


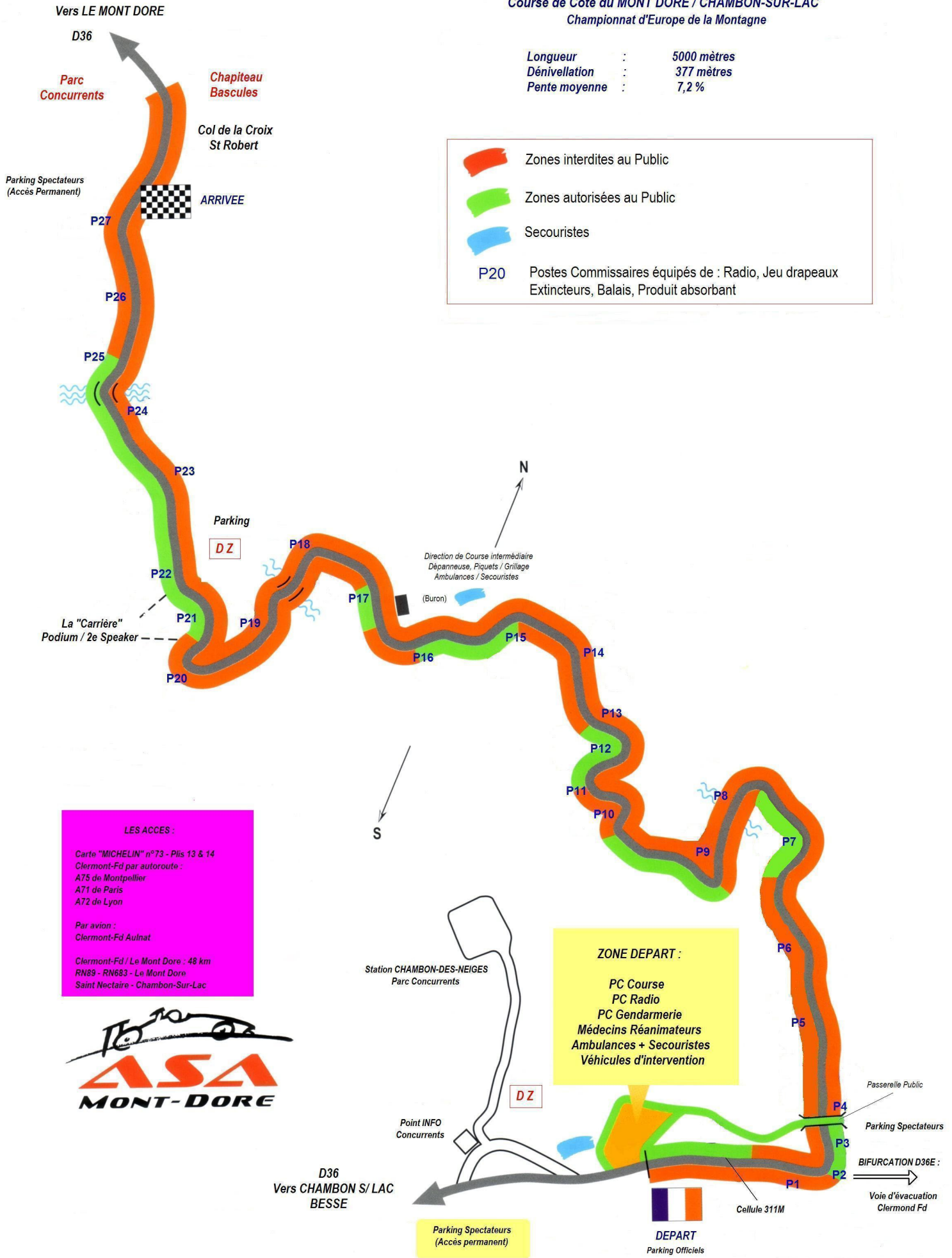


Course de Côte du MONT DORE / CHAMBON-SUR-LAC
Championnat d'Europe de la Montagne

Longueur : 5000 mètres
Dénivellation : 377 mètres
Pente moyenne : 7,2 %

| | |
|---|--|
|  | Zones interdites au Public |
|  | Zones autorisées au Public |
|  | Secouristes |
| P20 | Postes Commissaires équipés de : Radio, Jeu drapeaux, Extincteurs, Balais, Produit absorbant |



LES ACCES :

Carte "MICHELIN" n°73 - Plis 13 & 14
Clermont-Fd par autoroute :
A75 de Montpellier
A71 de Paris
A72 de Lyon

Par avion :
Clermont-Fd Aulnat

Clermont-Fd / Le Mont Dore : 48 km
RN89 - RN683 - Le Mont Dore
Saint Nectaire - Chambon-Sur-Lac



ZONE DEPART :

PC Course
PC Radio
PC Gendarmerie
Médecins Réanimateurs
Ambulances + Secouristes
Véhicules d'intervention

INTERNATIONAL HILL CLIMB MONT-DORE CHAMBON-SUR-LAC

AUGUST 5th, 6th, 7th, 2011

European Hill Championship French Hill Championship

PROGRAM

| | |
|---|--|
| <u>Closing of entries :</u> | July 25 th 2010 (24 pm) |
| <u>Administrative checks and scrutineering :</u> | August 5 th :from 9. 30 am to 8. 00 pm August 6 th :from 6.45 am to 7.30 am |
| <u>Official practice 2 heats :</u> | August 6 th : starting at 9.30 am |
| <u>Race 3 heats :</u> | August 7 th : starting at 8.00 am |
| <u>Posting of provisional results :</u> | At the « parc fermé » after the arrival of the last driver |
| <u>Prize giving :</u> | August 7 th at 09 pm - "Thermes" in Mont Dore |

1 – ORGANISATION

The Association Sportive Automobile du Mont-Dore is organising the **INTERNATIONAL HILL CLIMB MONT-DORE – CHAMBON-SUR-LAC** on August 5th, 6th, 7th 2011

These supplementary regulations have been approved by FFSA with visa N° 98 and by FIA with N° 10CEM060811

1.4 Organising committee and office

Chairman of the organising committee is : Daniel PASQUIER -

Adress of the office : BP N° 45 – F- 63240 LE MONT-DORE

Till July 26th 2011:

J. Martin – 25 Boulevard du Général de Gaulle – F 03300 – CUSSET

Email : martin.josy@free.fr

From July 27th 2011:

B.P. N° 45– F 63240 LE MONT-DORE

1.5 Officials

| | |
|--|--|
| Clerck of the course : | Gérard MAURIN |
| Assistant Clerck of the course Inter : | Yves LARA |
| Assistant clerk of the course : | Jean-Claude HECTOR Loriano TOSI Jean RENAULT |
| Chairman of the stewards : | Jacques COURMONTAGNE (F) |
| Stewards of the meeting : | Josef BESOLI (AND) Filippo LURA (CH) Bernard GEFFROY Jean Jacques MARCELLIN |
| Secretary of the panel : | Danièle HARTL |
| Scrutineer CEM responsible : | André OLIVIER |
| Scrutineer delegate by the FFSA | André BAROLLE |
| Assistants Scrutineers : | Jean-Claude DESNOUX André BOIVIN Jean-Pierre ROLLAND Serge PEGOLOTTI |
| Timekeepers : | Richard LOPEZ Jean-Paul DURAND |
| FIA Observer : | John HUGHES (GBR) |
| F.F.S.A. Observer : | Jean-Paul COCQUELET (F) |
| Competitors' relations officer : | Norbert BIAGIONI Serge MOREL Manuela PRADES |

| | |
|-----------------------------|--|
| Chief medical officer : | Christine LESPIAUCQ |
| Doctor : | Patrick CHERREAU |
| Secretary of the event : | Josy MARTIN |
| Responsible of the marshals | Christian DAMS |
| Responsible of the paddock | Huguette LABORIE Arnaud DESPORTES |
| Speakers | Bernard DESRAY Jean-Michel BAYEN René GOESEL |
| Results and classifications | Patricksoft |

1.6 Official notice boards

All communications and decisions, as well as the results, shall be posted on the official notice boards located :

- During the scrutineering : at the office of the event
- During the official practices and the race : at the « Point Info » next to the start, Moneaux
- During the period of time allowed for the lodging of protests : at the « parc fermé » col de la Croix St Robert

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 European 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 European Hill Climb Championship
- FFSA FRENCH Hill Climb Championship
- Hill Climb Challenge of the “ Comité Régional Automobile d’Auvergne “
- Hill climb Championship “Championnat Régional du Limousin”.

2.5 Course

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

- Length : 5075 mètres
- Incline : 381 mètres (average gradient 7.2 % - maximum gradient 7.6 %)
- Start : RD 36 à Moneaux : altitude 1074 m
- Finish : RD 36 au sommet du Col de la Croix St Robert : altitude 1451 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

E.H.C.C.

Category I :

Group N : Production Cars
Group A : Touring cars (including World Rally Cars + Super 1600)
Group SP : Super Production Cars
Group S20 : Super 2000 cars (Rally and circuit)
Group GT : Grand Touring cars **(GT1, GT2 and GT3 combined)**

Category II :

Group CN-E2-SC : (Sportscars) Production Sports Cars for competition, two-seater racing cars, open or closed, with a cylinder capacity of 3000 CC or below.
Group D/E 2 (single-seater) : International Formula or Free Formula single-seater racing cars with a cylinder capacity of 3000 CC or below.
Group E2-SH (silhouette) : Touring type cars having the appearance of a 4-seater large scale production vehicle.

F.H.C.

Group Z
Group FC
Group F2000
Group N/FN + SP
Group A/FA
Group GT de série
Group GTS + GTTS
Group CM/C3/CN
Group D/E : **limited to 2000 cm3 except F 3000**

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

E.H.C.C.

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

Category II : up to 1600 cm³
over 1600 up to 2000 cm³
over 2000 up to 3000 cm³
over 3000 cm³

F.H.C.

Group Z

Group FC FC1 : up to 1300 cm³
FC2 : over 1300 up to 1600 cm³
FC3 : over 1600 up to 2000cm³
FC4 : over 2000 cm³

Group F2000 F2000/1 : up to 1400 cm³
F2000/2 : over 1400 up to 1600 cm³
F2000/3 : over 1600 up to 2000 cm³

Group N/FN N/FN 1 : up to 1400 cm³
N/FN 2 : over 1400 up to 1600 cm³
N/FN 3 : over 1600 up to 2000 cm³
N/FN 4 + SP : over 2000 cm³

Group A/FA A/FA 1 : up to 1400 cm³
A/FA 2 : over 1400 up to 1600 cm³
A/FA 3 : over 1600 up to 2000 cm³
A/FA 4: over 2000 cm³

Group GT de série
GT 1 : up to 2000 cm³
GT 2 : over 2000 cm³

Group GT/GTTS GT Spéciales + ST + SILHOUETTE + WRC

Group CM/C3/CN
Class CM : up to 1003 cm³
Class C3/CN 1 : up to 1600 cm³
Class C3/CN 2 : over 1600 up to 2000 cm³
Class C3/CN 3 : over 2000 up to 3000 cm³

Group D/E
DE/1 : up to 1300 cm³ + F. Campus
DE/2 : over 1300 up to 1600 cm³
DE/3 : FF
DE/4 : over 1600 up to 2000 cm³
D/E5 : F3A + F3B
D/E 7 : FR
D/E6 : F3000

F.H.C.

- **In groups N and A, vehicles with supercharged engines must be fitted with the restrictor defined respectively in articles 254.6.1 up to 255.1.8.3 of appendix J.**

- **Exhaust : All vehicles has to be equipped by a silencer**
- **Closed cars, CM and CT : 105 dB A Maxi, maximal sound level**
- **Open cars : 110 dB A Maxi, maximal sound level.**

3.3 The safety equipment of all vehicles must comply with 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 tyres before the start is prohibited up to may result in sanctions that may go as far exclusion

4 – DRIVERS' SAFETY EQUIPMENT

4.1 The wearing of a safety belt up to a crash helmet complying with norms approved by the FIA is obligatory during the practice up to the heats of the race.

4.2 Drivers are strictly to wear fire-resistant overalls (including a mask or balaclava, gloves, etc...) complying with the current FIA norms.

5 – ELIGIBLE COMPETITORS UP TO 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 driving licence** up to a competition licence valid for the current year

5.3 Foreign competitors up to drivers must be in possession of written issued them with their licence (even taking the form of just a note on the licence)

6 – ENTRIES – LIABILITY UP TO INSURANCE

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

Till July 26th 2011:

SCO - MONT DORE
Chez J. MARTIN
25, Boulevard du Général de Gaulle
F – 03300 CUSSET

Closing date of the entries : July 25th 2011 at 24.00 (post seal as proof)

Entries by fax or telegraph are not considered, the entry must be sent by post to the organizer before the end of the closing date with the necessary information's according to the entry-form.

6.2 The total number of entries is limited to 240.

The only 240th first applications for entry are considered (post seal as proof) with priority to the EHCC drivers classified during the last two years, in the 5th first places of each EHCC categories.

6.3 There may be a change of vehicle after the closing of entries up to up to the completion of the checks on the competitor concerned provided that the new vehicle belongs to the same group up to 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. Change of driver are authorised in accordance with article 121 of the ISC; The replacement driver, who must hold a valid licence or licence as well as authorisation from his ASN, must be named before 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) : **300 €**
- without the organiser's optional advertising (Article 8.3.2) : **600 €**

The entry fees are to be paid as follows : by cheque or by postal : order of "**SCO - Mont Dore**"

6.7 An entry shall only be accepted if it is accompanied by the entry fees up to received by the deadline set in article 6.1

6.8 In all cases, the entry fees include the competitor's up to driver's Civil Liability insurance premium, as well as the necessary start numbers

6.9 The entries will be refund in full in case of declined entry or annulations of the event.

Withdrawn

The organizer will refund with deduction of a variable reserve, the rights of engagement to the competitor's which, for reasons of cause beyond control, could not have been presented at the beginning to the test, **provided that a written request arrives at the organizer by post** (accompanied by a stamped envelope).

Reserve will be

- 30 % for the request received 8 days before the race up to more
- 50 % for the request received until the checks (in accordance with the general regulation FFSA)

6.10 Each participant shall take part on his own responsibility. The organizer shall refuse to accept any liability for personal injury or damage to property vis-à-vis competitors, drivers, assistants up to 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 or policies covering the following risks A C D and covering the third party liability.

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 up to the heats of the race but also during trips from the parking area to the track up to back

7 – RESERVATIONS – OFFICIAL TEXT

7.1 The organizer 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, major force 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 up to 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 regulation the French text shall be considered as the authentic text.

8 – GENERAL OBLIGATIONS

8.1 Start numbers

8.1.1. The organizer shall provide each participant with two sets of start numbers which shall be clearly displayed on both sides of the vehicles up to throughout the duration of the event. Vehicles without correct start numbers will not be allowed to start the event.

8.1.2. The organizer 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 the condition that :

- o it complies with the FIA regulations
- o 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) :
 - o CHAMBON-SUR-LAC (below number, pilot's side - above number, passenger's side)

8.5 Flag signals, track behaviour

8.4.1. The following flag signals may be used during practice and the race, up to must be strictly observed :

- | | |
|---|---------------------------------------|
| - Red Flag | Stop immediately up to definitively |
| - Yellow flag | Danger, absolutely no overtaking |
| - Waved yellow flag | Immediate danger, be prepared to stop |
| - Two Yellow flags together | Serious danger |
| - 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) |

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 up to 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 up to leave it, up to obey any instructions given by the marshals.

9 – ADMINISTRATIVE CHECKS UP TO SCRUTINEERING

9.1 Administrative check

9.1.1. The administrative checks shall take place at **Mont-Dore, Place de la Poste**,
August 5th : from 9.30 am to 8.00 pm
August 6th : from 6.45 am to 7.30 am

9.1.2. The participants must report for the checks in person.

9.1.3 The following documents must be presented : competitor's up to driver's competition licences, driving licence up to 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 **Mont-Dore, Place de la Poste**,
August 5th : from 9.30 am to 8.15 pm
August 6th : from 6.45 am to 7.30 am

9.2.2. Participants are obliged to accompany their vehicles at scrutineering, so that identification up to 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 major force.

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 up to posted by the organiser.

NO SCRUTINEERING WILL BE DONE AT THE SERVICE PARK AT MONEAUX

10 – RUNNING OF THE EVENT

10.1 Start, finish, timekeeping

- 10.1.1. The start will take place with the vehicle stationary up to the engine running. The stewards of the meeting up to 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, up to 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 up to shall be accurate to at least 1/100 of a second.

10.2 Practice

- 10.2.1. It is strictly forbidden to practice 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 :
Starting order of the groups :
Z –FC - F2000 N/FN/SP A/FA/ WRC/Super1600 S20 GT series GT Special GT CM C3/CN D/E
- In each of the these groups, cars will start in the cylinder capacity class order, as defined article 3.2., up to in each class in decreasing order of the start 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. The race shall be run over **three heats**.
- 10.3.4. For the race the starting order will be inch group, as defined article 3.2 according to the reverse order of the classification after the timed practice.

10.4 Out side 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 up to 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 on top of the Col de la Croix St Robert.

11.2 Additional check

- 11.2.1. Any vehicle may be subjected to additional checking by the scrutineers, both while the event is taking place up to 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 up to subjected to complete up to detailed scrutineering entailing the dismantling of the vehicle.
- 11.2.3. Special check will be at Garage du Centre – 8 Rue du 19 Mars 1962 – 63240 Le Mont-Dore.
Maximal rate of labour : 45 euros TTC.

12 – CLASSIFICATIONS – PROTESTS - APPEALS

12.1 Classifications

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

- The classification will be drawn up by addition of the two better results out of the three race heats .
- The classification will be posted at the top of the Col de la Croix St Robert, opposite the parc fermé, at the end of the third heat of the race.

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

- The classifications will be made according to the worst time realised by the two – or more – competitors for one heat, if a tie should remain, the classification would be made after the classification of the practice.

12.1.3. The following classifications shall be drawn up : :

E.H.C.

- **General classification of the E.H.C merge groups (N + A + S20 + GT + CN + D/E)**
- **Classification of each group E.H.C.**
- **Classification by cylinder class E.H.C.**

F.H.C.

- **General classification “A” (group F.H.C.)**
- **General classification “B” (group F.H.C.)**
- **Classification of each group and class F.H.C. (“A” et “B” merged)**
- **Female classification F.H.C.**
- **Junior classification**

12.2. Protests

12.2.1. The lodging of protests up to 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 174 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 **690 €** up to is to be paid in cash or by cheque (order ASA Mont-Dore). The deposit shall be refunded only if the protest is upheld.

12.2.4. Mass protests up to protests regarding timekeeping or the decisions taken by the judges of fact are not accepted.

12.2.5. The right to protest can be exercised only by competitors who are duly entered in the event, or by their representative(s) holding a written proxy (original document).

12.2.6 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 up to the related costs shall be in accordance with the provisions of the ISC.

12.3.2. The deposit for national appeals is set at **3 300 €**
The deposit for international appeals is set at 12 000 € + 5000 € for FFSA

13 – PRIZES UP TO CUPS – PRIZE6GIVING CEREMONY

13.1 Prizes up to cups

13.1.1. The following prizes, cups up to trophies shall be awarded :

H.E.C.

General classification of the groups together

| | |
|------------------------|-------|
| 1 ^{er} | 530 € |
| 2 ^{ème} | 270 € |

Classification of each group

| | |
|------------------------|-------|
| 1 ^{er} | 430 € |
| 2 ^{ème} | 370 € |
| 3 ^{ème} | 240 € |
| 4 ^{ème} | 170 € |

Classification by cylinder class

| | |
|-----------------------|------|
| 1 ^{er} | 65 € |
|-----------------------|------|

F.H.C.

Classification scratch A

| | |
|------------------------|-------|
| 1 ^{er} | 500 € |
| 2 ^{ème} | 400 € |
| 3 ^{ème} | 300 € |
| 4 ^{ème} | 200 € |
| 5 ^{ème} | 100 € |

Classification of each group

| | |
|------------------------|-------|
| 1 ^{er} | 600€ |
| 2 ^{ème} | 300 € |
| 3 ^{ème} | 150 € |

Female classification

| | |
|------------------------|-------|
| 1 ^{ère} | 250 € |
|------------------------|-------|

Classification scratch B

| | |
|------------------------|-------|
| 1 ^{er} | 300 € |
| 2 ^{ème} | 200 € |
| 3 ^{ème} | 100 € |

Classification by cylinder class

| | |
|------------------------|-------|
| 1 ^{er} | 300 € |
| 2 ^{ème} | 150 € |

Junior classification

| | |
|----------|-------|
| 1er..... | 250 € |
|----------|-------|

One cups will be offered to each prize-winning driver. Cups are mutually exclusive.
Cups will be awarded to several marshals.

The foreign pilots not taking part in classifications E.H.C.. will be preceded in classification F.H.C. in accordance with article 9 of regulation of the schedule of conditions of the hill climbs FFSA "*the pilots fired abroad will appear in this classification but their points will not be entered for the French championship*"

Drivers classified in all classifications (EHC – FCC) will get only the most important prize (general classification, groups up to classes classification)

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 claimed at the same time.

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 Sunday 7th at 09.00 pm in the "Thermes" du Mont Dore.

14 – SPECIAL CLAUSES

14.1 Obligatory provisions

The following provisions are essential to the normal running of the event, due to the usually high number of participants. Breaking them may be a cause of exclusion from the race.

The marshals in charge of the parks have the authority to ask you to move all vehicles in the way.

14.1.1. Trailers – Assistance vehicles

Trailers will have to be parked properly, that is neither on the roads, nor in departure parks. It is the same with all assistance vehicles. A special park is also provided for trailers, as well as for one assistance vehicles, next to the parc fermé at the top of the Col de la Croix St Robert.

14.1.2. Location competitors Special parking spaces are reserved in the parks by the organiser. They must be strictly respected.

14.1.3. Drivers parks

Each driver has to

- held near the racing car an fire extinguisher (A, B and C) with a capacity of 5 kg and with a control paper for less than 2 years ;
- dispose under the racing car an waterproof tarpaulin (3 m x 5 m minimum) and resistant to hydrocarbon
- take care of his waste and food scraps, when he leaves the drivers park.

The penalty for lack of fire extinguisher and/or tarpaulin in the drivers parks is : 200 €

14.1.4 – Drivers briefing : At the end of the official practices, at the "parc arrivée"

- **Penalty for absence at the briefing : 110 Euros**
- **Penalty in case of recurrence : 220 euros**

14.1.5 – Procedure to come back to the start

On the return from the parking area up to/or parc fermé at the finish back to the paddock, all drivers are strictly obliged to wear safety belts. Wearing of crash helmets in obligatory for drivers of single up to two seat racing cars up to is recommended for drivers of touring cars.

Further, it is strictly forbidden to take any person on board during the return.

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

14.1.6 – Entry Form

Please fill your entry form correctly up to readable. Any incomplete or unsigned form will cause a delay for you at the administrative checks. **Any form sent without the entry fees will not be accepted.**

14.1.7 - Fuel

Drivers have to take their dispositions to not be in shortage of fuel, even in case of repeated starting due to interruptions. Drivers will not be authorised to return to the paddock to take some, under pain of exclusion of the heat.

14.1.8 – Administrative check and scrutineerings

As asked by the Office Mayor of Mont Dore and to perpetuate this event, it's **imperative** for drivers of "open cars" to take down the car from the truck to pass the scrutineerings. Parking's for the trucks are planned at the railway station of Mont - Dore.

IMPORTANT INFORMATIONS

French Championship

The Hill climb race of Mont Dore/Chambon-sur-Lac, French Championship race is national to permit to the drivers with a national or international licence to be classified in this race.

European Championship

The Hill climb race of Mont Dore/Chambon-sur-Lac, European Championship race preserve his international identity. Only the drivers with an international licence will be classified at the European Championship

INTERNATIONAL HISTORIC HILL- CLIMB MONT-DORE CHAMBON-SUR-LAC

AUGUST 5th, 6th, 7th, 2011

European Historic Hill-Climb Championship French Historic Hill-Climb

PROGRAM

| | |
|--|--|
| <u>Closing of entries :</u> | July 25 th 2010 (24 pm) |
| <u>Administrative checks and scrutineering :</u> | August 5 th : from 9. 30 am to 8. 00 pm August 6 th : from 6.45 am to 7.30 am |
| <u>Official practice 2 heats :</u> | August 6 th : starting at 9.30 am |
| <u>Race 3 heats :</u> | August 7 th : starting at 8.00 am |
| <u>Posting of provisional results :</u> | At the « parc fermé » after the arrival of the last driver |
| <u>Prize giving :</u> | August 7 th at 09 pm - "Casino" in Mont Dore |

1 – ORGANISATION

The Association Sportive Automobile du Mont-Dore is organising the **INTERNATIONAL HISTORIC HILL CLIMB MONT-DORE – CHAMBON-SUR-LAC** on August 5th, 6th, 7th 2011

These supplementary regulations have been approved by FFSA with visa N° 98 and by FIA with N° 10CEM060811

1.4 Organising committee and office

Chairman of the organising committee is : Daniel PASQUIER -

Adress of the office

Till July 25th 2011:

J. Martin – 25 Boulevard du Général de Gaulle – F 03300 – CUSSET

Email : martin.josy@free.fr

1.5 Officials

| | |
|--|--|
| Clerck of the course : | Gérard MAURIN |
| Assistant Clerck of the course Inter : | Yves LARA |
| Assistant clerk of the course : | Jean-Claude HECTOR Loriano TOSI Jean RENAULT |
| Chairman of the stewards : | Jacques COURMONTAGNE (F) |
| Stewards of the meeting : | Josef BESOLI (AND) Filippo LURA (CH) Bernard GEFFROY (F) Jean Jacques MARCELLIN (F) |
| Secretary of the panel : | Danièle HARTL |
| Scrutiner delegate by the FIA | Domenico CIFALDI (ITA) |
| Scrutineer Historic French responsible : | André OLIVIER |
| Assistants Scrutineers : | Jean-Claude DESNOUX André BOIVIN Jean-Pierre ROLLAND Serge PEGOLOTTI |
| Timekeepers : | Richard LOPEZ Jean-Paul DURAND |
| FIA Observer : | John HUGHES (GBR) |
| F.F.S.A. Observer : | Jean Paul COCQUELET (F) |
| Competitors' relations officer : | Norbert BIAGIONI Serge MOREL Manuela PRADES |
| Chief medical officer : | Christine LESPIAUCQ |
| Doctor : | Patrick CHERREAU |
| Secretary of the event : | Josy MARTIN |
| Responsible of the marshals | Christian DAMS |

Responsible of the paddock

Huguette LABORIE
Arnaud DESPORTES

Speakers

Bernard DESRAY
Jean-Michel BAYEN
René GOESEL

Results and classifications

Patricksoft

1.6 Official notice boards

All communications and decisions, as well as the results, shall be posted on the official notice boards located :

- During the scrutineering : at the office of the event
- During the official practices and the race : at the « Point Info » next to the start, Moneaux
- During the period of time allowed for the lodging of protests : at the « parc fermé » col de la Croix St Robert

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 European 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 HistoricEuropean Hill Climb Championship
- FFSA FRENCH Hill Climb

2.5 Course

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

- Length : 5075 mètres
- Incline : 381 mètres (average gradient 7.2 % - maximum gradient 7.6 %)
- Start : RD 36 à Moneaux : altitude 1074 m
- Finish : RD 36 au sommet du Col de la Croix St Robert : altitude 1451 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

EHC

Catégorie I : (C, D, E, F, G1, GR)

Catégorie 1 (SAL 1-4, OT 164 ? 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 cm3
- A5 up to 2000 cm3
- A6 over 2000 cm3

Catégorie 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

Catégorie II : (G2, H1, HR)

Catégorie 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 cm3
- B5 up to 2000 cm3
- B6 over 2000 cm3

Catégorie 2 ((TSRC, HST 1-5, S 2/1)

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

Catégorie III : (H2, I, IR)

Catégorie 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

Catégorie 3 (TSRC, HST)

- C4 up to 2000 cm3
- C5 over 2000 cm3

Catégorie IV : (C, D, E, F, GR, HR, IR)

Catégorie 4 (GP 8-15, V 6-9, HS 2-3 single seat, F1/1, F2/1, F3/1)

- D1 : 1919 - 1953 : no capacity limitation

Catégorie 4 (single Seat)

- D2 : 1954 – 1982 : up to 1600 cm3
- D3 : 1954 – 1982 : up to 2000 cm3

Catégorie 4 (FJ1, FJ2) Formule Junior

- D4 : Front engine

Catégorie 4 (FJ1, FJ2) Formule junior

- D5 : Rear engine

Classes will be set up no matter how many cars undergo administrative checks and scrutineering. Cars belonging to 1st Category (D,E,F,G1) will have a single Class-classification for cars T of Series and T Competition named T, and a single Class-classification for cars GT of Series and GT Competition named GT. Cars G2+H1 of 2nd Category will have a single Class-classification for every Category allowed from present regulation. Cars H2+I of 3rd Category will have a single Class-classification for every Category allowed from present regulation. At Scrutineering Competitors will present the HTP - FIA for Historic Cars and Technical Passport FFSA to the Technical scruteneer that can take this document until the end of the race. **The entries will not be accepted unless the amount due for entry fee is enclosed as well as the copy of the 1st page of HTP, clearly showing PERIOD, CATEGORY and CLASS .**

FRENCH CUP

3.2 Cars belonging to C ,D,E,F,GR,G1,G2,HR,H1,H2,I and IR will be admitted to the race and grouped as follows : categories and classes :

CATEGORY 1 (1919-1969)

Catégorie 1 (T, GT)

| | | |
|----|-------|----------|
| 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 |

Catégorie 1 S (TC, GTS, GTP HST) :

| | | |
|------------|-------|----------|
| A1S | up to | 850 cm3 |
| A2S | up to | 1150 cm3 |
| A3S | up to | 1300 cm3 |
| A4S | up to | 1600 cm3 |
| A5S | up to | 2000 cm3 |
| A6S | over | 2000 cm3 |

CATEGORY 2 (1970-1975)

Catégorie 2 (T, GT)

| | | |
|----|-------|-----------|
| B1 | up to | 1150 cm3 |
| B2 | up to | 1300 cm30 |
| B3 | up to | 1600 cm3 |
| B4 | up to | 2000 cm3 |
| B5 | up to | 2500 cm3 |
| B6 | over | 2500 cm3 |

Catégorie 2 S (TC, GTS, HST, GTP)

| | | |
|------------|-------|----------|
| B1S | up to | 1150 cm3 |
| B2S | up to | 1300 cm3 |
| B3S | up to | 1600 cm3 |
| B4S | up to | 2000 cm3 |
| B5S | up to | 2500 cm3 |
| B6S | over | 2500 cm3 |

CATEGORY 3 (1976-1981)

Catégorie 3 (T, GT)

| | | |
|----|-------|----------|
| C1 | up to | 1300 cm3 |
| C2 | up to | 1600 cm3 |
| C3 | up to | 2000 cm3 |
| C4 | up to | 2500 cm3 |
| C5 | over | 2500 cm3 |

Catégorie 3 S (TC, GTS, HST, GTP)

| | | |
|------------|-------|----------|
| C1S | up to | 1300 cm3 |
| C2S | up to | 1600 cm3 |
| C3S | up to | 2000 cm3 |
| C4S | up to | 2500 cm3 |
| C5S | over | 2500 cm3 |

CATEGORY 4 : MONOPLACE ET COURSE BIPLACES

| | | |
|-----|--------------------|------------------------|
| D1 | 1919-1961 | No capacity limitation |
| D2 | 1961-1969 | up to 1300 cm3 |
| D3 | 1961-1969 | up to 1600 cm3 |
| D4 | 1961-1969 | up to 200 cm3 |
| D5 | 1961-1969 | over 2000 cm3 |
| D6 | 1970-1976 | up to 1300 cm3 |
| D7 | 1970-1976 | up to 1600 cm3 |
| D8 | 1970-1976 | up to 2000 cm3 |
| D9 | 1970-1976 | over 2000 cm3 |
| D10 | 1977 - 1982 | up to 1300 cm3 |
| D11 | 1977 - 1982 | up to 1605 cm3 |
| D12 | 1977 - 1982 | up to 2000 cm3 |
| D13 | 1977 - 1982 | over 2000 cm3 |
| D14 | 1985 | Formule Ford |

CATEGORY 5 : GROUP B before 1986

Group B cars before 1986 can participate at events but not competing for French Historic Hill Climb Championship (Coupe de France de la Montagne VHC).

Are admitted out of official classification, cars in compliance with the regulation of sporting classic rallye cars.

- 3.3** In case of supercharging the nominal cylinder capacity of all the cars will be multiplied by 1.4 and each car will belong to the class corresponding to the fictive cylinder capacity thus obtained.
- 3.4** The safety equipment of all vehicles must comply with the FIA Appendix All vehicles not showing a duly safety standard or not in compliance with the regulations in force will be refused or left out of the competition, respectively.
- 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 K may be used.
- 3.7** 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 up to a crash helmet complying with norms approved by the FIA is obligatory during the practice up to the heats of the race.
- 4.2** Drivers are strictly to wear fire-resistant overalls (including a mask or balaclava, gloves, etc...) complying with the current FIA norms.

5 – ELIGIBLE COMPETITORS UP TO 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 driving licence** up to a competition licence valid for the current year
- 5.3** Foreign competitors up to drivers must be in possession of written issued them with their licence (even taking the form of just a note on the licence)

6 – ENTRIES – LIABILITY UP TO INSURANCE

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

Till July 25th 2011:

**SCO - MONT DORE
Chez J. MARTIN
25, Boulevard du Général de Gaulle
F – 03300 CUSSET**

Closing date of the entries : July 25th 2011 at 24.00 (post seal as proof)

A photocopy of the first page of the HTP – FIA for the vehicle in question shall be included in the entry form;
Entries by fax or telegraph are not considered, the entry must be sent by post to the organizer before the end of the closing date with the necessary information's according to the entry-form.

- 6.2** The total number of entries is limited to 30
- 6.3** There may be a change of vehicle after the closing of entries up to up to the completion of the checks on the competitor concerned provided that the new vehicle belongs to the same group up to 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. Change of driver are authorised in accordance with article 121 of the ISC; The replacement driver, who must hold a valid licence or licence as well as authorisation from his ASN, must be named before 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) : **200 €**
 - without the organiser's optional advertising (Article 8.3.2) : **400 €**
- The entry fees are to be paid as follows : by cheque or by postal : order of "**SCO - Mont Dore**"
- 6.7** An entry shall only be accepted if it is accompanied by the entry fees up to received by the deadline set in article 6.1

6.8 In all cases, the entry fees include the competitor's up to driver's Civil Liability insurance premium, as well as the necessary start numbers

6.9 The entries will be refund in full in case of declined entry or annulations of the event.

Withdrawn

The organizer will refund with deduction of a variable reserve, the rights of engagement to the competitor's which, for reasons of cause beyond control, could not have been presented at the beginning to the test, **provided that a written request arrives at the organizer by post** (accompanied by a stamped envelope).

Reserve will be

- 30 % for the request received 8 days before the race up to more

- 50 % for the request received until the checks (in accordance with the general regulation FFSA)

6.10 Each participant shall take part on his own responsibility. The organizer shall refuse to accept any liability for personal injury or damage to property vis-à-vis competitors, drivers, assistants up to 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 or policies covering the following risks A C D and covering the third party liability.

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 up to the heats of the race but also during trips from the parking area to the track up to back

7 – RESERVATIONS – OFFICIAL TEXT

7.1 The organizer 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, major force 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 up to 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 regulation the French text shall be considered as the authentic text.

8 – GENERAL OBLIGATIONS

8.1 Start numbers

8.1.1. The organizer shall provide each participant with two sets of start numbers which shall be clearly displayed on both sides of the vehicles up to throughout the duration of the event. Vehicles without correct start numbers will not be allowed to start the event.

8.1.2. The organizer 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 the condition that :

- o it complies with the FIA regulations
- o 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) :

- o CHAMBON-SUR-LAC (below number, pilot's side - above number, passenger's side)
- o MONT-DORE (below number, pilot's side - above number, passenger's side)

8.5 Flag signals, track behaviour

8.4.1. The following flag signals may be used during practice and the race, up to must be strictly observed :

- | | |
|---|---------------------------------------|
| - Red Flag | Stop immediately up to definitively |
| - Yellow flag | Danger, absolutely no overtaking |
| - Waved yellow flag | Immediate danger, be prepared to stop |
| - Two Yellow flags together | Serious danger |
| - 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) |

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 up to 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 up to leave it, up to obey any instructions given by the marshals.

9 – ADMINISTRATIVE CHECKS UP TO SCRUTINEERING

9.1 Administrative check

9.1.1. The administrative checks shall take place at **Mont-Dore, Place de la Poste,**

August 5th : from 9.30 am to 8.00 pm

August 6th : from 6.45 am to 7.30 am

9.1.2. The participants must report for the checks in person.

9.1.3 The following documents must be presented : competitor's up to driver's competition licences, 13 driving licence up to 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 **Mont-Dore, Place de la Poste,**

August 5th : from 9.30 am to 8.15 pm

August 6th : from 6.45 am to 7.30 am

9.2.2. Participants are obliged to accompany their vehicles at scrutineering, so that identification up to 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 major force.

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 up to posted by the organiser.

NO SCRUTINEERING WILL BE DONE AT THE SERVICE PARK AT MONEAUX

10 – RUNNING OF THE EVENT

10.1 Start, finish, timekeeping

10.1.1. The start will take place with the vehicle stationary up to the engine running.

The stewards of the meeting up to 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, up to 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 up to shall be accurate to at least 1/100 of a second.

10.2 Practice

10.2.1. It is strictly forbidden to practice 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 :

Starting order of the groups :

**FRENCH CUP /FIA Historic – Z - FC - F2000 N/FN/SP A/FA/ WRC/Super1600 S20 GT series GT
Special GT CM C3/CN D/E**

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 **three heats**.

10.3.4. For the race the starting order will be in group, as defined article 3.2 according to the reverse order of the classification after the timed practice.

10.4 Out side 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 up to 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 on top of the Col de la Croix St Robert.

11.2 Additional check

11.2.1. Any vehicle may be subjected to additional checking by the scrutineers, both while the event is taking place up to 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 up to subjected to complete up to detailed scrutineering entailing the dismantling of the vehicle.

11.2.3. Special check will be at Garage du Centre – 8 Rue du 19 Mars 1962 – 63240 Le Mont-Dore.
Maximal rate of labour : 45 euros TTC.

12 – CLASSIFICATIONS – PROTESTS - APPEALS

12.1 Classifications

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

- The classification will be drawn up by addition of the two better results out of the three race heats .
- The classification will be posted at the top of the Col de la Croix St Robert, opposite the parc fermé, at the end of the third heat of the race.

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

- The classifications will be made according to the worst time realised by the two – or more – competitors for one heat, if a tie should remain, the classification would be made after the classification of the practice.

12.1.3. The following classifications shall be drawn up : :

- General classification of all the Categories in the FIA HHC together (see art. 3.1)
- General classification of all Categories outside the FIA HCC together
- Classification of each of the Categories
- Classification of category "classic"

12.2. Protests

12.2.1. The lodging of protests up to 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 174 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 **690 €** up to is to be paid in cash or by cheque (order ASA Mont-Dore). The deposit shall be refunded only if the protest is upheld.

12.2.4. Mass protests up to protests regarding timekeeping or the decisions taken by the judges of fact are not accepted.

12.2.5. The right to protest can be exercised only by competitors who are duly entered in the event, or by their representative(s) holding a written proxy (original document).

12.2.6 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 ICS

12.3.2. The deposit for national appeals is set at **3 300 €**

The deposit for international appeals is set at 12 000 € + 5000 € for FFSA

13 – PRIZES UP TO CUPS – PRIZEGIVING CEREMONY

13.1 Prizes up to cups

13.1.1. One cups will be offered to each prize-winning driver.

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.

13.2 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 Sunday 7th at 09.00 pm in the Casino du Mont Dore.

14 – SPECIAL CLAUSES

14.1 Obligatory provisions

The following provisions are essential to the normal running of the event, due to the usually high number of participants. Breaking them may be a cause of exclusion from the race.

The marshals in charge of the parks have the authority to ask you to move all vehicles in the way.

14.1.1. Trailers – Assistance vehicles

Trailers will have to be parked properly, that is neither on the roads, nor in departure parks. It is the same with all assistance vehicles. A special park is also provided for trailers, as well as for one assistance vehicles, next to the parc fermé at the top of the Col de la Croix St Robert.

14.1.2. Location competitors Special parking spaces are reserved in the parks by the organiser. They must be strictly respected.

14.1.3. Drivers parks

Each driver has to

- held near the racing car an fire extinguisher (A, B and C) with a capacity of 5 kg and with a control paper for less than 2 years ;
- dispose under the racing car an waterproof tarpaulin (3 m x 5 m minimum) and resistant to hydrocarbon
- take car of his waste and food scraps, when he leaves the drivers park.

The penalty for lack of fire extinguisher and/or tarpaulin in the drivers parks is : 200 €

14.1.3 – Drivers briefing : At the end of the official practices, at the "parc arrivée"

- **Penalty for absence at the briefing : 110 Euros**
- **Penalty in case of recurrence : 220 euros**

14.1.4 – Procedure to come back to the start

On the return from the parking area up to/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 up to two seat racing cars up to is recommended for drivers of touring cars.

Further, it is strictly forbidden to take any person on board during the return.

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

14.1.5 – Entry Form

Please fill your entry form correctly up to readable. Any incomplete or unsigned form will cause a delay for you at the administrative checks. **Any form sent without the entry fees will not be accepted.**

14.1.6 - Fuel

Drivers have to take their dispositions to not be in shortage of fuel, even in case of repeated starting due to interruptions. Drivers will not be authorised to return to the paddock to take some, under pain of exclusion of the heat.

14.1.8 – Administrative check and scrutineerings

As asked by the Office Mayor of Mont Dore and to perpetuate this event, **it's imperative** for drivers of "open cars" to take down the car from the truck to pass the scrutineerings. Parking's for the trucks are planned at the railway station of Mont Dore.

IMPORTANT INFORMATIONS

French Cup

The Hill climb race of Mont Dore/Chambon-sur-Lac, French Cup race is national (NPEA) to permit to the drivers with a national or international licence to be classified in this race.

European Championship

The Hill climb race of Mont Dore/Chambon-sur-Lac, European Historic Championship race preserve his international identity. Only the drivers with an international licence will be classified at the European Championship