

# Supplementary Regulations for the FIA Historic Hill Climb Championship ADAC GLASBACHRENNEN (DEU) - 29-31/07/2016



## PROGRAMME

20/07/2016	0.00 p.m.	<b>Closing of entries.</b>
29/07/2016	02.00-09.00p.m.	<b>Administrative checking</b>
29/07/2016	02.00-09.00p.m.	<b>Scrutineering</b>
	08.30 p.m.	<b>Drivers' briefing</b> (Location: Starting area)
30/07/2016	07.45-08.30 a.m.	<b>Administrative checking only on request</b>
30/07/2016	07.45-08.30 a.m.	<b>Scrutineering only on request</b>
30/07/2016	from 08.45 a.m.	<b>1<sup>st</sup> Official practice - heat.</b>
	from 01.45 a.m.	<b>2<sup>nd</sup> Official practice - heat.</b>
	from 02.45 p.m.	<b>3<sup>rd</sup> practice heat (optional)</b>
31/07/2016	from 08.30 a.m.	<b>1<sup>st</sup> race heat</b>
	from 11.30 a.m.	<b>2<sup>nd</sup> race heat</b>
	from 02.30 p.m.	<b>3<sup>rd</sup> race heat</b>
	approx 05.00 p.m.	<b>Posting of provisional results.</b>
	06.00 p.m.	<b>Prize Giving</b>

## 1 – ORGANISATION

The RSG «Altensteiner Oberland e.V. im ADAC» is organising the international Historic Hill Climb ADAC GLASBACHRENNEN on 29-31/07/2016.

These Supplementary Regulations have been approved:

- by the **Deutscher Motor Sport Bund e.V. (DMSB)**  
- with visa No. (71/2016 from 23.03.2016),

- and by the FIA  
- with visa No. 7HHCC290316.

### 1.1 Organising Committee, Secretariat

The chairman of the Organising Committee is:

**Name:** Marcus Malsch

**Address:** Liebensteiner Strasse 4, 36448 Bad Liebenstein district Steinbach, Germany

**Tel.:** +49 (0) 173 9333 240

**Email:** Marcus.malsch@glasbachrennen.de

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

Until 20/07/2016, 0.00 p.m.:

**Kevin Ferner**

Aegidienstrasse 16

37308 Heilbad Heiligenstadt, Germany

**Tel.:** +49 (0) 178 5591355

**Mail:** rennleiter@ibergrennen.de

### 1.2 Officials

<b>Clerk of the course</b>	Rene TRAUTVETTER (DEU) Mobile: +49 (0) 1754298032
<b>Assistant clerk of the course</b>	Kevin FERNER (DEU)
<b>Chairman of the panel of stewards</b>	Wolfgang SAUER (AUT)
<b>Stewards</b>	Hans Walter KLING (DEU) Stanislav MINARIK (CZE)

<b>Scrutineers</b>	Christian SCHLEICHER (DEU) (Chief scrutineer) Rüdiger KLEINSCHMIDT (DEU) Alexander LESER (DEU) Rico MÖLLER (DEU)
<b>Timekeepers</b>	Ralf HARTUNG (DEU)
<b>FIA observer</b>	Marc JOSEPH (LUX)
<b>FIA eligibility delegate</b>	Giuseppe MARTORANA (ITA)
<b>Competitors' relations officer</b>	Rüdiger Julius BERNHART (DEU)
<b>Chief medical officer</b>	Dr. Frank GRÜNBECK (DEU)
<b>Secretary of the Competition</b>	Michael LIPPKE (DEU)
<b>Secretary of the panel</b>	Susi REIF (DEU)
<b>ASN safety delegate</b>	Rolf DÖRR (DEU)

### 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:

- Alte Bahnhofstrasse 6, 36448 Bad Liebenstein district Steinbach

## 2 - GENERAL CONDITIONS

**2.1** The Competition shall be organised in conformity with the provisions of the FIA International Sporting Code («the Code»), the List of Requirements for the Organisers of the FIA Historic Hill Climb Championship («the HHCC»), 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 Code.

**2.3** Any person or association organising or taking part in a Competition and failing to comply with these provisions shall have their Licence withdrawn.

**2.4** The Competition counts towards the following Championships:

- FIA Historic Hill Climb Championship

### 2.5 Course

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

**Length:** 5500m

**Incline:** 4.7%

**Average and maximum gradients:** 6% max, 4.7% av.

**Location and altitude of the start:** 370 metres

**Location and altitude of the finish:** 630 metres

## 3 - ELIGIBLE VEHICLES

### 3.1 Categories and classes

**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 850cm<sup>3</sup>

A2 up to 1150cm<sup>3</sup>

A3 up to 1300cm<sup>3</sup>

A4 up to 1600cm<sup>3</sup>

A5 up to 2000cm<sup>3</sup>

A6 over 2000cm<sup>3</sup>

### Category 1

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

A7	up to	1300cm <sup>3</sup>
A8	up to	1600cm <sup>3</sup>
A9	up to	2000cm <sup>3</sup>
A10	over	2000cm <sup>3</sup>

### Category 2 (G2, H1, HR)

#### Category 2

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

B1	up to	850cm <sup>3</sup>
B2	up to	1150cm <sup>3</sup>
B3	up to	1300cm <sup>3</sup>
B4	up to	1600cm <sup>3</sup>
B5	up to	2000cm <sup>3</sup>
B6	over	2000cm <sup>3</sup>

#### Category 2

(TSRC, HST 1-5, S 2/1)

B7	up to	1300cm <sup>3</sup>
B8	up to	1600cm <sup>3</sup>
B9	over	1600cm <sup>3</sup>

### Category 3 (H2, I, IR)

#### Category 3

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

C1	up to	1300cm <sup>3</sup>
C2	up to	2000cm <sup>3</sup>
C3	over	2000cm <sup>3</sup>

#### Category 3

(TSRC, HST 1-5, S2/2)

C4	up to	2000cm <sup>3</sup>
C5	over	2000cm <sup>3</sup>

### Category 4 (J1, J2, JR)

#### Category 4

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

D1	up to	1600cm <sup>3</sup>
D2	up to	2000cm <sup>3</sup>
D3	over	2000cm <sup>3</sup>

Category 4 (T, CT, GT, GTS -01.01.1986 to 31.12.1990)

D4	up to	1600cm <sup>3</sup>
D5	up to	2000cm <sup>3</sup>
D6	over	2000cm <sup>3</sup>

#### Category 4

(TSRC, Group C, S2/3, GC 1a, GC 1b, GC 2a, GC 2b, SN/2500, SN/3000)

D7	up to	2000cm <sup>3</sup>
D8	over	2000cm <sup>3</sup>
D9	SN up to	2500cm <sup>3</sup>
D10	SN up to	3000cm <sup>3</sup>

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

#### Category 5

E1	1919-1953	no capacity limitation
E2	1954-1982	up to 1600cm <sup>3</sup>
E3	1954-1982	up to 2000cm <sup>3</sup>
E4	1983-1990	up to 1600cm <sup>3</sup>
E5	1983-1990	up to 2000cm <sup>3</sup>

**3.2** In the case of supercharging (see definition in the current Appendix J), the nominal cylinder capacity of cars up to and including Period J1 will be multiplied by 1.4 and that of cars of Period J2 and JR/1986-1990 by 1.7. Each car will belong to the class corresponding to the fictive cylinder capacity thus obtained.

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

**3.4** Any vehicle with insufficient safety features or not complying with the regulations in force shall not be admitted to or shall be excluded from the Competition.

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

**3.6** Any form of pre-heating of the tyres before the start is prohibited and may result in sanctions that may go as far as exclusion.

## 4 - DRIVERS' SAFETY EQUIPMENT

**4.1** The wearing of a safety belt and a crash helmet complying with the standards approved by the FIA is obligatory during the practice heats and the race heats.

**4.2** Drivers are strictly obliged to wear flame-resistant clothing (including the overall, a mask or balaclava, gloves, etc.) complying with the current FIA standard.

## 5 - ELIGIBLE COMPETITORS AND DRIVERS

**5.1** Any person or legal entity holding an International Competitor's Licence valid for the current year shall be eligible as a Competitor.

**5.2** Drivers must be in possession of both a car driving licence and an International Driver's Licence valid for the current year.

**5.3** Foreign Competitors and Drivers must be in possession of written authorisation to take part in the Competition 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:

Kevin Ferner  
Aegidienstrasse 16  
37308 Heilbad Heiligenstadt, Germany  
Email: [nennung@ibergrennen.de](mailto:nennung@ibergrennen.de)  
Tel.: +49 (0) 178 5591355

Each entry form must be accompanied by a photocopy of the first page of the car's FIA HTP.

**CLOSING DATE FOR ENTRIES: 20/07/2016, 00.00 p.m.**

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

**6.2** Maximum number of participants admitted: **150**

**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 9.14 of the Code. The replacement Driver, who must hold a valid car driving licence, an International Licence or Licences as well as authorisation from his ASN, must be named before the administrative checking 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): €210.-
  - without the organiser's optional advertising (Article 8.3.2): €265.-.

The entry fees are to be paid as follows:

name of bank:	Wartburg Sparkasse
BIC/SWIFT:	HELADEF1WAK
IBAN:	DE22 8405 5050 0000 1365 90
owner of account:	RSG Altensteiner Oberland e.V.
password:	Name of the driver/competitor

**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 Competition numbers.

**6.9** The entry fees shall be refunded in full if the entry is not accepted or the Competition 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:

- €5.000.000 third party Civil Liability for each case;
- €3.000.000 for each single person.

Accident insurance for driver's helping personnel

- €15.500 in case of death;
- €31.000 in case of invalidity with progression of 200%.

Accident insurance for marshals

- €31.000 in case of death;
- €62.000 in case of invalidity with progression of 200%.

Accident insurance for spectators

- €15.500 in case of death;
- €31.000 in case of invalidity.

**6.12** The Civil Liability insurance taken out by the organiser shall apply for the entire duration of the Competition, 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 Competition in the case of insufficient participation, force majeure or unforeseeable events, without being under any obligation whatsoever to provide compensation.

**7.2** Participants shall be informed of any amendments as 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.

**7.4** For the Supplementary Regulations, the English text shall be considered as the authentic text.

## 8 - GENERAL OBLIGATIONS

### 8.1 Competition numbers

**8.1.1** - The organiser shall provide each participant with 2 sets of Competition numbers which shall be clearly displayed on both sides of the vehicle throughout the duration of the Competition.

Vehicles without correct Competition numbers will not be allowed to start the Competition.

**8.1.2** - The organiser shall be responsible for allocating the Competition numbers.

**8.1.3** - At the end of the Competition, 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 Competition.

### 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:

- optional (reduced fees, Article 6.6):  
*to be announced by the Organiser by bulletin*

### 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:

<b>Red flag/red light</b>	stop immediately and definitively.
<b>1 Waved yellow flag</b>	immediate danger, reduce your speed and be prepared to change direction. There is a hazard beside or partly on the track.
<b>2 Waved yellow flags</b>	serious danger, reduce your speed and be prepared to stop. There is a hazard wholly or partly blocking the track.
<b>Yellow flag with vertical red stripes</b>	slippery surface, change in grip.
<b>Blue flag</b>	competitor attempting to overtake.
<b>Black and white chequered flag</b>	end of the heat (finish line).

**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 track 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 track marshals.

## 9 - ADMINISTRATIVE CHECKING AND SCRUTINEERING

### 9.1 Administrative checking

#### 9.1.1 - The administrative checking shall take place:

<b>Location</b>	Alte Bahnhofstrasse 21, 36448 Bad Liebenstein district Steinbach
<b>Date</b>	29/07/2016
<b>Time</b>	from 02.00 p.m. to 09.00 p.m.
<b>Date</b>	30/07/2016 (upon request)
<b>Time</b>	from 07.45 p.m. to 08.30 p.m. (upon request)

9.1.2 - The participants must report for the checking in person.

9.1.3 - The following documents must be presented:

- International Competitors' and Drivers' Licences,
- car driving licence,
- FIA Historic Technical Passport (HTP).

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

### 9.2 Scrutineering

#### 9.2.1 - Scrutineering shall take place:

<b>Location</b>	flying within paddock
<b>Date</b>	29/07/2016
<b>Time</b>	from 02.00 p.m. to 09.00 p.m.
<b>Date</b>	30/07/2016 (upon request)
<b>Time</b>	from 07.45 p.m. to 08.30 p.m. (upon request)

9.2.2 - Participants are obliged to accompany their vehicle at scrutineering, so that identification and safety checks can be carried out.

9.2.3 - The HTP and homologation form of the vehicle where applicable must be presented on request. Otherwise, scrutineering may be refused.

9.2.4 - Participants reporting for scrutineering after their scheduled time shall be liable to a penalty which may go as far as exclusion, at the stewards' discretion.

However, the stewards may decide to allow the vehicle to be scrutineered if the Competitor/Driver can prove that their late arrival was due to force majeure.

9.2.5 - Scrutineering does not constitute confirmation that the vehicle complies with the regulations in force.

9.2.6 - After scrutineering has been completed, the list of participants authorised to take part in practice shall be published and posted by the organiser.

## 10 - RUNNING OF THE COMPETITION

### 10.1 Start, finish, timekeeping

10.1.1 - The start will take place with the vehicle stationary and the engine running.

The stewards and the clerk of the course are free to modify the starting order according to the circumstances.

10.1.2 - No vehicle may take the start outside its own category unless expressly authorised to do so by the stewards.

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: any Driver must mandatorily complete at least one practice heat in order to be allowed to start the race.

Special cases shall be submitted to the stewards.

### 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 Competition shall be run over **2 heat(s)**.

### 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 Competition, Parc Fermé rules shall apply between the finish line and the entrance to the Parc Fermé.

11.1.2 - At the end of the Competition, 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 behind the finish line

### 11.2 Additional checks

11.2.1 - Any vehicle may be subjected to additional checking by the scrutineers, both while the Competition 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

- Alte Bahnhofstrasse 21, 36448 Bad Liebenstein district Steinbach

## 12 - CLASSIFICATIONS, PROTESTS, APPEALS

### 12.1 Classifications

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

Driver classifications shall be established by combining the times of each Driver's two best race heats. The quicker total time will determine the succession.

12.1.2 - The rule for deciding between Competitors in the case of a dead heat is as follows: the best time in one of the race heats is decisive.

- 12.1.3** - The following classifications shall be drawn up:  
 - General classification of all the categories in the HHCC together (see art. 3.1);  
 - General classification of all the categories outside the HHCC together;  
 - Classification of each of the categories;  
 - Classification by cylinder capacity class;

**12.1.4** - The points will be awarded in accordance with Article 6 of the HHCC Sporting Regulations.

## 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 Code.

**12.2.2** - The deadline for the lodging of protests against the results or the classification (Article 13.4.4 of the Code) 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.- and is to be paid in cash to the stewards.  
 The deposit shall be refunded only if the protest is upheld.

**12.2.4** - Mass protests and protests regarding timekeeping or the decisions taken by the judges of fact are not accepted.

**12.2.5** - The right to protest can only be exercised by Competitors who are duly entered in the Competition, 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 Code.

**12.3.2** - The deposit for national appeals is set at: €1500.-

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

### 13.1 Prizes and cups

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

Trophies will be awarded for each Category as follows:

In case of 3 Starters per Category

1st place 1 trophy

In case of 5 Starters per Category

1st and 2nd place

1 trophy each

In case of more than 5 Starters per Category

1st, 2nd and 3rd place

1 trophy each

**13.1.2** - Prizes in kind which have not been collected within one month after the Competition 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

<b>Location</b>	Market Place, 36448 Bad Liebenstein district Steinbach
<b>Date</b>	31/07/2016
<b>Time</b>	approx. 06.00 p.m.

## 14 - SPECIAL PROVISIONS

*14.1. In case the entry into the chicane hasn't been passed the run shall be continued straight ahead. For this concerned run there will be added a penalty of 30 seconds by the time keepers.*

*14.2. The participants are obliged to use only the pit places which have been assigned by the organiser. Contravenes will be penalised by the stewards.*

*14.3. The participants and their team members are obliged to behave in a manner that nobody is endangered or bothered more than unavoidable. Especially driving of motorized vehicles by children is not allowed within the area of the competition. Offences are notified to the stewards meeting for an adequate penalty.*

*14.4. Regular traffic regulations (only notified legal vehicles allowed, drivers have to hold a driving licence, alcoholic limit etc.) apply to the paddock area after the returning of the last run per day (practice and/or race)*

*14.5. All thruways in the paddock have to be kept free in a manner that passing is possible at least half a side (Rescue way! Clearance width 3m). Spinning of the tyres in the paddock is strictly prohibited. Offences will be penalised by the Stewards.*

*14.6. On all car-movements within the area of the competition, all drivers are strictly obliged to wear safety belts. Wearing of crash helmets is obligatory for drivers of single- and two-seater racing cars (excl. E2-SH) and is recommended for drivers of touring cars.*

*14.7. Furthermore, it is strictly forbidden to take any person on board during the return voyage. Failure to adhere to these provisions shall result in penalisation by the stewards, which may go as far as exclusion from the competition.*

*14.8. During the competition a demonstration will be carried out. This demonstration will be organized according to the ISC, Art.6.*

*14.9. All information, including the paddock announcements for the drivers will be transmitted via radio (radio frequency 90.8). There are no (loud) speakers within the paddock area.*