

# EUROPEAN HILL-CLIMB CHAMPIONSHIP

## 2010

### 1. GENERAL PROVISIONS

The FIA organise the European Hill-Climb Championship (EHC), reserved for drivers.

### 2. EVENTS COUNTING TOWARDS THE CHAMPIONSHIP

The events counting towards the EHC are designated by the FIA.  
The EHC calendar is divided into 2 half-seasons (see Article 5).

### 3. CHARACTER OF THE QUALIFYING EVENTS

Full international.

Only holders of International Licences (competitors and drivers) issued by an FIA-affiliated Club and valid for the current year are authorized to enter and participate in the Events.

### 4. GROUPS AND CLASSES

The supplementary regulations will define the groups and classes for each competition.

To be admitted, vehicles must conform to the specifications of Appendix J, namely:

**Category I - Production Cars:**

- Group N - Production Cars
- Group A - Touring Cars (including "World Rally Car", "Super 1600", Super Production Cars and cars of Group R)
- Groupe S20 - Super 2000 Cars (Circuit and Rally combined)
- Group GT - Grand Touring Cars (GT1, GT2 + GT3 combined)

**Category II - Competition Cars:**

- Group CN - Production Sports Cars
- Group D/E2-SS (*Single-seater*) - International Formula or Free Formula single-seater racing cars with a cylinder capacity of 3000 cm<sup>3</sup> or below
- Group E2-SC (*Sportscars*) - Two-seater racing cars, open or closed, built especially for speed races, with a cylinder capacity of 3000 cm<sup>3</sup> or below
- Group E2-SH (*Silhouette*) - Touring type cars heaving the appearance of a 4-seater large scale production vehicle and the same shaped windscreen as this car

It is mandatory for each of the following cylinder capacity classes to be open for each round of the Championship. The organiser is free to open further classes as necessary.

Category I :                    up to 1400 cc  
                  between 1400 and 1600 cc  
                  between 1600 and 2000 cc  
                  between 2000 and 3000 cc  
                  over 3000 cc

Category II :                    up to 1600 cc  
                  between 1600 and 2000 cc  
                  between 2000 and 3000 cc  
                  over 3000 cc (E2-SH only)

Although other groups of cars defined in Appendix J may be allowed by the organisers to take part in the various rounds, they cannot be considered for the EHC.

Unless there is an indication to the contrary on the homologation form excluding certain evolutions, Group A and N cars are permitted, during a further period of four years following the expiry of their homologation, to participate on the following conditions:

- the FIA homologation papers are produced at documentation and at scrutineering.
- the cars are in conformity with the technical regulations (Appendix J) valid at the date of the expiry of their homologation and are in a sound condition to participate, at the discretion of the scrutineers.
- the minimum weights are those currently valid.

## **5. CLASSIFICATIONS – CLASSIFICATIONS RETAINED – DEAD-HEATS**

At the end of each qualifying Event, the following classifications will be established:

- general classification with all the EHC groups (Article 4) combined;
- general classification of the groups outside the EHC combined;
- classifications for each group;
- classifications by the cylinder capacity classes.

For each group, points will be allocated as follows:

1st place	20 points	6th place	6 points
2nd place	15 points	7th place	4 points
3rd place	12 points	8th place	3 points
4th place	10 points	9th place	2 points
5th place	8 points	10th place onward	1 point

A group will be considered as actually existing only if a minimum of 5 vehicles have been entered, scrutineered and effectively took the start of the race in the group concerned. Otherwise, the allocation of points will be cut by half in relation to the above scale.

In the case of a tie, the points for the places concerned will be added and allocated in equal shares.

Only drivers who have obtained at least three classifications within the framework of the qualifying Events of the EHC will be included in the final EHC classification. Drivers who, more than once during the season, have been definitively excluded from an EHC hill-climb for violating the technical regulations (weight, engine, etc.), will be excluded from the EHC classification.

The events actually organised will be divided into two equal half-seasons. However, if the total number of qualifying events is an odd number, the first half-season will include one more event than the second half-season.

For each half-season, the number of results retained will be the total minus one. No driver may score points more than twice in the country of his ASN.

For drivers whose total points tally turns out to be identical in the final EHC classification, the rule to break the deadlock will be as follows:

- according to the quality of places (1st place, then 2nd place, etc.) obtained by them in the group classifications of the Events having contributed to their points total;
- according to the number of competitors beaten by them in the group classification of the Events having contributed to their points total.

In case of a further tie, the FIA itself will designate the winner on the basis of such other considerations as it deems appropriate.

## **6. CASH PRIZES**

These will be specified in the Supplementary Regulations of the Event and reserved for the drivers.

For all qualifying events, classifications will be established for all the qualifying events, leading to the following allocation:

### **MINIMUM AMOUNT OF THE CASH PRIZES TO BE AWARDED BY THE ORGANISERS OF EACH EVENT COUNTING TOWARDS THE EHC**

a) **General classification all EHC groups together**

1st	€ 530.–
2nd	€ 270.–

b) **General classification of each EHC group**

1st	€ 430.–
2nd	€ 370.–
3rd	€ 240.–
4th	€ 170.–

c) **Classification by classes**

1st	€ 65.–
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The prizes will be awarded, whatever the number of starters. A driver may receive more than one prize. Prizes are to be paid in cash, in euro or the exchange value in the currency of the organising country, at the end of the event. The prize amounts will be tax-free.

## **7. FIA AWARDS**

The driver having obtained the highest points total at the end of the season will be declared:

CATEGORY I : **European Hill-Climb Champion for Production Cars**

CATEGORY II : **European Hill-Climb Champion for Competition Cars**

In Categories I and II, an FIA Hill-Climb Trophy will be awarded to the first driver of the first Group to which the European Champion designated by the FIA does not belong.

## **8. APPLICATION AND INTERPRETATION OF THE REGULATIONS**

The FIA is the only body qualified to resolve any doubts which may arise in the application and interpretation of the general prescriptions and of the general regulations of the EHC. The French text shall be considered as the official authentic text.

The present regulations are valid for one year.

**Provisions of the organisers** →

## SPECIAL PROVISIONS OF THE EHC ORGANISERS

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Further to the Title of Champion and the Trophies awarded by the FIA

### **money prizes**

from a common fund created by the organisers  
of the events of the European Hill-Climb Championship  
will be distributed as follows:

#### **Final general classification of each Categories I and II**

1st place	€	3'630.-
2nd place	€	2'310.-
3rd place	€	1'320.-
4th place	€	990.-
5th place	€	790.-
6th place	€	660.-
7th place	€	525.-
8th place	€	330.-

These prizes will be  
**increased by a bonus of € 7.-**  
for each point counted in the Championship.

Only the drivers who obtained at least a third of the maximum points to be retained at the end of the season will be included (maximum number of events retained according Art. 5 to 20 points each).

**Prizes and bonus monies must be collected personally by the driver** at the end of season Awards Ceremony of the EHC Organisers. Uncollected prizes and bonus will be deemed to be not awarded.

**Souvenir medals** will be given to all drivers classified in at least 50% (roundet up) of the events effectively organised.