



**7 and 8 June, 2014**

## **Supplementary Regulations**

**FIA INTERNATIONAL HILL CLIMB CUP (IHCC)**

**CAMPEONATO NACIONAL DE MONTANHA (CNM)**

**CAMPEONATO NACIONAL DE CLÁSSICOS MONTANHA (CNCM)**

**TROFÉU NACIONAL DE MONTANHA 1300 (TNM 1300)**

**TAÇA NACIONAL DE MONTANHA CLÁSSICOS 1300 (TNMC1300)**

**CAMPEONATO NACIONAL DE VELOCIDADE (CNV)**

## PROGRAMME

DATE	TIME	PROGRAMME	LOCALIZATION
28-04-2014	09H00	Opening date for entries	CAMI Office and FPAK Office
21-05-2014	18H00	Closing date for entries	FPAK Head-Office, North and Madeira Delegations
22-05-2014	18H00	Closing date for entries	CAMI Office
26-05-2014	19H00	Publication of entrants list	CAMI Office
07-06-2014		<b>ADMINISTRATIVE CHECKS</b>	
	08H00 — 08H30	From N° 1 to 15	Grupo Desportivo da Mata
	08H30 — 09H00	From N° 16 to 30	
	09H00 — 09H30	From N° 31 to 45	
	09H30 — 10H00	From N° 46 to 60	
	10H00 — 10H30	From N° 61	
		<b>SCRUTINEERING</b>	
	08H00 — 08H30	From N° 1 to 15	Parking of José Santos Pinto Municipal Stadium
	08H30 — 09H00	From N° 16 to 30	
	09H00 — 09H30	From N° 31 to 45	
	09H30 — 10H00	From N° 46 to 60	
	10H00 — 10H30	From N° 61	
	11H00	First C.C.S. Meeting	Grupo Desportivo da Mata
	11H30	Publication of the list of entrants eligible to the officials practices	Official boards
	12H00	<b>BRIEFING WITH ALL PILOTS</b>	Grupo Desportivo da Mata

DATE	TIME	PROGRAMME	LOCALIZATION
07-06-2014	13H30	<b>Starting parking (all categories)</b>	Parking of José Santos Pinto Municipal Stadium
	14H00	<b>CLOSE OF THE TRACK</b>	
	14H30	<b>Official Practices</b>	
	16H30	<b>Race 1</b>	
	15' after last heat	<b>Posting of Official Results</b>	Official boards
08-06-2014	08H30	<b>Starting parking (all categories)</b>	Parking of José Santos Pinto Municipal Stadium
	09H00	<b>CLOSE OF THE TRACK</b>	
	09H30	<b>Official Practices</b>	
	10H30	<b>Race 2</b>	
	12H30	<b>Race 3</b>	
	After last heat	<b>Final Scrutineering (after last heat of each Category)</b>	Parc Fermé (Plateau, near the Advanced Secretariat)
	15' after last heat	<b>Posting of Provisional Results (15 min. after last heat of each Category)</b>	Official boards
	20' after last heat	<b>Press Conference</b>	Grupo Desportivo da Mata
	45' after final heat	<b>Posting of Official Results</b>	Official boards
	60' after Posting of Official Results	<b>Prize Giving</b>	Hall of the Municipality of Covilhã

## 1 – ORGANISATION

The **CAMI – Clube Aventura do Minho** is organising the international hill climb **RAMPA DA COVILHÃ / SERRA DA ESTRELA** on **07 and 08/06/2014**.

These Supplementary Regulations have been approved:

- by **FPAK – Federação Portuguesa de Automobilismo e Karting**

- with visa **Nº. 100/TEM/2014 in 20 May 2014**

- and by the **FIA**

- with visa **Nº. 5CICC.PRT.080614**

### 1.1 – Organising Committee, Secretariat

Organising Committee is:

**From: CAMI – Clube Aventura do Minho**

**Nuno Loureiro** (Chairman of the Organising Committee)

**Jorge Castanheira**

**From: Câmara Municipal da Covilhã**

Represented by its President:

**Vitor Pereira (Dr.)**

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

**CAMI – Clube Aventura do Minho**

**Rua Padre Fernão Cardim, nº 49 4150-351 PORTO**

Until – 2014 / 06 /05 – 20H00

Tel.:(+351) 91 331 51 90

Fax. (+351) 22 996 49 55

E-mail: [clubeaventuradominho@gmail.com](mailto:clubeaventuradominho@gmail.com) – Web: [www.cami.pt](http://www.cami.pt)

**Grupo Desportivo da Mata**

As From – 2014 / 06 /07 – 07H45

Parque Alexandre Aibéo, 12, 6200-000 Covilhã

Until – 2014 / 06 /08 – 19H00

Tel: 275 32 24 34 Fax: 275 33 44 11

E-mail: [clubeaventuradominho@gmail.com](mailto:clubeaventuradominho@gmail.com)

### 1.2 – Officials

FUNCTION	NAME	LICENCE
CLERK OF THE COURSE	<b>Jorge Castanheira</b> Tel.: (+351) 91 7817023 Fax. (+351) 22 996 49 55	
ASSISTANT CLERK OF THE COURSE	<b>Pinto de Carvalho</b>	DPA
	<b>José Leite</b>	
CHAIRMAN OF THE STEWARDS		CD
STEWARDS OF THE MEETING	<b>José Castanheira</b>	540 CD
	<b>Luis Sá Carneiro</b>	CD
	to indicate according Art. 5 List of requirements for organisers of the FIA International Hill Cup	CD
SCRUTINEER CHIEF	<b>Rui Alves Silva</b>	CTC
ASSISTANT SCRUTINEER CHIEF	<b>Manuel Moreira</b>	CT
SCRUTINEERS	<b>António José Vieira</b>	
	<b>Hélio Vicente</b>	
	<b>Manuel Moisés</b>	
	<b>Ricardo Hipólito</b>	

<b>FIA OBSERVER</b>	<b>Flavio Candoni (ITA)</b>	
<b>FPAK OBSERVER</b>	<b>To indicate from FPAK</b>	
<b>FPAK TECHNICAL DELEGATE</b>	<b>To indicate from FPAK</b>	
<b>SAFETY OFFICER</b>	<b>Jorge Castro</b>	
<b>SECRETARY OF THE MEETING</b>	<b>Rui Gonçalves</b>	
<b>COMPETITOR'S RELATIONS OFFICERS</b>		
<b>PRESS RELATIONS OFFICER</b>	<b>Ricardo Magalhães</b>	
<b>TIMEKEEPER OFFICER</b>	<b>Dulce Mouta</b>	
<b>CHIEF RESULTS OFFICER</b>	<b>Dulce Mouta</b>	
<b>CHIEF MEDICAL OFFICER</b>	<b>Jorge Magalhães</b>	
<b>MEDICAL OFFICER'S</b>	<b>Nuno Carvalho</b>	
	<b>Rui Amendoeira</b>	

### 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 – 2014 / 06 /05	Secretariat of the event: Rua Padre Fernão Cardim, nº 49 – 4150 – 351 PORTO
From – 2014 / 06 /07 Until – 2014 / 06 /08	Secretariat of the event: <b>Grupo Desportivo da Mata</b> Parque Alexandre Aibéo, 12, 6200-000 Covilhã Tel: 275 32 24 34 Fax: 275 33 44 11 E-mail: <a href="mailto:clubeaventuradominho@gmail.com">clubeaventuradominho@gmail.com</a>
	Starting Park and Mobile Secretariat at the end of the track

## 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 International Hill Climb Cup («the IHCC»), the Sporting Regulations of the FIA International Hill Climb Cup, the National Sporting Code, 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 International Hill Climb Cup**
- **Campeonato Nacional de Montanha (CNM)**
- **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 - Category 3**
- **Portuguese Hill-Climb Championship - Category 4**
- **Portuguese Hill-Climb Championship - Category 5**
- **Portuguese Hill-Climb Championship - Category 6 (Classics)**

- **National Cup Hill-Climb 1300 - (TNM1300)**
- **National Cup Hill-Climb Classics 1300 - (TNMC1300)**
- **National Speed Championship (CNV)**

## 2.5 – Course

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

<b>Total length</b>	<b>5.110 m</b>
<b>Drop</b>	<b>451 m</b>
<b>Médium Bending</b>	<b>9,12 %</b>
<b>Maximum bending</b>	<b>11,56 %</b>
<b>Start</b>	<b>Km 31,81 EN 339 – altitude 846 m</b>
<b>Finish</b>	<b>Km 26,90 EN 339 – altitude 1.297 m</b>

## 3 – ELIGIBLE VEHICLES

**3.1** – Each vehicle must have a national technical passport. All vehicles complying with the prescriptions of the FIA Appendix J for the following groups are eligible to take part:

### IHCC:

#### CATEGORY I:

##### Division «Production»

<b>Group N</b>	Production cars (incl. R1).
<b>Group A</b>	Touring cars (incl. WRC, KITC, S1600, S20, R2, R3, R4 and R5).
<b>Group GT</b>	Grand Touring cars (GT3 and RGT combined).

##### Division «E1»

<b>Group E1</b>	Production, Touring or Large Scale Series Production cars having at least 4 seats (excluding 2+2), as defined by the Article 277 of Appendix J, Category 1.
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#### CATEGORY II:

<b>Group D/E2-SS</b> (Single-seater)	International Formula / Free Formula single-seater racing cars up to 3000 cm <sup>3</sup> .
<b>Group CN/E2-SC</b> (Sportscar)	Production Sports cars and Two-seater racing cars up to 3000cm <sup>3</sup> .
<b>Group E2-SH</b> (Silhouette)	Silhouette-type cars (cars with the appearance of a large production car with 4 seats, including 2+2), as defined by the Article 277 of Appendix J, Category 2.

### Non IHCC:

#### **CNM / National Hill-Climb Championship**

#### CATEGORY 1:

##### Production cars

<b>Group N</b>	Series Production Vehicles, GR 1 including
<b>Group A</b>	Tourism Vehicles, “World Rally Car”, “Super 1600”(including cars Gr R2 and R3)
<b>Group S 20</b>	Vehicles Super 2000 (Circuits and Rally together), Gr R4 and R5 including
<b>Group GT</b>	Grand Tourism cars (GT1, GT2, GT3, GT4, GT Cup and RGT together)

**CATEGORY 2:****Competition cars**

<b>Group D/E2-SS</b> (Single-seater)	International Formula / Free Formula single-seater racing cars up to 2000 cc
<b>Group CN/E2-SC</b> (Sportscar)	Production Sports cars and Two-seater racing cars up to 3000 cc.
<b>Group E2-SH</b> (Silhouette)	Silhouette-type cars (cars with the appearance of a large production car with 4 seats, including 2+2), as defined by the Article 277 of Appendix J, Category 2
<b>Grupo C 3</b>	In keeping with their technical regulations, included in the Technical Regulation of Sport-Prototypes (speed).
<b>Grupo CM</b>	In accordance with the special technical regulation

**CATEGORY 3**

<b>Group X</b>	Vehicles without Homologation from group X of rallyes championships. Includes E1 FIA Appendix J Article 277, Vehicles from Mono-Marc trophies coming from Portugal and other Countries and diesel vehicles
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**CATEGORY 4**

<b>Super Cars Ralicross</b>	
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**CATEGORY 5:**

<b>Group VHFC</b>	Vehicles with FIA homologation expired seconds the last homologation and Vehicles from Mono-Marc trophies coming from Portugal and other Countries and diesel vehicles not according to the technical regulations of his time
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**CATEGORY 6:****CLASSICS**

<b>Group 1</b>	Series Touring Vehicles
<b>Group 2</b>	Special Touring Vehicles
<b>Group 3</b>	Series Grand Touring Vehicles
<b>Group 4</b>	Special Grand Touring Vehicles
<b>Group 5</b>	Special Production Vehicles (from Groups 1 till 4)
<b>Group 6</b>	Two-seater racing cars
Only homologation forms issued by FIA are valid for these groups as well any extensions or bulletins till 31/12/1981	
<b>Group N</b>	Large Scale Series Touring cars (Group N)
<b>Group A</b>	Large Scale Touring cars (Group A)
<b>Group B</b>	Experimental Competition Vehicles
Only vehicle from 01/01/1982 till 31-12-1990 are valid for these groups	
Only homologation forms, from 01/01/1982 till 31/12/1990, issued by FIA are valid for this groups as well any extensions or bulletins till 31/12/1990.	

**National Hill-Climb CUP 1300 – Category 1**

<b>TNM 1300</b>	Cars Up to 1300 cc capacity
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**National Hill-Climb CUP Classics – Category 6**

<b>TNMC1300</b>	Cars Up to 1300 cc capacity
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## **National Speed Championship (CNV)**

**According with the regulations of that Championship Art. 20**

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

### **IHCC – FIA INTERNATIONAL HILL CLIMB CUP (IHCC)**

#### **CATEGORY I (All Groups)**

**(All Groups)** up to 1400 cm<sup>3</sup>  
from 1400 to 1600 cm<sup>3</sup>  
from 1600 to 2000 cm<sup>3</sup>  
from 2000 to 3000 cm<sup>3</sup>  
over 3000 cm<sup>3</sup>

#### **CATEGORY II**

**(All Groups)** up to 1600 cm<sup>3</sup>  
from 1600 to 2000 cm<sup>3</sup>  
from 2000 to 3000 cm<sup>3</sup>  
over 3000 cm<sup>3</sup> (E2-SH only)

### **CNM / PORTUGUESE HILL CLIMB CHAMPIONSHIP**

According with National HILL CLIMB CHAMPIONSHIP REGULATIONS.

## **National Speed Championship (CNV)**

According with the REGULATION

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

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

- Cockpit:

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

Only open-wheel single seater may be admitted.

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

- maximum engine cylinder capacity 6500cm<sup>3</sup>,
- fuel: commercially available petrol or diesel, according to the provisions of Article 259.6.1 of Appendix J.

**3.4** – The safety equipment of all vehicles must comply with the FIA Appendix J.

**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 Competition.

**3.6** – Only fuel which complies with the provisions of Appendix J may be used.

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

## **4 – DRIVERS' SAFETY EQUIPMENT**

**4.1** – The wearing of a safety belt, a crash helmet and a head restraint device complying with the standards approved by the FIA are 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:

**CAMI – Clube Aventura do Minho**

Rua Padre Fernão Cardim, nº 49  
40150-351 PORTO  
Tel.: (+351) 91 331 51 90  
Fax. (+351) 22 996 49 55  
E-mail: [clubeaventuradominho@gmail.com](mailto:clubeaventuradominho@gmail.com)

**CLOSING DATE FOR ENTRIES: 22 / 05 / 2014 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](mailto: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](mailto: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: 21 / 05 / 2014 at 18H00**

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 – Not apply**

**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:

**6.6.1** – With the organiser's optional advertising (Article 8.3.2):

<b>All Categories</b>	<b>395,00 € with the value of insurance included</b>
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**6.6.2** – Without the organiser's optional advertising (Article 8.3.2): **100% aggravation**

The entry fees are to be paid as follows:

In cash or Bank draft (to CAMI - Clube Aventura do Minho)

Deposit / Bank Transfer:

**Bank:** Banco Popular Portugal, SA  
**Bank address:** Praça da República S/N 4950-506 Monção  
**Name:** CAMI – Clube Aventura do Minho  
**NIB:** 0046 0147 00600020457 52  
**IBAN:** PT50 0046 0147 0060 0020 4575 2

**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:

– Third party Civil Liability up to 40.000000,00€ or 8.000000,00€ (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 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.

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 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 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.

**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 1 (one) sets of Competition numbers which shall be clearly displayed on both sides of the vehicle throughout the duration of the Competition. All the National Hill-Climb Championship and National Speed Championship participants will have the start numbers assigned by FPAK. 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 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 (Competition numbers): **RAMPA INTERNACIONAL DA COVILHÃ / SERRA DA ESTRELA**
- Optional (reduced fees, Article 6.6): to indicate 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:</b>	stop immediately and definitively.
<b>Yellow flag *:</b>	danger, absolutely no overtaking.
<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).

\* *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 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:

**At Grupo Desportivo da Mata**

Parque Alexandre Aibéo, 12, 6200-000 Covilhã

**On** 2014/06/07 **From** 08H00 to 10h30

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,
- national 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 Parking of José Santos Pinto Municipal Stadium**

**On** 2014/06/07 **From** 08H00 to 10h30

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 national technical passport and 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 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 group 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:

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.

For the CNM (National Championship) the start order is set by the stewards as defined by the Article 22 of P.E.M.

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 – IHCC – FIA INTERNATIONAL HILL CLIMB CUP and CPM / PORTUGUESE HILL-CLIMB CHAMPIONSHIP**

- The race shall be run over three heats.

- The classification will be established according to the best total time set by the driver during his two best race heats.

- Every driver, to be classified, must accomplish at least two heats.

#### **National Speed Championship (CNV)**

- 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 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 at Plateau, near the Advanced Secretariat.

## **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 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 dead heat is as follows:

- 1<sup>st</sup> - Best time in a race heat
- 2<sup>nd</sup> - Best time in the official practice
- 3<sup>rd</sup> - Vehicle with smaller cubic capacity.

**12.1.3** – The following classifications shall be drawn up:

#### **A) IHCC - FIA INTERNATIONAL HILL-CLIMB CUP**

- General classification of all the groups in the IHCC together (see Article 3.1);
- General classification of all the groups outside the IHCC together;
- Classification of each of the groups;
- Classification by cylinder capacity class;

#### **B) CNM - PORTUGUESE HILL-CLIMB CHAMPIONSHIP**

- According with Art. 6.4 of the regulation

#### **C) National Speed Championship (CNV)**

- to indicate by bulletin

### **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 500,00 € (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 Competition, 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.

The deposit must be paid within the period specified by the stewards in order for this check to be carried out.

**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: 2.500,00 € (euros).

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

### **13.1 – Prizes and cups**

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

#### **A) IHCC – FIA INTERNATIONAL HILL-CLIMB CUP**

Overall Ranking Absolute IHCC	1 <sup>st</sup> , 2 <sup>nd</sup> and 3 <sup>rd</sup> Cup
General classification of each IHCC Groups	1 <sup>st</sup> , 2 <sup>nd</sup> and 3 <sup>rd</sup> Cup
General classification of each class of IHCC	1 <sup>st</sup> Cup

#### **B) CNM – PORTUGUESE HILL-CLIMB CHAMPIONSHIP**

- According with Art. 6.4 of the regulation

#### **C) National Speed Championship (CNV)**

- to indicate by bulletin

**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** – A participant may win any number of prizes.

### **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 08/06/2014 at 17:00 at the following location on Hall of the Municipality of Covilhã**

## **14 – Return to the Park Departure**

**14.1** – The return to the park Departure will be made on the reverse of the route of the climb.

The conductors shall follow the instructions of Park Commissioners arrival, which align them in a timely manner and make the descent, accompanied by the Organization cars in front and behind the queue of vehicles Competitors.

**14.2** – When returning to Park match, the drivers will not slow down or stop on their return journey.

Failure to comply with this standard may require a decision by the CCD implementation of one of the penalties provided for in CDI.

## **15 – ANTI-DOPING AND ANTI-ALCOHOL CHECKING**

As per Articles 43 and 44 of the General Prescriptions of FPAK (ASN), these check-ups will be made **to indicate by bulletin**

The access **to indicate by bulletin**

