

# I - GENERAL PROGRAMME OF THE EVENT

## SCHEDULE - INFORMATION

### A) SCHEDULE

**Closing date for entries:** Friday 30th August 2002, 24h00

**Posting of the entry list:** Wednesday 04th September 2002, 14h00

**Checking:** Foyer Saint André, Boulevard Christian Grad, Turckheim

|          |               | <b>administrative</b> | <b>scrutineering</b> |
|----------|---------------|-----------------------|----------------------|
| Friday   | 6th September | 16h00 to 20h00        | 16h10 to 20h30       |
| Saturday | 7th September | 06h30 to 09h00        | 06h45 to 09h30       |

#### Drivers' Parks:

|  |   |
|--|---|
| 5 first in Category 1, 5 first in Category 2 of EHC 2001 | Place de la République                        |
| 10 first of CFM (French Hill-Climb Championship) 2001    | Place de la République                        |
| Groups N, A, F, H  | Matussière & Forest "tennis" (face to Site 2) |
| Groups C, CN, C3   | Ingersheim Road                               |
| Groups D, E  | Matussière & Forest Site 1                    |
| Historic Vehicles  | Ste Anne                                      |

#### **VERY IMPORTANT:**

**AFTER EACH HEAT THE DRIVERS MUST IMPERATIVELY COME BACK IN THEIR DRIVERS' PARK, UNDER PAIN OF SANCTION.**

**On the other hand, parking of competition cars as well as service cars is strictly forbidden outside from the parks and notably on the public roads and/or on every public place, without any special authorisation from the organizer or from the City of Turckheim.**

**Each infringement will result in a penalty of 150 € and exclusion of the entrant in case of obstruction or of repeat offence.**

**Free practice:** Saturday 7<sup>th</sup> September 2002 from 08h00 to 11h30

**Timed practice:** Saturday 7<sup>th</sup> September 2002 1<sup>st</sup> heat at 12h30  
2<sup>nd</sup> heat at 15h30

#### **Drivers' Briefing (compulsory):**

Saturday 7<sup>th</sup> September 2002, 19h30 Foyer St André

#### **Race: Sunday 8<sup>th</sup> September 2002**

|                      |      |       |
|----------------------|------|-------|
| 1 <sup>st</sup> heat | from | 07h30 |
| 2 <sup>nd</sup> heat | from | 11h30 |
| 3 <sup>rd</sup> heat | from | 14h30 |

The schedule of practices and race are given as an indication and could be changed by the Clerk of the Course. In this case the drivers should be informed as soon as possible via bulletins.

#### **Posting of the provisional official results:**

Sunday 8<sup>th</sup> September 2002, Ets MATUSSIÈRE & FOREST – Site 1, 17h00

#### **Parc fermé at the end of the event (obligatory under pain of exclusion):**

For all drivers Ets MATUSSIÈRE & FOREST – Site 1

#### **Prize giving:**

**Three first of EHC, three first of CFM and winners of groups:** after the races Podium on the start line  
**Other winners:** podium in the finish park.

#### **1<sup>st</sup> Jury Meeting:**

Saturday 7<sup>th</sup> September 2002, 10h30, Fire Station, Turckheim

### B) INFORMATION

**Permanence:** Salle Ste Anne, Turckheim

Friday 6<sup>th</sup> from 14h00 to 18h00 Saturday 7<sup>th</sup> from 07h00 to 11h00 Sunday 8<sup>th</sup> from 08h00 to 11h00

#### **Official notice board:**

During all the event Place de la République, Turckheim

#### **Information boards:**

During practice and race Start line and drivers' parks

#### **Safety Centre:**

HÔPITAL PASTEUR, 39 Avenue de la Liberté F-68000 COLMAR - Tel: +33 (0)389 124 000.

**Internet:** <http://asacar.online.fr> **e-mail:** [asacar@automobileclub.org](mailto:asacar@automobileclub.org)

#### **Booking of rooms :**

Office du Tourisme de la Ville de TURCKHEIM

Tel. : +33 (0)389 27 38 44 - Fax : +33 (0)389 80 83 22 - Internet <http://www.turckheim-alsace.com>

### **VIP Village**

If you want to bring your guests or sponsors to experiment the VIP village, close to the start line and available the whole week-end, please contact us !

Phone: +33 (0)388 256 350, fax: +33(0) 388 258 076 or by mail [asacar@automobileclub.org](mailto:asacar@automobileclub.org)

# **XLVth INTERNATIONAL HILL-CLIMB**

## **TURCKHEIM - 3 *Épis***

**6<sup>th</sup> - 7<sup>th</sup> - 8<sup>th</sup> SEPTEMBER 2002**

### **SUPPLEMENTARY REGULATIONS**

#### **CAUTION:**

**Closing date for entries:**

**Friday 30<sup>th</sup> August à 24h00.**

**Posting of the entry list:**

**Wednesday 04<sup>th</sup> September, 14h00**

**Secretariat until**

**Friday 06<sup>th</sup> September, 12h00:**

**Tel. +33 (0)388.36.04.34 - (0)388.25.63.50**

**Fax: +33 (0)388.25.80.76**

#### **CONTENTS:**

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#### **II - ORGANISATION**

##### **Article 1 - General**

- 1.1 The ASSOCIATION SPORTIVE DE L'AUTOMOBILE CLUB D'ALSACE ET DU RHIN is organising on 6, 7 and 8 September 2002, assisted by the cities Turckheim, 3 *Épis* and Niedermorschwihr, the Caisses d'Épargne d'Alsace, and the newspaper Dernières Nouvelles d'Alsace, the international hill-climb:

##### **46th INTERNATIONAL HILL-CLIMB TURCKHEIM - 3 *Épis***

**The Hill-Climb Turckheim - 3 *Épis***, event of the French Hill-Climb Championship and of the French Cup, is a NATIONAL event, so that drivers holding a National or International licence can enter and be classified in this event.

**The Hill-Climb Turckheim - 3 *Épis***, event of the FIA European Hill-Climb Championship and of the FIA European Hill-Climb Cup, keeps his International identity. Only drivers

holding an International licence may be classified in the European Championship and in the European Cup.

- 1.2 - These supplementary regulations have been approved by the FFSA with visa n° 200, 04 July 2002, and by the FIA with visa n° 11CEM210602.

## Article 2 - Organising Committee, secretariats, officials

### Honour Committee

Chairman M. Didier BOLLECKER, President of the Automobile Club d'Alsace Vosges Belfort

- M. L.C. BOLLECKER, Honour President of the Automobile Club d'Alsace Vosges Belfort
- M. Jean-Pierre SCHALLER, Mayor of Turckheim
- M. Michel TOUSSAINT, Mayor of Niedermorschwihr
- M. Guy BUECHER, Adjoint Mayor of Turckheim
- M. Jacky CLÉMENT, President of the Regional Lorraine - Alsace Committee
- M. Serge KALB, Vice-President de l'Automobile Club d'Alsace Vosges Belfort

### 2.1 - Organising Committee

- Chairman: Jean-Claude WILLENBUCHER
- Vice-President: Jacky JUNG, chairman of ASACAR
- Members: Bernard DELLENBACH, Daniel HAEFFELIN, Danièle HARTL, Daniel KIRMANN, Jean-Marie KREMPFF, Yvette WANTZ, Dominique WEHRMULLER.

### 2.2 - Secretariat of the event

The address of the Secretariat of the event is as follow:

**Association Sportive de l'Automobile Club  
d'Alsace et du Rhin,  
5 Avenue de la Paix,  
B.P. 164/ R.4  
F-67004 STRASBOURG CEDEX  
Tel. +33 (0)388.36.04.34. / +33 (0)388 25.63.50  
Fax: +33 (0)388.25.80.76  
Internet: <http://asacar.online.fr>  
e-mail: [asacar@automobileclub.org](mailto:asacar@automobileclub.org)**

### 2.3 - Officials of the event

|   | Nation.               |
|---|-----------------------|
| <b>FIA Observer:</b><br>Jan MIENKINSKY  | A                     |
| <b>FFSA Observer:</b><br>Jean-Paul COQUELET   | F                     |
| <b>Jury</b>   |                       |
| <b>Chairman:</b><br>Robert LAGULHON   | F                     |
| <b>Stewards:</b><br>Bertil KLARIN<br>Stan MINARIK   | S<br>CZ               |
| <b>Secretary:</b><br>Cathy DEGERMANN  | F                     |
| <b>Interpreter:</b><br>Jean-Marie KREMPFF   | F                     |
| <b>Clerk of the Meeting:</b><br>Jean-Jacques MARCELLIN  | F                     |
| <b>Assistant Clerk of the course:</b><br>Yves LARA (intermediate)<br>Christian MAIROT<br>Jean-Jacques MIO BERTOLO<br>Serge MISTRI (finish park) | F<br>F<br>F<br>F      |
| <b>Technical Commission:</b>  |                       |
| <b>Responsible, delegate by the FFSA:</b><br>Christian BONIN  | F                     |
| <b>Members:</b><br>Domenico CIFALDI (CSAI)<br>Hervé CUNY<br>Gérard GEORGES<br>Francis HOUZELOT<br>René KALCK                                    | I<br>F<br>F<br>F<br>F |

### Competitor's Relations Officers:

|                  |   |
|------------------|---|
| Jacky HOFFERT    | F |
| Francis ROMBOURG | F |
| Simone SCHLEIMER | L |

### Timekeepers:

|                   |   |
|-------------------|---|
| Louis BABLON      | F |
| Daniel BLANQUIN   | F |
| Francine BLANQUIN | F |
| Hans SCHNEIDER    | F |

### Chief Medical Officer:

|                       |   |
|-----------------------|---|
| Dr. Claude MEISTELMAN | F |
|-----------------------|---|

### Responsible for Safety:

|            |   |
|------------|---|
| Guy HELLER | F |
|------------|---|

### Responsible for ESC:

|              |   |
|--------------|---|
| Pascal COLLÉ | F |
|--------------|---|

### Responsible for Red Cross:

|                 |   |
|-----------------|---|
| Jean-Marie HEGY | F |
|-----------------|---|

### Responsible for the Marshals:

|                          |   |
|--------------------------|---|
| Anne-Catherine SCHWENGER | F |
| Ernest WANTZ             | F |

### Press:

|                         |   |
|-------------------------|---|
| Bernard DELATTRE        | F |
| Jean-Paul CALMUS (FFSA) | F |
| Claude SCHWANGER        | F |

### Speakers:

|                  |   |
|------------------|---|
| Bernard DESRAY   | F |
| Philippe MIRAMON | F |

### Classification:

|             |   |
|-------------|---|
| PatrickSOFT | F |
|-------------|---|

### Administrative Secretariat :

|                  |   |
|------------------|---|
| Patricia BURGARD | F |
| Danièle HARTL    | F |

### Materiel:

|                  |   |
|------------------|---|
| Antoine LENHARDT | F |
|------------------|---|

### Coordination City of Turckheim:

|             |   |
|-------------|---|
| Guy BUECHER | F |
|-------------|---|

## ART. 3 - OFFICIAL NOTICE-BOARD

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

### Place de la République, Turckheim

### Posting of the official provisional results:

Sunday 8<sup>th</sup> September, 17h00 or at the end of the 3<sup>rd</sup> heat, **Place de la République, Turckheim**

### Information boards:

- during practice and race, near the start line
- in the drivers' parks

## III - GENERAL CONDITIONS

### Art. 4 - GENERAL

- 4.1** The event shall be organised in conformity with the provisions of the FIA International Sporting Code (ISC), the List of Requirements and the regulations for the FIA Hill-Climb Championship, the National Sporting Code, and the provisions of these Supplementary Regulations.
- 4.2** 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.
- 4.3** Any person or association organising or taking part in an event and failing to comply with these provisions shall have their licence withdrawn.

- 4.4 The event counts towards the following Championships:
- FIA European Hill-Climb Championship (EHC)
  - FIA European Hill-Climb Cup (ECC)
  - French Hill-Climb Championship (CFM)
  - French Hill-Climb Championship for female (CFM)
  - 1st Division French Hill-Climb Cup
  - Espoirs Challenge Hill Climb 2002
  - Championship of the Regional Committee Lorraine-Alsace, coef. 4
  - Alsatian Championship for Drivers "Bugatti" challenge
  - Trophy of the City of Turckheim

|             |                             |
|-------------|-----------------------------|
| <b>CN15</b> | up to 1600 cc               |
| <b>CN16</b> | <b>from 1600 to 2000 cc</b> |
| <b>CN17</b> | <b>from 2000 to 3000 cc</b> |

- b) **FIA European Hill-Climb Cup (ECC)**
- Group D** International Formula Racing Cars Single-seaters
- Group E2** Free Formula Racing Cars Single-seaters with a cylinder capacity less or equal to 3000 cc (2000 cc in France)

c) **French Championship (CFM) and 1<sup>st</sup> Division Hill-Climb Cup**

|                    |                |                      |
|--------------------|----------------|----------------------|
| <b>Group F</b>     | <b>F1</b>      | up to 1150 cc        |
|                    | <b>F2</b>      | from 1150 to 1300 cc |
|                    | <b>F3</b>      | from 1300 to 1600 cc |
|                    | <b>F4</b>      | from 1600 to 2000 cc |
|                    | <b>F5</b>      | over 2000 cc         |
| <b>Group F2000</b> | <b>F2000-1</b> | up to 1150 cc        |
|                    | <b>F2000-2</b> | from 1150 to 1400 cc |
|                    | <b>F2000-3</b> | from 1400 to 1600 cc |
|                    | <b>F2000-4</b> | from 1600 to 2000 cc |

**Group Diesel: Die**

**Groups N/FN - A/FA**

|              |               |                      |
|--------------|---------------|----------------------|
| <b>N/FN1</b> | <b>A/FA6</b>  | up to 1400 cc        |
| <b>N/FN2</b> | <b>A/FA7</b>  | from 1400 to 1600 cc |
| <b>N/FN3</b> | <b>A/FA8</b>  | from 1600 to 2000 cc |
| <b>N/FN4</b> | <b>A/FA9</b>  | from 2000 to 3000 cc |
| <b>N/FN5</b> | <b>A/FA10</b> | over 3000 cc         |

**Group Supertourisme ST/SP** 1 class

**Group GT de série**

|             |               |
|-------------|---------------|
| <b>GT21</b> | up to 2000 cc |
| <b>GT22</b> | over 2000 cc  |

|                 |              |                      |
|-----------------|--------------|----------------------|
| <b>Group C3</b> | <b>C3.11</b> | up to 1600 cc        |
|                 | <b>C3.12</b> | from 1600 to 2000 cc |
|                 | <b>C3.13</b> | from 2000 to 2500 cc |

|                 |             |                      |
|-----------------|-------------|----------------------|
| <b>Group CN</b> | <b>CN15</b> | up to 1600 cc        |
|                 | <b>CN16</b> | from 1600 to 2000 cc |
|                 | <b>CN17</b> | from 2000 to 3000 cc |

|                  |                |                         |
|------------------|----------------|-------------------------|
| <b>Group D/E</b> | <b>D/E18</b>   | up to 1300 cc           |
|                  | <b>D/E19</b>   | from 1300 to 1600 cc    |
|                  | <b>D/E20</b>   | from 1600 to 2000 cc    |
|                  | <b>D/E FF</b>  | Formula Ford            |
|                  | <b>D/E FR</b>  | Formula Renault         |
|                  | <b>D/E F3A</b> | Formula 3 restrictor 26 |
|                  | <b>D/E F3B</b> | Formula 3 restrictor 24 |
|                  | <b>F3000</b>   | Formula 3000            |

d) **Out of Championships**

**Groups H and S combined:**

|      |                      |
|------|----------------------|
| H/S1 | up to 1000 cc        |
| H/S2 | from 1000 to 1150 cc |
| H/S3 | from 1150 to 1300 cc |
| H/S4 | from 1300 to 1600 cc |
| H/S5 | from 1600 to 2000 cc |
| H/S6 | over 2000 cc         |

- 6.3 In Groups N/FN and A/FA, vehicles with supercharged engines must be fitted with the restrictor defined respectively in Articles 254.6.1 and 255.5.1.8.3 of Appendix J.

**Art. 5 - COURSE**

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

- Start: on CD. 11, 495 m West of the crossing D.11/D.10 (altitude 280 m)
- Finish: on CD. 11, 730 m before crossing D.11/D11" (altitude. 650 m).
- Length: 5 950 metres
- Incline: 370 metres
- Average gradient: 5,5 %
- Maximum gradient: 6,9 %

**Art. 6 - ELIGIBLE VEHICLES**

- 6.1 All vehicles complying with the prescriptions of the FIA Appendix J for the following Groups are eligible to take part:

a) **FIA European Hill-Climb Championship (EHC)**

Category I: Production cars:

- Group N\*** - Production Cars
- Group A\*** - Touring Cars
- Group SP** - Super Production Cars
- Group GT** - Grand Touring Cars (GT and NGT combined)

(\*) including cars according to Art. 21 a) ISC, whom homologation is lapsed since max. 4 years.

Category II: Competition cars:

- Group CN** - Production Sports Cars

b) **FIA European Hill-Climb Cup (ECC)**

**Groups D, E2**

c) **French Championship and 1<sup>st</sup> Division Hill-Climb Cup**

**Groups F/F2000, Diesel, N/FN, A/FA, ST/SP, GT de série, C3, CN, D/E**

d) **Out of Championships**

**Groups H (DMSB), S (B) and related combined.**

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

a) **FIA European Hill-Climb Championship (EHC)**

**Groups N - A - GT**

|                       |                      |
|-----------------------|----------------------|
| <b>N1 - A6 - GT1</b>  | up to 1400 cc        |
| <b>N2 - A7 - GT2</b>  | from 1400 to 1600 cc |
| <b>N3 - A8 - GT3</b>  | from 1600 to 2000 cc |
| <b>N4 - A9 - GT4</b>  | from 2000 to 3000 cc |
| <b>N5 - A10 - GT5</b> | over 3000 cc         |

**Group Super-Production (1 class)**

**SP** up to 2000 cc

**Group CN**

**Art. 7 - VEHICLE EQUIPMENT**

- 7.1 The safety equipment of all vehicles must comply with the FIA Appendix J.
- 7.2 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.
- 7.3 Only fuel which complies with the provisions of Appendix J may be used.

## **Art. 8 - DRIVERS' SAFETY EQUIPMENT**

- 8.1 The wearing of a safety belt and a crash helmet complying with the standards approved by the FIA is obligatory during the practice heats and the race.
- 8.2 Drivers are strictly obliged to wear fire-resistant overalls (including a mask or balaclava, gloves, etc.) complying with the current FIA standard.

### **Safety Centre:**

HÔPITAL PASTEUR, 39 Avenue de la Liberté  
68000 COLMAR- Tel. +33(0)389 12 4 000.

## **Art. 9 - ELIGIBLE COMPETITORS AND DRIVERS**

- 9.1 Any person or legal entity holding a competitor's licence valid for the current year shall be eligible.
- 9.2 Drivers must also be in possession of a current driving licence and a competition licence valid for the current year.
- 9.3 Foreign competitors and drivers must be in possession of written authorisation to take part in the event from the ASN which issued them with their licence(s).

## **Art. 10 - ENTRIES**

- 10.1 Applications for entry shall be accepted following publication of the supplementary regulations and should be sent to the following address:

### **ASSOCIATION SPORTIVE DE L'AUTOMOBILE CLUB D'ALSACE ET DU RHIN**

5, Avenue de la Paix - B.P. 164/R.4  
F-67004 STRASBOURG CEDEX  
Tel.: +33 (0)388.36.04.34 or (0)388.25.63.50  
Fax: +33 (0)388.25.80.76

Internet: <http://asacar.online.fr>  
e-mail: [asacar@automobileclub.org](mailto:asacar@automobileclub.org)

**Closing date for entries**  
**Friday 30<sup>th</sup> August 2002, 24 h.**

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

- 30.1 A maximum of 160 competitors will be admitted for the race. In case a higher number of entries are received the following acceptance principles shall be applied: chronological order of received entry, with priority for drivers who were classified in the EHC during one of the two past years, and then drivers from the .CFM 2002. To consider he is entered, a competitor must have received the acknowledgement of his entry and of the payment of the entry fees.
- 10.3 There may be a change of vehicle after the close 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 6.2) as the vehicle being replaced.
- 10.4 No change of competitor may take place after the close of entries. Changes of driver are authorised in accordance with Article 121 of the ISC. The replacement driver, who must hold a valid licence or licences as well as authorisation from his ASN, must be named before administrative checks are carried out for the vehicle concerned.
- 10.5 Double starts (1 driver for 2 vehicles or 1 vehicle for 2 drivers) are not authorised.

## **Art. 11 - ENTRY FEE**

- 11.1 The entry fees shall be as follows:
- 160 € (236 CHF) with the organiser's optional advertising (Bergcup Gr. H: 130 €).
  - 320 € (472 CHF) without the organiser's optional advertising (Bergcup Gr. H: 260 €).

The entry fees are to be paid as follows: check order ASACAR, or postal order.

- 11.2 An entry shall only be accepted if it is accompanied by the entry fees and received by the deadline set in Article 10.1.
- 11.3 In all cases, the entry fees include the competitor's and driver's Civil Liability insurance premium, as well as the necessary start numbers.
- 11.4 The entry fees shall be refunded in full if the entry is not accepted or the event cancelled.
- 11.5 Retirements must be done in a written manner.

## **Art. 12 - LIABILITY AND INSURANCE**

- 12.1 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.
- 12.2 In accordance with legal regulations, the organiser has taken out an insurance policy or policies covering the following risks: A - C - D. Third parties Civil Liability up to 6 097 960 € for physical injury and 457 347 € for damage to property.
- 12.3 The Civil Liability insurance taken out by the organiser shall apply for the entire duration of the event, not only during official practice and the heats of the race but also during trips from the parking area to the track and back.

## **Art. 13 - RESERVATIONS, OFFICIAL TEXT**

- 13.1 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 event in the case of insufficient participation, force majeure unforeseeable events, without being under any obligation whatsoever to provide compensation.
- 13.2 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 3).
- 13.3 Any cases not provided for in the supplementary regulations shall be decided by the stewards of the meeting.
- 13.4 Only the French version of these Standard Regulations shall be considered as the official authentic text. For the Supplementary Regulations, the French text shall be considered as the official authentic text.

## **IV - PARTICIPANTS' DUTIES**

### **Art. 14 - START NUMBERS**

- 14.1 The organiser shall provide each participant with 2 sets of start numbers which shall be clearly displayed on both sides of the vehicle and throughout the duration of the event. Vehicles without correct start numbers will not be allowed to start the event.
- 14.2 The organiser shall be responsible for allocating the start numbers.
- 14.3 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.

### **Art. - 15 STARTING ARRANGEMENTS**

- 15.1 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.

- 15.2 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.

#### **Art. 16 - ADVERTISING**

- 16.1 Any advertising may be affixed to the vehicles, on condition that:
- it complies with the FIA and the FFSA regulations
  - it is not offensive.
- No advertising whatsoever may be affixed to the side windows.
- 16.2 The organiser has made provision for the following advertising:
- obligatory:**
- above start number: Automobile Club
  - under start number: will be given in a bulletin
- optional (reduced fees, Article 11. 1):**
- windscreen driver's side: Alain RÉMY Assurances
  - windscreen passenger's side: Dernières Nouvelles d'Alsace (Newspaper)

#### **Art. 17 - FLAG SIGNALS, TRACK BEHAVIOUR**

- 17.1 The following flag signals may be used during practice and the race, and must be strictly observed:

|                                       |  |
|---------------------------------------|--|
| Red flag                              | Stop immediately and definitively.     |
| Yellow flag *                         | Danger, absolutely no overtaking.      |
| 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).         |
| * Flag held still                     | Warning of danger.                     |
| * Flag waved                          | Immediate danger, be prepared to stop. |
| * Two flags together                  | Serious danger.                        |

- 17.2 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 and the transmission of the case to the ASN concerned.

- 17.3 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 marshals.

### **V - ADMINISTRATIVE CHECKS AND SCRUTINEERING**

#### **Art. 18 - ADMINISTRATIVE CHECKS**

- 18.1 The administrative checks shall take place at Foyer Saint André, Bld Christian GRAD, TURCKHEIM, on following schedule:

**Friday 6th September from 16h00 to 20h00**  
**Saturday 7th September from 06h30 to 09h00**

- 18.2 The participants must report for the checks in person.
- 18.3 The following documents must be presented: competitors' and drivers' competition licences, driving licence and technical passport. Foreign participants must also present written authorisation from their ASN, if this was not enclosed with their entry.

- 18.4 The participants will receive individual convocation. Participants reporting for administrative checking after their scheduled time shall be liable to a cash penalty as follow:

|                             |      |
|-----------------------------|------|
| up to 30 min                | 15 € |
| from 30 min to 1h           | 30 € |
| for each supplementary hour | 15 € |

#### **Art. 19 - SCRUTINEERING**

- 19.1 Scrutineering shall take place at Foyer Saint André, Bld Christian GRAD, TURCKHEIM, on following schedule:  
**Friday 6th September from 16h10 to 20h30**  
**Saturday 7th September from 06h45 to 09h30**
- 19.2 Participants are obliged to accompany their vehicle at scrutineering, so that identification and safety checks can be carried out.
- 19.3 The homologation form of the vehicle must be presented on request. Otherwise, scrutineering may be refused.
- 19.4 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.
- 19.5 Scrutineering does not constitute confirmation that the vehicle complies with the regulations in force.
- 19.6 After scrutineering has been completed, the list of participants authorised to take part in practice shall be published and posted by the organiser, after the Stewards Meeting foreseen Saturday 7<sup>th</sup> September, 10h30, Fire Station, Turckheim.

### **VI - RUNNING OF THE EVENT**

#### **Art. 20 - START, FINISH, TIMEKEEPING**

- 20.1 The start will take place with the vehicle stationary and the engine running.  
However, the stewards of the meeting and the clerk of the course are free to modify the starting order according to the circumstances.
- 20.2 No vehicle may take the start outside its own Group unless expressly authorised to do so by the stewards of the meeting.  
Groups will start in following order:

**VH - H/S - F/F2000 - Diesel - FN - N - FA - A - ST - SP**  
**GT - GT de série - C3 - CN - D/E**

**For the timed practice**, in each of these groups, cars will start in the cylinder capacity class order, as defined Art. 6, and in each class in decreasing order of the start numbers.

**For the race**, the starting order will be in each group, as defined Art. 6, according to the reverse order of the classification after the timed practice.

- 20.3 Any vehicle which has triggered the timing apparatus shall be considered as having started, and shall not be granted a second start.
- 20.4 Any refusal or delay in starting shall result in exclusion.
- 20.5 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.
- 20.6 Timing shall be carried out using photoelectric cells accurate to at least 1/100 of a second.
- 20.7 Only mechanics wearing a duly identification badge are authorised to come with their drivers in the pre-grid, but not in the starting area, and only during the time before the start. After, they have to go back in the spectators areas.

- 20.8** Should a car be stopped because of an accident or a mechanical problem, in a position that could be dangerous for other drivers, the marshals will take all useful measures to clear the road.  
Should a driver be obliged to stop his vehicle on the track, he has to park it so that it will not be in the way for the continuation of the event.  
In no case a driver who stopped on the track can start again without an express authorisation from the marshal in post, under pain of exclusion.
- 20.9** Starting procedure with traffic lights:  
The start will be given by the timekeeper, but with traffic lights, surmounted by a flashing light. It gives following indications:  
- flashing light on means race stopped and so motor stop.  
- red light means wait for the start  
- orange or yellow light means start within 5 seconds  
- green light means free start during 10 seconds time  
This system is only used with electronic beam timekeeping.
- 20.10 Tyres'warming**  
**It is forbidden to warm tyres in a mechanical manner, by moving the vehicle, or by any other means, in the zone between the OLRV sawmill and the start line.**  
**The use of warming covers is forbidden between the parks and the startline**
- Art. 21 - PRACTICE**
- 21.1** It is strictly forbidden to practise outside the times scheduled for official practice.
- 21.2** Official practice shall take place in accordance with the detailed timetable drawn up by the organiser.
- 21.3** Only vehicles which have passed scrutineering shall be allowed to start the practice heats.
- 21.4** The conditions for admission to the start of the heats of the race are as follows:  
All drivers must complete a practice, timed or not. Special cases shall be submitted to the stewards of the meeting.  
Should it happen, that for exceptional reasons, a driver is not able to complete at least one practice, the clerk of the course, after agreement of the stewards, should authorise him to the race if the driver has taken part to it at least one time during the 3 past years, and only if the course has not been changed.  
The list of the drivers admitted to the start of the heats, with indication of the Groups and cylinder capacity classes, will be posted after the practice, and after Stewards' approval.
- 21.5** An optional free practice, in race conditions, will take place on Saturday 7<sup>th</sup> September from 08h00 to 11h30. Each car is authorised at only one climb. Only cars which have completed their administrative checks and scrutineering can take part in this free practice, under conditions the start numbers are affixed.
- Art. 22 - RACE**
- 22.1** The heats of the race shall take place in accordance with the detailed timetable drawn up by the organiser.
- 22.2** The race shall be run over 3 heats.
- Art. 23 - OUTSIDE ASSISTANCE**
- 23.1** Any outside assistance shall result in exclusion.
- 23.2** Vehicles which have broken down along the route may only be towed away by order of the clerk of the course.

## VII - PARC FERMÉ FINAL CHECKS

### Art. 24 - PARC FERMÉ

- 24.1** At the end of the event, Parc Fermé rules shall apply between the finish line and the entrance to the Parc Fermé.
- 24.2** 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.  
A penalty of twice the entry fees should be given to each driver who will not put his car in Parc Fermé, or who will take the car out of the Parc Fermé before the lifting, without informing the clerk of the course. This fee will be paid to the FFSA.
- 24.3** The Parc Fermé is located at **Ets MATUSSIÈRE & FOREST – Site 1**.

### Art. 25 - FINAL CHECKS

- 25.1** Any vehicle may be subjected to final checking by the scrutineers, both while the event is taking place and especially after the finish.
- 25.2** 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.
- 25.3** Special checks (weighing, etc.) shall take place at the fire station in Turckheim.
- 25.4** Weighing of vehicles  
After the race, following vehicles will be weighed:  
- 1<sup>st</sup> of the EHC classifications (1<sup>st</sup> Group N, 1<sup>st</sup> Group A, 1<sup>st</sup> Group SP, 1<sup>st</sup> Group GT and 1<sup>st</sup> Group CN)  
- 6 cars, including one of the 3 first classified, chosen by the stewards and after advice of the clerk of the course.  
- Other weighing can be done at any time during the race.
- 25.5** Checking requiring a dismantling will be done in Garage BERTRAND, 1 rue des Fossés à Turckheim, Tel. +33 (0)389 27 00 56. Hourly labour cost: 30 €, taxes included.

## VIII CLASSIFICATIONS, PROTESTS, APPEALS

### Art. 26 - CLASSIFICATIONS

- 26.1** The conditions for drawing up the classifications are as follows: **addition of times of the 2 best heats.**  
Should a driver be incapable of completing one of the 3 heats, for a valid reason duly checked by the scrutineers, the classification will be done by addition of the 2 completed heats.  
In no case a driver who complete less the 2 heats can be classified.  
Posting of the official provisional results: Sunday 9<sup>th</sup> September, 5 pm in the parc fermé, Ets MATUSSIÈRE & FOREST - Site 1.
- 26.2** The rule for deciding between competitors in the case of a tie is:  
- Classification will be done according the times of the competitors in their worst heat.  
- Should it still be a tie, classification will be done according the best practice time.
- 26.3** The following classifications shall be drawn up:  
**European Hill-Climb Championship**  
- EHC general classification (Groups N\*+A\*+CN+SP+GT combined)



- General classification of each of the Groups outside the EHC.
  - Classification of each category I and II, according to Art. 6.
  - General classification of each of the Groups N\*, A\*, SP, GT, CN (maximum 120% of the winner's time).
  - Classification by cylinder capacity class according to Article 6.2.
  - Female classification
- (\* including cars according to Art. 21 a) ISC, whom homologation is lapsed since max. 4 years.

#### **FIA European Hill-Climb Cup**

- ECC general classification: Groups D+E2 combined (maximum 120% of the winner's time).

#### **French Hill-Climb Championship (CFM)**

- General classification (all Groups combined).
- General classification of each of the Groups (F/F2000 combined, Diesel, N/FN combined, A/FA combined, GT de série, ST/SP combined, C3/CN combined, D/E combined).
- Classification by cylinder capacity class according to Article 6.2.
- Female classification

#### **French Hill-Climb Cup 1<sup>st</sup> Division**

- General classification (all Groups combined), without seeded drivers.
- General classification of each of the Groups (F/F2000 combined, Diesel, N/FN combined, A/FA combined, GT de série, ST/SP combined, C3/CN combined, D/E combined), without seeded drivers.
- Classification by cylinder capacity class according to Article 6.2, without seeded drivers.
- Female classification

#### **Out of Championship**

- Classification of the Groups H/S combined.

### **Art. 27 - PROTESTS**

- 27.1** The lodging of protests and the deadlines to be observed shall be in accordance with the provisions of the ISC.
- 27.2** The deadline for the lodging of protests against the results or the classification (Article 174d of the ISC) shall be 30 minutes after the posting of the results on the official notice board.
- 27.3** The deposit for protests is set at 540 €) and is to be paid in cash or per check to ASACAR.  
The deposit shall be refunded only if the protest is upheld.
- 27.4** Mass protests and protests regarding timekeeping or the decisions taken by the judges of fact are not accepted.
- 27.5** The right to protest can only be exercised by competitors who are duly entered in the event, or by their representative(s) holding a written proxy (original document).
- 27.6** 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.

### **Art. 28 - APPEALS**

- 28.1** The lodging of an appeal and the related costs shall be in accordance with the provisions of the ISC.
- 28.2** The deposit for national appeals is set at 1 900 €) and is to be paid in cash or by check to the FFSA

## **IX PRIZES AND CUPS, PRIZE GIVING CEREMONY**

### **Art. 29 - PRIZES AND CUPS**

- 29.1** The following prizes, cups and trophies shall be awarded:  
46<sup>th</sup> Hill-Climb Turckheim - 3 Épis

## **EHC and ECC Classifications**

### **EHC General Classification (Groups N- A - SP - GT - CN combined)**

|     |       |
|-----|-------|
| 1st | 530 € |
| 2nd | 270 € |

i.e. 800 €

### **EHC Groups Classification: N (out FN), A (out FA), SP, GT, CN (out C3)**

|     |       |
|-----|-------|
| 1st | 430 € |
| 2nd | 370 € |
| 3rd | 240 € |
| 4th | 170 € |

i.e. 1 210 x 5 = 6 050 €

### **EHC Classes Classification**

|     |      |
|-----|------|
| 1st | 65 € |
|-----|------|

i.e. 65 x 19 = 1 235 €

### **FIA European Hill-Climb Cup ECC**

|     |       |
|-----|-------|
| 1st | 110 € |
|-----|-------|

**TOTAL EHC + ECC: 8 185 €**

### **General Classification all Groups together**

|      |       |
|------|-------|
| 1st  | 500 € |
| 2nd  | 300 € |
| 3rd  | 150 € |
| 4th  | 120 € |
| 5th  | 100 € |
| 6th  | 75 €  |
| 7th  | 75 €  |
| 8th  | 60 €  |
| 9th  | 60 €  |
| 10th | 60 €  |

i.e. 1 500 €

### **Groups Classification: H/S, F/F2000, Diesel, N/FN, A/FA, ST/SP, GT de série, C3/CN, D/E**

|     |       |
|-----|-------|
| 1st | 305 € |
| 2nd | 230 € |
| 3rd | 75 €  |

i.e. 610 x 9 = 5 490 €

**Classes Classification:**

| Place        | 1 to 4 Starter | 5 to 7 Starter | 8 to 13 Starter | 14 to 20 Starter | + then 20 Starter |
|--------------|----------------|----------------|-----------------|------------------|-------------------|
| 1st          | 78 €           | 155 €          | 155 €           | 155 €            | 230 €             |
| 2nd          | -              | -              | 75 €            | 90 €             | 120 €             |
| 3rd          | -              | -              | -               | 60 €             | 75 €              |
| 4th          | -              | -              | -               | -                | 60 €              |
| 5th          | -              | -              | -               | -                | 45 €              |
| <b>TOTAL</b> | <b>78 €</b>    | <b>155 €</b>   | <b>230 €</b>    | <b>305 €</b>     | <b>530 €</b>      |

i.e. 230 (mean prize) x 43 = 9 890 €

**Total CFM : 16 880 €**

**French Cup D1 (F/F2000, Diesel, N/FN, A/FA, ST/SP, GT de série, C3/CN, D/E)**

1st of Group 140 €

i.e. 140 x 8 = 1 120 €

**EHC and CFM together**

**Female Classification**

1st 155 €

2nd 75 €

i.e. 230 €

**Absolute record of the event on 1 heat:**

150 €

**General distributable: 26 565,00 €**

**Drivers classified in many classifications (EHC / ECC / CFM) will get only the most important prize.**

**In Groups with less then 5 starters, 50 % of the prizes foreseen for the Group will be distributed**

**Prizes will be available 1 hour after the end of the protest time and till 21h00**

**Cups:**

Each awarded driver will receive a cup.

Cups and/or trophies will be awarded to marshals drawn by lot.

- 29.2** 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.
- 29.3** Cash prizes must be collected in person at the prize-giving ceremony, otherwise they shall remain the property of the organiser.
- 29.4** All prizes are cumutable.

**Art. 30 - PRIZE GIVING**

- 30.1** It is a point of honour that all participants should attend the prize-giving ceremony.
- 30.1** The prize-giving ceremony shall take place on Sunday 8th September after the last heat, as a podium:  
Three first of the EHC, three first of the CFM classification, first of each group: podium on the start line.  
Other winners: podium in the finish park.

## X SPECIAL PROVISIONS

### Art. 31 -

#### 31.1 Procedure to come back to the start

The itinerary used to come back to the start after the heats (practice and race) will follow D 11" road, via Niedermorschwihr, V.O., Turckheim under escort and at low speed.

On the return from the parking area and/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- and two-seater racing cars and is recommended for drivers of touring cars.

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

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

#### 31.2 Drivers' Briefing :

Saturday 8th September at 19h30, Foyer St André.

**Attendance to the briefing is compulsory.**

**Penalty for absence at the briefing: 90 €.**

#### **VERY IMPORTANT:**

**AFTER EACH HEAT THE DRIVERS MUST IMPERATIVELY COME BACK IN THEIR DRIVERS' PARK, UNDER PAIN OF SANCTION.**

**On the other hand, parking of competition cars as well as service cars is strictly forbidden outside from the parks and notably on the public roads and/or on every public place, without any special authorisation from the organizer or from the City of Turckheim.**

**Each infringement will result in a cash penalty of 150 € and exclusion of the entrant in case of obstruction or of repeat offence.**

**All road traffic, as part of the event, from non registered vehicle and/or not in conformity with the Highway Code, must be in convoy, under escort, preceded and followed by an escort car, and with the agreement of the organiser.**

#### **TURCKHEIM - History**

TURCKHEIM, at the entrance of the Munster Valley, is mentioned for the first time in 743 under the name "Thorencohaime". At the beginning of the second millennium, the city was dependent on two seigneuries: the Munster abbey, and later the seigneurie of Hohlandsbourg. In 1312, Thüringen obtained the freedom of a city and the right to build surrounding walls. In 1353 "Tuhringheim" became one of the ten cities member of the "Decapole". As far back as the 15. Century, she is well known as an important wine market place.

At January the 5<sup>th</sup> 1675, during the 30 Years War, Marshal TURENNE won the Battle of Turckheim against the Emperor and Habsburg army, and Alsace becomes French. The 18. Century was again a prosperous time, and in the 19. Century new industries (paper mill, spinning mill, chemicals, dyeing) help the wine growers in a difficult situation (slump and vine disease) to find an indispensable money help for surviving.

TURCKHEIM is still the famous vineyard celebrated by the poet. It is also the first paper centre in East of France. The architectural heritage of this small, typically alsatian city, is still intact, and most of the houses within the city were built earlier than the 30 Years War. The traditional Night-watchman, makes his singing nightwatch every evening at 10 p.m. from May to October.