

4th Syrian International Hill Climb
2/6/2006



نادي السيارات السوري
Syrian Automobile Club

VISA No. :HCI-04/06- Date 15/02/2006

SUPPLEMENTARY REGULATIONS

Organized by

Syrian Automobile Club
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PROGRAMME:

Monday	15 /5	10h00	Entries open
Tuesday	23/5	20h00	Entries closed at reduced rates
Monday	29 /5	14h00	Entries Close
		20h00	Publication of the entry List on the Official Notice board.
Tuesday	30 /5	from 07h00 to 13h00	Free Practice Run (Syrian Entrants Only)
Wednesday	31 /5	from 07h00 to 13h00	Free Practice Run (All Entrants)
		At 16h00	publication of Scrutineering and administrative checks order and times for each competitor, at Rally HQ in Sheraton saydnaya
Thursday	1 /6	from 07h00 to 13h00	Free Practice Run (Foreigners Entrants Only)
Thursday	1 / 6	14h00	Administrative Checks and Scrutineering – At Sheraton saydnaya Hotel.
		20h00	Publication of the List of Crews Authorized to Start .
Friday	2/ 6	from 07h30 to 08h30	Cars entry to the Parc Ferme
		08h30	Compulsory Briefing
		09h00	enter cars into holding area
		09h30	Race 1 st heat
		12h00	Race 2 nd heat
		14h30	Race 3 rd heat (Best ten)
		From 17h30 to 18h00	Publication of the final official results and prize giving at the spot

II - ORGANIZATION

Article 1 – Definition

The Sporting Authority of the Syrian Automobile Club organizes the 4th Syrian International Hill Climb 2006 which will be held on (2, June, 2006).

This Hill Climb will be run in compliance with the International Sporting Code (and its appendices), the F.I.A. International Hill Climb Challenge Standard Regulations, the provisions of the National Sporting Regulations which comply with the F.I.A. Regulations and these supplementary regulations.

1.1 - Definition of the event

Name of the event	4 th Syrian International Hill Climb 2006
Name of the organizing club:	Syrian Automobile Club
Name of the National Sporting Authority:	Syrian Automobile Club
ASN visa N°:	HCI-04/06
Issued on:	(Feb 15 th 2006)

ADDRESS OF THE PERMANENT SECRETARIAT

Syrian Automobile Club
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e-mail: sport@syrianautomobileclub.com

1.2- Officials of the Rally

Stewards of the meeting: Hani Shaban (Chairman)
TBA (HKJ)
TBA (ATCL)

Clerk of the Course: Khaled Atassi

Chief Safety Officer: Omar Al-Bacha

Assistant safety Officer : Hasan Al-Hamd

Chief Marshal: Sari Mahli

Chief Scrutineers: TBA
Scrutineers : Omar Allaga

Hotel Accommodation: Raed Al-Sulaibi

Competitor's Relations Officers: Mohammad Al-Tinawi



Press Relations Officer: Lotfi Estwani

Chief Medical Officer: Dr. Samer Khodor

Results Officer: Fadi Dib, Fadi Shihadeh

Administration: Wardeh Elias

Service Park Manager: Mazen Morad

Start Area Manager : , Saleem Hamami

Equipment Officer: Samer Alakel

Starter: Fayez Madani

III - GENERAL CONDITIONS

Article 2 - ELIGIBILITY

2.1 - This Hill Climb counts for the following champions titles:

- The Middle East Hill Climb Challenge (Coefficient 1).
- The Middle East Hill Climb Challenge Trophy for Rear Wheel Drive Category (Coefficient 1).
- The Middle East Hill Climb Challenge Trophy for Front Wheel Drive Category (Coefficient 1).
- The fourth Syrian speed test and hill climb championship (Areeba championship) (Coefficient 1.4)

2.2 - This Hill Climb will be run according to the following:

- a) Minimal distance: 3.00kms
 - b) Minimal slope average: 5%
 - c) Minimal total distance: 3.00kms
- (At least one heat must be completed by each competitor)

Article 3 - ELIGIBLE VEHICLES

Standard Category – M1 (Group 1 – Standard Cars)

- 1- Standard production cars.
- 2- Turbo- Supercharged standard production cars, not homologated for competition with standard non-programmable Electronic Control Unit.

C1 - up to 1600 cc

C2 - >1600cc up to 2000cc

C3 - >2000cc up to 3000cc

C4 - >3000cc

Allowable Modifications:

- 1- Free flow exhausts system.
- 2- Free material type brake pads.
- 3- Front seats can be replaced by sports, racing bucket seats.
- 4- Original seat belts can be replaced by an approved type from a recognized manufacturer provided the mountings comply with FIA regulations.
- 5- Slick Tyres.
- 6- Free flow air filter.
- 7- Stiffer heavy-duty springs and dampers provided they do not change the original ride height of the vehicle.
- 8- Engine transplant, provided the installed engine comes as standard in the same series model or chassis type, in the same location, using original mountings, but without any modifications of any type except those permitted in the regulations of the group.

Modified Category – M2 (Group 2 – Modified Cars)

All modifications allowed in the Standard group plus the following:

- 1- Homologated Group N Rally-Cars naturally aspirated
- 2- Homologated Group N Rally-Cars Turbo- Supercharged with or without a restrictor.
- 3- Modified normally aspirated standard production cars
- 4- Modified Turbo-Supercharged standard production cars, not homologated for competition, but with modifications exceeding those permitted in the regulations of group S.

- C5 - up to 1600 cc
- C6 - >1600cc up to 2000cc
- C7 - >2000cc up to 3000cc
- C8 - >3000cc

Allowable Modifications:

- 1- Homologated Group N modifications as in homologation papers.
- 2- Modified standard production cars with modifications that exceed those allowed in group S.

Super Modified Category – M3 (Group 3 – Super Modified Cars)

- 1- Homologated Group A Rally-Cars naturally aspirated
- 2- Homologated Group A Rally-Cars Turbo- supercharged with or without a restrictor.
- 3- Super Modified cars, with modifications exceeding those allowed in the Modified group

- C9 - up to 1600 cc
- C10 - >1600cc up to 2000cc
- C11 - >2000cc up to 3000cc
- C12 - >3000cc

Special Category 1– M4 (Group 4 – Specially Prepared Competition Cars)

Special Competition & Prototype Cars .

- 1- Cars with engine transplant that does not fit the description applicable to S, M, and subject to these cars passing Scrutineering checks with regard to safety and sound engineering principles.
- 2- Special built cars for hill climbs which is produced in a quantity less than 2500 car per year numerically.
- 3- Cars that are built partly or fully from fibre glass or plastic according to appendix **J** of the **FIA** sporting code , unless it was mentioned in that code .

- C13 - up to and including 2000cc
- C14- >2000 and up to and including 3000cc
- C15 - >3000

Article 4 – Consent Entrants and drivers

- 4.1 - Any person or legal entity holding a competitor's licence valid for the current year by the Syrian Automobile Club is accepted and eligibly recognized.
- 4.2 - Drivers must also be in possession of a current driving licence and a competition licence valid for the current year.
- 4.3 - Foreign competitors and drivers must be in possession of written authorization to take part in the event from the ASN which issued them with their licence(s).

Article 5 – Safety measures

- 5.1 - The safety equipment of all vehicles must comply with the FIA Appendix J International Sporting Code for the year 2006.
- 5.2 - 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.
- 5.3 - The wearing of a homologated safety belt and a crash helmet complying with the standards approved by the FIA is obligatory during the practice heats and the race.

- 5.4 - Drivers are strictly obliged to wear a homologated fire-resistant overalls (including a mask or balaclava, gloves, boots, etc.) complying with the current FIA or CIK standard during the practice heats and the race.
- 5.5 - The installation of the following elements vehicles must comply with the FIA Appendix J for the year 2006:
- a) Fuel piping, pumps tanks and filters
 - b) Braking system, brakes security
 - c) Supplementary fixations
 - d) Extra tools fixations
 - e) Safety Belt (homologated)
 - f) Fire wall separation
 - g) Manual extinguisher
 - h) Roll cage
 - i) Rear view mirrors
 - j) Towing eye
 - k) Battery fixation
 - l) Seats fixation (homologated)
 - m) Driver's equipments

Article 6 – Entry form - Entries

- 6.1 - Any person who wishes to participate in the 4th Syrian International Hill Climb 2006 has to send his (her) participation to the Secretariat of the event

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- 6.2 - No amendments may be made to the entry form, except in the cases provided for in the present regulations.
- 6.3 - Should it turn out, at the time of pre-race scrutineering, that a vehicle does not correspond in its presentation to the group in which it was entered, this vehicle may, upon the proposal of the scrutineers, be transferred by the panel of the stewards of the meeting to a different group or be refused definitively.
- 6.4 - By the very fact of signing the entry form, the competitor, as well as all the crew members submit themselves to the sporting jurisdictions specified in the International Sporting Code and the prescriptions of the present regulations only.
- 6.5 - The organizing committee reserves the right:
- a) to refuse an entry, without having to give the reasons for its decision (Article 74 of the ISC).
 - b) To cancel the event if the number of the competitors is less than 8 cars.
 - c) A minimum number of **THREE (3)** starters per class are admitted. Should this number not be attained, the competitors in the class concerned are admitted in the next class up.
- 6.6 - By the very fact of his registration, each competitor undertakes himself as well as his driver to be acquainted with and to accept the event regulations and accept the decisions of the Organizers as well as the Officials (subject to the right of complaint and appeal).
- 6.7 - Double starts (1 driver for 2 vehicles or 1 vehicle for 2 drivers) are not authorized.
- 6.8 – In case of an accident, the competitor and the pilot exclude any responsibility of Organizers of the event, as well as the Organizing Committee and pledge to renounce any complaint against them.

6.9 – Entries of teams:

- a) The entries made by teams should include cars and drivers whose individual entries have already been accepted.
- b) Each team should consist of at least three (3) cars and five (5) cars at most.
- c) A crew can be registered only in a single team.
- d) The winning team will be the one that will obtain the highest number of points by adding the points of its three (3) best-classified vehicles.

6.10 – Cancellation of the event

In case of force majors, or for reasons of security, according to Art 60 of the International Sporting Code, the Organizers will be held no responsibility other than the obligation to pay off the corresponding entry fees.

6.11 - The maximum number of entrants is limited to **40** cars.

6.12 - The entry list of will be published according to the program.

Article 7 – Entry fees

7.1 – The entry fees are fixed thus to:

Before 15/may/2006:

- a) 150 hundred U.S. dollars (One hundred fifty U.S. \$) for competitors, persons and/or legal entity, that accept the optional advertising proposed by the organisers.
- b) 300 hundred U.S. dollars (three hundred U.S. \$) for competitors, persons and/or legal entity, that do not accept the optional advertising proposed by the organisers.

From 24/may -29/May:

- c) 250 hundred U.S. dollars (Two hundred fifty U.S. \$) for competitors, persons and/or legal entity, that accept the optional advertising proposed by the organisers.
- d) 400 hundred U.S. dollars (four hundred U.S. \$) for competitors, persons and/or legal entity, that do not accept the optional advertising proposed by the organisers.

7.2 - The entry form must be accompanied by the appropriate entry fee and liability insurance fees and complete with:

- a) All information concerning the driver and car details
- b) The characteristics of the vehicle including the group and class in which it is to be entered.
- c) A photocopy of the 1st page of the vehicle homologation (if available).

The entry form will only be accepted if accompanied by the appropriate entry fee.

7.3 - Entry fees will be refunded in full:

- a) To candidates whose entry has not been accepted,
- b) In the case of the event would not take place.

No reimbursements will be made except for the above mentioned.

Article 8 - Insurance

- a) The insurance fees of 50\$, which guarantees the competitor cover for civil liability towards third parties.
- b) The insurance cover will come into effect at the start of the event and will cease at the finish of tit or at the moment of retirement, disqualification or exclusion.
- c) Damages to rally cars as well as liability of a crew member towards the other crew member or car are not covered by the insurance provided by the organizers.
- d) If a driver taking part in the event is involved in an accident he/she must report this as soon as possible to the competitors' relations officers.
- e) In case of car breakdown the competitors bear the transportation and/or towing fees.

Article 9 – Reservations, official text

- a) The organizer 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 majors or unforeseeable events, without being under any obligation whatsoever to provide compensation.
- b) 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 (Sheraton Ma'aret Sednaya).
- c) The stewards of the meeting shall decide any cases not provided for in the supplementary regulations.
- d) In case of contestation of the interpretation of the present regulations, only the English text will be binding.

IV - OBLIGATIONS OF THE PARTICIPANTS

Article 10 – Participants' duties

- 10.1 - The organizer shall provide each participant with 3 sets of start numbers, which shall be clearly displayed on both sides of the vehicle and the front bonnet throughout the duration of the event.
- 10.2 - The names of the drivers, their national flags as well as their blood type of a height of 40 to 50mm, must appear on both sides of the front wings or doors of the vehicle.
- 10.3 - the participants can on no account make any modification(s) to the shape, the dimension or the contents of these sets of numbers under pain of exclusion
- 10.4 - The organizer shall be responsible for allocating the start numbers.
- 10.5 - At the end of the event, before leaving the Parc Fermé or the paddock, the numbers of vehicles must be removed.

Article 11 - Advertising

- 11.1 - The competitors are allowed to deal directly and freely with the advertiser. Their mutual commitments should conform to the sporting codes and these supplementary regulations.
- 11.2 - The advertisement is authorized on the clothes of the drivers on the conditions foreseen in 11.1
- 11.3 - The used places for that purpose are free with the exception of those reserved for the competition numbers, the logo of the Championship as well as that of the organizers.
- 11.4 - Competitors are allowed to affix any kind of advertising to their vehicles, provided that:
 - a) It is authorized by the FIA regulations and the legislation of the Syrian Arab republic,
 - b) It is not likely to give offence,
 - c) It does not encroach upon the spaces defined below reserved for plates, race numbers and windscreen strips,
 - d) It does not interfere with the crew's vision through the windows.
- 11.5 - Optional Advertising: by the organizers
 - a) On the upper part of the windscreen.
 - b) One space on each rear wing of the vehicle.

Article 12 - Track behaviour, flag signals

- 12.1 - 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.

- 12.2 - 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.
- 12.3 - The following flag signals may be used during practice and the race, and must be strictly observed:
- | | |
|-------------------|------------------------------------|
| a) Start flag | National flag |
| b) Red flag | Stop immediately and definitively. |
| c) Yellow flag | Danger, slow down. |
| d) Chequered flag | End of the heat (finish line). |
- Flags will be used in the posts of surveillance by the track marshals and can be presented steady or agitated.
The fact of presenting an agitated flag stresses the meaning related to the flag given.

V - RUNNING OF THE EVENT

Article 13 - Practice

- 13.1 - Official practice shall take place in accordance with the detailed timetable drawn up in bulletins issued by the organizer.
- 13.2 - The mentioned bulletins will indicate the number of the compulsory practice heats for every driver (this one being by oneself on board).
- 13.3 - The stewards of the meeting could adjust the numbers of the practice heats that are issued in the bulletins.
- 13.4 - Practice heats will be timed and the publication of its results is unofficial.

Article 14 – Arriving of the start line

- 14.1 - The drivers and their vehicles should be present in the Parc Fermé minimum 45min before the start of the event and to be at the disposal of the clerk of the course.
The drivers will be held responsible of a possible disregard of any announced changes in the schedule, which could be decided before the start.
- 14.2 - The drivers and their vehicles should be present in their starting order before ten (10) minutes of their individual starting time. Any breach of this rule will result in the competitor being excluded from the event by the Stewards.

Article 15 - Start, finish, timekeeping

- 15.1 - The start will take place individually for each driver with the vehicle stationary and the engine running. The minimal interval between the starts will depend on the length the course.
- 15.2 - The stewards of the meeting and the clerk of the course are free to modify the starting order according to the circumstances.
- 15.3 - No vehicle may take the start outside its own Group unless expressly authorized to do so by the stewards of the meeting.
- 15.4 - Any vehicle which has triggered the timing apparatus shall be considered as having started, and shall not be granted a second start.
- 15.5 - Any refusal or delay in starting shall result in exclusion.
- 15.6 - 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. And stop in the transitory park. At the end of each heat the vehicles will follow the organizer's car in order to start another heat.
- 15.7 - Timing shall be carried out using photoelectric cells accurate to at least 1/100 of a second.
- 15.8 - Any vehicle that cannot start in 20 sec. after the order to start from the marshal in charge , will be penalized by 20\$ for each 20 sec. .

Article 16 – The race

- 16.1 - The clerk of the course based on the decision of the stewards of the meeting may authorize the drivers whom are stopped on the course due to unknown problems to take another start. No complaint will be admitted on this subject. All drivers during the practices as well as the heats should abide by all regulations indicated in the Appendix H of the International Sports Code and the decisions taken by the clerk of the course.
Any breach of the rules reported to the clerk of the course and upon the decision of the stewards of the meeting could result in the competitor being excluded from the event.
- 16.2 - A general briefing will be held as previously scheduled in bulletins. The presence of all drivers is compulsory.
During the briefing the competitors will receive the latest instructions concerning the event.
- 16.3 - Any outside assistance shall result in exclusion.
- 16.4 - Vehicles, which have broken down along the course, may only be towed away by order of the clerk of the course.

VI - ADMINISTRATIVE CHECKS AND SCRUTINEERING

Article 17 – CHECKS

- 17.1 - All competitors and drivers taking part in the Hill Climb must report for administrative checks in person with their cars in their precise scheduled time as shown on the list displayed on notice board.
- 17.2 - The administrative checks:
The administrative checks will consist of checking the following:
 - a) Control of the registration and the characteristic data of the car (brand, model, category, group, engine capacity, etc...).
 - b) Control of the competitors' driving licences, competition licences, its validity for the current year, car and medical insurance, etc. for both local and foreign.
 - c) Foreign participants must also present written authorization from their ASN, if this was not enclosed with their entry and the insurance sheet.

Those who have passed the administrative checks and having received the approval signed by the officials can present their car to scrutineering in accordance with the published timetable as shown on the official notice board.

17.3 - Scrutineering:

Vehicles must be presented to the scrutineering not towed and/or transported with engine running. The following should be observed:

- a) Participants are obliged to accompany their vehicle at scrutineering, so that identification and safety checks can be carried out.
- b) The homologation form for Groups A and N vehicles must be presented on request. Otherwise, scrutineering may be refused. Group PROTO needs no homologation forms.

17.4 - 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.

17.5 - the stewards may decide to allow the vehicle to be scrutinized if the competitor/driver can prove that their late arrival was due to force majors.

VII - PARC FERMÉ, FINAL CHECKS

Article 18 – Parc Fermé

18.1 - At the end of the event, Parc Fermé rules shall apply between the finish line and the entrance to the Parc Fermé.

18.2 - 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.

Article 19 – Final checks

19.1 - All vehicles may be subjected to checking by the scrutineers before each heat however, the scrutineers have the right to check any vehicle that was involved in an accident. Vehicles recognized in a deficient state will be prohibited to start.

19.2 - Any vehicle may be subjected to final checking by the scrutineers, after the finish.

19.3 - 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

19.4 - Competitors that do not act in accordance with these measures will be subject to their exclusion from the event.

VIII – SERVICE AREA

20.1 - At the end of each heat each competitor will have a compulsory 30 minutes in the service area , each additional minute not exceeding 20 minutes (50 minutes total) will be penalized for 25 \$ per minutes .

20.2 - After finishing the service time the competitor is obliged to leave the service zone to the parc fermé at the order given by the service park manager.

IX - CLASSIFICATIONS, PROTESTS, APPEALS

Article 21 - Classifications

- 21.1 - the provisional results will be published after the last competing car finishes its heat.
- 21.2 - The results will become definitive within half an hour following the posting of the provisional results if no protest was received.
- 21.3 - The driver with the least time achieved in **one** out of **three** heats will be declared winner. Nevertheless, the second will be the one that will have a time superior to the first but less than that of the 3rd, etc.
- 21.4 - In case of a tie, the Stewards will determine the winner

Article 22 – Protests and appeals

- 22.1 - The lodging of protests and the deadlines to be observed shall be in accordance with the provisions of the International Sporting Code (article 171 and subsequent articles of the International Sporting Code).
- 22.2 - The deadline for the lodging of protests against the results or the classification (Article 174d of the International Sporting Code) shall be 30 minutes after publishing the results from the organizing committee.
- 22.3 - Protest should be in writing, addressed either to the clerk of the course of the competitors' relations officers', and accompanied by a fee. The fee for protests is set to 500 U.S. \$ (five hundred U.S. Dollars). The fee shall be refunded only if the protest is upheld.
- 22.4 - for a protest involving a clearly defined part of the car (engine, transmission, steering, braking system, electrical installation, bodywork, etc.); the claimant shall must pay a deposit fee of 1500 hundred U.S. Dollars (one thousand five hundred U.S. \$) or the amount set by the stewards depending on the case. This deposit must be paid within the period specified by the stewards in order for this check to be carried out.
- 22.5 - The expenses incurred by the work and by the transport of the car shall be born by the claimant if the protest is unfounded, or by the competitor against whom the protest is lodged if it is upheld.
- 22.6 - If the protest is unfounded, and if the expenses incurred by the protest (scrutineering, transport, etc.) are higher than the amount of the deposit, the difference shall be borne by the claimant. Conversely, if the expenses are less, the difference shall be returned to them.
- 22.7 - Mass protests and protests regarding timekeeping or the decisions taken by the stewards are not accepted.
- 22.8 - Protests against the entries of competitors and/or drivers must comply with the International Sporting Code for the year 2005.
- 22.9 - The lodging of an appeal and the related costs shall be in accordance with the provisions of the International Sporting Code.
- 22.9.1 – Any appeal against the decisions of the stewards should be in writing within one hour from receiving the decision , and should be presented to the ASN during 48 hours accompanied with 1000\$.

X – PENALTIES – PRIZES AND CUPS

Article 23 - Penalties

23.1 - Exclusion:

- a) Absence of the crash helmet or safety belt or overall (homologated).
- b) False information in the entry form.
- c) Replacing of driver or in case of retirement.

23.2 - Start refused:

No vehicle will be allowed to start unless it complies with the FIA safety regulations.

23.3 - All competitors/drivers taking part in 4th Syrian International Hill Climb 2006 must arrive at scrutineering and/or administrative checks in at their precise time as shown on the list displayed on notice board on (Wednesday 31/5/2006). Failure to do so will incur in a cash penalty of U.S. \$ 25.00 for each 15 minutes and/or a fraction of 15 minutes.

23.4 - All competitors/drivers taking part in 4th Syrian International Hill Climb 2006 must present their vehicles in the Parc Fermé on (Friday 2/6/2006) between 07h30 and 08h30. Failure to do so will incur in to their exclusion from the event, unless approved by the Stewards.

Article 24 - List of prizes and cups

- | | | |
|----|----------------------------------|----------|
| a) | General Classification | |
| | First: | 1 Trophy |
| | Second: | 1 Trophy |
| | Third: | 1 Trophy |
| b) | First of each class | 1 Trophy |
| c) | First Rear Wheel Drive Category | 1 Trophy |
| d) | First front Wheel Drive Category | 1 Trophy |
| e) | Best Lady | 1 Trophy |
| f) | First Syrian | 1 Trophy |
| | Second Syrian | 1 Trophy |
| | Third Syrian | 1 Trophy |