

CHAPTER 4 – HILL CLIMB CHAMPIONSHIP REGULATIONS

4.1. ORGANISATION

All national events counting in the National Hill Climb Championships will be run in compliance with the National Sporting Code (and its Appendices) of the C.M.F., the Common Organising Conditions for Speed Championship events, the Standard Speed Championship Regulations, the present Hill Climb Championship Regulations and the event's own Supplementary Regulations (including Addenda-Bulletins) as approved by the Sporting Council of the C.M.F.

4.1.1. Hill Climb (Single Car Start)

Events run exclusively on tarmac surface route along a road or track with numerous bends. The Start and Finish are not located in the same line and a Run comprises the covering of the distance from the Start to the Finish along the designated route. The Finish line must be at a much higher altitude than the Start line.

4.2. GENERAL CONDITIONS

4.2.1. These events count for the Championship listed in Chapter 1 of Section IV Championship Regulations.

4.2.2. Eligible Vehicles

4.2.2.1. An Entrant wishing to enter a vehicle for this event must ensure that, at Scrutineering the vehicle falls under the following categories (SERIES):

- i) SERIES I & II as per Standard Speed Championship Regulations article 3.2.2.1.
- ii) Cars of Group E

Group E is an open category for cars without any limitations on horse power, weight or capacity.

Cars under this category should follow the modifications and relaxations allowed within the "Technical Specifications for cars of Group E as described below in article 4.2.4.3.

Each Group E car, in order to be allowed to compete, must have a Certificate of Approval for the current year issued by the Technical Committee of the C.M.F. as per article 3.2.2.1. of the Standard Speed Regulations.

The Certificate of Approval must be presented at the Scrutineering of each event.

4.2.2.2. The Technical Committee of the C.M.F. may, from time to time, modify the Technical Specifications for cars in Hill Climb Events. Such modifications will be approved by the Sporting Council and published in the C.M.F. Official Bulletins or as an amendment to this National Sporting Code.

4.2.2.3. Group E cars split into the following cubic capacity classes:

- | | |
|------------------------|---------------|
| 1 st class: | up to 2000 cc |
| 2 nd class: | over 2001 cc |

4.2.3. ELIGIBLE COMPETITORS

4.2.3.1. Any person or legal entity holding a CMF Competitor's licence valid for the current year is eligible. Novice drivers can only participate in a hill climb event with a car of Group A, N, & S only.

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

4.2.3.3. The use of a Co-Driver is allowed if stated on the entry form of the event and the Co-Driver follows the provisions of 3.2.3.1. above. Novice licensed Co-Drivers can also be allowed.

4.2.4. TECHNICAL SPECIFICATIONS FOR CARS IN HILL CLIMB EVENTS

4.2.4.1. TECHNICAL SPECIFICATIONS FOR CARS OF SERIES I (TS-I)

As per Technical Specification in article 3.2.4.1.

4.2.4.2. TECHNICAL SPECIFICATIONS FOR CARS OF SERIES II (TS-II)

As per Technical Specification in article 3.2.4.2.

4.2.4.3. TECHNICAL SPECIFICATIONS FOR CARS OF GROUP E

1. WEIGHT: Free

2. BODYWORK: Free
Parts added should not extend beyond the perimeter.

3. CHASSIS: Free

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.

5. BONNET & BOOTLID: Free

6. ENGINE: Free
The location of the engine must remain the same.

7. GEARBOX: Free

8. DRIVE AXLE, FINAL DRIVE and DRIVE SHAFTS: Free

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.

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.

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.

12. SUSPENSION: Free

13. LIGHTS

All lights may be removed. If spotlights are removed their brackets, if protruding, must be removed. One stop light must be operational.

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.

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.

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.

17. HANDBRAKE

Free

18. SHIELDS

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

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.

20. FUEL TANK

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

21. GENERAL CIRCUIT BREAKER

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

22. SEAT BELTS

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

4.2.5. Entry Fees

4.2.5.1. The Entry Fees for National hill climb events are as follows:

- a) € 120 for legal entity entry and € 120 for physical person entry
In case of having a co-driver an extra € 20 will be added
- b) Club or Ecurie Team Entries: € 20 per car (min 3 – max 5)
- c) Make Team Entries: € 50 per car. (min 3 – max 5)

4.2.6. Starting Order

4.2.6.1. In Hill Climb events the starting order shall be given in the reverse order of Competition numbers, with the highest number starting first in the following order (Series I being awarded the smallest numbers, Series II the next smallest and so on):

- Series 1: Drivers seeded by the FIA – Priorities A&B.
- Series 2: The top 3 of Group "E" in the Hill Climb Championship for Drivers of the previous year.
- Series 3: The first of Group "S" followed by the first in Group "N" followed by the first of Group 2WD (A&N only) followed by the first in Group 2WD "S" and then the first of Group 2WD "E" in the Hill Climb Championship for Drivers of the previous year.
- Series 4: Drivers currently in the National Drivers Priority List for Rallies.
- Series 5: The remaining in the Hill Climb Championships for Drivers of the previous year in any Group.
- Series 6: All other Drivers.

As from July 1st each year, all the above classification will be taken from the current year's classification of Hill Climb Championships.

4.2.7. Scrutineering - Penalties

4.2.7.1. -Manual extinguishers and their contents (min 4kg homologated) for all Group "E" cars in Hill Climb events must be in accordance with FIA's Appendix J – Safety Equipment – Article 253.7.3