their homologation (see these conditions in article 4 of the "FIA European Hill-Climb Championship" regulations).		
HHCC - FIA 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-F, HST 1-5, HS 2-3 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, 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)
	Category 4	4 (J1, JR)
	Category 4	(T, CT, GT, GTS - 01.01.1982 to 31.12.1985)
	D1	up to 1600 cm ³
	D2	up to 2000 cm ³
	D3	over 2000 cm ³
	Category 4	(TSRC, HST - 01.01.1983 to 31.12.1990)
	D4	up to 2000 cm ³
	D5	over 2000 cm ³
	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 ³
	E3	1954-1982 up to 2000 cm ³
	Category 5	(FJ1, FJ2)
	E4	Front engine
	Category 5	(FJ1, FJ2)
	E5	Rear engine
SPANISH HILL-CLIMB CHAMPIONSHIP		
	Category 1	
	GT	According to the definition given in Article 257 and 257 meetings (GT2, GT3, FIA) and EC Regulation GT National Rally for these cars
	A2	According to the Touring Car Championship in Spain in 1996 (see table handicaps) Defined ST / SP (Art.262/261) with weights 1040kg (4WD) and 975 kg (RM 2) (See Table handicaps). Coming from the Spanish trophies circuit / rallies / hill-climb or foreign made over the past 12

		years. Vehicles foreign championships before 2007.
	Silhueta-Espanha	Cars with tubular structure approved RFEDA with engines up to 3.800cc, coming from the French championship circuit 2003-2007. (The Regulation will apply the said Championship). Provided for two categories: 1) Until 1.450cc (See Technical Regulation) 2) Until 3.800cc
	Vehicles E-2	According to the Technical Regulations
	Vehicles Históricos	Allowed in the Trophy Rally of Spain Car historic
	Group N	Defined in Section 254. The cars allowed are those to have expired 10 years ago Homologation
	Group A	Defined in Article 255, which include the S-2 as defined in Section 254
	Group R	Defined in Article 260/260D, R-1, R-2, R-3, R-4
	Without Homologation	Vehicles for sale en dealers of the brands that are not approved, are fetched from a list published by RFEDA. Examples: Renault Mégane Trophy, Ford Focus ST / RS, Seat Ibiza Cupra, etc.
	Category 2	
	Group CM	Vehicles named CM according to rules defined in technical vehicles R.Tec.de CM-Spain
CPM / PORTUGUESE Hill-Climb Championship		
	Category 1	Production cars
		Group N – Serie Production Vehicles
		Group A – Tourism Vehicles (including “World Rally Car”, and “Super 1600”)
		Group P – Serie Production and Tourism Vehicles and Mono-Marc Vehicles coming from Portugal and other Countries, Turbo Diesel Production Vehicles
		Group SP1 – Super Production Vehicles
		Group S 20 – Vehicles Super 2000 (Circuits and Rally together)
		Group GT – Grand Tourism Vehicles (GT2, GT 3 and GTC together)
		Group OF – Autocross Vehicles (except Division 3) and Ralicross together
		Group VSH – Vehicles without homologation
	Category 2	Competition cars
		Group CM - Capacity equal or less than 1300 cc
		Group C3 - Capacity equal or less than 1600 cc
		Group C4 - Capacity equal or less than 2000 cc
	Category 3	Classics
		Classics 71 (H71)
		Classics 75 (H 75)
		Classics 81 (H81)
	Category 4	Classics National Trophy (Hill-Climb)
		Classics 86 (H86)
		Group 5 – Free
		Group SP2
TNM1300 / NATIONAL HILL-CLIMB CUP 1300		
	Category 1	Up to 1300 capacity
	Category 3	Up to 1300 capacity
IBERIAN HILL-CLIMB TROPHY		
	Category 1 - CPM	Production cars
		Group N – Serie Production Vehicles
		Group A – Tourism Vehicles (including “World Rally Car”, and “Super 1600”)
		Group P – Serie Production and Tourism Vehicles and Mono-Marc Vehicles coming from Portugal and other Countries, Turbo Diesel Production Vehicles
		Group SP1 – Super Production Vehicles
		Group S 20 – Vehicles Super 2000 (Circuits and Rally together)
		Group GT – Grand Tourism Vehicles (GT2, GT 3 and GTC together)
		Group OF – Autocross Vehicles (except Division 3) and Ralicross together
		Group VSH – Vehicles without homologation
	Category 2 - CPM	Competition cars
		Group CM - Capacity equal or less than 1300 cc
		Group C3 - Capacity equal or less than 1600 cc
		Group C4 - Capacity equal or less than 2000 cc
	Category 1	
	Group N	Serie Production Vehicles
	Group A	Tourism Vehicles (including “World Rally Car”, and “Super 1600”, Super 2000, Super Production Vehicles, Vehicles Group R-1, R-2, R3, R-D e R-T
	Group A2	ST; SP
		Vehicles Mono-Marc coming from Circuits, Rallyes or Hill Climb Cups of Spain and other European Countries from years, 2004, 2005, 2006, 2007, 2008, 2009, 2012.
	Group GT	GT2, GT3 F.I.A. and GT National follow Spanish GT 2006 regulations
	Vehicles E-2.000	
	Silhueta-Espanha	Coming from the French Championship Silhouettes circuit from 2003 to 2007, and the rules applicable to the said Championship

	Veículos Históricos	
	Spain Trophy vehicles GT	
NATIONAL HISTORICAL HILL-CLIMB TROPHY		According specific regulation
DESAFIO UNICO TROPHY		According specific regulation
FORD TRANSIT TROPHY		According specific regulation

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

A) CEM - FIA EUROPEAN HILL-CLIMB CHAMPIONSHIP

Category I
up to 1400 cm³
from 1400 to 1600 cm³
from 1600 to 2000 cm³
from 2000 to 3000 cm³
over 3000 cm³

Category II
up to 1600 cm³
from 1600 to 2000 cm³
from 2000 to 3000 cm³
over 3000 cm³ (E2-SH only)

B) HHCC - FIA 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)

- 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 (G2, H1, HR)

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, S2/1)

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

CATEGORY 3 (H2, I, IR)

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

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

Category 3 (TSRC, HST)

- C4 up to 2000 cm³
- C5 over 2000 cm³

Category 4 (J1, JR)

Category 4 (T, CT, GT, GTS - 01.01.1982 to 31.12.1985)

D1 up to 1600 cm³

D2 up to 2000 cm³

D3 over 2000 cm³

Category 4 (TSRC, HST - 01.01.1983 to 31.12.1990)

D4 up to 2000 cm3

D5 over 2000 cm3

Group A and Group B must comply with the relevant safety requirements as specified in App. K, App XI.

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

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 cm3

E3 1954-1982 up to 2000 cm3

Category 5 (FJ1, FJ2)

E4 Front engine

Category 5 (FJ1, FJ2)

E5 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.

C) CPM / PORTUGUESE HILL-CLIMB CHAMPIONSHIP

CATEGORY 1

All Groups

Class 1 up to 1300 cc

Class 2 from 1301 cc to 2000 cc

Class 3 over 2000 cc

CATEGORY 2

GROUP CM

Class 4 up to 1100 cc

Class 5 from 1101 cc to 1.300

GRUPO C3

Class 6 from 1600 cc

GROUP C4

Class 7 up to 2.000 cc

CATEGORY 3

All Groups

Class 8 up to 1300 cc

Class 9 from 1301 cc to 1600 cc

Class 10 from 1601 cc to 2000 cc

Class 11 over 2000 cc

CATEGORY 4 - TNCM (H 86, Group 5 (Free), SP2)

Classics 86 (H 86)

Class 12 up to 1300 cc

Class 13 from 1301 cc to 1600 cc

Class 14 from 1601 cc to 2000 cc

Class 15 over 2000 cc

Group 5 (Livre)

Class 16 up to 1600 cc

Class 17 from 1601 cc to 2000 cc

Group SP2

Class 18 up to 2000 cc

Class 19 over 2000 cc

3.3 The safety equipment of all vehicles must comply with the FIA 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 and of a valid driving licence (when applicable)

5.3 Foreign competitors and drivers must be in possession of written authorisation to take part in the event from the ASN which issued them with their licence(s) (even in the form of a simple note on the licence).

6 - ENTRIES, LIABILITY AND INSURANCE

6.1 Applications for entry shall be accepted following publication of the supplementary regulations and should be sent to the following address:

CLUBE AUTOMÓVEL DO MINHO

Rua do Kartódromo – Palmeira * Apartado 199 * 4711-911 BRAGA

Tel.: +351.253.300 450 * Fax: +351.253.300 459 * E-mail: cam@camminho.com

CLOSING DATE FOR ENTRIES: 11 / 05 / 2012 at 18H00.

or

Federação Portuguesa de Automobilismo e Karting

Rua Fernando Namora, 46 C/D * 1600-454 LISBOA

Tel.: (+351) 217 112 800 – Fax: (+351) 217 112 801 * E-mail: genmail@fpak.pt

Federação Portuguesa de Automobilismo e Karting – Delegação Norte

Rua Sousa Aroso 1083 * 4450-291 MATOSINHOS

Tel.: (+351) 229 352 168 – Fax: (+351) 229 382 875 * E-mail: fpaknorte@fpak.pt

Federação Portuguesa de Automobilismo e Karting – Delegação da Madeira

Rua dos Aranhas, 53 – 2º - Sala F * 9000-044 FUNCHAL

CLOSING DATE FOR ENTRIES: 11 / 05 / 2012 at 14H00

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 The maximum number of participants admitted will be of 220 and the criteria for the acceptance of entries will be its reception order.

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):

395,00€ Entry 332,76€ + Insurance 62,24€

- without the organiser's optional advertising (Article 8.3.2):

100% aggravation

- To the Portuguese pilots that was participate in the previous Hill-Climb (Ubrique), will have a reduction of 50,00€.

- The entry fees are to be paid as follows:

Em Numerário ou Cheque (à ordem do Clube Automóvel do Minho)

Depósito/Transferência Bancário: **Bank:** Millennium BCP

Bank address: Praça Conde Agrolongo

Name: Clube Automóvel do Minho

NIB: 003300000508016587875

Swift: BCOMPTPL

IBAN: PT50

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 Organizer has taken out an insurance policy for all Competitor and/or Pilots according with Art. 35 of General Prescriptions applicable to Automobile and Karting - 2012, covering:

– Third party Civil Liability up to 20.000000,00€ or 6.000000,00€ (Euro) in corporal or material damages, respectively, for each accident. This insurance only includes the damages caused by the competitor drivers.

6.12 The Civil Liability insurance taken out by the organizer 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.

It will begin when at the beginning of practices and will ends when the competitor abandons or is disqualified.

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 1 set of start numbers, which shall be clearly displayed on both sides of the vehicle and throughout the duration of the event. All the Portuguese Hill- Climb Championship participants will have the start numbers assigned by FPAK. 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, in accordance to the FPAK dispositions in Art. 14.1.1. of Hill-Climb Specifics Prescriptions.

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 and 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): – **“UM DIA PELA VIDA”**



- optional (reduced fees, Article 6.6): **to indicate**

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 Stadium 1º Maio – Parque da Ponte - Braga on 18/05/2012 from 10h00 to 17h59.

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 licenses (when applicable)
- technical passport
- Driving licence except for Portuguese Drivers covered by Article 3.2 of the Hill-Climb Portuguese Championship

Foreign participants must also present written authorization from their ASN, if this was not enclosed with their entry or specifically noted on their licenses.

9.2 Scrutineering

9.2.1 - Scrutineering shall take place at Stadium 1º Maio – Parque da Ponte - Braga on 18/05/2012 from 10h30 to 18h30.

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:

- Each championship in competition will have one own number series.
- Each championship will start their Hill-Climb in accordance with the detailed timetable drawn up by the organiser.
- For each championship the pilots will start in the inverse order of racing numbers.
- 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 -

a) CEM - FIA EUROPEAN HILL-CLIMB CHAMPIONSHIP, HHCC - FIA HISTORIC HILL-CLIMB CHAMPIONSHIP, and CPM / PORTUGUESE HILL-CLIMB CHAMPIONSHIP

- The race shall be run over three heats.
- The classification will be established by the lesser time of the amount of the two best heats times.
- Every driver, to be classified, must accomplish at least two heats.

b) SPANISH HILL-CLIMB CHAMPIONSHIP

- The race shall be run over two heats.
- The classification will be established for each heat (Fase A and Fase B).

c) DESAFIO ÚNICO TROPHY

- The race shall be run over four heats.

- The classification will be established by the lesser time of the amount of the best heat time of each pilot of the team (each have 2 pilots and each one will race two heats).

d) FORD TRANSIT TROPHY

- The race shall be run over four heats.

- The classification will be established by the lesser time of the amount of the best heat time of each pilot of the team (each have 2 pilots and each one will race two 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 (Apostolic Centre of Sameiro).

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 Parc Fermé.

12 - CLASSIFICATIONS, PROTESTS, APPEALS

12.1 Classifications

12.1.1 - The conditions for drawing up the classifications are as follows: (see art. 10.3.1 and 10.3.2).

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

- 1st. Lesser time in a race heat
- 2nd. Lesser time in the official practice
- 3rd. Vehicle with smaller cubic capacity.

12.1.3 - The following classifications shall be drawn up:

A) CEM - FIA EUROPEAN HILL-CLIMB CHAMPIONSHIP

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

B) HHCC - FIA HISTORIC HILL-CLIMB CHAMPIONSHIP

- 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;

C) SPANISH HILL-CLIMB CHAMPIONSHIP

- General classification of SPANISH HILL-CLIMB CHAMPIONSHIP CATEGORY I
- General classification of SPANISH HILL-CLIMB CHAMPIONSHIP CATEGORY II
- General classification by Groups

- General classification Spain Trophy - Classics

D) CPM and TNM / PORTUGUESE HILL-CLIMB CHAMPIONSHIP and CUP

- General classification of CPM (Category 1 and 2)
- General classification of Category 1 (Class 1 – Cup 1300, Class 2 and Class 3)
- General classification of Category 2 (Class 4, Class 5, Class 6 and Class 7)
- General classification of Category 3 (Class 7 – Cup 1300, Class 8, Class 9, Class 10 e Class 11)
- General classification of Category 4 (All Category)
- General classification of TNM 1300 - Category 1
- General classification of TNM 1300 - Category 3
- General classification of Classics National Trophy (all Categories together)

E) IBERIAN HILL-CLIMB TROPHY

- General classification

F) DESAFIO ÚNICO TROPHY

- General classification of FEUP 1
- General classification of FEUP 2

G) FORD TRANSIT TROPHY

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 500 € (Euro) and is to be paid cash to the Organizer.
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).

In the event of a protest requiring the dismantling of the vehicle, the resulting estimated costs shall be guaranteed by a deposit as follows:

– 1.000 € (Euro) - when the protest fall through a specific part of the vehicle (engine, transmission gear, steering gear, braking system, electric installation, body, etc.)

– 2.000 € (Euro) - when the protest fall through the totality of the vehicle or not detail any part of the vehicle.

In any case, the demanded competitor whose vehicle shall be checked by the stewards or the FPAK decision must put at their orders a mechanical team, with sufficient equipment to do the necessary scrutineering.

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: 2.500€.

13 - PRIZES AND CUPS, PRIZE-GIVING CEREMONY

13.1 Prizes and cups

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

The following prizes, cups and trophies shall be awarded:

A) CEM - FIA EUROPEAN HILL-CLIMB CHAMPIONSHIP

Overall Ranking Absolute CEM

- 1) - Cup and € 530
- 2) - Cup and € 270
- 3) - Cup

General classification of each CEM Groups

- 1) - Cup and € 430
- 2) - Cup and € 370
- 3) - Cup and € 240
- 4) - 170 €

General classification of each class of CEM

- 1) - Cup and 65 €

Ladies Classification - General absolute classification with all groups and championships combined

- 1st. – Cup
- 2nd. – Cup
- 3rd. - Cup

B) HHCC - FIA HISTORIC HILL-CLIMB CHAMPIONSHIP

- 1st – Cup
- 2nd – Cup
- 3rd - Cup

C) SPANISH HILL-CLIMB CHAMPIONSHIP

General classification of each stage (A and B)

General classification CATEGORY I

- 1) - Cup
- 2) - Cup
- 3) - Cup

General classification CATEGORY II

- 1) - Cup
- 2) - Cup
- 3) - Cup

General classification GROUP BY (A2, A, N, GT, Classic, Silhouette)

- 1) - Cup
- 2) - Cup
- 3) - Cup

F) CPM / PORTUGUESE HILL-CLIMB CHAMPIONSHIP

Overall Ranking Absolute CPM

- 1) - Cup
- 2) - Cup
- 3) - Cup

General classification in each Category (1/2/3/4)

- 1) - Cup
- 2) - Cup
- 3) – Cup
- 4) – Cup
- 5) - Cup

National Cup (TNM 1300)

- 1) - Cup
- 2) - Cup
- 3) - Cup

Each class (in the ratio of one prize for every 3 competitors participants)

- 1) - Cup
- 2) - Cup
- 3) - Cup

Conductor's highest ranking CPM / CPCM / TNM
1). - Cup

H) DESAFIO ÚNICO TROPHY CLASSIFICATION

FEUP 1 CATEGORY

1st. – Cup
2nd. – Cup
3rd. - Cup

FEUP 2 CATEGORY

1st. – Cup
2nd. – Cup
3rd. - Cup

Ladies Classification - General classification combined FEUP 1 and 2

1st. – Cup

I) Others TROPHY CLASSIFICATION

1st. – Cup
2nd. – Cup
3rd. - 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 prize-giving ceremony, otherwise they shall remain the property of the organiser.

13.1.4 - All prizes are cumutable.

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 20/05/2012 at 17h30 at the following location on Albergaria Nª Sª do Sameiro / Centro Apostólico

14 - ANTI-DOPING AND ANTI-ALCOHOL CHECKING

As per Articles 44 and 45 of the General Prescriptions of FPAK (ASN), these check-ups will be made at the Albergaria Nª Sª do Sameiro / Centro Apostólico. The access will be done leaving from the final of the track.).

15 - COMPETITION CAR PARADE SHOW

The Organization will organizing one Public EXHIBICION COMPETITION CAR PARADE SHOW according the drawn up Programme.

This Public EXHIBICION COMPETITION CAR PARADE, is not obligatory for pilots, but the organization strongly advises the presence of all competitors. they will be a good opportunity to show the audience all the grandeur of the Hill-Climb competition and disseminate and show the sponsorship of each one.

16 – TIMEKEEPING

Transponders

All drivers are required to have transponders mounted on their vehicles, owned or rented the organization, which must be raised during the administrative checks.

The delivery of transponders will be made against delivery of a caution of € 600.00 (six hundred euros). This caution will be held by the Organization until the return of the transponder.

If the transponder is damaged during his use, the driver will be responsible for it. The caution will be used to replace it. This caution should be passed to the order of the CAM and cannot have a date of issuance of more than three days.

If the driver to request the organization one transponder the rental price is € 25.00 (twenty-five Euros), which is charged at the time of the Administrative Checks.