



SUPPLEMENTARY REGULATIONS



INTERNATIONAL HILLCLIMB RACE

UHROVEC – JANKOV VRŠOK

2. August - 4. August 2019

FIA CEZ HILLCLIMB CHAMPIONSHIP (FIA CEZ)

POLISH HILLCLIMB CHAMPIONSHIP (GSMP)

SLOVAK HILLCLIMB CHAMPIONSHIP (MSR)

SLOVAK HILLCLIMB CUP (SKP)

www.jvrsok.sk

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SCHEDULE

Day	Time	Schedule
29.7.2019	24:00	Close of entries
31.7.2019		Publication of the Entry list and Scrutineering time schedule
2.8.2019	11:00 – 15:30	Administrative checks
	16:15 – 19:45	Administrative checks
	11:15 – 20:00	Scrutineering
	20:45	1st Stewards' meeting and Drivers meeting
	21:15	Posting of the list of competitors authorised to take part in practice
3.8.2019	8:00 – 9:45	1st official practice FIA CEZ, GSMP, MSR, SKP
	10:15 – 12:00	2nd official practice FIA CEZ, GSMP, MSR, SKP
	12:30	Posting of the Start list
	13:00 – 14:45	1st race GSMP, MSR, SKP, free practice FIA CEZ
	15:15 – 17:00	2nd race GSMP, MSR, SKP, free practice FIA CEZ
	17:30	Posting of provisional results
	18:30	Prize ceremony GSMP, MSR, SKP
4.8.2019	6:30 – 7:15	Administrative checks and Scrutineering
	7:30	Posting of the List of cars authorized to take part in practice
	8:00 – 9:45	1st official practice GSMP, MSR, SKP, free practice FIA CEZ
	10:15 – 12:00	2nd official practice GSMP, MSR, SKP, free practice FIA CEZ
	12:30	Posting of the Start list
	13:00 – 14:45	1st race FIA CEZ, GSMP, MSR, SKP
	15:15 – 17:00	2nd race FIA CEZ, GSMP, MSR, SKP
	17:30	Posting of provisional results
	18:30	Prize ceremony FIA CEZ, GSMP, MSR, SKP

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

1. ORGANISATION

Základná organizácia združenia technických a športových činností (ZO ZTŠČ) MOTORSPORT Bánovce nad Bebravou, K priehrade 786/3, 95701 Bánovce nad Bebravou is organizing international hillclimb race **AUTOPOLA Jankov Vršok 2019** from 2nd to 4th August 2019 on track Uhrovec - Jankov Vršok.

These supplementary regulations have been approved by Slovak Asociation of Motorsport (SAMŠ) under number: 190203/2019

1.1. Organising comittee, secretary

Chairman of organising comittee:	Roman Mikušiak – jvrsok@jvrsok.sk +421 905 484 196
Deputy Chairman of the organizing committee:	Norbert Rizek – jvrsok@jvrsok.sk +421 905 547 859
Secretary of the entry forms:	Branislav Kolieska – jvrsok@jvrsok.sk +421 905 580 424
Members of the committee:	Branislav Žitňan, Michal Žitňan, Vladimír Kováčik, Radovan Smatana, Ľuboš Dzurňák, Miroslav Oriška, Peter Fodora, Bc. Peter Belohorec, Martin Kišš, Michal Pojtek, Emília Mikušiaková

Adress of the secretary:	ZO ZTŠČ MOTORSPORT Bánovce nad Bebravou K priehrade 786/3, 95701 Bánovce nad Bebravou, Slovakia www.jvrsok.sk, jvrsok@jvrsok.sk
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1.2. Officials

Honourable clerk of the course:	Michal Žitňan
Clerk of the course:	Roman Mikušiak
Assistant Clerk of the course:	Norbert Rizek
Secretary of the event and Economist:	Emília Mikušiaková
Main safety commisar:	Branislav Žitňan
Main steward:	Bohuslav Slivka
Stewards:	Marcin Fiejdasz / POL, Vladimír Hybáček
Main scrutineer:	Ján Kučera
Scrutineers:	Marek Szczechura / POL, Marián Hrnčár, Stanislav Doležel, Karol Pilný
Observer PZM:	Boguslaw Piatek / POL
Main timekeeper:	Ján Margoč
Chief of the start area:	Miroslav Oriška
Chief of the track and of the track points:	Branislav Žitňan
Driver's maintenance:	Ľuboš Dzurňák
Chief Medical officer:	MUDr. Mária Gancarčíková
Entry Forms Administration:	Branislav Kolieska
Chief of Parc Ferme:	Radovan Smatana
Paddock:	Bc. Peter Belohorec, Martin Kišš, Michal Pojtek, Miroslav Oriška, Peter Fodora, Ľuboš Dzurňák, Vladimír Kovačík

1.3. Official notice board

All communications and decisions of the Stewards as well as provisional results will be posted on the official board located at the directorate of the Race HQ in the area of start and in the area of paddock Nr. 2

2. GENERAL CONDITIONS

2.1. The event shall be organised in conformity with the provisions of the FIA International Sporting Code, General Prescriptions applicable to International Hill Climb Competitions, the List of Requirements for Organisers of the FIA CEZ Championship the National Sporting Code (SAMŠ and PZM), national sporting regulations hillclimb championship and the provisions of these Supplementary Regulations.

2.2. By entering the competition, the participants agree to abide by the above provisions and abandon all recourse to arbitrators or courts not provided for in the FIA International Sporting Code.

2.3. The event counts towards the following Championships:

- FIA CEZ HILLCLIMB CHAMPIONSHIP (FIA CEZ)
- POLISH HILLCLIMB CHAMPIONSHIP – (GSMP)

- SLOVAK HILLCLIMB CHAMPIONSHIP – (MSR)
- SLOVAK HILLCLIMB CUP (SKP)

And according special Supplementary Regulations also for:

- FIA CEZ HILLCLIMB CHAMPIONSHIP - HISTORIC (FIA CEZ hist.)
- SLOVAK HISTORIC HILLCLIMB CHAMPIONSHIP – (MSR HA)
- SLOVAK TROPHY - REGULARITY HISTORIC HILLCLIMB (ST HP)

2.4. The event will be run on the Uhrovec – Jankov Vrsok course, which has the following characteristics:

- Length: 3700 m
- Minimum width: 7,5 m
- Start altitude: 250 m.n.m.
- Finish altitude: 500 m.n.m.
- Rise: 250 m
- Average incline: 6,77 %

2.5. Organizer does not provide accommodation for drivers and teams. More info about accommodation can be found on www.jvrsok.sk

2.6. Organizer does not provide guard of the paddock. Everyone involved is responsible for its belongings and property.

3. ELIGIBLE CARS

3.1. All vehicles complying with the prescriptions of the FIA Appendix J resp. K for the following groups are eligible to take part:

FIA CEZ Championship

- Division 1: - Group N (incl. R1 cars) and Nat. H/N (passed homologation cars according the national regulations and safety equipment according actual FIA regulations; each of this cars must be accompanied by a confirmation of the home ASN that the car corresponds with the national regulations)
- Division 2: - Group A (incl. R2 & R3 cars, WRC, Super1600), Group S20 (Super2000 rally & circuit combined, incl. R4 & R5 cars) and Nat. H/A (passed homologation cars according the national regulations and safety equipment according actual FIA regulations; each of this cars must be accompanied by a confirmation of the parent ASN that the car corresponds with the national regulations)
- Division 3: - Group E1, Group GT
- Division 4: - Group D/E2-SS (up to 3000 cc), E2-SH
- Division 5: - Group CN, E2-SC (up to 3000 cc)

For Groups E1, E2-SH, E2-SS & E2-SC the minimum weights acc. FIA App. J, Art. 277 have to be considered.

MSR

● Category 1

- Group N (included R1, N/SK)
- Group A (included R2, R3, Kit Car, WRC, S1600, WRC/SK, A/SK)
- Group S20 (S2000 (circuit and rally), included R4, R5)
- Group GT (included GT3, GT3/SK, NGT/SK and RGT)
- Group E1 (included SP/SK, P, F, E1/SK, SRC)
- Group MX5 (included MX5 CUP)
- Group 2WD (cars with one driven axle)

● Category 2

- Group E2-SH
- Group D/E2 (D/E2-SS, CN/E2-SC), included NF 1000

GSMP

● Category 1 - according to article 4.3.1. GSMP

- Group N
- Group A (included R1, R2, R3, R4, R5, KITC, S1600, WRC, S20 art. 263 appendix „J“)
- Group N / PL (passed homologation cars according to article 5.9 technical regulations GSMP and to article 9 national regulations GSMP)
- Group A / PL (passed homologation cars according to article 5.9 technical regulations GSMP and to article 9 national regulations GSMP)
- Group E1 (included E1, E1-PL, E2-SH, „PROTO“)

- Group E0 (cars according to article 5.10 and art. 6.5 technical regulations GSMP)
- **Category 2** - according to article 4.3.2. GSMP
 - Group SC - Cars GT3, RGT -in compliance with FIA Technical Regulations(Appendix J art. 256 and 257A)Cars E1, E2-SH-incompliance with FIA Technical Regulations(Appendix J art. 277)and GSMP Technical Regulations
 - Group RC - Cars D/E2-SS-in compliance with FIA Technical Regulations(Appendix J art. 277)and GSMP Technical RegulationsCars CN andE2-SCa)Appendix J art. 277 –Group SC, including RADICAL,b)Appendix J art. 259 –Group CN
- **Category Historic national** - according to article 4.3.3. GSMP
 - **Category C1** (period C, D, E, F, G1, GR)
 - **Category C2** (period G2, H1, HR)
 - **Category C3** (period H2, I, IR)
 - **Category C4.1** (period J1)
 - **Category C4.2** (period J2)
 - **Category C5** (period C, D, E, F, GR, HR, IR, JR)

SKP

Only cars with a recalculated cylinder capacity up to 2000 cm³ are eligible

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

3.2.

The vehicles will be divided up into the following cylinder capacity classes:

MSR

- Group N to 2000 cm³ over 2000 cm³
- Group A to 2000 cm³ over 2000 cm³
- Group E1 to 1400 cm³ to 1600 cm³ to 2000 cm³ over 2000 cm³
- Group D/E2 to 1000 cm³ to 2000 cm³ over 2000 cm³
- Group E2-SH to 2000 cm³ over 2000 cm³
- Group 2WD to 1600 cm³ over 1600 cm³

Vehicles with turbocharged diesel engines will be assigned to the appropriate nominal class.

GSMP

- **Category 1**
 - Group N, A to 1400 cm³ from 1400 to 1600 cm³ from 1600 to 2000 cm³
from 2000 cm³ to 3000 cm³ over 3000 cm³
 - Group N / PL, A / PL to 1150 cm³ from 1150 to 1600 cm³ from 1600 to 2000 cm³
over 2000 cm³ – 4x2 over 2000 cm³ – 4x4
 - Group E1 to 1600 cm³ from 1600 to 2000 cm³ from 2000 to 3500 cm³
E1-45 to 3500cm³
 - Group E0 to 1150 cm³ from 1150 to 1600 cm³ from 1600 to 2000 cm³
- **Category 2**
 - Group SC to 1600 cm³ from 1600 to 2000 cm³ from 2000 cm³ to 3500 cm³
over 3500 cm³
 - Group RC to 2000 cm³ from 2000 to 3000 cm³

GSMP – National Category Historic

- **Category C1**

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

- **Category C2**

to 850 cm ³	to 1150 cm ³
to 1300 cm ³	to 1600 cm ³

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to 2000 cm ³	over 2000 cm ³
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● Category C3

■ Touring cars

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

■ Racing cars

Class C4 to 2000 cm ³	Class C5 over 2000 cm ³
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● Category C4.1

■ Touring cars

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

■ Racing cars

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

● Category C4.2 Touring cars

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

● Category C5

■ Racing cars

Class E1 1919-1953 bez obmedzenia objemu	
Class E2 1954-1982 to 1600 cm ³	Class E3 1954-1982 to 2000 cm ³
Class E4 1983-1990 to 1600 cm ³	Class E5 1983-1990 to 2000 cm ³

SKP

- NP1 to 1400 cm³
- NP2 to 1600 cm³
- NP3 to 2000 cm³

3.3. 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.

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

3.5. 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. DRIVER'S 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. ELIGIBLE DRIVERS AND COMPETITORS

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 zone.

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

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

SKP - national licence limited issued by SAMŠ, This license may replace them competitors' licence.

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, LIABILITIES AND INSURANCE

6.1. Entry form will be accepted according to supplementary regulations
Closing date for entries: 29.7.2019 until 24:00.

System for entry forms:

FIA CEZ, GSMP, MSR a SKP

Competitors should fill entry forms on web page www.jvrsok.sk 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, fulfilled 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 authorized.

6.6. The entry fee for FIA CEZ, MSR, GSMP and SKP shall be 180 € with optional advertising of organizer for double race. For participants of MSR, GSMP and SKP starting only one-day race, entry fee shall be 110 €. 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 cash on competition. Entry fee for FIA CEZ, GSMP, MSR and SKP is to be paid as follow on the bank account of ZO ZTSČ MOTORSPORT Bánovce nad Bebravou:

Bank: Slovenská sporiteľňa a.s. division Bánovce nad Bebravou

Bank account: 38524635/0900

IBAN: SK8009000000000038524635

SWIFT: GIBASKBX

VS (variable symbol) = driver's licence number

Note for recipient: Name and 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 AND 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.jvrsok.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. GENERAL OBLIGATIONS

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. Vehicles without correct start numbers will not be allowed to start the event.

At the end of the event, before leaving the Parc Fermé or 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; it's 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 signal, 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 – 2x waved, Immediate danger, be prepared to stop

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 CHECK AND SCRUTINEERING

9.1. Administrative checks

Administrative checks shall take place in main office of the race on Friday 2.8.2019 from 11:00 to 15:30 and 16:15 to 19:45, as well as on Sunday 4.8.2019 from 6:30 to 7:15. Organiser has the right to decide which competitors are allowed to be checked in Sunday based on former agreement at least one day before the given date for checking. Participants must report for the checks in person according time schedule which will be published on official website and also send to all competitors by entry confirmation.

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. Scrutineering

Scrutineering shall take place in paddock 1 on Friday 2.8.2019 from 11:15 to 20:00, as well as on Sunday 4.8.2019 from 6:30 to 7:15. Participants are obliged to accompany their vehicle at scrutineering, 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 certificate vehicle

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.

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 practise 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.

The conditions for admission to the start of the heats of the race are as follows: a minimum of 3 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 depo and on road from the end of Uhrovec. 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 depot.

It is strictly forbidden mechanical pre-heating of tyres of on the road from the bridge over the river Radisa to the start.

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.

Any form of tyres preheating is strictly forbidden.

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 start.

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, in case dismantling the vehicles, final checks will be placed into the area of Ford Auto Kois, Banovce nad Bebravou.

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

- classification in Divisions (according to article 3.1)

B) MSR

- total classification
- total classification in category I, II
- classification in groups N, A, S20, GT, E1, E2-SH, D/E2, MX5, 2WD

- classification in groups' cylinder classes (according to article 3.2)
- classification in category Junior (drivers up to 23 years included)

C) GSMP

- total classification in category I, II, H
- classification in groups (according to article 3.1)
- classification in groups' cylinder classes (according to article 3.2)
- sponsorship classification

D) SKP

- total classification
- classification in groups' cylinder classes (according to article 3.2)

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

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.

The following prizes, cups and trophies shall be awarded:

A) FIA CEZ

- total classification
- total classification (according to article 3.1)

B) MSR

- total classification
- total classification in category I, II
- classification in groups' cylinder classes (according to article 3.2)
- total classification category JUNIOR (for drivers in age 23 years included) and female cup

C) GSMP

- total classification I, II, H
- classification in groups (according to article 3.1)
- classification in cylinder classes of groups (according to article 3.2)
- sponsorship classification

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

D) SKP

- total classification
- classification in cylinder classes of groups (according to article 3.2)

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 2nd and 4th July 2019 at 18:30

Banovce nad Bebravou at 26th May 2019



Roman Mikušiak – Clerk of the Course

Approved by the commission PAV: 7th Jun 2019



Supplementary regulations were approved by SAMŠ under No.: 190203/2019

