



SUPPLEMENTARY REGULATIONS



PEZINOK BABA 2020

FIA CEZ HILLCLIMB CHAMPIONSHIP – HISTORIC
AZ CAR SLOVAK HILLCLIMB CHAMPIONSHIP
POLISH HILLCLIMB CHAMPIONSHIP
SLOVAK HISTORIC HILLCLIMB CHAMPIONSHIP
SLOVAK HILLCLIMB CUP
SLOVAK TROPHY – REGULARITY HISTORIC HILLCLIMB
FREE INTERNATIONAL RACE

04.-06.09.2020

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SCHEDULE

Date	Time	Event
7.8.2020	18:00	Entries beginning
31.8.2020	24:00	Entries deadline
2.9.2020		Publication of the Entry List and timetable of checks
3.9.2020	12:00	Opening of the padup tock
4.9.2020	10:00 – 18:00	Administrative check
	10:30 – 18:30	Technical check
	19:30	1st stewards meeting
	20:30	Publishing of competitors entry list authorised to start in the practice
5.9.2020	8:00	Drivers meeting
	9:00	Practice – 1st run
	30 minutes after end of the 1st run	Practice – 2nd run
	13:00	Race – 1st run
	30 minutes after end of the 1st run	Race – 2nd run
	17:00	Publishing of the provisional results
	18:00	Price giving
6.9.2020	7:30-8:00	Administrative and technical check
	8:15	Stewards meeting and publishing of entry list
	9:00	Practice – 1st run
	30 minutes after end of the 1st run	Practice – 2nd run
	13:00	Race – 1st run
	30 minutes after end of the 1st run	Race – 2nd run
	18:00	Price giving

Given times are approximate, the organizer has the right to change the time schedule for the real race course.

1. ORGANIZÁCIA

AutoSportTeam PRESSKAM, Vápenka 4, 84107 Bratislava is the organizer of the event **TODOS CENA SLOVENSKA PEZINOK BABA 2020** from 4th to 6th September 2020.

1.1 Organising committee, secretary

Chairman of the organizing committee:

Tomáš Liedl, Vápenka 4, 84107 Bratislava

ast@presskam.sk

+421 907 146 467

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Address of the secretary:

Until 3.9.2020 12:00 Vápenka 4, 84107 Bratislava

From 3.9.2020 12:30 Kameňolom, Paddock

1.2 Officials

Honourable director of the race:	Viliam Liedl st.
Director of the race:	Viliam Liedl
Deputy director, clerk:	Tomáš Liedl
Secretary and economist:	Katarína Dubravická
Main safety commissar:	Branislav Žitňan
Main steward:	Stanislav Minařík
Stewards:	Vladimír Hybáček, TBA
Main scrutineer:	František Dudáš
Scrutineers:	Robert Lenner, Imrich Maticsek, Ľubomír Lenár, TBA
Main timekeeper:	Ján Margoč
Chief of the track and of the marshall positions:	Branislav Žitňan
Technical support of the track:	Roman Mikušiak
Care of the drivers:	Roman Pagáč
Main up toctor:	TBA
Entry forms administration:	Katarína Dúbravická
Safety representative SAMŠ:	Ľubomír Šimko

1.3. Official notice board

All information, instructions and decisions of the Stewards as well as the preliminary results will be published on the official notice board located at the building of the administrative takeover in the paddock, i.e. the quarry.

2. GENERAL CONDITIONS

2.1. The event will be organized in accordance with the FIA regulations of the International Sporting Code (ISC), FIA CEZ regulations, General regulations for International competitions PAV, in accordance with the National Sporting Code (NSC SAMŠ - Yearbook), the national sports regulations of the PAV and 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 FIA International Sporting Code.

2.3. The event will be included in the following Championships:

- FIA CEZ HILLCLIMB CHAMPIONSHIP – HISTORIC (FIA CEZ HA)
- AZ CAR SLOVAK HILLCLIMB CHAMPIONSHIP (MSR)
- POLISH HILLCLIMB CHAMPIONSHIP (GSMP)
- SLOVAK HISTORIC HILLCLIMB CHAMPIONSHIP (MSR HA)
- SLOVAK HILLCLIMB CUP (SKP)
- SLOVAK TROPHY – REGULARITY HISTORIC HILLCLIMB (ST HP)
- FREE INTERNATIONAL RACE (VMP)

2.4. The event will take place on the II. class road No. 503 in the section Pezinok, the quarry – mountain pass “BABA.”

The surface consists of coarse-grained asphalt. It has the following characteristics:

Length:	5100m
Average incline:	5,1%
Rise :	280m
Minimum width :	7m
Number of turns :	19
Start location:	Quarry
Finish location:	Pezinská Baba

Parking for racing cars and supporting cars will be in Pezinok, the quarry.

2.5. The Organizer does not provide the accommodation for drivers and teams. Further information about the accommodation can be found at www.astpresskam.sk.

2.6. The Organizer does not provide security of the paddock. Everyone involved is responsible for his/her belongings and property.

3. ELIGIBLE CARS

3.1 For FIA CEZ HA:

Eligible vehicles complying with the prescriptions of the FIA Appendix K:

Category 1 (Períody C, D, E, F, G1, GR)

Category 1.1: (SAL 1-4, OT 1-4, OS 1-8, T 1-15, GT 1-17, TC 1-15, GTS 1-17)

Category 1.2: (TSRC 1-18, GTP E-G1, HST 1-5, HS 2-6 dvojsedadlové)

Category 2 (Period G2, H1, HR)

Category 2.1: (T 16-25, TC 16-25, GT 18-27, GTS 18-27)

Category 2.2: (TSRC, HST 1-5, S 2/1)

Category 3 (Period H2, I, IR)

Category 3.1: (T 26-35, TC 26-35, GT 28-37, GTS 28-37)

Category 3.2: (TSRC, HST 1-5, S 2/2)

Category 4 (J1, J2, JR)

Category 4.1: (T, CT, GT, GTS-01.01.1982 up to 31.12.1985)

Category 4.2: (T, CT, GT, GTS-01.01.1986 up to 31.12.1990)

Category 4.3: (TSRC, group C, S2/3, GC 1a, GC 1b, GC 2a, GC 2b, SN2500, SN3000)

Competitors competing in Category 4 are required to comply with the FIA Regulations in Appendix XI of Appendix K. Group A and Group B cars regulated out by the FIA (see App. K, Art. 7.4.1) are not accepted.

Category 5 (Period C, D, E, F, GR, HR, IR, JR - monoposts)

In the case of supercharging (see definition in the current App. J) the nominal cylinder capacity of these cars up to and including Period J1 will be multiplied by 1,4 and that of cars of Period J2 resp. JR/1986-1990) by 1,7. Each car will belong to the class corresponding to the fictive cylinder capacity thus obtained. Bumpers: may be removed, provided the weight of the car is in accordance with the minimum weight specified on its homologation form. Tyres: cutting of road tyres is forbidden, cars of period G2 may use slicks. The use of any sort of device to warm tyres is forbidden. At the scrutineering for each event a valid Historic Technical Passport (HTP) from FIA or a Zone member ASN, comparable to the FIA-HTP, must be provided by the competitor for the car entered (other national car passes or up documents are not accepted for this Championship); Every entry form for an event must be accompanied by a photocopy of the first page of this HTP.

Eligible vehicles will be divided as follows:

Category 1 (Periods C, D, E, F, G1, GR)

Category 1.1: (SAL 1-4, OT 1-4, OS 1-8, T 1-15, GT 1-17, TC 1-15, GTS 1-17)

Class A1 up to 850 cm³

Class A2 up to 1150 cm³

Class A3 up to 1300 cm³

Class A4 up to 1600 cm³

Class A5 up to 2000 cm³

Class A6 over 2000 cm³

Category 1.2: (TSRC 1-18, GTP E-G1, HST 1-5, HS 2-6 two-seaters)

Class A7 up to 1300 cm³

Class A8 up to 1600 cm³

Class A9 up to 2000 cm³

Class A10 over 2000 cm³

Category 2 (Period G2, H1, HR)

Category 2.1: (T 16-25, TC 16-25, GT 18-27, GTS 18-27)

Class B1 up to 850 cm³

Class B2 up to 1150 cm³

Class B3 up to 1300 cm³

Class B4 up to 1600 cm³

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Class B5 up to 2000 cm³

Class B6 over 2000 cm³

Category 2.2: (TSRC, HST 1-5, S 2/1)

Class B7 up to 1300 cm³

Class B8 up to 1600 cm³

Class B9 over 1600 cm³

Category 3 (Period H2, I, IR)

Category 3.1: (T 26-35, TC 26-35, GT 28-37, GTS 28-37)

Class C1 up to 1300 cm³

Class C2 up to 2000 cm³

Class C3 over 2000 cm³

Category 3.2: (TSRC, HST 1-5, S 2/2)

Class C4 up to 2000 cm³

Class C5 over 2000 cm³

Category 4 (J1, J2, JR)

Category 4.1: (T, CT, GT, GTS-01.01.1982 up to 31.12.1985)

Class D1 up to 1600 cm³

Class D2 up to 2000 cm³

Class D3 over 2000 cm³

Category 4.2: (T, CT, GT, GTS-01.01.1986 up to 31.12.1990)

Class D4 up to 1600 cm³

Class D5 up to 2000 cm³

Class D6 over 2000 cm³

Category 4.3: (TSRC, group C, S2/3, GC 1a, GC 1b, GC 2a, GC 2b, SN2500, SN3000)

Class D7 up to 2000 cm³

Class D8 over 2000 cm³

Class D9 SN up to 2500 cm³

Class D10 SN up to 3000 cm³

Category 5 (Period C, D, E, F, GR, HR, IR, JR - monoposts)

Class E1 1919-1953 without engine capacity restrictions

Class E2 1954-1982 up to 1600 cm³

Class E3 1954-1982 up to 2000 cm³

Class E4 1983-1990 up to 1600 cm³

Class E5 1983-1990 up to 2000 cm³

3.2 For MSR PAV:

Category I:

a) According to appendix J FIA ISC: group S2000 (circuit and rally), R1, R2, R3, R4, R5, E2-SH, N, A (include Kit Car, S1600), WRC, GT3, RGT, E1,

b) According to NTC SAMŠ: group P,F, E1/SK, N/SK, WRC/SK, A/SK, GT3/SK, SP/SK, NGT/SK, SRC, MX5

c) According to technical regulations listed in appendix 7 Sport regulations for Hill Climb Championship FIA –group HC1

All vehicles of Category I and Group E2 SH must have technical sheet Pf (according to appendix 6 Sport regulations for Hill Climb Championship FIA) and national technical pass and must be according to appendix 7 Sport regulations for Hill Climb Championship FIA or national technical regulations.

Category II:

a) According to appendix J ISC: group D/E2-SS, CN/E2-SC

b) According to NTC SAMŠ: group NF1000

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Eligible vehicles will be divided as follows:

Category I

- Group 1 Class 1 Pf 15 to 39
- Group 2 Class 2a Pf 40 to 59
- Class 2b Pf 60 to 79
- Group 3 Class 3a Pf 80 to 99
- Class 3b Pf 100 to 119
- Group 4 Class 4a Pf 120 to 139
- Class 4b Pf 140 to 159
- Group 5 Class 5a Pf 160 to 199
- Class 5b Pf >199

Category II

- group Cross car (SBS, XC, XC jr.)
- group D/E2 (D/E2-SS, CN/E2-SC) including NF1000

Engine capacity classes:

Group D/E2 up to 2000 cm³ over 2000 cm³

3.3 For MSR PAV HA

Vehicles classified in categories HK1-HK5 with valid vehicle pass of race car, valid HTP or NHTP can be participate in the MSR PAV HA. A vehicle for which an application for HTP / NHTP is submitted to the SAMŠ Technical Committee, but only outside the classification, can also take part in the race.

Only cars that comply with these regulations can participate in the MSR:

- Actual Appendix K ISC FIA,
- Appendix J ISC FIA corresponding period ,
- valid NTC for group NH.

In case of supercharging the vehicles must be equipped with restrictors according to Appendix K ISC FIA and will be classified in engine capacity classes according to coefficient listed in they HTP or NHTP. Coefficients are: Period J 1 -1,4 and Period J2 1,7.

Eligible vehicles will be divided as follows:

Category HK 1

Touring cars, competition touring cars, GT and GTS cars homologated from 1.1.1931 till 31.12.1981, periods D, E, F, G1, G2, H1, H2, I.

Engine capacity layout: up to 1150 cm³
 up to 1300 cm³
 up to 1600 cm³
 up to 2000 cm³
 over 2000 cm³

If number of vehicles in class is less than 3, vehicles will be moved to a higher class (vehicle can be moved not more than one class).

Category HK 2

Touring cars, competition touring cars, GT and GTS cars homologated from 1.1.1982 till 31.12.1990 periods J1, J2.

Engine capacity layout: up to 1300 cm³
 up to 1600 cm³
 up to 2000 cm³
 over 2000 cm³

If number of vehicles in class is less than 3, vehicles will be moved to a higher class (vehicle can be moved not more than one class).

Category HK 3

1-seat race cars (formula), 2-seat race cars, periods C, D, E, F, GR, HR, IR, JR.

Category HK 4

Touring cars, competition touring cars, GT and GTS cars homologated from 1.1.1958 till 31.12.1990, which are in accordance with the FIA Annex "K" with the tolerances given in the NTP for the HK4 group.

Engine capacity layout:

- up to 1300 cm³
- up to 1600 cm³
- up to 2000 cm³
- over 2000 cm³

If number of vehicles in class is less than 3, vehicles will be moved to a higher class (vehicle can be moved not more than one class).

Category HK 5

Touring cars, competition touring cars, GT and GTS cars homologated from 1.1.1991 till 31.12.1996, - groups N, A, KIT CAR, WRC, H (only for hillclimb) - groups B for hillclimb without restriction

Engine capacity layout:

- up to 1300 cm³
- up to 1600 cm³
- up to 2000 cm³
- over 2000 cm³

If number of vehicles in class is less than 3, vehicles will be moved to a higher class (vehicle can be moved not more than one class).

3.4 For SKP

Eligible vehicles:

Only cars with a recalculated cylinder capacity up to 2000 cm³.

- group N (including R1, N/SK)
- group A (including R2, R3, Kit Car, S1600, A/SK)
- group E1 (including GT a GT/SK, SP/SK, E1/SK)
- group E0
- Group P
- Group F
- Group MX5

3.5 For ST PAV HP

Eligible vehicles

- a) vehicles of the period D-J (1.1.1931 – 31.12.1990) according Appendix „K“ with valid HTP or NHTP;
- b) stock cars with licence plate number with valid vehicle registration and valid Technical Inspection produces from 1.1.1955 to 31.12.1999;
- c) vehicles with FIA HRCP or SAMŠ RLTP, NHRCP pass
- d) vehicles with FIVA attestation and with special „H“ licence plate produced from 1.1.1955 to 31.12.1989.
- e) safety cage is not necessary for convertible vehicles

Eligible vehicles will be divided as follows:

All eligible vehicles are classified without differences.

3.6 For GSMP

Category I

- Group 1 Class 1 Pf 15 to 39
- Group 2 Class 2a Pf 40 to 59
- Class 2b Pf 60 to 79
- Group 3 Class 3a Pf 80 to 99
- Class 3b Pf 100 to 119
- Group 4 Class 4a Pf 120 to 139
- Class 4b Pf 140 to 159
- Group 5 Class 5a Pf 160 to 199
- Class 5b Pf >199

Category II

- Group RC Class RC-3000 2000 – 3000 cm³
- Class RC-2000 up to 2000 cm³

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Vehicles according to regulations in article 4.3 GSMP.

Category national

- Group 10
 - Class 10A over 2000 cm³
 - Class 10B 1600 – 2000 cm³
 - Class 10C up to 1600 cm³
- Group 11
 - Class 11 up to 1150 cm³
- Group 12
 - Class 12A up to 850 cm³
 - Class 12B up to 662 cm³

Vehicles according to regulations in article 4.4 GSMP.

Category historic

- Category C1 (periods C, D, E, F, G1, GR)
- Category C2 (Period G2, H1, HR)
- Category C3 (Period H2, I, IR)
- Category C4.1 (J1)
- Category C4.2 (J2)
- Category C5 (Period C, D, E, F, GR, HR, IR, JR)

Eligible vehicles will be divided as follows:

- **Category C1**

up to 850 cm ³	up to 1150 cm ³
up to 1300 cm ³	up to 1600 cm ³
up to 2000 cm ³	over 2000 cm ³

- **Category C2**

up to 850 cm ³	up to 1150 cm ³
up to 1300 cm ³	up to 1600 cm ³
up to 2000 cm ³	over 2000 cm ³

- **Category C3**

- **Touring cars**

Class C1 up to 1300 cm ³	Class C2 up to 2000 cm ³
Class C3 over 2000 cm ³	

- **Racing cars**

Class C4 up to 2000 cm ³	Class C5 over 2000 cm ³
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- **Category C4.1**

- **Touring cars**

Class D1/PL up to 750 cm ³	Class D2 up to 2000 cm ³
Class D3 over 2000 cm ³	

- **Racing cars**

Class D7 up to 2000 cm ³	Class D8 over 2000 cm ³
Class D9 up to 2500 cm ³	Class D10 up to 3000 cm ³

- **Category C4.2**

- **Touring cars**

Class D4/PL up to 750 cm ³	Class D5 up to 2000 cm ³
Class D6 over 2000 cm ³	

- **Category C5**

- **Racing cars**

Class E1 1919-1953 without engine capacity restrictions	
Class E2 1954-1982 up to 1600 cm ³	Class E3 1954-1982 up to 2000 cm ³
Class E4 1983-1990 up to 1600 cm ³	Class E5 1983-1990 up to 2000 cm ³

3.7 For VMP

Vehicles starting in Free international race must be according to regulations AZ CAR MSR PAV in article 3.2 of this supplementary regulations.

3.8 The safety equipment of all vehicles must comply with the FIA Appendix J, as national hillclimb regulations. Any vehicle with insufficient safety features or not complying with the regulations shall not be admitted to or shall be excluded from the event without refunding entry fee.

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

3.10 Pre-heating the tyres before the start is prohibited from the end of Uhrovec to the area of start and may result in sanctions that may go as far as disqualification without refunding entry fee. Any form of pre-heating the tyres and/or rims for participants FIA CEZ, GSMP, MSR, SKP before the start is prohibited and may result in sanctions that may go as far as disqualification.

4. DRIVERS SAFETY EQUIPMENT

4.1. The wearing of a safety belt, a crash helmet complying with the standards approved by the FIA (SAMŠ) are obligatory during the practice heats and the race. Wearing a head restraint device FHR is obligatory in conformity with the National Sporting Code SAMŠ (with drivers licensed PZM accordance with the regulations GSMP). For other drivers is wearing a head restraint device FHR strongly recommended. Drivers are strictly obliged to wear fire-resistant overalls (including a mask or baclava, gloves, etc.) complying with the current FIA standard during the practice heats and the race.

5. ELIGIBILITY OF PARTICIPATION OF COMPETITORS AND DRIVERS

5.1. Any person or legal entity holding an Competitor's Licence valid for the current year shall be eligible as a Competitor.

5.2. Drivers must hold valid licence of driver for current year:

FIA CEZ – National or International licence by one of the ASNs belonging to the CEZ.

MSR – According to National Sporting Code 2020 SAMŠ chapter V. section 9.2

SKP – National licence limited issued by SAMŠ, This license may replace them competitors' licence..

GSMP – international, or national licence according article 5.1. GSMP

VMP - National or International licence by one of the ASNs belonging to the CEZ.

5.3. Drivers must be in possession an International Driver's and Competitor's Licence valid for the current year.

5.4. Foreign Competitors and Drivers must be in possession of written authorisation to take part in the Competition from the ASN which issued them with their Licence(s) (even in the form of a simple note on the Licence), besides Competitors and entrant FIA CEZ championship and holders of PZM licences.

6. ENTRIES, LIABILITY AND INSURANCE

6.1. Entry form will be accepted according to supplementary regulations.

Entry form deadline is at 31.8.2020 at 24:00.

System for entry forms:

Competitors should fill entry forms on web page www.sams-asn.sk/prihlaska to given deadline. It should be also sent the evidence of payment of the entry fee. Competitors must then print e-mail attached entry form, fullfilled safety equipment card and technical card, sign and deliver to the organizer of the administrative check.

6.2. The maximum number of participants admitted in total is 130. If there are more than 130 entries they will be accepted by the date of entry and article 1.1. in general regulations of FIA CEZ.

6.3. There may be a change of vehicle after the close of entries and up to the completion of the checks on the competitor concerned, provided that the new vehicle belongs to the same group or category and the same cylinder capacity class (Article 3.2) as the other vehicle being replaced.

6.4. No change of competitor may take place after the close of entries. Changes of driver are authorised in accordance with Article 9.13 of the ISC FIA. The replacement driver, who must hold a valid licence or licences as well as authorization 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 allowed.

6.6. Entry fee for FIA CEZ HA, MSR a SKP is 180 €, for ST PAV HP is 100,- with optional advertising of organizer for double race. For participants of ST PAV HP, which will start only in one-day race is fee 50€. Extra payment for one-day race without optional advertisement of the organizer (article 8.3) is 100 €. Entry fee will be increased by 20 € if it is paid in

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cash on competition. Entry fee for FIA CEZ, GSMP, MSR and SKP is to be paid as follow on the bank account of AST Presskam Bratislava:

Tatra banka a.s. Bratislava account number: 2623340844/1100

IBAN: SK12 1100 0000 0026 2334 0844

SWIFT: TATRSKBX

VS (variable symbol) = driver's licence number

Note for recipient: Name, surname and start number

6.7. Entry fee covers all the charges for the race.

6.8. In the event that an entry is rejected or the Competition is cancelled, the entry fees shall be reimbursed in full. In case of withdrawal for reasons of Force Majeure (no-show for administrative checking and scrutineering) after the publication of the entry list, 60% of the base entry fees shall be reimbursed to the Competitor(s), subject to receipt of a written request.

6.9. 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.

6.10. In accordance with legal regulations, race is insured in KOOPERTIVA, Vienna Insurance Group a.s. no. 6 574 436 169. Insurance covers the third party Civil liability as well as covering insurance of participants, organisers and others up to 233 000 EUR. Competitors and drivers and members of their teams are not considered as third party. 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 event 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 on yellow paper or on web page www.astpresskam.sk.

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 Slovak text shall be considered as the authentic text.

8. OBLIGATIONS OF THE PARTICIPANTS

8.1. Start numbers

The organizer provides starting numbers. The organizer assigns an administrative check number to all riders. Start numbers shall be clearly displayed on both sides of the vehicle throughout the entire duration of the event with compulsory advertisement given by organiser. All vehicles must have fixed start numbers at the car before Technical inspection. Vehicles without correct start numbers will not be allowed to start the event.

At the end of the event, before leaving the Paddock, the numbers on vehicles driving on public roads must be removed.

8.2. Start

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 event. Starting file is understood as the place where vehicles are grouping to starting line.

Area between preparing line and starting line is called "starting area". Any form of outside help in starting area is prohibited.

Driver must stop on starting line with running engine and start into the race according to lights or flag. Vehicle must leave starting line within 20 seconds after allowance of start.

8.3. Advertising

Any advertising may be affixed to the vehicles, on condition that it complies with the FIA and national regulations and is not offensive. No advertising whatsoever may be affixed to the side windows.

Organiser has the right for following advertisements:

- obligatory – placed above or under start numbers; its place will be given during administrative check
- optional – on the shell of race cars (it could be refused according to article 6.6)

8.4. Flag signals, track behaviour

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 – 1x waved, Danger, absolutely no overtaking, be prepared to change direction
- Yellow flag with vertical red stripes, Slippery surface, change in grip
- Blue flag – waved, Competitor attempting to overtake
- Green flag – posted – track is alright
- Black and white chequered flag, End of the heat (finish line)

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 to the instruction of director. Any breach of this regulation shall result in disqualification, with the possible addition of other sanctions and the transmission of the case to the ASN concerned.

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.

8.4.1 Any rotation outside the restricted area in the finish (eg, with using the handbrake), overtaking or changing the order when vehicles driving from the finish to the paddock, track marshals will be reported this incident to the Clerk of the course and driver shall be sanctioned by a amount of fine of € 150, payable to the organizer before start of next practice or race. In the case of non-payment, the driver will not be admitted to the next practice or race, or excluded from the further course of events!!!

9. ADMINISTRATIVE AND TECHNICAL CHECK

9.1. Administrative check

Administrative checks shall take place in main office of the race on Friday 4.9.2020 from 10:00 to 18:00.

Participants must report for the checks in person according time schedule which will be published on official website.

The following documents must be presented:

- Car driving licence (except MSR drivers in Junior category up to 18 years)
- competitors' and drivers' competition licences (included medical card)
- technical passport, or historic vehicles HTP, NHTP, RLTP, HRCP
- Foreign Competitors and Drivers must be in possession of written authorisation to take part in the Competition from the ASN which issued them with their Licence(s) (even in the form of a simple note on the Licence) (Besides licence holders issued by PZM and entrant FIA CEZ championship).
- medical card
- ID card, if driver signed for category Junior
- Fullfilled technical card and safety equipment card

9.2. Technical check

Technical check shall take place in paddock on Friday 4.9.2020 from 10:30 to 18:30. Participants are obliged to accompany their vehicle at technical check, so that identification and safety checks can be carried out. At the same time submit following:

- Fullfilled technical card and safety equipment card
- Homologation form (if needed for the car)
- Safety equipment (helmet, overall, shoes,...)
- Sporting vehicle pass

Participants reporting for scrutineering after their scheduled time shall be liable to a penalty which may go as far as disqualification, 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.

Submitting a car to scrutineering shall be considered as an implicit statement of conformity.

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

10. RUNNING OF THE EVENT

10.1. Start, finish, timekeeping

The start will take place with the vehicle stationary and the engine running.

Stewards and Clerk of the Course reserves the right to change time for start and starting order according to circumstances. No vehicle may take the start outside its own Group unless expressly authorised to do so by the stewards.

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

Any refusal or delay in starting will result in disqualification.

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The finish shall be a flying finish. The heat ends when the vehicle crosses the finish line; the vehicle must reduce speed.

Timing shall be carried out using photoelectric cells accurate to at least 1/1000 of a second.

Driver that was allowed to amendatory race by clerk of the race cannot leave the area of starting line as well as cannot change setup of the car in any form. Organiser must provide place for rolling round the car. Any changes on vehicles can be allowed by the decision of the clerk of the race only.

In case of changing weather conditions during waiting for amendatory race, clerk of the race shall decide to change tyres according to current circumstances..

10.2. Practice

Official practice shall take place in accordance with the timetable drawn up by the organizer. Timetable is indicative and the organizer reserves the right to change the timetable according to real course of the practice.

It is strictly forbidden to practice outside the times scheduled for official practice.

Official practice shall take place in accordance with the detailed timetable drawn up by the organizer.

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

Each day it will be two practice runs. The conditions for admission to the start of the heats of the race are as follows: a minimum of 1 finished practice heats. Special cases shall be submitted to the stewards of the meeting.

10.3. Race

Heats of the race shall take place in accordance with the timetable drawn up by the organizer. Timetable is indicative and the organizer reserves the right to change the timetable according to real course of the race.

The race shall be run over 2 heats.

10.4. Outside assistance

Any outside assistance will result in disqualification.

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

10.5. Paddock

Any marking of the place within service park (with sprays, bands, cars, tires and other objects) is strictly forbidden.

Each participant of the race must accept and respect the speed limit of 10 km/h in the paddock. This rule must be followed by each member of participant's teams. Breach of the rules can lead to the disqualification.

Driver is responsible for the conduct of accompanied persons in the race area and paddock.

It is strictly forbidden mechanical pre-heating of tyres in the starting area.

It is forbidden to park vehicles on the entrance road to the paddock.

Participants must accept marshals' decisions who signed park places for them Race.

Not respecting the decisions of marshals can lead to the exclusion.

For drivers who will be in the area of the race earlier is prohibited to occupy places in the service area marked by the organizer.

11. PARC FERME. FINAL CHECKS

11.1. Parc ferme

At the end of 2nd heat, Parc Fermé rules shall apply between the finish- line and the entrance to the parc fermé.

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. Park Ferme is placed in the area of finish..

11.2. Final checks

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

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.

Final checks will be placed in the paddock,also in case dismantling the vehicles.

12. CLASSIFICATIONS. PROTESTS. APPEALS

12.1. Classifications

The conditions for drawing up the classifications are as follows: classification is based on the total times of both heats

The rule for deciding between competitors in the case of a tie is as follows: the best time in first heat

The following classification shall be drawn up

A) FIA CEZ HA

- Classification in categories (according to article 3.1)

B) MSR PAV

- Total classification
- Total classification in categories I, II
- Classification in classes
- Classification in category JUNIOR (For drivers up to 23 years, including)
- Total classification „Dámska trofej“

C) MSR PAV-HA

- Total classification
- Classification in categories HK1, HK2, HK3, HK4 a HK5
- Classification in classes (podľa článku 3.3)

D) SKP

- Total classification

E) ST PAV HP

- Total classification

F) GSMP

- Total classification in categories I, II, H
- Classification in classes (according to article 3.6)
- Classification in category Historic
- Classification „E0“
- Classification RWD
- Classification FWD
- Classification sponsoring

Classification „E0“, RWD, FWD according to article 16.6, 16.7 and 16.8 GSMP

12.2. Protests

The lodging of protests and the deadlines to be observed shall be in accordance with the provisions of the FIA International Sporting Code.

The deadline for the lodging of protests against the results or the classification (Article 13.3 of the ISC FIA rule) shall be to 30 minutes after the posting of the results on the official notice board.

The deposit for protests is set at € 500,- (SKP € 165,-) and is to be paid in cash. The deposit shall be refunded only if the protest is upheld.

Mass protests or the decisions taken by the judges of fact are not accepted. In case of any video or electronic evidence decisions taken by the judges of fact may be abolished by the stewards.

Individual protest against more than one competitor will not be accepted.

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).

In the event of a protest necessitating the dismantling of the vehicle, the resulting estimated costs shall be guaranteed by a deposit when lodging of protest according to rules of SAMŠ.

12.3. Appeals

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

The deposit for national appeal is set at € 1340,- (SKP € 670,-).

The deposit for international appeal is set at € 3000,-€.

13. PRIZES AND CUPS. PRIZE-GIVING CEREMONY

13.1. Prizes and cups

In case that cups will not be taken by competitors during prize giving ceremony, they remain in the ownership of organizer. No cups and prizes will be sent – they must only taken personally.

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The following prizes, cups and trophies shall be awarded:

FIA CEZ HA

- Total classification in categories (according to article 3.1)

MSR PAV

- Total classification
- Total classification in categories I, II
- Classification in classes (podľa článku 3.2)
- Classification in category JUNIOR (For drivers up to 23 years, including)
- Total classification in „Dámska trofej“

MSR PAV-HA

- Total classification
- Classification in categories HK1, HK2, HK3, HK4 a HK5

SKP

- Total classification

ST PAV HP

- Total classification

GSMP

- Total classification in Categories I, II, H, „E0“, RWD, FWD
- Classification in classes of Category I and national category
- Classification in category historic
- Classification v classes of Category II
- Classification sponsorig

Number of cups in classification groups and cylinder capacity classes will be granted pursuant to Art. 15.2 GSMP

13.2. Prize-giving ceremony

It is a point of honour that all participants should attend the prize giving ceremony. It is the responsibility of each driver to take part in the awarding of winners dressed in a racing suit.

The prize-giving ceremony shall take place on 5. and 6.9.2020 at 18:00.

In Bratislava, 4th August 2020

AutoSportTeam
PREŠKAM
AutoSportTeam Preškov
Vápenka 4, 841 07 Bratislava
IČO: 31802273

Tomáš Liedl
Chairman of the organizing committee

Approved by the commission PAV : 7.8.2020

Supplementary regulations were approved by SAMŠ under No.: