SUPPLEMENTARY REGULATIONS OF THE EVENT

THE EUROPEAN HILL CLIMB CHAMPIONSHIP

ECCE HOMO STERNBERK

HILL CLIMB GRAND PRIX OF CZECH REPUBLIC

4.– 6. June 2010

MAJOR RACE:

EUROPEAN HILL CLIMB CHAMPIONSHIP

FIA HISTORIC HILL CLIMB CHAMPIONSHIP

ASSOCIATED RACES:

CZECH REPUBLIC INTERNATIONAL HILL CLIMB CHAMPIONSHIP

CZECH REPUBLIC HILL CLIMB CHAMPIONSHIP

CZECH REPUBLIC HISTORIC HILL CLIMB CHAMPIONSHIP

CZECH-MORAVIAN CUP

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GENERAL PROGRAMME OF THE EVENT

18.5.2010	up to 12pm	Close of Entries
04.06.2010	9.00am – 9.00pm	Administrative Checks
04.06.2010	4.00pm – 9.00pm	Scrutineering
04.06.2010	4.30pm	Final Track Check
05.06.2010	6.00am – 7.00am	Administrative Checks and Scrutineering (special cases)
05.06.2010	7.30am	Release of the Accepted Drivers List
05.06.2010	8.00am – 4.00pm	Official Practice (two runs)
05.06.2010	4.45pm	Presentation of the Practice Results
06.06.2010	8.30am	Ceremonious Start of the Race
06.06.2010	9.00am – 12.35am	1st Heat of the Race
06.06.2010	12.45am – 4.25pm	2nd Heat of the Race
06.06.2010	5.00pm	Presentation of the Race Results
06.06.2010	5.00pm	Press Conference
06.06.2010	6.00pm	Prize-Giving Ceremony

Meetings of the International Jury:

04.06.2010	3.00pm	
05.06.2010	7.15am,	4.00pm
06.06.2010	4.30pm	

For details of all other times, see the Programme and the Time Schedule of the ECCE HOMO Event. **The times are for orientation only, the organizer reserves the right to adjust the Time Programme to the real needs of the event.**

1 ORGANISATION

The Event is held from 4. to 6. June 2010 by Automotoklub ECCE HOMO Sternberk and the Town of Sternberk in conformity with the FIA regulations.

Major races:
- European Hill Climb Championship
- FIA Historic Hill Climb Championship

Associated races:
- Czech Republic International Hill Climb Championship
- Czech Republic Hill Climb Championship
- Czech Republic Historic Hill Climb Championship
- Czech-Moravian Cup

The presented Supplementary Regulations of the Event have been approved by A.C.C.R. VISA. No. **ZAV00210** from **12th April 2010** and FIA VISA No. **4CEM040610.**

1.1 Organising Committee, Secretariat

The Chairman of the Organising Committee is Mr. Vlastimil Malík, Lidická 18, CZ – 785 01 Šternberk,

tel /fax: 00420 585 013 400 mobil 00420 604 336 635 e-mail: malik@eccehomo.cz

Address of the Secretariat:
until 3.6. 2010at 12pm:
Automotoklub ECCE HOMO, POB 17, Namesti Svobody 7, CZ – 785 01 Sternberk
tel./fax 00420 585 013 400 e-mail: amk@eccehomo.cz www.eccehomo.cz
from 4.6. 2010 at 7am:

Organising Committee ECCE HOMO, Opavska 14, CZ – 785 01 Sternberk
tel. 00420 585 013 400 tel./fax 00420 585 0130400

1.2 Officials:

Clerk of the Course:	Mr Vlastimil Malík tel./fax 00420 585 013 400	Lic. No. 333 mobil 00420 604 336 635
Clerk's Assistants:	Mr Frantisek SAS tel. 00420 585 013 400	mobil 00420 604 816 136
	Mr Stanislav ORSAG, Ing. tel. 00420 585 086 260	mobil 00420 725 132 455
Safety Officer	Mr Jiri OSLEJSEK	Lic. No. 741 mobil 00420 603 588 960
Secretary of the Event:	Miroslav FRÝDECKÝ tel. 00420 585 013 400	Lic. No. 520 mobil 00420 737 93 40 40
Competitor Relations Officer:	Mr Martin KREJČÍŘ, Ing. tel. 00420 585 013 400	mobil 00420 724 206 500
Economist:	Ms Lenka KOUDELKOVA tel. 00420 585 013 400	mobil 00420 606 838 312
Chief Medical Officer:	Mr Josef SKLENÁŘ , Doctor of Medicine tel. 00420 585 011 351	mobile: +420 608 978 014
FIA Observer:	Mr Michel ADANT (BEL)	
FIA Technical Delegate:	Mr Boris GORUP (HVR)	

Chairman of the Stewards:	Mr Wolfgang SAUER (AUT)	
FIA Steward:	Mr Teodor STROBL (SVK)	
ASN Steward:	Mgr. Miroslav NEZVAL	Lic. No. 036
	Ing. Stanislav MINÁŘÍK	Lic. No. 001
Scrutineer:	Ing. Josef STRÁNKÝ	Lic. No. 228
	Ing. Rostislav HADAŠ	Lic. No. 222
Timekeeper:	Ms Jarmila FTÁČKOVÁ	Lic. No. 1087

1.3 Official Notice Board

All communication and decisions as well as the results shall be posted on the shortest possible period on the information notice board. Official boards are located in the paddock, in the directory building and in the PARC FERMÈ.

2 GENERAL CONDITIONS

2.1 The Event shall be organized in conformity with the provisions of the FIA International Sporting Code and its amendments, the Czech Sporting Code, the Austrian Sporting Code, and the provisions of these Supplementary Regulations.

2.2 By handing in their application form, the participants of the Event agree to abide by the above provisions and regulations and abandon all recourse to arbitrators or courts not provided for the FIA International Sporting Code.

2.3 Any person or association organising or taking part in an event and failing to comply with these provisions shall have their license withdrawn.

2.4 The Event counts towards the following Championships and competitions as follows:

- European Hill Climb Championship
- FIA Historic Hill Climb Championship
- Championships and associanted contests competitions according to the Annexes of these Regulations

2.5 The races will be run on the ECCE HOMO Sternberk course. The start area is outside the town of Sternberk on the III 44423 Motorway in the direction to Opava.

<u>The basic characteristics of the course are as follows :</u>

Length	7800 m
Width	min. 7 m
Level difference	307 m
Average gradient	3.9 %
Maximum gradient	4.3 %
Start	100m past the Organising Committee, 301m above sea level
Finish	Ecce Homo Peak, 608 metres above sea level
Current record of the Course	Simone Faggioli (I) vehicle OSELLA FA30 165,19 kmph, 2:49.99, 7 June 2009

The track is divided into 16 numbered sections. If necessary, any driver can ask the stewards to contact the Organising Committee using one of the 16 telephone sets marked with the letter „T“ and particular section number.

3 ELIGIBLE VEHICLES

3.1 All vehicles complying with the prescriptions of the FIA Appendix J for the following Groups are eligible to take part:

3.1.1 European Hill Climb Championship

Category I

Group N - Production Cars
Group A - Touring Cars (including World Rally Cars, Super 1600, Super Production Cars and cars of Group R)
Group S20 - Super 2000 cars (rally and circuit)
Group GT - Grand Touring Cars (GT1, GT2 and GT3 combined)

Category II

Group CN - Production Sports Cars
Group D/E2-SS (Single-seater) - International Formula or Free Formula single-seater racing Cars with a cylinder capacity of 3000 cm^3 or below.
Group E2-SC (Sportscars) - Two-seater racing cars, open or closed, built specially for speed races, with a cylinder capacity of 3000 cm^3 or below.
Group E2-SH (Silhouette) - Touring type cars having the appearance of a 4-seater large scale production vehicle and the same shaped windscreen as this car.

Under certain circumstances, Group A and N cars are permitted to participate for four years after the expiry of their homologation (see these conditions in article 4 of the "FIA European Hill-Climb Championship" regulations).

3.1.2 Historic HCC:

Category 1 (C, D, E, F, G 1, GR)
Category 1 (SAL 1-4, OT 1-4, OS 1-8, T 1-15, GT 1-17, TC 1-15, GTS 1-17)
Category 1 (TSRC 1-18, GTP E-F, HST 1-5, HS 2-3 2-seat)
Category 2 (G2, H1, HR)
Category 2 (T 16-25, TC 16-25, GT 18-27, GTS 18-27)
Category 2 (TSRC,HST, S 2/1)

Associated Contests See the Annexes of these Regulations.

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

3.2.1 EHC Championship:

Category I:		Category II:	
upto	1400 ccm	upto	1600ccm
from	1400 to 1600 ccm	from	1600 to 2000 ccm
from	1600 to 2000 ccm	from	2000 to 3000 ccm
from	2000 to 3000 ccm	over	3000 ccm (only E2-SH)
over	3000 ccm		

3.2.2 FIA Historic Championship:

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 ccm
Class A2 up to 1150 ccm
Class A3 up to 1300 ccm
Class A4 up to 1600 ccm
Class A5 up to 2000 ccm
Class A6 over 2000 ccm
Category 1.2: (TSRC 1-18, GTP E-F, HST 1-5, HS 2-3 2-places)
Class A7 up to 1300 ccm
Class A8 up to 1600 ccm
Class A9 up to 2000 ccm
Class A10 over 2000 ccm
Category 2.1: (T 16-25, TC 16-25, GT 18-27, GTS 18-27)
Class B1 up to 850 ccm
Class B2 up to 1150 ccm
Class B3 up to 1300 ccm
Class B4 up to 1600 ccm
Class B5 up to 2000 ccm
Class B6 over 2000 ccm
Category 2.2: (TSRC, HST 1-5, S 2/1)
Class B7 up to 1300 ccm
Class B8 up to 1600 ccm
Class B9 over 1600 ccm
Category 3.1: (T 26-35, TC 26-35, GT 28-37, GTS 28-37)
Class C1 up to 1300 ccm
Class C2 up to 2000 ccm
Class C3 over 2000 ccm
Category 3.2: (TSRC, HST)
Class C4 up to 2000 ccm
Class C5 over 2000 ccm
Category 4.1: (GP 8-15, V 6-9, HS 2-3 single-seat, F1/1, F2/1, F3/1)
Class D1 1919-1953 no capacity limitation
Category 4.2: (Single Seat)
Class D2 1954-1982 up to 1600 ccm
Class D3 1954-1982 up to 2000 ccm
Category 4.3: FJ1, FJ2
Class D4 Front engine
Category 4.4: FJ1, FJ2
Class D5 Rear engine

In the case of supercharging, the nominal cylinder capacity will be multiplied by 1.4 and the car will pass into the class corresponding to the fictive volume thus obtained.

Associated Contests: See the Annexes of these Regulations.

3.3. The safety equipment of all vehicles must comply with the FIA Appendix J.

3.4 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.

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

3.6 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.

4 DRIVER'S SAFETY EQUIPMENT

4.1 The wearing of a safety belt and a crash helmet as well as a head restraint device complying with the standards approved by the FIA is obligatory during the practice heats and the race.

4.2 Drivers are strictly obliged to wear fire-resistant overalls (including a mask or balaclava, gloves, etc.) complying with the current FIA standards.

5 ELIGIBLE COMPETITORS AND DRIVERS

5.1 Any person or legal entity holding a valid contestant's license for the year in question shall be allowed to enter and found eligible.

5.2 Drivers must also be in possession of a current competition license for the year concerned.

5.3 Foreign competitors and drivers must be in possession of written authorisation from their ASN which has issued their licences if this authorisation does not constitute a part of the licence.

6 ENTRIES, LIABILITY AND INSURANCE

6.1 Applications for entry shall be accepted following publication of the Supplementary Regulations. Please, use the application form issued by the Organiser (disposable at www.eccehomo.cz) that shall be used also as the technical card of a vehicle.

IMPORTANT!

The applicants shall specify in the application form which course they take part in.

The applications should be directed to:
Automotoklub ECCE HOMO Sternberk, POB 17, Namesti svobody 7, CZ - 785 01 Sternberk
tel/fax 00420 585 013 400 e-mail : amk@eccehomo.cz www.eccehomo.cz

The closing date for entries is 18. May 2010 at 12 p.m.

Entries made on a form other than the official entry form must be confirmed in writing before the beginning of the administrative checks, providing the information requested on the official entry form.

For Historic Cars only: a photocopy of the first page of the Historic Vehicle Identity Form of the car entered must be enclosed with the entry.

6.2 The number of participants is limited to 130 vehicles. If the number of applications exceeds this limit, the candidates will be selected with regard to their classifications in championships effected in 2009 to their previous participation in ECCE HOMO Championship, as well as with regard to the order in which the application forms have been received.

6.3 There may be a change of vehicle after the close of entries provided that the new vehicle belongs to the same group and the same cylinder capacity class (Art. 3) as the 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 121 of the FIA International Sporting Code. The replacement driver who must hold a valid license or licenses 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 (i.e. one driver for two vehicles or one vehicle for two drivers) are not allowed.

6.6 The entry fees for ECCE HOMO races has been determined as follows:

European Hill Clib Championship	EUR 215,00
FIA Historic Championship	EUR 125,00
Czech Republic International hill climb Championship	CZK 5600,00
Czech Republic hill climb Championship	CZK 5600,00
Czech Republic historic hill climb Championship	CZK 5600,00
FIA Central Europa Zone Trophy	CZK 3600,00
Czech-Moravian Cup	CZK 3100,00

The entry fees are to be paid as follows:
CESKÁ SPORITELNA a.s. CZ - 78 501 STERNBERK **CZ88 0800 0000 001802863339 GIBA CZ PX**

Drivers classified on the 1st through 3rd positions in the EHCC and EHChist general classification in the previous year, the absolute Ecce Homo winner of the last year and official representatives of the Czech Republic are entitled to pay entry fee reduced by 50%. If a participant takes part in more courses, he is obliged to pay only one entry fee.

6.7 An entry shall only be accepted if the entry fees are received by the deadline. The deadline is:
- the date of the deadline for entrance applications pursuant art. 6.1 when payment on the account.
- the date of the administrative checks pursuant art. 9.1.1, when the fee must be paid at the latest.

6.8 The entry fees include the competitor's and driver's premium in the scope of the insurance policy taken out by AMK ECCE HOMO Sternberk pursuant art. 6.11., the liability insurance for damages caused by the racing vehicle during the day of the practice and/or during the day of the course, as well as the necessary start numbers

6.9 The entry fees shall be refunded in full if the entry is not accepted or the Event is cancelled.

6.10 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-a-vis competitors, drivers, assistants and third parties. Each competitor/driver shall be held solely responsible for his own insurance.

6.11 The activities of AMK ECCE HOMO Sternberk – the Organiser of the Contest - are covered by the Insurance Policy TREND no. 510915519 3 concluded by UAMK with the insurance company Kooperativa a.s., Templova 747, 110 01 Praha 1, effective since 1 March 2005. This insurance policy covers the third party civil liability insurance in the case of unintended cause. The maximum coverage is limited to CZK 2,000,000 for each insured accident. The following damages are not covered by above mentioned insurance:

- damages caused by a motor vehicle covered by the compulsory third party liability insurance
- injury to health or life incurred to active participants of the organized sporting event

UAMK has also taken out the liability insurance effective from 4 June 2010 until 6 June 2010. The subject matter of the insurance is the third party liability insurance as per the provisions of the Civil Code, including liability for damages incurred by the drivers during driving on the track and in the insurant's premises.

The organiser has concluded an insurance contract including insurance of liability for damaged inflicted on third parties during the competition made by participants or participant's vehicles parties up to sum assured 5.000.000 CZK with the participation 10.000 CZK. A property up 10.000 CZK will be paid by drivers and over 10.000 CZK by insurance.
However the insurance does not cover liability for the damages caused by event participant that the competitors cause each other in the course of sport event.

By participating in the Event, each competitor/driver officially waives all rights to compensation arising in connection with accidents which may befall competitors/drivers or their assistants during practice or the race or during trips from the parking areas to the track and back. This waiver shall apply vis-a-vis the FIA, the ASN, the Organizer, the various officials, and other competitors/drivers or their assistants.

6.12 The third party 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 and "Parc Fermè" to the track and back. The liability insurance for damages caused by the racing vehicle shall apply during the day of the practice and/or during the day of the course.

7 RESERVATIONS, OFFICIAL TEXT

7.1 The Organiser reserves the right to issue additional conditions or instructions which will form an integral part of hereof Supplementary Regulations. 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 boards as per Article 1.3 hereof.

7.3 Any cases not provided for in the Supplementary Regulations shall be decided by the stewards of the meeting.

7.4 Only the English version of these Supplementary Regulations shall be considered as the official authentic text.

8 OBLIGATIONS OF THE PARTICIPANTS

8.1 Start Numbers

8.1.1 The Organiser shall provide each participant with three start numbers to be placed on both the sides of the vehicle and on the front bonnet prior to the scrutineering. The numbers must be kept visible during the course and the practice heats. Vehicles without correct start numbers shall not be allowed to start in the Event.

8.1.2 Allocation of the start numbers is within the Organiser´s discretion.

8.1.3 At the end of the Event, before leaving the PARC FERME or the paduptock, the start numbers shall be removed from those cars that are supposed to operate on public roads.

8.2 Starting Arrangements

8.2.1 Drivers must put 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 and posted on the official notice board or handed over to the driver against his signature.

8.2.2 The participants shall take their place in the starting file at least 10 min. before the start, in accordance with the Organiser's timetable. Any driver who fails to report to the start at his scheduled starting time may be excluded from the Event.

8.3 Advertising

8.3.1 Any advertising may be affixed to the vehicles of the driver's discretion, on the condition that it complies with the FIA regulations, and particular ASN regulations, and the general taste. No advertising whatsoever may be affixed to the side windows. The name label of the driver is allowed.

8.3.2 The Organiser has made provisions for the following advertising:
- on the start numbers – obligatory advertising, which will be handed over to drivers at the administrative checks
- on other places of the car - optional (non-obligatory) advertisement

8.4 Flag Signals, Track Behaviour

8.4.1 The following signals shall be used during the practice and the race, and must be strictly observed:

Red flag	*Stop immediately and definitively*
Yellow flag*	*Danger on the track, no overtaking*
Yellow flag with vertical red stripes	*Slippery surface, worsened route surface, change in grip*
Blue flag	*Competitor attempting to overtake*
Black and white chequered flag waved	*End of the heat, finish line*

**Flag waved*	*Immediate danger, no overtaking, be ready to change driving direction*
**Two flags waved*	*Serious danger, reduce speed, no overtaking, be ready to change driving direction or to stop. The route is partially or completely blocked*

8.4.2 It is strictly forbidden to drive a vehicle across or in the opposite direction of race unless instructed to up to so by a marshal or by 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.

8.4.3 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.

9 ADMINISTRATIVE CHECKS AND SCRUTINEERING

9.1 Administrative Checks

9.1.1 The administrative checks shall take place in the paddock on Friday, 4. June 2010, from 9.00am to 9.00pm, and on Saturday, 5. June 2010, from 6.00 am to 7.00am. The Saturday checks are reserved to the cases specified by art. 9.2.4.

9.1.2 The participants must report for the checks in person.

9.1.3 The participants shall produce the following documents :

- competitor's and driver's competition licenses
- driving license
- Vehicle Homologation Form or the Sport Vehicle Form, and for historic vehicles the FIA Historic Vehicle Identity Form
- written authorisation from ASN (if this was not enclosed with their entry form and if prescribed by the International Sporting Code)
- injury insurance policy of the driver (if this is not a part of the license)
- receipt confirming payment of the entry fee
- health card

The driver shall not be admitted to the course unless the above documents have been presented due to the conditions stated in the above articles. After the administrative checks, each participant shall receive a check receipt, all necessary documents, marking labels for practice heats and the course, start numbers and identification marks for the participant, the driver and two mechanics.

9.2 Scrutineering

9.2.1 The scrutineering shall take place in the paddock on Friday, 4. june 2010, from 4.00pm to 9.00pm, and on Saturday, 5. June 2010, from 6.00am to 7.00am. The Saturday scrutineering is reserved only for cases specified in 9.2.4 hereinafter.

9.2.2 Each participant or a person entrusted by the participant is obliged to accompany his vehicle at scrutineering so that identification and safety checks can be carried out.

9.2.3 Valid homologation form of the vehicle or the Sport Vehicle Form and for historic vehicles the FIA Historic Vehicle Identity Form must be presented. Otherwise scrutineering may be refused.

9.2.4 The exact time for reporting to the scrutineering is stated by the Organiser in the confirmed application form. The competitor, in his own interest, shall keep this time. Participants reporting for scrutineering after their scheduled time shall be liable to a penalty which may go as far as exclusion, at the stewards' discretion. 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.

9.2.5 Scrutineering does not constitute confirmation that the vehicle complies with the regulations in force in all the points.

9.2.6 The official list of the checked-in drivers will be enclosed and posted on Saturday, 5. june 2010 at 7.30am.

10 RUNNING OF THE EVENT

10.1 Start, Finish, Timekeeping

10.1.1 The start shall take place with the vehicle stationary and the engine running in one-minute intervals. However, the stewards of the meeting and the clerk of the course are free to modify the interval and starting order according to the circumstances.
The vehicles shall be ready to start 30 minutes before the start of the first car of the group gathered in the exit from the paddock. The drivers shall respect directions of the marshals. The departure of the vehicles from the paddock to the start area as well as the order of departure, both for the practice heats and the

course, shall be organised by the Organiser. The preparatory area shall be separated from the starting area by a green line and marked with the letter „M“. The preparatory area can be entered, apart from the drivers and officials, only by mechanics carrying respective identification marks and if agreed by the stewards of the meeting. Other persons are not allowed to enter the start and finish areas.

10.1.2 No vehicle may take the start outside its own group unless expressly authorised by the stewards of the meeting.

10.1.3 Any vehicle which has triggered the timing apparatus shall be considered as having started and shall not be granted a second start. The start of the vehicles for the practice heats and the course shall be effected by two light semaphores installed on both sides of the road. Red lights shall light up 20 seconds before the start. Red lights with the number “5“ shall go on five seconds before the start. The start itself shall be signalled by green lights, the red lights will go uptown at the same time. A vehicle not having started within 30 seconds after the green-light starting command shall be removed from the start area and excluded from the Event. A driver that has started off while the red light is on will be excluded from the Event.
Substitutional start shall be done by a flag.

10.1.4 Any refusal or delay in starting shall result in exclusion.

10.1.5 The finish shall be a flying finish. The heat ends when the vehicle crosses the finish line. After passing the finish line the driver is obliged to reduce speed immediately as indicated by the traffic signs, and to continue without stopping along the right hand side of the road in the same direction as far as to the marked area to get in line behind the accompanying vehicle carrying a flashing light beacon. The driver is obliged to respect all instructions of the marshals. Vehicles in that area subject to the same provisions as effected in the „PARC FERME“. Upon arrival at the turning area, the drivers must strictly observe the provision for their vehicles not to stop and turn before the marked area. Any breach of this regulation shall result in exclusion.
The return of the vehicles from the area past the finish line to the parking area or to „PARC FERME“ will be organised by the Organiser’s accompanying vehicles provided with flashing light beacons. During the return ride, the drivers are obliged to keep a safety distance between the cars and to fasten the seat belts and are not allowed to transport inside or on the vehicle any other person. Drivers in open racing vehicles are obliged to wear a crash helmet. Overtaking and stopping on the track are strictly forbidden. Damaged but mobile cars may return from the track to the start area and to the parking area only together with the rest of the cars during the organised common return from the finish area, being included between the accompanying vehicles with light beacons. Immobile cars will be removed from the track when the practice heats or the course are over, an exception can be allowed by the clerk of the course.

10.1.6 Timing shall be carried out using photoelectric cells accurate to at least 1/100 of a second.

10.2 Practice

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

10.2.2 Official practice shall take place according to the executive provision drawn by the Organiser. The drivers shall be acquainted with it after the technical checks.

10.2.3 Only those vehicles which have passed administrative checking and scrutineering and are listed by the list of the checked-in drivers shall be allowed to start the practice heats.

10.2.4 The condition for admission to the start of the first heat of the Competition is at least one classified practice heat. Special cases will be submitted to the stewards of the meeting.

10.3 Race

10.3.1 The heats of the race shall take place in accordance with the Executive Provisions of the Organiser, which include the heats time schedule, the division of vehicles into groups and their starting order.

10.3.2 The race shall be run over two heats. If a driver fails to pass both heats in the order laid uptown in the Executive Provisions of the Course, he is considered as not having complied with the terms of the course and shall not be classified. Drivers must give the way to faster drivers for overtaking.

10.4 Outside Assistance

10.4.1 Any outside assistance shall result in exclusion.

10.4.2 Vehicles which have broken uptown along the route will be taken uptown once the race is finished, an exception can be allowed by the Clerk of the Course. A failure to observe this provision will lead to exclusion from the Event.

11 PARK FERME, FINAL CHECKS

11.1 Parc Ferme

11.1.1 At the end of the Event, Parc Fermè rules shall apply between the finish line and the entrance to the Parc Fermè.

11.1.2 At the end of the Event, all classified vehicles shall remain in the Parc Fermè until indication to the contrary is given by the Clerk of the Course with the approval of the stewards. Parc Fermè rules shall not be lifted until the period of time allowed for the lodging of protests has expired as per 12.2.2 hereinafter.

11.1.3 The Parc Fermè is located at the parking lot of the SOUL school on Opavska Street (between the Paddock and the Start Area).

11.2 Additional Checks

11.2.1 Any vehicle may be subjected to additional checking by the scrutineers, both while the Event is taking place and especially after the finish. A driver shall be given notice of the final checks in writing.

11.2.2 At the request of the stewards, whether spontaneously or following a protest, vehicle may be impounded after the finish and subjected to complete and detailed scrutineering entailing the dismantling of the vehicle.

11.2.3 Special checks (weighing, etc.) shall be performed where the technical commissioner specifies.

12 CLASSIFICATIONS, PROTESTS, APPEALS

12.1 Classifications

12.1.1 The course consists of two heats on the track. The classification will be set with regard to the sum of the times taken from both heats.

12.1.2 In the case of the sum of the times of two competitors being equal, the better time achieved in the fastest heat will be decisive.

12.1.3 The following classification shall be drawn up:

<u>European Hill Climb Championship :</u>
- absolute classification of all the groups in the EHC altogether
- classification of groups N, A, S20, GT, CN, D/E2- SS, E2 – SC, E2-SH separately,
- classification in cylinder capacity classes pursuant Art. 3.2.1 hereof

FIA Historic Championship:
- FIA European Hill Climb Championship for Historic Vehicles – Classification of each of the Categories
- FIA European Hill Climb Championship for Historic Vehicles – Classification by cylinder capacity class

Associated Races :
For the classification of the Associated Contests of ECCE HOMO as specified in Section 1 hereof, see the Annexes.

The results will be presented to the officials on the day of the race prior to the evening Prize-Giving Ceremony. The official results will be put the following day after the end of the event at **www.eccehomo.cz**

12.2 Protests

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

12.2.2 The deadline for the lodging of protests against the results or the classification (Article 174 of the ISC) shall be 30 minutes after publishing of the results.

12.2.3 The deposit for protests is set at CZK 18,000 and is to be paid to the Clerk of the Course. The deposit shall be refunded only if the protest is upheld.

12.2.4 Mass protests and protests regarding timekeeping or the decisions taken by the judges of fact are not accepted.

12.2.5 The right to protest can only be exercised by the contestant or by his representative holding a written proxy (original document) within the set up period and in conformity with regulations.

12.2.6 In the event of a protest necessitating the dismantling of the vehicle, the resulting estimated costs shall be guaranteed by a deposit at the same time as the deposit for protest. The amount of the deposit shall be estimated by the steward due to the ASN bulletin for current year.

12.3 Appeals

12.3.1 The lodging of an appeal and times for appealing shall be in accordance with the provisions of the FIA International Sporting Code.

12.3.2 The deposit for appeals is set at CZK 35,000 and is to be paid in cash to the Clerk of the Course.

13 PRIZES AND CUPS, PRIZE-GIVING CEREMONY

13.1 Prizes and Cups

13.1.1 On the basis of the classification, the drivers shall receive the following prizes, cups, and trophies.

European Hill Climb Championship :

- absolute classification of all the groups altogether (groups N, A, S20,GT, CN, D/E2- SS, E2 – SH, E2-SC)

1st place:	EUR 530.00
2nd place:	EUR 270.00

- individual classification within the groups N, A, S20, GT, CN, D/E2- SS, E2 –SH, E2-SC separately

1st place:	EUR 430.00
2nd place:	EUR 370.00
3rd place:	EUR 240.00
4th place:	EUR 170.00

- classification within the cylinder capacity classes

1st place:	EUR 65.00

The prizes can accumulate and are paid in the full value regardless to the number of participants.

The first three positions within the absolute classification shall receive a laurel wreath and an award. The first three places within the groups' classification and the cylinder capacity classification shall receive material award provided there are at least three participants in the group (cylinder capacity class). If the number of participants is lower, only the winner shall receive an award.

FIA Historic Championship :

The first three places within the cylinder capacity classification shall receive material awards provided there are at least three participants. If the number of participants is lower, only the winner of the cylinder capacity class shall receive an award.

Associated Races:

Prizes for competitors within the associated contests as per Section 1 hereof are specified in the Annexes of these Supplementary Regulations.

Others Prizes and Cups :

Beating the track record mentioned in Art. 2.5 hereof shall be honoured with a bonus of CZK 5000 for modern vehicles and CZK 2500 for historic vehicles. In the case of a multiple beating of the record the bonus shall be awarded to the latest record holder.

The absolutely fastest woman in the categories of modern and historic vehicles shall receive an award.

The absolutely fastest driver of the Event in the categories of modern and historic vehicles shall receive an award.

13.1.2 Material awards which have not been collected by the drivers (competitors) within one month from the day of the race termination shall remain the property of the Organiser. No awards shall be sent, they have to be collected.

13.1.3 The prizes and awards shall be collected by the drivers (competitors) in person at the Prize-Giving Ceremony. The cash prizes that have not been collected shall remain the property of the Organiser. The driver (competitior) shall prove his authorisation for the obtaining of the prize by a license. The cash prizes shall be paid in EUR or the same value in the currency of the organising country, i.e. in CZK.

13.1.4 All the prizes are cumulative.

13.2 Prize Giving Ceremony

13.2.1 It is a point of honour that all participants should attend the Prize Giving Ceremony.

13.2.2 The Prize Giving Ceremony shall take place on the Main Square on 6 June 2010 at 6pm.

14 SPECIAL PROVISIONS

Vehicles of the groups included in the associated contests specified in Section 1 hereof shall race together with cars included within the respective groups as specified in paragraph 3.1 hereinbefore. However, the results shall be evaluated separately.

The Organiser reserves the right to introduce other contests within the associated contests upon approval of ASN.

Vlastimil Malík
Clerk of the Course

Annex 1 Czech Republic International Hill Climb Championship

The CR International Championship (CRC) run on the racetrack ECCE HOMO 2010 is governed by the Supplementary Regulations for the European Hill Climb Championship with the exception of the following articles which read as follows:

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

Category I

Group N – Production Cars
Group A – Touring Cars
Group SP – Super Production Cars
Group E1- vehicles Formula Libre complying with Category I, B, ST, vehicles complying with Category I
Group S2000
Group GT2

Category II

Group E2 - vehicles Formula Libre complying with Category II
Group C – Sport protypes CN according to FIA 2003- 2009, Sportscars (SR1, SR2, C) GT1, CM according to FFSA

Category I

- Group N up to 1400ccm
  from 1401 to 2000ccm
  over 2000ccm
- Group A up to 1400ccm
  from 1401 to 2000ccm
  over 2000ccm
- Group E1 up to 1400ccm
  from 1401 to 1600ccm
  from 1601 to 2000ccm
  over 2000 ccm
- Group E2 up to 1400ccm
  from 1401 to 1600ccm
  from 1601 to 2000ccm
  over 2000 ccm

- the two -wheel drive cars with supercharged Diesel engine, whose nominal cylinder capacity is 2000ccm or below, will be divided into the particular class depending up thecylinder capacity

- cars homologated as VK (group R) will be divided into the following cylinder capacity classes:

class N up to 1400ccm – R1A

class N from 1401 to 2000ccm –R1B

class A up 1401 to 2000ccm – R2B, R3C, R3C, R3T, R3D

12.1.3 The classification of the Czech republic international Hill Climb Championship race shall be as follows:

- absolute classification of all the groups altogether
- classification of category I and categeory II

13.1 The competitors shall receive the following prizes and awards:

The first three positions within the absolute classification shall receive an award.

The first three places within the cylinder capacity classification shall receive material award provided there are at least three participants. If the number of participants is lower, only the winner of the cylinder capacity class shall receive an award.

Annex 2 Czech Republic Hill Climb Championship

The Czech Republic Hill Climb Championship on the racetrack ECCE HOMO 2010 is governed by the Supplementary Regulations for the European Hill Climb Championship, with the exception of the following articles which read as follows:

3.2 The vehicles shall be divided as follows:

The same regulation obtain as in the case of Czech Republic International Hill Climb Championship.

See Annex 1 , Art. 3.2.

12.1.3 The classification of the Czech republic Hill Climb Championship race shall be as follows:

The same regulation obtain as in the case of Czech Republic International Hill Climb Championship.

See Annex 1, Art. 12.1. 3

13.1 The competitors shall receive the following prizes and awards:

The first three positions within the absolute classification shall receive an award.

Annex 3 Czech Republic Historic Hill Climb Championship

The Czech Republic Historic Hill Climb Championship on the racetrack ECCE HOMO 2010 is governed by the Supplementary Regulations for the FIA Historic Championship, with the exception of the following articles which read as follows:

3.2 The vehicles shall be divided as follows:

Group 1 :Serial and modified touring and GT cars incl. GTP of the periods C, D, E, F, G1 divided into classes:

A1-up to 850 ccm A2-up to 1150 ccm
A3-up to 1300 ccm A4-up to 1600 ccm
A5-up to 2000 ccm A6- over 2000 ccm

Serial and modified touring and GT cars incl. GTP of the periods G2 and H1 divided into classes:

B1-up to 850 ccm B2-up to 1150 ccm
B3-up to 1300 ccm B4-up to 1600 ccm
B5-up to 2000 ccm B6- over 2000 ccm

Serial and modified touring and GT cars of the periods H2 and I divided into classes:

C1-up to 1300 ccm C2-up to 2000 ccm
C3-over 2000 ccm

Serial and modified touring and GT cars incl. GTP of the periods J and "A Cup 1300" divided into classes:

C5-up to 1300 ccm C6-up to 1600 ccm
C7-over 1600 ccm

Group 2: Sporting prototypes and sporting racing cars from the periods C, D, E, F and GR divided into classes:

A7-up to 1300 ccm A8-up to 1600 ccm
A9-up to 2000 ccm A10-over 2000 ccm

Sporting prototypes and sporting racing cars from the periods HR divided into classes:

B7-up to 1300 ccm B8-up to 1600 ccm
B9-over 1600 ccm

Sporting prototypes and sporting racing cars from the periods IR divided into classes:

C4-up to 2000 ccm C5 – over 2000ccm

Sporting prototypes and sporting racing cars from the periods JR divided into classes:

C8-up to 2000 ccm

Group 3: Single-seat racing cars conforming to the original producer's specifications from the periods D, E, F divided into classes:

H15-up to 1150 ccm H16-up to 1300 ccm
H17-over 1300 ccm

Single-seat racing cars conforming to the original producer's specifications from the periods GR, HR, IR, JR divided into classes:

H18-up to 1150 ccm H19-up to 1300 ccm
H20-over 1300 ccm

The touring cars of all periods due to homologation and the then valid Appendix J of the FIA Code, sporting cars and racing cars due to original certified specification and the then valid Appendix J.

12.1.3 The classification of the Czech Republic Historic Championship shall be as follows:
- in accordance with the NSR for Czech championship for historic cars

13.1 The drivers shall receive the following prizes and awards:

The first three drivers in the absolute order shall receive material awards.

Annex 4 Czech Moravian Cup

The Czech Moravian Cup on the racetrack ECCE HOMO 2010 is governed by the Supplementary Regulations for the FIA Historic Championship, with the exception of the following articles which read as follows:

3.3 The vehicles of the group E1H shall be divided as follows:

E1H up to 1400 cm3, up to 1600 cm3, up to 2000cm3, over 2000 cm3.

13.1 The drivers shall receive the following prizes and awards:

The first three drivers in the absolute order shall receive material awards.