

NATIONAL HILL CLIMB CHAMPIONSHIP REGULATIONS 2021

1. GENERAL.....	3
2. ORGANISING CONDITIONS	3
2.1. Characteristics of events	3
2.2. Marking of the Track	3
2.3. Practice	3
2.4. Drivers	4
2.5. Co-Drivers	4
2.6. Safety Vehicles.....	4
2.7. Fire Extinguishers	4
2.8. Waiver	4
2.9. Application for Inspection	4
2.10. Supplementary Regulations	4
3. SPECIAL ORGANISING CONDITIONS	4
3.1. The Track	4
4. ORGANISATION	6
4.1. Regulations.....	6
4.2. Eligible Vehicles	6
4.3. Eligible Competitors	7
4.4. Attribution of Points.....	7
4.5. Technical Specifications for Cars of Category S in Hill Climb Events	8
4.5.A. Technical Specifications for Cars of Category E in Hill Climb Events	10
4.6. Entry Forms - Entries	11
4.7. Entry Fees - Insurance	12
4.8. Amendments to the Regulations - Bulletins.....	12
4.9. Application and Interpretation of the Regulations	12
4.10. Starting Order - Competition Numbers.....	13
4.11. Repairs – Assistance - Fuel	13
4.12. Advertising.....	14
4.13. Safety.....	14
4.14. Start	14
4.15. Scrutineering before the start and during the event	16
4.16. Safety-Marshals.....	16
4.17. Signal Flags	16
4.18. Paddock - Secretariat - Scrutineering.....	16
5. Safety.....	16

5.1. Spectator Safety	16
5.2. Lights.....	16
5.3. Car Exterior.....	17
6. Timing.....	17
6.1. Equipment	17
6.2. Start	17
6.3. Results	17
6.4. Timekeeper Safety.....	17

1. GENERAL

These Regulations are in effect from the date of issue shown on the bottom of each page. These regulations override any previous version issued.

2. ORGANISING CONDITIONS

2.1. Characteristics of events

The characteristics of the types of events to be included in the Hill Climb Championship shall be determined by the CMF.

2.1.1. Events run on a route of 100% tarmac surface along a road or track with numerous bends. The Start and Finish are not located in the same line and a Run covers the distance from the Start to the Finish along the designated route in a single car start.

The total length of the Run must be minimum 2 (two) km and maximum 5 (five) km.

2.2. Marking of the Track

2.2.1. Route Flags

2.2.1.1. In all cases where the surface on the inside of bends is such that cars can take a shortcut, yellow flags on posts must be placed on the inside of such bends, marking the course. Such flags should carry a penalty of five (5) seconds each if knocked down by a competing car. Such penalty will only be applied if a verbal (radio or other) notification of this infringement is made to the Clerk of the Course or his assistant(s) immediately by a Judge of Fact stationed near that bend. One or several judges of fact may be appointed by the Organising Committee or Clerk of the Course. The judges of fact must be named and their names displayed on the official notice board.

Blue flags on posts may be placed on the outside of bends marking the course. These shall have no time penalty.

2.2.1.2. All route flags should be rectangular (for example 30 x 20 cm or 40 x 25 cm) preferably plastic fluorescent material continuously flying and must be positioned in such a way as to clearly define the track.

They should be positioned on wooden poles of one (1) meter height, of which 25-30 cm should be firmly embedded in the earth.

The flag should be easy to position and to replace.

A part of up to 25% of the flag surface may be used for advertising.

2.2.1.3. The number of flags should be such as to define the course as clearly as possible.

On the inside of every bend there must be at least three flags and in between as many tires as possible.

2.3. Practice

2.3.1. Practice

Practice on the track is strictly forbidden from the day of issue of the supplementary regulations. At least one Officially Timed Practice Run shall be scheduled for all Competitors before the Official Competitive Runs begin on the day of the event.

The organising club must organize a reconnaissance before the day of the event at specific times under the presence of the Organisers. This must be specified in the event's Supplementary Regulations.

2.3.2. Reconnaissance

Reconnaissance must have a speed limit of 40km/h which should be monitored.

Competition cars, the use of competition tyres, anti-lag system and sump guard are strictly prohibited. Cars must not have a roll cage.

Infringement of any of the above will be penalised by the Stewards.

2.4. Drivers

2.4.1. Multiple Cars

No driver can compete with more than one car.

2.4.2. Multiple Drivers

A car may be driven by two drivers maximum.

2.5. Co-Drivers

A competitor may choose to participate with a co-driver. In this case, all of the below conditions must be met:

The Co-Driver must hold a valid Health Certificate from the CSO, a valid CMF ID and also have a valid competitor's license from the CAA / FIA.

Will have all necessary safety equipment including racing suit, helmet, HANS device etc.

Will take part only as a co-driver and will not be allowed to drive the car at any time and will have to take part in all of the driver's tries, including reconnaissance on the day of the event, practice runs and official runs.

The co-driver must be registered at secretariat on the entry form. Change of co-driver is permitted until the secretariat closing.

The co-driver may only compete with a single driver.

The co-driver will take no championship points but they will get a trophy for the event.

2.6. Safety Vehicles

2.6.1. Ambulance

An ambulance and a medical doctor or paramedic should be present throughout the event as close to the start of the track as possible, or at any other suitable location, remaining in the immediate vicinity of the safety officer. The ambulance must be ready to intervene at all times.

2.7. Fire Extinguishers

2.7.1. Location of fire extinguishers

Fire extinguishers should be placed at critical points along the route. THE DISTANCE BETWEEN THEM MUST NOT EXCEED 250 METERS.

2.7.2. On-board fire extinguishers

Every car including any safety cars should be equipped with fire extinguishers (hand-held and/or automatic) as specified by the CMF.

2.8. Waiver

The C.A.A., the CMF, the sponsors and the organisers bear no responsibility whatsoever for loss or damage or injury which might arise out of any accident during any event.

2.9. Application for Inspection

It is the responsibility of the organising club to apply in good time to the CMF sub-Committee for Inspection of Tracks, for the inspection and approval of the proposed track.

2.10. Supplementary Regulations

The Supplementary Regulations of each national event in the Hill Climb Championship should follow the sample document that can be found on the CMF website.

3. SPECIAL ORGANISING CONDITIONS

3.1. The Track

3.1.1. Length of Track

Minimum length: 2,000 m

Maximum length: 5,000 m

The CMF may approve a track outside these limits in cases of natural tracks.

3.1.2. Width of Track

Minimum width at any given point: 6 m

The CMF may approve a track of minimum width less than six (6) meters in some sections, provided it is safe.

3.1.3. Terrain

a) Must be tarmac.

b) Must BE firm.

3.1.4. Straights

Any straight or section of the track which does not include a bend deviating from the straight by more than 45 degrees should not be longer than 150 meters except the Start/Finish straight which can be up to 200 meters.

Any straight of more than 80 meters should be followed by a bend deviating from the straight by more than 30 degrees and less than 135 degrees.

3.1.5. Curves

The radius of the inside edge of Curves of more than 90 degrees should be at least 7.5 meters.

Curves should not have a negative camber.

3.1.6. Start / Finish

The Start/Finish must be on a straight.

The distance from the Start to the first bend must be at least 80 metres.

The distance from the last bend to the Finish must be at least 50 metres.

3.1.7. Paddock

The entrance to the Paddock should not be situated in such a way as to be entered straight on from the straight which follows the Finish. The entrance to the Paddock should be at least 80 meters from the Finish and should not create an angle with the track of more than 30 degrees.

The Paddock should be outside the perimeter of the track and not be encircled by the circuit.

3.1.8. Refueling

Refueling of cars is strictly forbidden in the Paddock. A separate refueling area must be provided by the organiser for the refueling of competition cars. The organiser must appoint a person responsible to control the refueling area. A minimum of two fire extinguishers of 5kg each must be present at the refueling area at any time of the event.

Only actions inside the Refueling area directly involved in the refueling of the competing vehicle are permitted.

A 5 km/h speed limit will apply.

Smoking and the use of mobile phones is forbidden.

The relevant personnel must be wearing clothing which will provide adequate protection against fire.

The responsibility for refueling is incumbent on the competitor alone.

Engines must be switched off throughout the refueling operation.

It is recommended that the crew remain outside the car during refueling; however, should they remain inside, their safety belts must be unfastened and doors must remain open.

Solely for the purpose of assisting with the refueling procedure of their car, two team members of each crew may access the Refueling Area.

3.1.9. Circuit Approval

The circuit for each event must be approved by the CMF after a timely application by

the Organisers.

The CMF may approve the use of the track if there is any deviation from the above specifications provided they consider it safe and suitable.

4. ORGANISATION

4.1. Regulations

All National events counting in the National Hill Climb Championship(s) will be run in compliance with the International Sporting Code (and its Appendices) of the FIA, the present National Hill Climb Championship Regulations and the event's own Supplementary Regulations (including Bulletins) and approved by the CMF.

4.2. Eligible Vehicles

An Entrant wishing to enter a vehicle for this event must ensure that, at Scrutineering, the vehicle belongs to one of the following classes:

KATHΓΟΙΕΣ	GROUPS	
R5	Group Rally2	Group Rally2 cars conforming to the 2021 Appendix J, Art. 261
RC2	Group Rally2 Kit (VR4K)	Cars fitted with R4 Kit conforming to the 2021 Appendix J, Art. 260E
	Group NR4 over 2000cc	Group N cars conforming to the 2019 Appendix J, Art. 254
	S2000-Rally:2.0 Atmospheric	Super 2000 cars (conforming to the 2013 Appendix J, Article 254A)
	Group R4 (VR4) (not eligible in Europe)	Group R4 cars conforming to the 2018 Appendix J, Art. 260
RGT	RGT cars	Group RGT cars conforming to the 2019 Appendix J, Art. 256 Group RGT cars conforming to the 2020 Appendix J, Art. 256
RC3	Rally3 (atmo over 1390cc and up to 2000 cc and turbo over 927cc and up to 1620cc)	Group Rally3 cars homologated from 01/01/2021 and conforming to the 2021 Appendix J, Art. 260
RC4	Rally4 (atmo over 1390cc and up to 2000cc and turbo over 927cc and up to 1333cc)	Group Rally4 cars homologated from 01/01/2019 and conforming to the 2021 Appendix J, Art. 260 Group R2 cars homologated before 31/12/2018 and conforming to the 2018 Appendix J, Art. 260
	R3 (atmo / over 1600cc and up to 2000cc and turbo over 1067cc and up to 1333cc)	Group R cars homologated before 31/12/2019 and conforming to the 2019 Appendix J, Art. 260
	R3 (turbo / up to 1620cc / nominal)	Group R cars homologated before 31/12/2019 and conforming to the 2019 Appendix J, Art. 260D
	Group A up to 2000cc	Group A cars conforming to the 2019 Appendix J, Art. 255
RC5	Rally5 (atmo up to 1600cc and turbo up to 1333cc)	Group Rally5 cars homologated from 01/01/2019 and conforming to the 2021 Appendix J, Art. 260
	Rally5 (atmo up to 1600cc and turbo up to 1067cc)	Group R1 cars homologated before 31/12/2018 and conforming to the 2018 Appendix J, Art. 260
RCS1	Αυτοκίνητα με ληγμένο homologation μέχρι 2000 κ.ε.	
RCS2	Αυτοκίνητα με ληγμένο homologation πέραν των 2000 κ.ε.	

RCT1	Αυτοκίνητα τύπου jeep (4x4) μέχρι 2000 κ.ε.
RCT2	Αυτοκίνητα τύπου jeep (4x4) πέραν των 2000 κ.ε.
RCL1	Αυτοκίνητα Dytko
RCE1	Group E μέχρι 2000 κ.ε.
RCE2	Group E πέραν των 2000 κ.ε.
RCK1	Cross Cars

For the above Class RCS1 and RCS2 vehicles, modifications will be allowed within the "Technical Specifications for cars in Category S in Hill Climb Events" as described in 4.5. For the above Class RCE1 and RCE2 vehicles, modifications will be allowed within the "Technical Specifications for cars in Category E in Hill Climb Events" as described in 4.5.A.

For the above Class RCL1, specific regulations have been issued by CMF.

4.3. Eligible Competitors

Any person or legal entity holding a C.A.A. Competitor's license valid for the current year is eligible.

Where the Entrant is a legal entity, or in any case not the Driver, the Driver named on the Entry Form will be held responsible for all the liabilities and obligations of the Entrant, throughout the whole competition.

4.4. Attribution of Points

4.4.1. Attribution of Championship Points

Points will be awarded to competitors taking into account the final classification according to the following scale:

1 st	30 points
2 nd	24 points
3 rd	21 points
4 th	19 points
5 th	17 points
6 th	15 points
7 th	13 points
8 th	11 points
9 th	9 points
10 th	7 points
11 th	5 points
12 th	4 points
13 th	3 points
14 th	2 points
15 th	1 point

4.4.2. Final Classification

The Final Classification will be based on the best Official Competitive Timed Run. In case of a tie, the second best Official Competitive Timed Run will be taken into account. In case of a further tie, all competitors with the same time shall be considered to have finished on the same place and they will share the total of the points allocated to their positions.

For example, if both Official Competitive Timed Runs of 2 competitors are the same, and they have the faster times of all competitors (i.e. they are taking 1st and 2nd positions), they will share the total of their positions (30 + 24) and take 27 points each.

The order of the results of the two Official Competitive Timed Runs of each competitor shall have no effect on the Final Classification.

4.5. Technical Specifications for Cars of Category S in Hill Climb Events

These cars will compete under the requirements as specified under Appendix J of the I.S.C. with the following modifications and relaxations:

4.5.1. Weight

The weight, as defined in Article 255 4.1 of Appendix J, for cars competing in Category S should not be less than the one shown below:

Engine capacity up to 1000 cc:	670 kg
Engine capacity over 1000 cc up to 1400 cc:	760 kg
Engine capacity over 1400 cc up to 1600 cc:	850 kg
Engine capacity over 1600 cc up to 2000 cc:	930 kg
Engine capacity over 2000 cc up to 2500 cc:	1030 kg
Engine capacity over 2500 cc up to 3000 cc:	1110 kg
Engine capacity over 3000 cc up to 3500 cc:	1200 kg
Engine capacity over 3500 cc up to 4000 cc:	1280 kg
Engine capacity over 4000 cc up to 4500 cc:	1370 kg
Engine capacity over 4500 cc up to 5000 cc:	1470 kg
Engine capacity over 5000 cc up to 5500 cc:	1560 kg
Engine capacity over 5500 cc:	1650 kg

For a Turbo-charged engine, the engine capacity must be multiplied by coefficient 1.7. Ballast may be added to achieve the above minimum weights, in accordance with Appendix J Article 252 2.2

4.5.2. Bodywork

The outside shape must remain as the original production except for the wings which may be outwardly extended and their shape modified provided the original shape of the arch is retained. The wings must extend over and cover the width of the wheels. Other aerodynamic parts as well as decorative nickel and rubber parts may be added or removed. Parts added should not extend beyond the perimeter of the bodywork.

4.5.3. Chassis

No modification is permitted on the original chassis except strengthening which is free.

4.5.4. Doors

The driver's door must be the same as the original. The material of the other doors may be changed but their original shape must be retained. In the case when a co-driver is entered, the co-driver's door must also be the same as the original.

The window mechanism may be removed.

All doors must close securely and must have an opening-closing mechanism operating both from the inside and outside.

4.5.5. Bonnet & Boot Lid

The material is free but the original shape must be retained.

They should fit exactly in the original areas and be secured with two external latches each.

The bonnet must open from the outside. Any internal opening mechanism must be removed.

Bonnet openings for air intake are permitted but should not expose mechanical parts.

4.5.6. Engine

The engine is free provided the cylinder block is derived from an engine produced or used by this car's manufacturer.

The location of the engine must remain the same.

4.5.7. Gearbox

Free

4.5.8. Drive Axle, Final Drive & Drive Shafts

Free

4.5.9. Interior

The dashboard may be changed and modified.

Instruments may be added or removed provided there are no protruding parts of dangerous edges.

The floor panel may be modified to accommodate a different gearbox.

The panels separating the passenger compartment from the engine compartment and the luggage compartment must remain the same.

The fitting of instruments, accessories or spares on the separating panels is allowed provided such additional parts are relatively small and are not considered dangerous to injury.

Piping and wiring in the passenger compartment should be protected and covered and should have no joints or connections within the passenger compartment.

Other than the above, no other objects should be placed in the passenger compartment apart from items provided for in Appendix J.

4.5.10. Radiator & Fan

Free provided they are in a covered area outside the passenger compartment.

They may be positioned in place of the radiator grill as long as they do not protrude beyond the perimeter of the car.

4.5.11. Brakes

Free provided they are of a double circuit and activated by the same pedal.

In case of an indirect type of servo brakes, the servo may be placed in the passenger compartment.

4.5.12. Suspension

The suspension system is free.

4.5.13. Lights

All lights may be removed but any resulting openings or holes must be closed.

If spotlights are removed their brackets, if protruding, must be removed.

4.5.14. Towing Eyes

At least one at the front and one at the rear, painted yellow, and positioned so that they are easily accessible without protruding from the car.

4.5.15. Seats

The driver's seat should be firmly fixed and should not be movable during the race. In case a co-driver is entered, the above will also apply for the co-driver's seat.

The passenger seats and their bases as well as the carpet may be removed.

4.5.16. Windscreen and Windows

The windscreen must be laminated glass and should have at least one wiper on the driver's side.

The windows may be made of safety glass or plastic. If of plastic, they must provide good visibility and have a thickness of at least 5mm.

4.5.17. Handbrake

As per Appendix J Regulations.

4.5.18. Shields

Protective shields for the engine, gearbox and fuel tank are free.

4.5.19. Extinguishers

Handheld extinguishers as per Appendix J, article 253.7.3 are obligatory.

Automatic mounted systems as per Appendix J, article 253.7.2 are recommended.

4.5.20. Fuel Tank

It should be the manufacturer's original and as per the car's homologation or as per Appendix J.

4.5.21. General Circuit Breaker

Must be positioned on the driver's side in front of the windscreen and be clearly

marked ON/OFF.

4.5.22. Seat Belts

As per Appendix J, article 253, as in National Rally Regulations.

4.5.A Technical Specifications for Cars of Category E in Hill Climb Events

These cars will compete under the requirements as specified under Appendix J of the I.S.C. with the following modifications and relaxations:

4.5.A.1. Weight:

Free

4.5.A.2. Bodywork:

Free provided parts added are not extend beyond the perimeter for more than 15cm.

4.5.A.3. Chassis:

Free

4.5.A.4. Doors:

The driver's door and co-driver's door, in case there is co-driver, must be the same as the original and the inside of the door must be securely covered. The material of the other doors may be changed but their original shape must be retained.

The window mechanism may be removed.

All doors must close securely and must have an opening-closing mechanism operating both from the inside and outside.

4.5.A.5. Bonnet & Boot lid:

Free

4.5.A.6. Engine:

Free provided the location of the engine remain the same.

4.5.A.7. Gearbox:

Free

4.5.A.8. Drive Axle, Final Drive and Drive Shafts:

Free

4.5.A.9. Interior:

The dashboard may be changed and modified. Instruments may be added or removed provided there are no protruding parts of dangerous edges. The floor panel may be modified to accommodate a different gearbox.

The panels separating the passenger compartment from the engine compartment and the luggage compartment must remain the same.

The fitting of instruments, accessories or spares on the separating panels is allowed provided such additional parts are relatively small and are not considered dangerous to injury.

Piping and wiring in the passenger compartment should be protected and covered and should have no joints or connections within the passenger compartment.

Other than the above, no other objects should be placed in the passenger compartment apart from items provided for in Appendix J of the F.I.A.

4.5.A.10. Radiators & Fan:

Free, provided they are in a covered area outside the passenger compartment.

They may be positioned in place of the radiator grill as long as they do not protrude beyond the perimeter of the car.

4.5.A.11. Brakes:

Free, provided they are of a double circuit and activated by the same pedal.

In case of an indirect type of servo brakes, the servo may be placed in the passenger compartment.

4.5.A.12. Suspension:

Free

4.5.A.13. Lights:

All lights may be removed. If spotlights are removed their brackets, if protruding,

must be removed. One stop light must be operational.

4.5.A.14. Towing Eyes:

At least one at the front and one at the rear, painted yellow or red, and positioned so that they are easily accessible without protruding from the car.

4.5.A.15. Seats:

The driver's seat should be firmly fixed and should not be movable during the race. Seats should conform to Appendix J of the F.I.A.

The passenger seats and their bases as well as the carpet may be removed.

4.5.A.16. Windscreen & Windows:

The windscreen must be laminated glass and should have at least one wiper. Also can be Lexan with a thickness of at least 5mm.

The windows may be of plastic provided it provides good visibility and has a thickness of at least 5mm. In case the mechanism is removed the Driver's window must have a small window that opens.

4.5.A.17. Handbrake:

Free

4.5.A.18. Shields:

Protective shields for the engine, gearbox and fuel tank are free.

4.5.A.19. Extinguishers:

Handheld 4kg extinguishers as per Appendix J article 253.7.3. are obligatory.

Automatic mounted systems as per Appendix J article 253.7.2. are recommended.

4.5.A.20. Fuel Tanks:

It should be the manufacturer's original or as per Appendix J.

4.5.A.21. General Circuit Breaker:

Must be positioned on the driver's side in front of the windscreen and be clearly marked ON/OFF.

4.5.A.12. Seat Belts:

As per Appendix J article 253, as in rally regulations.

4.6. Entry Forms - Entries

Anybody wishing to take part in an event must send the official Entry Form duly completed to the Secretary of the event at the Organiser's address before the closing date of entries. Entry forms must be completed and signed by the Entrant, the Driver and the co-Driver when there is one. No amendments may be made to the Entry Form, except in the cases provided for in the present Regulations. However, the Entrant may freely replace the car declared on the Entry Form by another from the same Class, up to the moment of Scrutineering.

4.6.1. Change of Class

Should it turn out, at the time of Scrutineering, that a vehicle does not correspond in its presentation to the Class in which it was entered, this vehicle may, upon the proposal of the Scrutineers, be transferred to the appropriate Class upon the decision of the Stewards of the Meeting.

4.6.2. Signing of the entry form

By the very fact of signing the Entry Form, the Entrant as well as the Driver and Co-Driver submit themselves to the sporting jurisdictions specified in the International Sporting Code (and its Appendices), the present National Hill Climb Championship Regulations and the event's own Additional Supplementary Regulations (including Bulletins) and approved by the CMF.

4.6.3. Refusal of entry

The Organising Committee reserves the right to refuse the Entry of an Entrant or a Driver or Co-Driver without having to give reasons for the refusal. However, it must send to the CMF a detailed dossier giving reasons for this refusal at the time of closing of entries.

4.6.4. Maximum number of entries

The maximum number of Entries may be limited to 70.

4.7. Entry Fees - Insurance

4.7.1. Entry Fees

The Entry Fees for National Events are as follows:

- a) €160,00 per entry.
- b) Additional €20.00 if a co-driver is entered as well.

4.7.2. Entry Application

The Entry Application will only be accepted if accompanied by the Total Entry Fees or by a receipt issued by the Entrant's Club.

4.7.3. Insurance

The Entry Fee includes Third Party Insurance for competing cars. The Insurance cover will come into effect from the Start of the officially timed runs (including any Officially Timed Practice Runs if these are included in the Official Program of the Event) and will cease at the end of the Event or at the moment of retirement, disqualification or exclusion. There is an excess of €1,000,00 for all claims.

4.7.4. Insurance exclusions

Damages on Competing Cars and injuries to Drivers are not covered by the insurance provided by the Organisers.

4.7.5. Refund

Entry Fees will be refunded in full:

- 4.7.5.1. to candidates whose Entry has not been accepted,
- 4.7.5.2. in the case of The Event not taking place.

The Organisers may refund half of the Entry Fees of those Entrants who, for reasons of "force majeure", were unable to start in the Event.

4.8. Amendments to the Regulations - Bulletins

No alterations shall be made to the Supplementary Regulations after the beginning of the period for receiving Entries, unless unanimous agreement is given by all competitors already entered, or by decision of the Stewards of the Meeting for reasons of "force majeure" or safety.

Any amendment or any additional provision will be announced by dated and numbered Bulletins which will be an integral part of the present Regulations.

These Bulletins will be posted in the Secretariat, in the Event's Headquarters, and on the Official Notice Boards, and will also be directly communicated to the participants, who must acknowledge receipt by signature, unless this is materially impossible during the running of the Event.

Before the running of the event, bulletins will be issued by the Organizing Committee after the approval of the Motorsport Committee of the CMF. During the running of the event, all bulletins are issued by the Stewards.

4.9. Application and Interpretation of the Regulations

4.9.1. The Clerk of the Course is charged with the application of the present Regulations and their provisions during the running of the Event.

4.9.2. Any protests concerning this application will be sent to the Stewards for deliberation and decision. Similarly, any case not foreseen by the aforementioned Regulations will be studied by the Stewards of the Meeting who alone have the power to decide.

4.9.3. For the exact interpretation of this text the following definitions apply:

- 4.9.3.1. "Competitor", used for either physical or legal entities.
- 4.9.3.2. "Crew", the driver and co-Driver when there is one.

4.9.4. The Driver assumes the Competitor's responsibility when the latter is not on board the vehicle.

4.9.5. Any incorrect, fraudulent or unsporting action carried out by the Competitor or the Driver will be judged by the Stewards of the Meeting who will impose penalties which may go as far as exclusion.

4.10. Starting Order - Competition Numbers

4.10.1. Start

The Start shall be given in the reverse order of Competition numbers, with the highest number starting first.

4.10.2. Numbers Order

These numbers shall be awarded in the following order (Series 1 being awarded the smallest numbers, Series 2 the next smallest and so on):

Series 1: The top five (5) in the Hill Climb Championship for Drivers of the previous year or, as from July 1st each year, the top five (5) in the current year's classification.

Series 2: Drivers currently in the National Drivers Priority for Rallies.

Series 3: All other Drivers in the Hill Climb Championship for Drivers of the previous year or, as from July 1st each year, the remaining drivers in the current year's classification.

The above qualification should be stated on the Entry Form otherwise it may not be taken into consideration.

Series 4: All other Drivers.

4.10.3. Competition Numbers

The Organising Committee shall supply each Driver with two Competition Numbers. The Competition Numbers supplied by the Organisers, must appear on both sides of the car during the whole Event and must be covered or removed after the end of the event. In case of a car being driven by two Drivers then two sets of Competition Numbers must appear on both sides of the Car. During each Officially Timed Run the number of the Driver driving at that time should appear whereas the other set of numbers should be crossed.

If it is ascertained at any time during a run that such numbers are not crossed, a penalty of €40,00 will be imposed for each number not crossed.

If it is ascertained at any time during the event that any Competition Number is missing a €40,00 penalty will be imposed.

If it is ascertained at any time during the event Two Competition Numbers of the same Driver are missing at the same time, exclusion will be pronounced.

4.10.4. Name of Driver(s)

The name of the Driver(s) must appear on both rear side windows. Any car failing to comply with this rule shall be subject to a penalty of €40,00 for each name missing or incorrectly implemented, as per the National Rally Regulations 2021.

4.11. Repairs – Assistance - Fuel

4.11.1. Changes of mechanical parts

4.11.1.1. Throughout the duration of the event, only one change of gearbox and differential per car (not per entry) will be authorised.

4.11.1.2. Only one turbo change per car will be authorised.

Both the above must be sealed at the initial Scrutineering. Responsibility lies solely with the competitor. Competitors are responsible to have all relevant parts ready for sealing prepared with all required wires passed through.

Both of the above repairs as well as the change of windscreen and any work on the fuel system including tank replacement must be supervised by a scrutineer

after the permission of the Clerk of the Course has been obtained.

4.11.2. Repairs

The changing of tyres and minor repairs are permitted in the Paddock freely.

4.11.3. Unsafe vehicle

In the case that a Scrutineer notes that a vehicle seems to be in a condition which is not safe, they must immediately inform the Clerk of the Course thereof. The Clerk of the Course may refuse to allow the car to take the Start. If, however, he considers that the car may be repaired on the spot and made safe with minor repairs, he may instruct the Driver to effect such repairs, under the supervision of a scrutineer. If the car is made safe and judged to be so by the Scrutineers, the Clerk of the Course may allow it to take the Start. If the car is not ready as above when it is its turn to take the Start, the relevant Timed Run is forfeited.

4.11.4. Towing – Pushing of competition cars

It is forbidden to tow, transport the cars or to have them pushed, during a timed run, except to bring them back onto the track, or to clear the track. Failure to comply with this will entail forfeiture of the timed run, which cannot be rerun.

4.11.5. Fuel

Free.

4.12. Advertising

Competitors are allowed to affix any kind of advertising to their cars, provided that,

- a) It is authorised by the Championship Regulations
- b) It is not likely to give offence
- c) It does not encroach upon the sites reserved for Competition Numbers
- d) It does not interfere with the Crew's vision through the windows.
- e) It does not include any tobacco products

Any car not conforming to the above shall not be allowed to start.

4.13. Safety

4.13.1. Whenever a car is in motion on a Hill Climb event, the crew must wear homologated crash helmets, all required safety clothing and equipment in compliance with Appendix L Chapter III – Drivers' Equipment and have their safety belts fastened.

Any infringement will be penalised by the Clerk of the Course who may also refer the matter to the Stewards.

4.13.2. Loose items should be securely fastened.

4.13.3. Tyres should be in good condition and the minimum depth of tread should be that specified by the CMF.

4.13.4. Spare wheel(s) need not be carried in the car. If carried it/they should be properly fastened.

The Start will not be given to any car not complying with the above.

4.14. Start

4.14.1. Start of timed run

Start of each timed run will be given as follows:

The Starter or a responsible Marshal will direct each car in turn from the Paddock to the Starting Line.

Each driver will be advised of his turn to start at least five (5) minutes before he is due to take the Start.

If the car with its Driver does not arrive at the Starting Line as advised or at the latest sixty (60) seconds late, he will not be allowed to Start and will consequently forfeit the Timed Run which he was called to make.

When the car with its Driver on board has stopped in front of the Starting Line and the Starter is satisfied that the Start can be given, the signal is given to the Driver to start. He must start within 10 seconds from the signal. Failure to do so entails forfeiture of the Timed Run.

4.14.2. Delayed Start

The Start may only be delayed in relation to the scheduled starting time by the Starter in a case of "force majeure".

4.14.3. False Start

A false start, particularly one made before the Starter has given the signal, shall entail forfeiture of the Timed Run and will not be allowed to re-take the Run.

4.14.4. Timing equipment

The Run will be timed with timing equipment operated by the cutting of a photo beam at the Start Line and at the Finish Line. The timing equipment will provide times to the 1/100 second. The Run will end in a flying finish.

4.14.5. Timed Run

After the finish of a run, the Car must report to the entry of the Paddock.

4.14.6. Parc Fermé

After the finish of the second run, cars must be parked at the Paddock as per the marshals' instructions. The crew must leave the car as soon as possible and the car is considered to be under Parc Fermé conditions. No work is permitted on the car until the results are declared final.

4.14.7. Timing

The times taken by the competing cars for each Timed Run shall be expressed in minutes, seconds and hundredths of a second.

The best Official Competitive Timed Run of each Driver will be considered in the Final Classification.

Officially Timed Practice Runs will never be taken into consideration in the Final Classification.

4.15. Scrutineering before the start and during the event

4.15.1. Any team taking part in the event must arrive at Scrutineering with its Driver and car, in accordance with the timetable which will be given in the Supplementary Regulations. Any car reporting to the Scrutineering area outside of their allocated time may be penalised by the Stewards as they see fit, except in the case of "force majeure" duly recognised as such by the Stewards of the Meeting.

4.15.2. Cars must arrive at Scrutineering with their Competition Numbers correctly affixed.

4.15.3. The Driver must show the car's homologation form as well as any appendices to this form or in the case of cars of Group S, the Special Log Book issued by the Technical Committee of the CMF. If these are not submitted, the Stewards of the Meeting may refuse to allow the car to start.

4.15.4. The Scrutineering carried out before the Start will be of a completely general nature (checking of licences, make and model of car, apparent conformity of the car with the Group in which it is entered, safety check, marking & sealing etc.)

4.15.5. To be allowed to start, all cars must be equipped with roll cages complying with the FIA specifications, with fire extinguishers and other safety devices as specified by the FIA and the CMF.

4.15.6. No car will be allowed to start unless it complies with the FIA and the CMF safety Regulations.

4.15.7. Additional checking may be carried out at any time during the Event.

4.15.8. Any fraud discovered will result in the exclusion of the Driver(s) from the

Event, as well as that of any Entrant or other person who has helped or been involved in the carrying out of the infringement. This will not prejudice the fact that the CMF may be asked to impose heavier sanctions.

4.15.9. Without it being compulsory, thorough Scrutineering and/or weighing, possibly involving the dismantling of the vehicles of the Crews in the first three places in the general classification, for those classed first in each group and possibly for any other Crew, may be carried out at the absolute discretion of the Stewards of the Meeting or following a protest or upon the decision of the Clerk of the Course.

4.15.10. Should the abovementioned dismantling be the result of a protest, a deposit, to be paid in advance and covering all the costs incurred by the operation, shall be demanded from the claimant. If the protest turns out to be upheld, the deposit shall be reimbursed to the claimant, and charged to the defaulting competitor.

4.16. Safety-Marshals

The Safety/Marshals should be placed in a position where they are visible to the crew and from where they can control visually, the bend for which they are responsible. Marshals must be placed along the route in such a way so as to have visual control of the competition cars throughout the length of the track. Safety/Marshals should have a maximum distance of 250m between them.

In case of an accident, the Safety/Marshals should try to keep the public away in order to facilitate access for the ambulance and other officials.

Their equipment must include: a distinctive vest, a whistle, a fire extinguisher, signal flags, means of communication with the safety officer and means to position route flags. They should also have spare flags and flag posts.

4.17. Signal Flags

Signal flags held by marshals should have the following colors:

RED: immediate stop

GREEN: to continue on the course (Not required)

The red flag should be waved at an approaching competing car if the track is not clear or if any other danger or reason necessitates the stopping of the competitor.

4.18. Paddock - Secretariat - Scrutineering

4.18.1. No car should park on the inside of the circuit.

4.18.2. The Secretariat, the Scrutineering area and Paddock should be clearly signposted.

4.18.3. The organiser must provide sufficient toilets at the paddock at least for all the competitors, teams and officials.

5. Safety

5.1. Spectator Safety

The Organisers should arrange to position a bright-coloured ribbon all around the course for the safety of spectators.

The public should stay behind this ribbon and its distance from the track must not be less than ten (10) meters. At positions which are considered dangerous, this distance must be increased accordingly.

5.2. Lights

Competition cars should not participate with extra spot lights fitted on and their normal lights should be taped over.

5.3. Car Exterior

Competition cars must not, under any circumstances, have anything that is protruding ahead of the front bumper. In cases where there is excessive mud, competitors are allowed to use mud guards but must be positioned in such a way that they do not put in danger any spectator or anyone else in case of an accident, as per Appendix J of the International Sporting Code.

6. Timing

6.1. Equipment

Timing must be done with electronic stop watches.

At least two such clocks must be operational, one of which should be manually controlled.

6.2. Start

If possible, the start should be given with GREEN and RED lights.

6.3. Results

The Results Board should be placed away from the time-keepers.

6.4. Timekeeper Safety

The Timekeepers should be positioned as far away as possible from the track, possibly in a caravan.