



## SUPPLEMENTARY REGULATIONS “REGULARITY”

### SUMMARY

- I. Draft programme
- II. Organisation
- III. General Conditions
- IV. Obligations for Competitors and Drivers
- V. Administrative Checks and Scrutineering
- VI. Running of the competition
- VII. Parc Fermé, Final Checks
- VIII. Classification, Protests, Appeal
- IX. Prices and cups, price giving ceremony
- X. General Provisions by the Organizer

### I. DRAFT PROGRAMME

#### DAY 1 – THURSDAY, SEPTEMBER 16<sup>TH</sup> 2021

TIMING	ACTIVITY	LOCATION
6.30 PM	WELCOME APERITIF	ST. MORITZ

#### DAY 2 – FRIDAY, SEPTEMBER 17<sup>TH</sup> 2021

TIMING	ACTIVITY	LOCATION
FROM 9.00 AM to 1.00 PM	ARRIVAL OF PARTICIPANTS, ADMINISTRATIVE CHECKS, TECHNICAL SCRUTINEERING	ST. MORITZ
FROM 1.30 PM	TRANSFER	ST. MORITZ-BERNINA PASS



## SUPPLEMENTARY REGULATIONS “REGULARITY”

6.30 PM	WELCOME FROM THE ORGANIZATION, DRIVERS' MEETING AND TECHNICAL BRIEFING	ST. MORITZ
8.00 PM	“BERNINA GRAN TURISMO” HILL CLIMB OFFICIAL DINNER	

### DAY 3 – SATURDAY, SEPTEMBER 18<sup>TH</sup> 2021

TIMING	ACTIVITY	LOCATION
6.45 AM	TECHNICAL BRIEFING (FOR THE DRIVERS NOT ATTENDING ON DAY 1)	“BERNINA GRAN TURISMO” PADDOCK - BERNINA PASS
FROM 7.40 AM TO 11.20 PM	FREE PRACTICE #1 FREE PRACTICE #2	START: LA RÖSA ARRIVAL: BERNINA PASS
FROM 11.30 PM	LUNCH	BERNINA OSPIZ
1.40 PM – 5.20 PM	RACE #1 RACE #2	START: LA RÖSA ARRIVAL: BERNINA PASS
FROM 5.30 PM	DINNER	STAZIONE DELLA POSTA Loc. La Rösa

### DAY 4 – SUNDAY, SEPTEMBER 19<sup>TH</sup> 2021

TIMING	ACTIVITY	LOCATION
FROM 7.40 AM TO 11.20 PM	RACE #3 (or FP #3 if needed due to changed road conditions, according to Race Direction decision) RACE #4	START: LA RÖSA ARRIVAL: BERNINA PASS

The final and definitive programme will be communicated to the enrolled participants and drivers together with possible additional details after the closure of the enrolments. All texts and articles not taken over in this announcement correspond to the valid NSK standard regulations to which one must refer. Copy of the NSK standard regulations will be sent to the foreign participants at the latest with the entry confirmation.



## SUPPLEMENTARY REGULATIONS “REGULARITY”

### II. ORGANIZATION

#### 1. DETAILS

1.1 The INTERNATIONALE ST.MORITZER AUTOMOBILWOCHEM AG , Via Pros da God Sur 27, CH-7504 Pontresina, organizes the Hill-Climb “Bernina Gran Turismo” [the “Event”] from September 16<sup>TH</sup> to September 19<sup>TH</sup>, 2021 [St. Moritz, Poschiavo, Bernina Pass] and has entrusted the sporting running to MultiEvents Sàrl, Rte de Riddes 54 CH -1950 Sion.

1.2 These Supplementary Regulations have been approved by Auto Sport Switzerland Ltd. with **Visa NSK N. xxx.**

1.3 The Competition is enrolled in the Swiss Sport National Calendar as National Event with authorized participation of foreign Competitors/Drivers (NPEA).

#### 2. ORGANIZATION COMMITTEE, SECRETARIAT, OFFICIALS

##### 2.1 Organization Committee, Secretariat

President of the Organizing Committee: Luca Moiso  
Event secretariat’s address: Via Pros da God Sur 27 CH-7504 Pontresina  
Phone: TBA  
Email: [info@bernina-granturismo.com](mailto:info@bernina-granturismo.com)  
Website: [www.bernina-granturismo.com](http://www.bernina-granturismo.com)

##### 2.2 Officials

Clerk of the Course: Francis Gassmann  
Assistant Clerk of the Course: TBA  
Chief Safety Officer: Francis Gassmann  
Chairman of the panel of Stewards: TBA  
Stewards: TBA  
Scrutineers: TBA  
Timekeepers: Sports Timing  
Competitors’ Relations Officer: Claus Müller  
Chief Medical Officer: TBA  
Secretary of the Event: L. Moiso



## **SUPPLEMENTARY REGULATIONS “REGULARITY”**

Stewards' Secretary:

TBA

### **3. OFFICIAL NOTICE BOARD**

All communications and decisions from Clerk of the Course and/or the Stewards as well as the results of the competition and the results of the appeals will be published on the Official Notice Boards at the following places: “Bernina Gran Turismo” Paddock – Bernina Hospiz (loc. Bernina Pass).

### **III. GENERAL CONDITIONS**

#### **4. MAIN FEATURES OF THE COMPETITION**

**4.1** The Competition is organised in conformity with the provisions of the FIA International Sporting Code (“ISC”) and its Appendices, the National Sporting Regulations of Auto Sport Schweiz for the Historic cars Regularity races and the provisions of these Regulations.

**4.2** By entering the Competition with the submission of their entry form, all entrants, under pain of disqualification, undertake to respect the above regulations and renounce any kind of recourse in arbitrating bodies or courts which are not provided in the ISC or in the National Standard Regulations of Auto Sport Schweiz.

**4.3** The assumption of alcohol is strictly forbidden in Car racing and Karting. Checks will be made by breathalyser or blood test. The violation threshold is equivalent to a blood alcohol concentration of 0.10 g / l.

**4.4** Failing to comply with these provisions, any person or group organizing a competition or taking part in it may lose the benefits of the license which has been awarded to him.

#### **5. HILL CLIMB “BERNINA GRAN TURISMO” – THE RACETRACK**

The track characteristics are as follows:

**Length:** about 5,900 km

**Average and maximum gradients:**

**Location and altitude of the start:** La Rösa, 1.871 m above sea level

**Location and altitude of the finish:** Bernina-Pass, 2.328 m above sea level



## **SUPPLEMENTARY REGULATIONS “REGULARITY”**

**Difference in altitude:** 452 m

The regularity tests are set for the cars to respect the following average speed not to be exceeded:

- Cars built up until 1946: max. 49,9 km/h. (72,15 s/km)
- Cars built up from 1947: max. 80 km/h. (45 s/km)

All the measured times above and below the minimum time allowed will be subject to a penalization system as follows:

- 1" second penalty for each second above the imposed time
- 2" seconds penalty for each second below the imposed time

In case of tie among 2 or more competitors, the total time including the penalties will rule the classification.

A secret time control might be taken along the racetrack; penalization system applied is the same above.

### **6. ELIGIBLE VEHICLES**

**6.1** All vehicles complying with the current FIA regulations for the groups below are eligible, provided that a jury has selected them:

**Single-seat and two-seat racing cars, Historic Special GT, GTS (Competition Grand Touring), GT Prototype (GTP), Historic Special, Competition Touring (CT), Touring (T), Special Touring and Special Grand Touring (including Group 3), “Formula” cars.**

From Period C to Period J, according to the Art. 3 of the Appendix K to the International Sporting Code (ISC)

### **SPECIAL CLASSES – Demonstration run**

**Rally cars, including Group B - PERIOD G1, G2, H1, H2**

**Group C**

**Cars invited by the organizers**



## **SUPPLEMENTARY REGULATIONS “REGULARITY”**

**6.2** The vehicles will be divided up into groups, classes and cylinder capacity classes after the official closure of the enrolments.

### **7. VEHICLES CHARACTERISTICS**

**7.1** The safety belts, if originally provided with the car, are mandatory during the practices and the races. The cars must be equipped at least with a manual fire extinguisher according to the article 253.7 of the up-to-date Appendix J of FIA Regulations.

**7.4** The use of silvered or tinted films – accordingly to FIA Appendix J art. 253.11 - is authorised for all the groups only on side rear and rear windows.

**7.5** The installation of video-cameras or other photographic equipment must comply with Chapter VII-B - Application of safety measures in Switzerland - and must have received the authorization of the Technical Stewards after the check at the starting line.

**7.7** 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.

**7.8** Any data transmission by telemetry is prohibited.

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

**8.1** The wearing of a safety belt and a crash helmet complying with the standards approved (see table Chapter VII-B ASA) is obligatory during the practice heats and the race heats.

**8.2** Drivers are strictly recommended to wear flame-resistant clothing (including the overall, a mask or balaclava, gloves, etc.) complying with the current FIA standard.

**8.3** The wearing of long clothing (sleeves and trousers) and shoes closed is mandatory. The fully synthetic fabrics are strictly prohibited. The organizer has the right to publish additional provisions.

### **9. ELIGIBLE COMPETITORS/DRIVERS AND CARS**

**9.1** Any person or legal entity holding a Competitor's Licence of grade National or International, including INT-D1 (Event licence) or any other Licence for Regularity Events, valid for the current year shall be eligible as a Competitor.

**9.2** Drivers must be in possession of both a car driving licence and a Competitor's Regularity license valid for the current year.



## SUPPLEMENTARY REGULATIONS “REGULARITY”

**9.3 NPEA** (National Event with authorized participation of foreign Competitors/Drivers): the foreign competitors and drivers in possession of a National (or upper) license might be admitted without any particular authorization.

### 10. ENTRIES AND ENROLMENTS

**10.1** Applications for entry shall be accepted following publication of the Regulations and should be sent to the following mail address: [info@bernina-granturismo.com](mailto:info@bernina-granturismo.com) . Each entry form must be accompanied by a photocopy of the first page of the car's FIA HTP or FIA HRCP (Historic Regularity Car Pass) or FIVA ID.

**ENTRY OPENING DATE: [MONDAY, DECEMBER 21<sup>ST</sup>, 2020 – h. 00.01]**

**ENTRY CLOSING DATE: [FRIDAY, MAY 30<sup>TH</sup>, 2021 – h.23.59]**

Entries submitted must be confirmed by the communication of all the details required on the official entry application form, including the payment of the Entry fee. Any *Entry* not accompanied by this fee will be null and void.

Additional details on the enrolment fee, enrolment procedures, eligibility and admission criteria are included in the Hill climb Bernina Gran Turismo General Provisions by the Organizer.

**10.2** The maximum number of cars admitted is 70. In case of more than 70 entries, the chronological order of the enrolment will be the criteria adopted, premised that the cars have been accepted indeed by the Selection Committee.

**10.3** Double starts (1 car / 2 drivers) might be authorized, the Race Direction and the Organizer reserving the right for the final decision.

### 11. ENTRY FEES

**11.1** The entry fees are:

**CHF 2'650,00.** for one participant/driver

**CHF 750,00** for the co-driver

The entry fees must be paid by bank transfer to the account at the Bank: Graubündner Kantonalbank,

IBAN CH6300774010333432700

BIC: GRKBCH2270A

Reference: Hill climb Bernina Gran Turismo plus Car and Driver's name.



## **SUPPLEMENTARY REGULATIONS “REGULARITY”**

**11.2** An entry will only be accepted if it is accompanied by a deposit of CHF 500,00.

**11.3** The deposit shall be refunded in full if the entry is not accepted. The policy of reimbursement is stated inside the General Provisions by the Organizer, to be signed from each Competitor / Driver for the enrolment form to be accepted.

### **12. LIABILITY AND INSURANCE**

**12.1** Each participant shall take part at his own responsibility and risk. The organizer refuses to accept any liability for personal injury or damage to property vis-à-vis the Competitors, Drivers, mechanics, assistants and third parties.

Each Competitor/Driver is considered solely responsible for his own insurance and should take out any additional insurance that he considers appropriate covering his own personal injuries and property damage. The participants hereby agree to indemnify and hold harmless the Internationale St. Moritzer Automobilwochen AG, its (their) representatives and staff for any liability unrespect of personal injury, property and other damage suffered or caused by themselves, arising from the competition and which would not be covered by the insurance taken out by the Internationale St. Moritzer Automobilwochen AG for the Hill climb “Bernina Gran Turismo”.

**12.2** In accordance with legal regulations, the organizer has taken out an insurance policy or policies covering the following risks:

- third party Civil Liability up to CHF 10 Mio. per case. [Only the damages caused by the Organizer or the competitors/drivers are covered by the insurance. The damages suffered from the competitors/drivers and/or their cars are excluded by the insurance coverage].

**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.

**12.4** By participating in the event, each Competitor/Driver formally waives to ask any compensation for accidents that may occur to the Competitors/Drivers or their assistants during practice or race, as well as along the route from the parking to the racetrack and back, etc.

This renunciation is valid toward the FIA, ASS, CSN, the Organizer, the officials, other Competitors/Drivers and/or their assistants.





## **SUPPLEMENTARY REGULATIONS “REGULARITY”**

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

**13.1** The organizer reserves the right to add to these 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, for reasons of “force majeure” or unpredictable events without being under any obligation whatsoever to provide compensation.

**13.2** Amendments or any additional provisions will be announced to the participants as quickly as possible by dated and numbered bulletins which will be posted on the Official Notice Board (see Article 1.3) during the Event and/or through the website [www.bernina-granturismo.com](http://www.bernina-granturismo.com) prior to the Event.

Any case not provided for or added after the start of the Event in these Regulations might be regulated by the Stewards. The Competition is considered as “started” in concomitance with the start of the technical and administrative checks.

**13.4** In the event of any dispute concerning the interpretation of these Regulations, only the German text shall be considered as the authentic text and legally binding.

### **IV. OBLIGATIONS FOR PARTICIPANTS**

#### **14. COMPETITION NUMBERS**

**14.1.** Each participant will be provided with n. 3 sets of Competition numbers which shall be clearly displayed on both sides of the vehicle and on the engine bonnet throughout the duration of the Competition. Vehicles without correct Competition numbers will not be allowed to start the Competition.

**14.2** The delivery of start numbers will be made at the discretion of the Organizer.

**14.3** At the end of the Competition, the numbers of vehicles driving on public roads must be removed.

#### **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. Any Driver who fails to report to the start at his scheduled starting time may be excluded from the Competition.



## SUPPLEMENTARY REGULATIONS “REGULARITY”

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

### **16. ADVERTISING**

**16.1** Any kind of advertising on the cars needs to be approved by the Organizers provided that:

- it complies with FIA regulations and with National 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 obligatory advertising: Competition numbers.

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

**17.1** Opening and closure of the racetrack will be pointed out as follows:

- **Red flag:** Racetrack closed
- **Green flag:** Racetrack open

**17.2** 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
- **1 waved Yellow flag:** immediate danger, be prepared to stop
- **2 waved Yellow flags together:** serious danger [racetrack possibly obstructed]
- **Yellow flag with vertical red stripes:** slippery surface, deterioration/change in grip (e.g, oil)
- **Blue flag:** competitor attempting to overtake
- **Black and white chequered flag:** end of the heat (finish line)

**17.3** 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 track 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.



## **SUPPLEMENTARY REGULATIONS “REGULARITY”**

**17.4** If a driver is compelled to stop due to the red flag or because the track is obstructed, he must immediately park his vehicle on the roadside and remain inside (free passage is allowed for the emergency vehicles).

### *Practice runs:*

If during a practice run a driver is hindered or slowed down for whatever reason, he must reach the arrival line. No restart will be granted. In the event that he is stopped, he must compulsorily comply with the indications of the race marshals.

### *Race runs:*

If during a race heat, a driver is hindered or slowed down by another competitor or must stop for the respect of the signage (two waving yellow flags or one red flag), he should not stop on the racetrack but take place in a race marshal safe position. He will compulsorily comply with the indications of the race marshals and shall, if necessary, and under the indications of the race marshals, reach the arrival line.

After hearing the race marshals, the race director will be able to make driver starting again. Special cases will be submitted to the race stewards.

Based on the order of the Race Direction, the vehicle will be re-directed at the starting line (repetition of the run).

**17.5** 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 track marshals.

## **V. ADMINISTRATIVE CHECKS AND SCRUTINEERING**

### **18. ADMINISTRATIVE CHECKING**

**18.1** Administrative checks will take place on Friday, September 17<sup>TH</sup> 2021 in St. Moritz from 9 am to 1 pm.

**18.2** The participants must report for the checking in person.

**18.3** The following documents must be presented:

- Competitors' and Drivers' Licenses



## **SUPPLEMENTARY REGULATIONS “REGULARITY”**

- Car driving license
  - FIA Historic Technical Passport (HTP) or FIA HRCP (Historic Regularity Car Pass) or FIVA ID.
- Foreign participants must also submit their starting authorization issued by their ASN – if not submitted together with the entry form or specifically noted on their License.

### **19. SCRUTINEERING**

**19.1** Scrutineering shall take place in St. Moritz on Friday, September 17<sup>TH</sup> 2021 from 9 AM to 1 PM.

**19.2** Identification of vehicles and the exam of the safety measures of the vehicles are mandatory. Participants are obliged to accompany their vehicle at scrutineering, so that identification and safety checks can be carried out. Cars can be accompanied by skilled personnel.

**19.3** Upon demand, the HTP must be presented. Otherwise, scrutineering may be refused.

**19.5** Participants reporting for scrutineering after the 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.

**19.6** The approval of a car at scrutineering does not constitute confirmation that the car complies with the regulations in force.

### **VI. RUNNING OF THE COMPETITION**

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

**20.1** The start will take place with the vehicle stationary and the engine running. The starting order will be based on the different groups, classes and starting numbers. The Stewards 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 and class unless expressly authorised to do so by the Stewards.

**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.



## **SUPPLEMENTARY REGULATIONS “REGULARITY”**

**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 and shall be accurate to at least 1/100 of a second.

### **21. PRACTICE RUNS**

**21.1** It is strictly forbidden to practice 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, unless different indications inside the Regulations or Official Bulletins.

**21.4** The driver must comply with the following conditions to be admitted to the races: to take part at least in 2 (two) of the free practices planned and finish at least 1 (one) of them. Special cases shall be submitted to the Stewards.

### **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 is based on a minimum of 2 heats of the race between Saturday and Sunday.

The classifications and the cumulative ranking including the heats of Saturday and Sunday will be based on the chronometer timings with respect to the imposed time and accordingly to the penalization system (Art. 5 of these Supplementary Regulations).

The classifications will be made considering the two best race timings with respect to the imposed time, including penalties. In case of a tie among competitors, the best race timing with respect to the imposed time in the first heat made will decide. In case of further tie, the higher number of race heats made will decide.

For all competitors still falling into the ex-aequo classification, the time difference between the first and the second heat will be decisive. Ex-aequo classification is indeed not excluded.



## **SUPPLEMENTARY REGULATIONS “REGULARITY”**

On Sunday, in case of change of the weather and asphalt conditions, the Race Direction might decide for an additional practice, not mandatory but strongly recommended as additional safety measure.

### **23. OUTSIDE ASSISTANCE**

**23.1** Any outside assistance will result in exclusion, unless the outside assistance is not avoidable due to safety reasons and if the Competitor/Driver could have been completed the heat without the outside assistance.

**23.2** Vehicles which have stopped along the route may only be towed away by order of the Clerk of the course.

## **VII. PARC FERME, FINAL CHECKS**

### **24. PARC FERMÉ**

**24.1** At the end of the Competition, Parc Fermé rules shall apply between the finish line and the entrance to the Parc Fermé.

**24.2** At the end of the Competition, 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.

**24SB** The Parc Fermé is located at the Bernina Pass.

### **25. FINAL CHECKS**

**25.1** Any vehicle may be subjected to additional checking by the Scrutineers, both while the Competition 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.



## **SUPPLEMENTARY REGULATIONS “REGULARITY”**

**25.3** 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.

### **VIII. CLASSIFICATIONS, PROTESTS, APPEALS**

#### **26. CLASSIFICATION**

**26.1.** The classifications will be set up on the two best runs with respect to the imposed time, including penalties.

The conditions for the classifications are established by the Organizers as follows:

- Classification of all the classes
- Classifications of the class / by cylinder capacity class

Classes and classifications will be finally decided once the enrolments are closed, based on the accepted cars by the Organizers.

**26.2** The rule for deciding between Competitors in the case of a dead heat is as follows: the time of the 1<sup>st</sup> heat (including penalties).

#### **27. PROTESTS**

**27.1** The lodging of protests and the deadlines to be observed shall be in accordance with the provisions of the ISC and the ASN Regulations. The delays specified in the ISC must also be respected.

**27.2** The deadline for the lodging of protests against the results or the classification shall be 30 minutes after the posting of the results on the official notice board.

**27.3** The deposit for protests is set at CHF 450.00 and is to be paid by cash to the Organizer administrative responsible.

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 Competition, or by their representative(s) holding a written proxy (original document).



## **SUPPLEMENTARY REGULATIONS “REGULARITY”**

### **28. APPEALS**

**28.1** The lodging of an appeal and the related costs shall be in accordance with the provisions of the ISC and the ASN Regulations. The delays specified in the ISC must also be respected.

**28.2** The deposit for appeals is set at: CHF 4.500,00

### **IX. AWARDS, PRICEGIVING CEREMONY**

#### **29. AWARDS**

**29.1** Prizes in kind which have not been collected within one month after the Competition shall remain the property of the organiser. No prizes shall be sent, they have to be collected.

**29.2** The following prizes, cups and trophies will be awarded: 1<sup>st</sup> to 3<sup>rd</sup> position overall.

#### **30. PRICEGIVING CEREMONY**

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

**30.2** The prize-giving ceremony shall take place on Sunday, September 19<sup>TH</sup> 2021 from 12.30 PM.

### **X. GENERAL PROVISIONS BY THE ORGANIZER**

#### **31. GENERAL PROVISIONS BY THE ORGANIZER**

**31.1** The Organizers will submit all the potential Competitors/Drivers the Event General Provisions, ruling out additional regulations for the Event.

**31.2** For all what not considered inside the Regulations, the General Provisions by the Organizers will rule: the acceptance and the signature of the General Provisions from each Competitor/Driver is an integral part of the enrolment process.

**31.3** The Organizer reserves the right to add further regulations inside the General Provisions and communicate them by Official Bulletins sent by e-mail or published on the event's website.