

# LIST OF REQUIREMENTS FOR ORGANISERS OF THE FIA EUROPEAN HILL-CLIMB CHAMPIONSHIP

In addition to the Prescriptions of the FIA International Sporting Code (ISC) and the Standard Regulations for the FIA European Hill-Climb Championship (EHC), the organisers must observe the following prescriptions:

## 1. CANDIDATURES

### 1.1 Submission:

Candidatures can only reach the FIA via the ASNs, which guarantee the technical and organisational competence and financial solvency of the organisers. Each ASN must send the FIA a dossier describing the sporting and technical characteristics of the event and details of its running in previous years.

The dossier must include the following documentation:

- information concerning the services: spectator safety, officials, fire-fighting, rescue;
- results with the details of the averages for each Group of cars in the previous three editions;
- possible special prescriptions issued by the administrative authorities when authorising the running of the event;
- regulations of the event for the previous three editions on the same course;
- report on the availability of hotel accommodation in the region, on the means of communication and on the infrastructure of the region;
- three copies of the planimetry of the course and a detailed report on its characteristics;
- the number of events organised, indicating which of these are international.

### 1.2 Common fund of the EHC organisers:

Before the start of the EHC, each organiser of an event retained by the FIA for the calendar of the EHC must pay his yearly contribution to the common fund of the EHC organisers, used for financing the medals and prize money awarded according to the final classifications of the EHC.

## 2. SPORTING PRESCRIPTIONS

In order to obtain EHC status, a race must have been run twice before its candidature was submitted (with at least one year of international status). This rule does not apply to events which have been organised within the framework of the EHC.

## 3. FIA OBSERVERS

3.1 Before it can be included in the EHC, an event must be organised in accordance with all the criteria required for EHC events, so that the FIA can assess its validity.

Two observers shall be appointed, and their travelling expenses and the cost of their stay shall be borne by the organisers.

3.2 For events entered on the EHC calendar, the FIA shall delegate at least one observer whose travelling expenses shall be borne by the FIA. The cost of his stay shall be borne by the organiser.

3.3 The names of the observers delegated by the FIA must be featured in the Supplementary Regulations of the event. The observers cannot be considered as officials of the event.

## 4. ORGANISATION

### 4.1 Sporting authorisations:

Via their ASN, the organisers must send the FIA the French and English versions of the Supplementary Regulations, with the ASN's visa, at least 3 months prior to the date on which the race is to take place, in order for the FIA to grant its visa in turn.

Copies of the definitive regulations will then be sent to the FIA.

The Supplementary Regulations issued with the FIA's visa n° must be written in French and English, and possibly in the language of the organising country on the basis of the Standard Regulations for EHC events.

### 4.2 Insurance:

The Supplementary Regulations must give precise details of all the measures taken concerning insurance, including policies taken out by the organisers and policies covering the competitors (description of the risks and sums covered).

A photocopy of the insurance policy must be given to the FIA observer.

### 4.3 Timekeeping:

This must be carried out using photo-electric cells accurate to at least 1/100 of a second and triggering a printer.

The system shall include a start cell and a finish cell, triggering one (or two) printer(s).

#### 4.4 Results:

All the results must reach the FIA Secretariat at the latest 8 days after the running of the event, along with all the bulletins.

#### 4.5 Rescue services:

These must fulfil the requirements of Appendix H to the ISC.

Furthermore, the following conditions are applicable:

##### Medical:

Article 9 of Appendix H to the ISC, except for the measures specific to circuit racing and rallies.

Compulsory presence of at least 2 ambulances throughout all the practice sessions and the race; each ambulance must have resuscitation equipment and a doctor on board, including one for emergency resuscitation, plus an assistant. This measure is applicable for a course with a maximum length of 10 km; above this distance, provision must be made for an additional ambulance stationed every 5 km.

A medically equipped helicopter must be on standby and be able to intervene without undue delay. To this end, landing zones must be provided for the helicopter.

For new candidatures, a medical alert plan must be sent to the FIA with the draft regulations.

##### Fire-fighting:

Article 8 of Appendix H to the ISC, except for the measures specific to circuit racing and rallies.

##### Spectator safety:

The organiser must guarantee the presence of an adequate public safety service, taking into account the length and characteristics of the course as well as the number of spectators.

##### Communications:

Race control must be in radio or telephone contact with the posts along the course.

#### 4.6 Information:

##### Press/Media:

The organiser must provide a press/media room which has good technical equipment in terms of communications and which is appropriate to the fame of the event.

A designated official must be available to assist the media.

##### Information Secretariat:

The organiser must provide a Secretariat, with an official available to assist the competitors.

The location of this Secretariat must be given in the Supplementary Regulations.

#### 5. OFFICIALS

The panel of the stewards of the meeting must be made up of no less than 3 and no more than 5 stewards, at least two of whom must be foreign stewards. Their number shall always be odd.

#### 6. TECHNICAL PRESCRIPTIONS OF THE COURSE

The start and finish lines must be at different altitudes and be situated at opposite ends of the course, which must be driven in an uphill direction.

The course must comply with the following prescriptions:

- total length: min. 5 km - max. 18 km;

- total average gradient (ratio between the difference in altitude and the total length): min. 5%;

- partial average gradient (ratio between the sum of the lengths of those sections with an upward slope of less than 2.5% and the total length of the course): max. 10%;

- minimum total distance to be covered by each competitor: 10 km;

- width: min. 5 m; narrowing down to 4 m is permitted for sections of limited length, on condition that the visibility of each section corresponds to the braking distance and that the sum of their lengths does not exceed 10% of the total length of the course.

In the case of a course measuring less than 10 km, the organisers may schedule 2 or 3 climbs; in the case of 3 climbs, the classification will be drawn up by adding together the best 2 climbs.

For courses measuring 10 km or more, the organisers may schedule either one or two climbs per participant.

Exceptionally, the FIA may decide that the minimum length of the event may be reduced, on condition that the selectivity is maintained, but the minimum total distance of 10 km must be respected (a maximum of 3 climbs).

All courses must be accepted and recognised by the FIA Hill-Climb Commission.

##### **Characteristics:**

##### Road surface:

The road surface may be one of the types used for public roads, except for hard-packed earth, and must be in a very good state of repair.

##### Kerbs and verges:

If the nature of the terrain beyond the roadside can be considered as dangerous taking into account the speeds reached on the section concerned (existence of rocks, precipices, trees, etc., close by), the roadside must be bordered by guardrails or other forms of continuous protection which are sufficiently resistant (e.g. low walls, tyres, nets, etc.).

The verges will be demarcated by continuous marking on each side of the roadway.

##### Passage through agglomerations:

The course must not pass through agglomerations which, on account of their size or the physical impossibility of installing efficient

protection, may present a danger for the competitors or the public (inhabitants and spectators).

Signs indicating bends:

It is recommended that signs be installed to indicate the most pronounced bends, and also to indicate any particular danger.

Protection of the public:

Members of the public will only be allowed access to zones in which it is possible to control them efficiently and where there is no danger in terms of the distance and the height in relation to the road and of the speeds reached on the section concerned, or to zones which are suitably protected by natural or artificial barriers capable of stopping a car.

Characteristics of the arrangements:

The protection installed for the public and for the drivers must be adapted to each course according to its characteristics.

Signalling:

The entire course must be covered by marshals' posts duly equipped to ensure signalling and intervention (see Appendix H to the ISC).

All the marshals' posts must be in sight of one another.

In exceptional cases, the FIA Hill-Climb Commission may propose to the FIA World Motor Sport Council that it should accept waivers to the prescriptions described in the above article.