



## SUPPLEMENTARY REGULATIONS “COMPETITION”

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### I. DRAFT PROGRAMME

#### DAY 1 – FRIDAY, SEPTEMBER 11<sup>TH</sup> 2026

TIMING	ACTIVITY	LOCATION
FROM 09.00 AM TO 3.30 PM	ARRIVAL OF PARTICIPANTS, ADMINISTRATIVE CHECKS, TECHNICAL SCRUTINEERING	ST. MORITZ
	TECHNICAL BRIEFING	
FROM 4.30 PM	CARS' TRANSFER (optional)	ST. MORITZ-BERNINA PASS
6.30 PM	WELCOME APERITIF AND DINNER	



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### DAY 2 – SATURDAY, SEPTEMBER 12<sup>TH</sup> 2026

TIMING	ACTIVITY	LOCATION
6.45 AM	TECHNICAL BRIEFING (FOR THE DRIVERS NOT ATTENDING ON DAY 1)	"BERNINA GRAN TURISMO" PADDOCK - BERNINA PASS
FROM 8.30 AM TO 12.10 PM	FREE PRACTICE #1 FREE PRACTICE #2	START: LA RÖSA ARRIVAL: BERNINA PASS
FROM 11.30 AM	LUNCH	BERNINA OSPIZ AT BERNINA PASS
FROM 1.30 PM TO 5.10 PM	RACE #1 RACE #2	START: LA RÖSA ARRIVAL: BERNINA PASS
FROM 7.00 PM	DINNER	

### DAY 3 – SUNDAY, SEPTEMBER 13<sup>TH</sup> 2026

TIMING	ACTIVITY	LOCATION
FROM 8.30 AM TO 12.10 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
1 PM	PRIZEGIVING	POSCHIAVO

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.



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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.

### II. ORGANIZATION

#### 1. DETAILS

**1.1** The INTERNATIONALE ST. MORITZER AUTOMOBILWOCHEN AG, Via Maistra 7, CH-7500 St. Moritz, organizes the Hill-Climb “Bernina Gran Turismo” [the “Event”] from September 19<sup>TH</sup> to September 21<sup>ST</sup>, 2025 [St. Moritz, Poschiavo, Bernina Pass] and has entrusted the sporting running to MultiEvents Sàrl, Avenue de France 62 CH -1950 Sion.

**1.2** These Supplementary Regulations have been approved by Auto Sport Switzerland Ltd. With **Visa NSK Nr. .**

**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 Maistra 7, CH-7500 St. Moritz
Phone:	TBA
Email:	<a href="mailto:info@bernina-granturismo.com">info@bernina-granturismo.com</a>
Website:	<a href="http://www.bernina-granturismo.com">www.bernina-granturismo.com</a>

##### 2.2 Officials

Clerk of the Course:	Francis Gassmann
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Assistant Clerk of the Course:	Werner Knaus
Chief Safety Officer:	Francis Gassmann
Chairman of the panel of Stewards:	Anne Dupraz ©
Stewards:	Anne Dupraz ©, R. Lang, Karl Marty
Scrutineers:	Hanspeter Halbeisen ©, F. Domingues
Timekeepers:	Sports Timing
Competitors' Relations Officer:	Cristina Seeberger
Chief Medical Officer:	Gerald Kurtz
Secretary of the Event:	TBD
Stewards' Secretary:	TBD

### **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 appeal decisions will be:

- published on the Official Notice Boards at the following places: “Bernina Gran Turismo” Paddock – Bernina Hospiz (loc. Bernina Pass);
- communicated via the Sportity app [[sportity.com/app](https://sportity.com/app)]

### **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 Hill Climbs 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



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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

**Difference in altitude:** 452 m

### **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 K, 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**





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### Cars invited by the organizers

#### 7. VEHICLES CHARACTERISTICS

7.1 The safety equipment of all vehicles must comply with the FIA Appendix K.

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

#### 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) are **mandatory** during the practice heats and the race heats, as well as a device of frontal head restraint (for example the HANS® system) according to the Art. 3 Chapter 3 of the FIA Appendix L.

8.2 Drivers are strictly **obliged** to wear flame-resistant clothing (including the overall, a mask or balaclava, gloves, etc.) complying with the current FIA 8856 2000 standards.

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

9.1 Any person or legal entity holding a Competitor's Licence of grade National or International valid for the current year shall be eligible as a Competitor. **INT-D1 (Event-license) or any license only for Regularity Competitions are not permitted.**

9.2 Drivers must be in possession of both a car driving licence and a Competitor's license (at least NAT category) valid for the current year.

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 are eligible to participate (Art.



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2.3.6.b.iii CSI) and have to be in possession of a written preliminary authorisation from the ASN which released their license (Art. 2.3.7 CSI).

### 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.

**ENTRY OPENING DATE: [MONDAY, DECEMBER 1<sup>ST</sup>, 2025 – h. 00.01]**

**ENTRY CLOSING DATE: [WEDNESDAY, JUNE 17<sup>TH</sup>, 2026 – 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. Incomplete entry forms will be rejected.

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 80. In case of more than 80 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 driver for 2 cars or 1 car for 2 drivers) are not authorized.**

**10.4.** A change of vehicle after the entry deadline is permitted only up to the time of the administrative/technical scrutineering of the respective participant.

**10.5** A change of driver after the entry deadline is permitted until the administrative/technical scrutineering of the respective participant.

### 11. ENTRY FEES

**11.1** The entry fee (1 car, 1 driver) is: **CHF 1.800,00.**

The entry fees must be paid by bank transfer to the account at the



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Bank: Graubündner Kantonalbank, IBAN CH6300774010333432700

BIC: GRKBCH2270A

Reference: Hill climb “Bernina Gran Turismo” plus Car and Driver’s name.

**11.2** An entry will only be evaluated if it is accompanied by the payment of the entry fee.

**11.3** 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



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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.

### **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.

## **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



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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.

**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:** 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.



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**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).

### **17.4.1** 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. If he is stopped, he must compulsorily comply with the indications of the race marshals.

### **17.4.2** 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 (waving yellow flag or 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 11<sup>TH</sup> 2026 (from 9.00 AM to 3.30 PM) in St. Moritz.

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

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

- Competitors' and Drivers' Licenses



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- Car driving license
- FIA Historic Technical Passport (HTP).

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 11<sup>TH</sup> 2026 (from 9.00 AM to 3.30 PM).

**19.2** In order to identify the cars and check their safety measures, cars must mandatorily attend the scrutineering procedures.

**19.3** Upon demand, the HTP and homologation documents of the car where applicable 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.



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**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.

**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. Violations may result in exclusion from the event. The Graubünden Cantonal Police may conduct random checks.

**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.

### **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 1 race heat between Saturday and Sunday.

The classification will be based on the best timing realized in the race heat/s; in the case of a tie between several competitors, the fastest 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.



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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. The competition is held over at least one round between Saturday and Sunday.

### **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.

**24.SB** 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.



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**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.



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

#### **26. CLASSIFICATION**

**26.1** The classification will be based upon the best time realised in a single run.

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

- Classification “scratch”;
- “Formula/one seater” classification
- “GT” cars classification

Classes and classifications will be finally decided once the enrolments are closed, based on the accepted cars by the Organizers, with the possibility to establish classifications based on cubic capacity and year of production of the cars.

**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.

#### **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).



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### **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 13<sup>ST</sup>, 2026 from 1.30 PM:

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

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

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

**31.2 SP** 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 SP** 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.

**31.4 SP** Each driver confirms, upon submitting their entry, that they possess the mental and physical ability to compete.



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**31.5 SP** A medical fitness certificate is strongly recommended for drivers.