  

 **KRUJA 2014**

**INTERNATIONAL HILL CLIMB**

**KRJUE –ALBANIA 27th-28th September 2014**

**Valid for EuroGoma Kosovo National Championship**

**Valid for Albanian National Championship**

**SUPPLEMENTARY REGULATIONS**



### P R O G R A M M E

|  |  |  |  |
| --- | --- | --- | --- |
|  | **LOCATION** | **DATE** | **SCHEDULE** |
| **Closing of entries** | **ACA – AUTOCITY - TIRANA** | **Monday**  **22nd September 2014** | **at 24.00** |
| **Passport authentication (only for National competitors)**  **& Administrative Checks** | **KRUJA - Hotel PANORAMA**  **KRUJA - Hotel PANORAMA** | **Friday**  **26th September 2014**  **&**  **Saturday**  **27th September 2014** | **from 17:30 to 19:00**  **from 09:30 to 11:30** |
| **Technical scrutineering** | **KRUJA - Hotel PANORAMA**  **Rruga Albanopolis** | **Friday**  **26th September 2014**  **&**  **Saturday**  **27th September 2014** | **from 18:00 to 19:30**  **from 10:00 to 12:00** |
| **1st meeting of the Stewards** | **KRUJA - Hotel PANORAMA** | **Friday**  **26th September 2014** | **at 16:30** |
| **2nd meeting of the Stewards**  **Posting of scrutineered** | **KRUJA - Hotel PANORAMA**  **Official Notice Board** | **Saturday**  **27th September 2014** | at 12:30 |
| **Posting of Start List** | **KRUJA - Hotel PANORAMA**  **Official Notice Board** | **Saturday**  **27th September 2014** | **An hour after the end of official practice** |
| **Briefing of the Clerk of the Course with Competitors** | **KRUJA - Hotel PANORAMA** | **Saturday**  **27th September 2014** | **at 12:30** |  |
| **Entrance to the Starting Park for all Vehicles** | **KRUJA – Rruga e Malit**  **Close Road (after a last House)** | **Saturday**  **27th September 2014** | **at 13:00** |  |
| **Official practice:1st heat** | **KRUJA – Rruga e Malit**  Coord.: N 41.52.8541 - E. 19.79.6621 | **Saturday**  **27th September 2014** | **at 14:30** |
| **Official practice:2ndheat** | **KRUJA – Rruga e Malit**  Coord.: N 41.52.8541 - E. 19.79.6621 | **Saturday**  **27th September 2014** | **Starting 30 minutes after the end**  **of 1st practice** |
| **3rd meeting of the Stewards** | **KRUJA - Hotel PANORAMA** | **Saturday**  **27th September 2014** | **at 18:00** |
| **Entrance to the Starting Park for all Vehicles** | **KRUJA – Rruga e Malit**  **Close Road (after last House)** | **Sunday**  **28th September 2014** | **at 08:30** |
| **Start Race 1st heat** | **KRUJA – Rruga e Malit**  Coord.: N 41.52.8541 - E. 19.79.6621 | **Sunday**  **28th September 2014** | **at 10:00** |
| **Start Race 2nd heat** | **KRUJA – Rruga e Malit**  Coord.: N 41.52.8541 - E. 19.79.6621 | **Sunday**  **28th September 2014** | **Starting 30 minutes after the end**  **of the 1st heat** |
| **Parc Fermé at the end of 1st and 2nd heats** | **KRUJA – Rruga e Malit**  Coord.: N.41.51.7383 - E. 19.802.811 | **Sunday**  **28th September 2014** | **at 09.30**  **(opening)** |
| **Final Parc fermé** | **KRUJA - Hotel PANORAMA**  **Rruga Albanopolis** | **Sunday**  **28th September 2014** | **at 14:00** |
| **Technical scrutineering (after the race)** | **KRUJA - Oficina SKANDERBEG** | **Sunday**  **28th September 2014** | **at 14:30** |
| **4th meeting of the Stewards** | **KRUJA - Hotel PANORAMA** | **Sunday**  **28th September 2014** | **at 16:00** |
| **Posting of Final Classifications** | **KRUJA - Hotel PANORAMA**  **Official Notice Board** | **Sunday**  **28th September 2014** | **An hour after the end of races - at 16:30** |
| **PRIZE GIVING** | **KRUJA - Hotel PANORAMA** | **Sunday**  **28th September 2014** | **at 17:00** |
| **HILL CLIMB DESCRIPTION - location** | | | |
| **Race Direction** | **KRUJA START at Rruga e Malit**  Coord.: N 41.52.8541 - E. 19.79.6621 | **Saturday**  **27th September 2014** | **Sunday**  **28th September 2014** |
| **Secretariat** | **ACA – AUTOCITY – TIRANA**  **Tel.00355 42387011**  **KRUJA – Hotel PANORAMA**  **Tel.00355 51123092** | **until Thursday**  **25th September 2014**  **from Friday**  **26th September 2014** | **08:30/19:00** |
| **Official Notice Board**  **& Posting of results** | **KRUJA – Hotel PANORAMA**  **Tel.00355 51123092** | **from Friday**  **26th September 2014** |  |
| **Press Room**  **Coordinator** | **KRUJA – Hotel PANORAMA**  **Tel.00355 51123092**  **Mr.Denis DRAGONI** | **from Friday**  **26th September 2014** | **08:30/19:00** |

**1 – ORGANISATION**

The **ACA – Automobile Club of Albania,** Legal Representative Mr. **Niko LEKA**, in collaboration with the **FASK - Automobile Federation of Kosovo**, is organising an international Hill Climb, called **KRUJA HILL CLIMB 2014,** to be held in **KRUJA - Albania** on 27th and 28th September 2014.

These supplementary regulations have been approved by A.C.A. with Visa n° **001/2014** President.

## 1.1 ORGANISING COMMITTEE, SECRETARIAT

The Chairman of the Organising Committee is: Mr. Niko LEKA

Vice-Chairman: Mr. Ismet REXHEPI

Member: Mr. Arian KAPEDANI

Event Director: Mr. Eno ZENELI

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

**Until h.24:00 of Thursday 25thSeptember 2014, in ACA – Auto City – TIRANA, ALBANIA**

**Phone: +355 42387011 fax +355 42387018**

**e-mail:** [**aca@aca.al**,](mailto:aca@aca.al,)  **www.aca.al**

**From h. 08:30 of Friday**

**26thSeptember 2014, in Hotel PANORAMA – KRUJA, ALBANIA**

**1.2 – OFFICIALS**

**1.2.1 STEWARDS OF THE MEETING**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **QUALIFICATION** | **NAME, SURNAME** | **LIC. N°** | **FEDERATION** | **NAT.** |
| STEWARDS OF THE MEETING | Carlo BELLINTANI (Chairman) |  | ACI-CSAI | ITA |
|  |  |  | ACA- FASK | KSV |
|  | Genti LACI | 0012 | ACA | AL |
| SECRETARY OF THE PANEL | Maria Concetta SAPONIERI | 364614 | ACI-CSAI | ITA |

**1.2.2 OFFICIALS AND PEOPLE IN CHARGE**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **QUALIFICATION** | **NAME, SURNAME** | **LIC. N°** | **A.C.** | **NAT.** |
| CLERK OF THE COURSE |  |  | ACA- FASK | KSV |
| CLERK OF THE COURSE ASSISTANT: | Sokol DUMA | 0011 | ACA | AL |
| SCRUTINEERS: | Maria Concetta SAPONIERI | 364614 | ACI-CSAI | ITA |
|  |  |  | ACA- FASK | KSV |
|  | Bajram MUCA | 0014 | ACA | AL |
| TECHNICAL SCRUTINEERS |  |  | ACA- FASK | KSV |
|  | Denis LICI | 0015 | ACA | AL |
| SECRETARY OF THE MEETING | Maria Concetta SAPONIERI  Elvira RUSTA | 364614  0013 | ACI-CSAI  ACA | ITA  AL |
| OBSERVER | Mario Walter OLIVA | 58427 | ACI-CSAI | ITA |
| CHIEF MEDICAL OFFICER | Sokol BARHANI | 0016 | ACA | AL |
| CHIEF MEDIC. OFFIC. ASSISTANT | Dritan COBANI | 0017 | ACA | AL |
| COMPETITORS’ RELATIONS OFFIC. | Sokol DUMA | 0011 | ACA | AL |
| MARSHALS | AUTOMOBILE CLUB of ALBANIA | // | // |  |
| TIMEKEEPERS |  | // | FASK | KSV |
| PERSON IN CHARGE Time Keepers | Stavri THANO | 0018 | ACA | AL |
| EXTINGUISH TEAM | FIRE DEPARTMENT of KRUJA | // | // | AL |

**1.3 OFFICIAL NOTICE BOARDS**

All communications and decisions, as well as the results, shall be posted on the official notice board located at **KRJUE – Hotel PANORAMA on 27th and 28th September 2014.**

**2 GENERAL CONDITIONS**

**2.1** The Competition shall be organised in conformity with the provisions of the FIA International Sporting Code (“the Code”), the List of Requirements for the Organisers of the FIA-CEZ Hill Climb Trophies and the National Sporting Code of ACA, if applicable, and the provisions of these Supplementary Regulations.

**2.2** 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 Code**.

**2.3** Any person or association organising or taking part in an event and failing to comply with these provisions shall have their licence withdrawn.

**2.4** The event counts towards the following Championships:

- Championship of Albania by ACA;

- Championship of Kosovo by FASK.

**2.5 Course**

**The event will be run on the “Rruga e Malit” with the start at Coord.N 41.52.8541 - E. 19.79.6621 (altitude 791 mt/above sea) and the finish Coord.N.41.51.7383 - E. 19.802.811 (altitude 1118 mt/above sea) completely in KRUJA town territory.**

**The course, km. 3.800 long, will be carried out in n°2/two heats.** The difference in height between startand finish corresponds to **mt.** **327** with an average gradient of**8.6 %.**

The drivers, after the first heat, overcome the finishing line, rigorously observing the instructions of the Marshals, must continue to the suitable place, where regime of closed park is in force, waiting for reach the place of departure for the second heat.

The verification of the weight of the cars can take place both before or at the end of the first and/or the second heat.

The course will be closed to the normal traffic during the official practise and the race.

**3 – ELIGIBLE VEHICLES**

**3.1** Each vehicle must have a national technical passport. All vehicles complying with the prescriptions of the FIA Appendix J for the following groups are eligible to take part:

**CATEGORY I:**

**- Division** «**Production**»

|  |  |
| --- | --- |
| **Group N** | Production cars (incl. R1). |
| **Group A** | Touring cars (incl. WRC, KITC, S1600, S20, R2, R3, R4 and R5). |
| **Group GT** | Grand Touring cars (GT3 and RGT combined). |

**- Division** «**E1**»

|  |  |
| --- | --- |
| **Group E1** | Production, Touring or Large Scale Series Production cars having at least 4 seats (excluding 2+2), as defined by the Article 277 of Appendix J, Category 1. |

**CATEGORY II:**

|  |  |
| --- | --- |
| **Group**  **D/E2-SS** | International Formula / Free Formula single-seater racing cars up to 3000cm3. |
| **Group CN/E2-SC** | Production Sports cars and Two-seater racing cars up to 3000cm3. |
| **Group**  **E2-SH** | Silhouette-type cars (cars with the appearance of a large production car with 4 seats, including 2+2), as defined by the Article 277 of Appendix J, Category 2. |

**OTHER CATEGORIES:**

Groups E1 / GT – (Grand Tourism - GTCUP) / Group E3 – (Expired of Homologation vehicles “VSO” Group N-A-B-GT)

**ACA - FASK:**

KATEGORIA I 1100 Gr.N

KATEGORIA II 1400 Gr.A

KATEGORIA III 1600 Gr.H

KATEGORIA IV 2000 Gr.N

KATEGORIA V 2000+ Gr.N

**3.2** To be classified FIA, the cars must respect the applicable FIA sporting and technical regulations.

To be classified ACA-FASK, the cars must respect the applicable ACA-FASK sporting and technical regulations and those suitable following.

Distinct classifications must be drawn up taking into account the existing differences between the classifications and the regulations of the vehicles according to FIA and ACA/FASK rules.

A car can result insofar in the classifications FIA and/or in the classifications ACA/FASK.

The cars will be divided according to the following classes on the basis of their cylinder capacity:

**3.2.1 Groups N, A, E1 FIA – E2S (E2S not Diesel classes):**

Classes: up to 1150 cm3

from 1151 to 1400 cm3

from 1401 to 1600 cm3

up to 1600 cm3 turbo cylinder capacity (benzina) (only Gr. E1 FIA)

from 1601 to 2000 cm3

from 2001 to 3000 cm3

over 3000 cm3

Diesel: up to 2000 cm3

over 2000 cm3

From 1/1/2009 the flanges of the turbo vehicles of Groups N and A, foreseen also for Rallies, are not compulsory.

**3.2.2 Groups CN/E2-SC and E2B:**

Classes: up to 1000 cm3

from 1001 cm3 to 1300 cm3

from 1301 cm3 to 1600 cm3

from 1601 cm3 to 2000 cm3

from 2001 cm3 to 2500 cm3

from 2501 cm3 to 3000 cm3

TD (Turbo Diesel) up to 2000 cm3 (geometric cylinder capacity)

**3.2.3 Group D/E2-SS and International Formula / Free Formula Category 2 and E2M:**

Classes: up to 1000cm3

from 1001 to 1600 cm3

from 1601 to 2000 cm3

from 2001 to 3000 cm3

**3.2.4 Group GT (GT3-CUP-RGT together):**

Classes RGT up to 2000 cm3

from 2001 to 3000 cm3

over 3000 cm3

GT3 up to 2000 cm3

from 2001 to 3000 cm3

over 3000 cm3

**3.2.5 Group E3 Vehicles with homologation expired:**

Classes up to 1150 cm3

from 1151 to 1400 cm3

from 1401 to 1600 cm3

from 1601 to 2000 cm3

from 2001 to 3000 cm3

over 3000 cm3

**3.2.6 Group E2S (Silhouette):**

Classes: up to 1150 cm3

from 1151 to 1400 cm3

from 1401 to 1600 cm3

from 1601 to 2000 cm3

from 2001 to 3000 cm3

over 3000 cm3

**3.2.7 Group E3S (cars ex Group 5)**

Classes up to 1150 cm3

from 1151 to 1400 cm3

from 1401 to 1600 cm3

from 1601 to 2000 cm3

from 2001 to 3000 cm3

over 3000 cm3

**3.3**

**3.3.1** - For Group D/E2-SS, other than Article 277 of Appendix J, the following restrictions must be respected:

- Cockpit:

The driver’s seat must be symmetrical about the longitudinal centre line of the car.

Only open free wheel Single Seater may be admitted.

**3.3.2** - For Group E1 and Group E2-SH, other than Article 277 of Appendix J, the following restrictions must be respected:

- maximum engine cylinder capacity 6500 cc

- fuel: commercially available petrol or diesel, according to the provisions of Article 259-6.1 of Appendix J.

**3.4** The safety equipment of all vehicles must comply with the FIA Appendix J.

**3.5** 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 Competition.

**3.6** Only fuel which complies with the provisions of Appendix J may be used.

**3.7** Any form of pre-heating of the wheels and/or tyres before the start is prohibited and may result in sanctions that may go as far as exclusion.

**4 - DRIVERS' SAFETY EQUIPMENT**

**4.1** The wearing of a safety belt, a crash helmet and a head restraint device complying with the standards approved by the FIA are obligatory during the practice heats and the race heats for the drivers who want to be classified in the International Hill Climb.

**4.2** Drivers are strictly obliged to wear fire-resistant clothing (including an overall, a mask or balaclava, gloves, etc.) complying with the current FIA standard or only omologated for the drivers who want to be classified only in the national championship.

**5 - ELIGIBLE COMPETITORS AND DRIVERS**

**5.1** Any person or legal entity holding an international competitor's licence valid for the current year shall be eligible as a Competitor. Those who challenge for the ACA/FASK titles have to bear a license, but will be classified only into the ACA/FASK classifications if not bearing an international License.

**5.2** Drivers must be in possession of both a car driving licence and an International Driver’s Licence valid for the current year. According to the national regulations it is not compulsory to show the driving licence during the administrative checks.

**5.3** 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) (even taking the form of just a note on the licence).

**6 - ENTRIES, LIABILITY AND INSURANCE**

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

ACA – AUTOMOBILE CLUB of ALBANIA - AUTOCITY – TIRANA, Albania

Closing date for entries: **Monday 22th September 2014** at h. 24:00.

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

Only complete and conforming to the prescriptions of the CSI and the RNS entries will be accepted.

The organizer will hold a protocol of the entries, that will be given to the Chairman of the Stewards and sent with the final documentation of the event.

With the entry the competitor:

- declares to know the provisions of the Code and its Appendixes, of the Sporting National Regulations (RNS) and its Supplementary Norms (NS) and the present Supplementary Regulations, committing himself to respect and to have them respected

- recognises the ACA as the only competent jurisdiction, except for the right of Appeal as foreseen in the Code and in the Sporting National Regulations (RNS); renounces, consequently, to take legal steps in other jurisdiction for consequent facts resulting from the organisation and from the conduction of the competition;

- considers ACA, the Organisers, all the Officials relieved from all third parts faults for damages suffered by the competitor himself, his drivers, employees or goods.

**6.2** The maximum number of entries admitted (included Historical Cars and E3) is **100**.

***6.2.1*** *Stated the maximum number of 100 entries, for what concerns historic cars it will be given priority to foreing competitors taking part to CEZ and with a maximum number of 20 ACA license holders.*

**6.3** There may be a change of vehicle after the closing 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 3.2) as the vehicle being replaced.

**6.4** No change of competitor may take place after the closing of entries. Changes of driver are authorised in accordance with Article 121 of the Code. The replacement driver, who must hold a valid licence or licences as well as authorisation from his ASN, must be named before the administrative checks are carried out for the vehicle concerned.

**6.5** Double starts (1 driver for 2 vehicles or 1 vehicle for 2 drivers) are not authorised.

**6.6** The entry fees shall be as follows:

**€ 50,00 - Groups N/A/R/E3(VSO-N,VSO-A,VSO-B,VSO-GT)/E3S/E1≤2000 (\*)/SP/Kit Car/S1600/S2000/WRC/Historic**

**€ 50,00 - CN/E1 FIA/E1>2000/E2M/E2B/E2S/D-E2-SS FIA/E2-SC FIA/E2-SH FIA/GT**

**€ 50,00 - NATIONAL CATEGORIES**

Without the organiser's optional advertising (Article 8.3.2): the double of the aforementioned amounts must be paid.

The entries fees have to be paid as follows: CASH during ADMINISTRATIVE CHECKS

**The entry fee will be offered to the absolute Winner of 2013 edition.**

**6.7 An entry shall only be accepted if it is completed by the entry fee and received by the deadline set in Article 6.1.**

**6.8** In all cases, the entry fees include the competitor’s and driver’s Civil Liability insurance premium, as well as the necessary start numbers.

**6.9** The entry fees shall be refunded in full if the entry is not accepted or the event is cancelled.

In case of entry withdraw, the fee:

* the 50% shall be returned, if the withdraw arrives before the closing date for entries;
* shall not be returned, if the withdraw arrives after the closing date for entries.

The following dispositions should also be applied:

1. In case of interruption of the event during the race heats due to reasons not attributable to the Organiser (ex. accident, landslide, fire, etc.), the entry fee won’t be returned;
2. In case of interruption of the event during the official practice heats due to reasons not attributable to the Organiser (ex. accident, landslide, fire, etc.), the 40% of the entry fee will be returned.

In b) cases, the eventual contribution to the final prize money is due in the measure of 60% of the normal amount; in a) cases in the measure of 100%.

The return of the entry fee shall be done within 15 day after the event.

**6.10** 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.

**6.11** In accordance with legal regulations, the organiser has taken out an insurance policy or policies covering the following risks.

**6.12** 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.

**7 - RESERVATIONS, OFFICIAL TEXT**

**7.1** 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 Competition in the case of insufficient participation, force majeure or unforeseeable events, without being under any obligation whatsoever to provide compensation.

**7.2** 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 1.3).

**7.3** Any cases not provided for in the supplementary regulations shall be decided by the stewards of the meeting.

**7.4** For the Supplementary Regulations, the English text shall be considered as the authentic text.

**8 - GENERAL OBLIGATIONS**

**8.1 Start numbers**

**8.1.1** - The organiser shall provide each participant with **two** sets of start numbers which shall be clearly displayed (no cut and with all visible advertisings), before the technical checks, on both sides of the vehicle (vertically oriented) throughout the duration of the competition. Vehicles without correct start numbers will not be allowed to start the event.

Every number shall be of black colour (red for disabled Competitores) on white background, and shall be 5 cm thick and 30 cm high.

**8.1.2** - The competitors shall be responsible for allocating the start numbers, following the organisers instruction (see appendix n° 5).

**8.1.3** - At the end of the Competition, before leaving the Parc Fermé or the paddock, the numbers of vehicles driving on public roads must be removed or crossed out.

**8.2 Starting arrangements**

**8.2.1** - Drivers must place themselves at the disposal of the clerk of the course at least one hour before the start (official practice or race). 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.

**8.2.2** - 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.

**8.3 Advertising**

**8.3.1** - Any advertising may be affixed to the vehicles, on condition that:

- it complies with the FIA regulations (and to national regulations);

- it is not offensive.

No advertising whatsoever may be affixed to the side windows.

**8.3.2** - The organiser has made provision for the following advertising:

* To be announced.

**The presence of the obligatory advertising will be checked on the cars during the scrutineering and on the alignment, before the start. The lack, also partial, or the non correct positioning of the advertising will involve a fine from € 50,00 up to the double of the entry fee.**

Those who don't accept the organisation optional advertising must pay the double of the entry fee.

**8.4 Flag signals, track behaviour**

**8.4.1** - 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 waved: Immediate danger, be prepared to stop.

\* Two flags together: Serious danger.

**8.4.2** - 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.

**8.4.3** - 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.

**9 - ADMINISTRATIVE CHECKS AND SCRUTINEERING**

**9.1 Administrative checks**

**9.1.1** - The administrative checks shall take place at **KRUJA – Hotel PANORAMA on Friday 26th September 2014 from 17:30 to 19:00 and Saturday 27th September 2014 from 9:30 to 11:30.**

**9.1.2** - The participants must report for the checks in person.

**9.1.3** - The following documents must be presented: competitors' and drivers' competition licences, and technical passport. Foreign participants must also present written authorisation from their ASN, if this was not enclosed with their entry or specifically noted on their licence.

**9.2 Scrutineering**

**9.2.1** - Scrutineering shall take place in **KRUJA – Hotel PANORAMA on Friday 26th September 2014 from 18:00 to 19:30 and Saturday 27th September 2014 from 10:00 to 12:00.**

**9.2.2** - Participants are obliged to accompany their vehicle at scrutineering, so that identification and safety checks can be carried out. The fireproof overall and helmet will be checked too.

**9.2.3** - The national technical passport and the homologation form of the vehicle must be presented on request. Otherwise, scrutineering may be refused.

**9.2.4** - 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.

**9.2.5** - Scrutineering does not constitute confirmation that the vehicle complies with the regulations in force.

**9.2.6** - After scrutineering has been completed, the list of participants authorised to take part in practice shall be published and posted by the organiser**.**

**9.2.7** – During Technical Scrutineering it will be possible to make unique check for the championships**.**

**10 - RUNNING OF THE EVENT**

**10.1 Start, finish, timekeeping**

**10.1.1**- The start will take place with the vehicle stationary and the engine running. The stewards of the meeting and the clerk of the course are free to modify the starting order according to the circumstances.

**10.1.2** - No vehicle may take the start outside its own Group unless expressly authorised to do so by the stewards of the meeting.

**10.1.3** - Any vehicle which has triggered the timing apparatus shall be considered as having started, and shall not be granted a second start.

**10.1.4** - Any refusal or delay in starting shall result in exclusion.

**10.1.5** - 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.

**10.1.6** - Timing shall be carried out using photoelectric cells and shall be accurate to at least 1/100 of a second.

**10.2 Practice**

**10.2.1** - It is strictly forbidden to practise outside the times scheduled for official practice.

During the week before the competition, it is forbidden to perform free tests with cars not in conformity with the National Highway Code or disregard them.

Following a report by the Authorities, the Stewards will decide about the sanction to inflict to the transgressors, which can go as far as the non admission to competition.

The Organisers will make an agreement with the local Authorities in order to prepare a suitable control service and report of the nominatives of Competitors incurring in road circulation provisions infringements.

**10.2.2** - Official practice shall take place in accordance with the detailed timetable drawn up by the organiser. The official practice will be effected on n° 2 heats.

The departures of the official practise will be given in **KRUJA -** **Rruga e Malit** Coord. N 41.52.8541 - E. 19.79.6621.

On 27th September 2014, the first official practise heat beginning is settled at 14:30, and the second official practise heat beginning will be 30 minutes after the cars return form first heat, with the following order of departure of the cars:

Historic cars – E3 (Expired) - Group N – Group A (A-R-KitCar-S1600-S2000-SP-WRC) - E1 FIA (Class E1 1600 turbo fuel will start after Class E1 2000) - GT (Class RGT, GTCUP, GT3) - E2S – E2SH - CN – E2B – E2SC - E2M – D/E2SS. The drivers can perform only one or both official practise heats.

**10.2.3** - Only vehicles which have passed scrutineering shall be allowed to start the practice heats.

**10.2.4** - The conditions for admission to the start of the heats of the race follows the regressive order of the start numbers. This regressive order and the right presence of the obligatory advertising will be checked before the start line by an Official. Special cases will be submitted to the Stewards.

Each Competitor to take part to the race must have run at least one time the complete track during official practice. In case this didn’t happen, a competitor that took the start of official practice but did not run the complete track, can be admitted to the race if in one of the three previous editions of the race classified in the race or appears in the start list, and the track did not change more than 10%.

The driver can also be admitted to the race with motivated decision by the Stewards, also on the Clerk of the Course proposal.

**10.3 Race**

**10.3.1** - The heats of the race shall take place in accordance with the detailed timetable drawn up by the organiser.

The departures of the race will be given in **KRUJA -** **Rruga e Malit** Coord. N 41.52.8541 - E. 19.79.6621, on 28th September 2014, the start of the first heat is settled at 10:00 and second heat beginning will take place 30 minutes after the cars return from first heat with the following order of cars start:

Historic cars – E3 (expired with National Omologation) –- Group N – Group A (A-R-KitCar-S1600-S2000-SP-WRC) - E1 FIA (Class E1 1600 turbo fuel will start after Class E1 2000) - GT (Class RGT, GTCUP, GT3) - E2S – E2SH - CN – E2B – E2SC - E2M – D/E2SS.

The start will compulsory use automatic systems.

Starting time will be given with the green light of the semaphore. At the same time, a photocell connected to a writing instrument, located at one metre from the starting line and in relation to the front-most part of the car, will take the right starting time. A driver may not be ready to start, even if already under the starter’s orders. He can then be allowed to start with a delay not exceeding 30”. Beyond such a delay, the driver will not be allowed to start and will be considered as having withdrawn.

The Clerk of Course can authorise the drivers stopped along the course, because of interruptions not due to them, to repeat the rejoin the race.

**10.3.2** - The race shall be run over two heats.

**10.4 Outside assistance**

**10.4.1** - Any outside assistance shall result in exclusion.

**10.4.2** - Vehicles which have stopped along the route may only be towed away by order of the Clerk of the Course.

**10.4.3** – Only for E2M / D/E2-SS and E2B/E2-SC vehicles, the presence of maximum two mechanics (with pass) is admitted until the start line, in order to help the start with external energy help. The mechanics shall follow scrupulously the Clerk of the Course indications.

**11 - PARC FERMÉ, FINAL CHECKS**

**11.1 Parc Fermé**

**11.1.1** - At the end of the event (and also at the end of 1st Heat), Parc Fermé rules shall apply between the finish line and the entrance to the Parc Fermé.

**11.1.2** - At the end of the Competition (and also at the end of 1st Heat), 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.

The drivers, following the instruction of the Officials, must drive their cars, without stopping, to the Parc Fermé.

**11.1.3** - The Parc Fermé is located at **KRUJA Hotel Panorama -** **Rruga Albanopolis.**

**11.2 Additional checks**

**11.2.1** - Any vehicle may be subjected to additional checking by the scrutineers, both while the event is taking place and especially after the finish.

**11.2.2** - 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.

**11.2.3** - Special checks (weighting, etc.) shall take place at : to be announced

**12 - CLASSIFICATIONS, PROTESTS, APPEALS**

**12.1 Classifications**

**12.1.1** - The conditions for drawing up the classifications are as follows:

the classifications will be established following the increasing order of the times.

In case of a two heats race, the classifications will be drawn adding the times of the two heats.

**12.1.2** - The rule for deciding between competitors in the case of a tie is as follows:

the best time in one of the two heats.

**12.1.3** - The following classifications shall be drawn up:

- General classification of all the Groups admitted by the ACA;

- Classification Under 25;

- Classification Ladies;

- Classification Teams;

- Classifications for every Class for each Group;

- Classifications for Historic Cars.

**12.2 Protests**

**12.2.1** - The lodging of protests and the deadlines to be observed shall be in accordance with the provisions of the Code.

**12.2.2** - The deadline for the lodging of protests against the results or the classification (Article 13.4.4 of the Code) shall be 30 minutes after the posting of the results on the official notice board.

**12.2.3** - The deposit for protests is set at € 100.00 and it has to be paid at the moment of presentation of the protest. The deposit shall be refunded only if the protest is upheld.

**12.2.4** Mass protests and protests regarding timekeeping or the decisions taken by the judges of fact are not accepted.

**12.2.5** - 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).

**12.2.6** - 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.

**12.2.7** Protests against entry validity and/or against competitors’ or drivers’ qualification must be lodged within two hours after the end of scrutineering, at the latest.

**12.2.8** The deadline for protests regarding non conformity of a vehicle and/or the classifications shall be lodged within 30 minutes from posting the group absolute results signed by the clerk of the course.

**12.3 Appeals**

**12.3.1** - The lodging of an appeal and the related costs shall be in accordance with the provisions of the Code.

**12.3.2** - The deposit for national appeals is set at € 1.000,00. The deposit for international appeals is determined year by year by FIA.

**12.3.3** The competitor has the obligation to deliver the contested mechanic detail to the Stewards for the forwarding to the T.N.A. done accordingly to the ACA prescriptions.

**13 - PRIZES AND CUPS, PRIZE-GIVING CEREMONY**

**13.1 Prizes and cups**

**13.1.1** - The following prizes, cups and trophies shall be awarded:

ACA/FASK

First 5 of the General Classification

1° - 2° - 3° of the absolute group classification;

Winner of Classes;

Winner of UNDER 25;

Winner of Ladies;

Winners of the Kategories of the ACA/FASK Championship.

Other Prizes (possible):

- Trophies for Historic Cars (Class/Regroupment)

The prizes of honour, except for the first three classified, can be collected by a person with a written proxy.

The first three of the absolute classification of group must attend the awarding ceremony.

In case of absence, without any valid reason, the drivers will loose the right to the prizes of honour and moreover will incur in the followings sanctions:

- for the first absence fine of €. 50,00;

- in case of second offence, loss of the prizes in money and fine of € 100,00.

**13.1.2** - 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.

**13.1.3** - Cash prizes must be collected in person at the prize giving ceremony, otherwise they shall remain the property of the organiser.

**13.1.4** - Prizes are not cumulable (for Groups and Classes) therefore only the higher will be awarded. Not applicable to the General Classification.

**13.2 Prize-giving ceremony**

**13.2.1** - It is a point of honour that all participants should attend the prize-giving ceremony.

**13.2.2** - The prize-giving ceremony shall take place on **28th September 2014** at KRUJA – Hotel Panorama at h.17:00.

**14 - SPECIAL PROVISIONS**

**14.1** The means of communication (Radio links), safety vehciles, the road marshals and the ambulances must stay in position until all competitors have made their way back to the paddocks. At the end of the operations, the Clerk of the Course can give the green flag and the road marshals and the safety means can leave their duties.

**14.2** After the arrival, while returning from the parking area and/or from the Parc fermé to the start park, all drivers are obliged to wear safety belts and overall. Use of a crash helmet is compulsory for single-seater and double-seater vehicles and it is recommended for touring vehicle drivers. Moreover, on the way back it is strictly forbidden to carry someone else on board.

A penalty by the stewards shall be applied for each infringement up to exclusion from the race.

**14.3** Outside Official Practice and Race, dangerous driving on the track will be severely punished. A penalty by the stewards or the ACA shall be applied.

**14.4 Box office crossing.** Organisers shall supply a nominal pass for a driver and a mechanic per vehicle in order to go past the box office, and valid up to the start line. Possible controls on their truthfulness shall be made by superintendents, who will allow the entrance only under presentation of personal documents.

**14.5** It is forbidden for drivers to drive any third person with the race vehicle up to line-up. The superintendent of lining up shall report possible infringements to the Stewards of the meeting.

**14.6** Inside Parc Fermé the maximum allowed speed is 20 Km per hour.

Appendixes: Attached nr.1: Course graphic with indication of services and chicanes

Attached nr.2: Altimetry

Attached nr.3: Safety Plan

Attached nr.4: Race Numbers and Advertising scheme

**The Legal Representative of Organizing Committee**

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**The Secretary of the ACA Sport Commission**

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A.C.A. VISA N° **001/2014**