

# Standard Supplementary Regulations for the FIA Historic Hill Climb Championship ECCE HOMO STERNBERK (CZE) - 05-07.06.2015

## PROGRAMME

31.5.2015	12 pm	Closing of entries.
5.6.2015	9am-7pm	Administrative checking and scrutineering.
6.6.2015	8am	Official practice - 1 <sup>st</sup> heat.
6.6.2015	12am	Official practice - 2 <sup>nd</sup> heat.
7.6.2015	9am-12.35am	Race - 1 <sup>st</sup> heat.
7.6.2015	12.45am-4.25pm	Race - 2nd heat.
	5.00pm	Posting of provisional results.
	6.00pm	Prize Giving.

## 1 – ORGANISATION

The Automotoklub ECCE HOMO Sternberk is organising the international Historic Hill Climb **ECCE HOMO STERNBERK** on 5.-7. June 2015

These Supplementary Regulations have been approved:

- by the A.C.C.R.
- with visa No.

- and by the FIA
- with visa No. 5CEMO70615

### 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](mailto:malik@eccehomo.cz)

The address of the Secretariat of the Competition is as follows:

**Until** until 04.06. 2015 at 12pm Automotoklub ECCE HOMO, POB 17, Nadrazní 60, CZ – 785 01 Šternberk , tel./fax 00420 585 013 400 e-mail: [amk@eccehomo.cz](mailto:amk@eccehomo.cz)  
[www.eccehomo.cz](http://www.eccehomo.cz)

**As from** 05.06. 2015 at 12 am:  
Automotoklub ECCE HOMO, Opavska 14, CZ – 785 01 Šternberk , tel. 00420 585 013 400 tel./fax 00420 585 013 400

### 1.2 Officials

Clerk of the course:	Vlastimil Malík tel./fax 00420 585 013 400 mobil 00420 604 336 635	Licence No 395.
Assistant clerk of the course:	Frantisek SAS	Licence No 394.
Chairman of the panel of stewards:	Wolfgang SAUER (AUT)	Licence No. 029b
Stewards:	Dušan Koblišek (SVK)	Licence No.01SK

	<b>Ing. Stanislav Minařík HV</b>	<b>001</b>
Scrutineers:	Kamil Nechvilka HV	Licence No.
Timekeepers:		
FIA observer(s):	<b>Gaby Kreiker (LBN)</b>	004/15
FIA eligibility delegate:	<b>Domenico Cifaldi (ITA)</b>	
Competitors' relations officer:	Ing. Martin Krejčíř	Licence No 524
Chief medical officer:	Mr Břetislav BOLARD, Doctor of Medicine	.
Secretary of the Competition:	Ing. Roman SOBKULIAK	Licence No. 388
Secretary of the panel:	<b>Radana KUNCOVÁ</b>	
ASN safety delegate	<b>Jiří KOUBEK</b>	Licence No.
Safety officer	Jiří Ošlejšek	Licence No 382

### 1.3 Official notice board(s)

All communications and decisions, as well as the results, shall be posted on the official notice board(s) located in the paddock, in the directory building and in the PARC FERMÉ.

## 2 - GENERAL CONDITIONS

**2.1** The Competition shall be organised in conformity with the provisions of the FIA International Sporting Code («the Code»), the List of Requirements for the Organisers of the FIA Historic Hill Climb Championship («the HHCC»), the National Sporting Code if applicable 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 Code.

**2.3** Any person or association organising or taking part in a Competition and failing to comply with these provisions shall have their Licence withdrawn.

**2.4** The Competition counts towards the following Championships:  
- FIA Historic Hill Climb Championship  
- Czech Republic Historic Hill Climb Championship  
- FIA Central Europe Zone Trophy for Historic Vehicles

### 2.5 Course

The Competition will be run on the course, which has the following characteristics:

**Length:** 7800 m

**Incline:** 307 m

**Average and maximum gradients :** 3,9% and 4,3%

**Location and altitude of the start:** 100m past the Organising Committee, 301m above sea level

**Location and altitude of the finish:** Ecce Homo Peak, 608 metres above sea level

### 2.6 Coefficient of the Competition

The coefficient of the Competition is: **1 or 2 (select)**

This coefficient is allocated by the FIA to the Competitions counting towards the FIA Historic Hill Climb Championship.

### 3 - ELIGIBLE VEHICLES

#### 3.1

##### 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-G1, HST 1-5, HS 2-6 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 1-5, S 2/1)

##### Category 3 (H2, I, IR)

###### Category 3

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

###### Category 3

(TSRC, HST 1-5, S2/2)

##### Category 4 (J1, J2, JR)

###### Category 4

(T, CT, GT, GTS - 01.01.1982 to 31.12.1985)

D1 up to 1600cm<sup>3</sup>

D2 up to 2000cm<sup>3</sup>

D3 over 2000cm<sup>3</sup>

Category 4 (T, CT, GT, GTS - 01.01.1986 to 31.12.1990)

D4 up to 1600 cm<sup>3</sup>

D5 up to 2000 cm<sup>3</sup>

D6 over 2000 cm<sup>3</sup>

###### Category 4

(TSRC, Group C, S2/3, GC 1a, GC 1b, GC 2a, GC 2b, SN/2500, SN/3000)

D7 up to 2000cm<sup>3</sup>

D8 over 2000cm<sup>3</sup>

D9 SN up to 2500cm<sup>3</sup>

D10 SN up to 3000cm<sup>3</sup>

##### Category 5 (C, D, E, F, GR, HR, IR, JR)

###### Category 5

E1 1919-1953 no capacity limitation

E2 1954-1982 up to 1600cm<sup>3</sup>

E3 1954-1982 up to 2000cm<sup>3</sup>

E4 1983-1990 up to 1600cm<sup>3</sup>

E5 1983-1990 up to 2000cm<sup>3</sup>

**3.2** The vehicles will be divided up into the following cylinder capacity classes : (see Article 2 of the Sporting Regulations of the HHCC)

**3.3** In the case of supercharging (see definition in the current Appendix J), the nominal cylinder capacity of cars up to and including Period J1 will be multiplied by 1.4 and that of cars of Period J2 and JR/1986-1990 by 1.7. Each car will belong to the class corresponding to the fictive cylinder capacity thus obtained.

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

**3.5** 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 Competition.

**3.6** Only fuel which complies with the provisions of Appendix K may be used.

**3.7** 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 - DRIVERS' SAFETY EQUIPMENT

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

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

### 5 - ELIGIBLE COMPETITORS AND DRIVERS

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

**5.2** Drivers must be in possession of both a car driving licence and an International Driver's Licence valid for the current year.

**5.3** 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 taking the form of just a note on the Licence).

### 6 - ENTRIES, LIABILITY AND INSURANCE

**6.1** Applications for entry shall be accepted following publication of the Supplementary Regulations and should be sent to the following address:  
Automotoklub ECCE HOMO Sternberk, POB 17, Nádražní 60, CZ - 785 01 Sternberk, tel/fax 00420 585 013 400  
e-mail: [amk@eccehomo.cz](mailto:amk@eccehomo.cz), [www.eccehomo.cz](http://www.eccehomo.cz)  
Each entry form must be accompanied by a photocopy of the first page of the car's FIA HTP.

**CLOSING DATE FOR ENTRIES: 31. May 2015 at 12 p.m.**

Entries made by email, telegram or fax must be confirmed in writing before the closing of entries, providing the information requested on the official entry form.

**6.2** The number of participants is limited to 200 vehicles. If the number of applications exceeds this limit, the candidates will be selected with regard to their classifications in championships effected in 2014 to their previous participation in ECCE HOMO, 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 closing of entries and up to the completion of the checks on the competitor concerned, provided that the new vehicle belongs to the same group and the same cylinder capacity class (Article 3.2) as the vehicle being replaced.

**6.4** No change of Competitor may take place after the closing of entries. Changes of Driver are authorised in accordance with Article 9.14 of the Code. The replacement Driver, who must hold a valid car driving licence, an International Licence or Licences as well as authorisation from

his ASN, must be named before the administrative checking are carried out for the vehicle concerned.

**6.5** Double starts (1 Driver for 2 vehicles or 1 vehicle for 2 Drivers) are not authorised.

**6.6** The entry fees shall be as follows:  
- with the organiser's optional advertising (Article 8.3.2): 200+40 EUR  
- without the organiser's optional advertising (Article 8.3.2): 250+40EUR

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

**6.7** An entry shall only be accepted if it is accompanied by the entry fees and received by the deadline set in Article 6.1.

**6.8** In all cases, the entry fees include the Competitor's and Driver's Civil Liability insurance premium, as well as the necessary Competition numbers.

**6.9** The entry fees shall be refunded in full if the entry is not accepted or the Competition is cancelled. The Organizer may refund up to 100% of the entry fee to those competitors, who "for reasons of force majeure", duly certified by their ASN, were unable to start in the race and didn't take part in the training heats.

**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-à-vis Competitors, Drivers, assistants and third parties. Each Competitor/Driver shall be held solely responsible for his own insurance.

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

- third party Civil Liability up to CZK 2,000,000 for each case;
- 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

**6.12** The Civil Liability insurance taken out by the organiser shall apply for the entire duration of the Competition, 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 Competition 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 as soon as possible via dated and numbered information bulletins which shall be posted on the official notice board (Article 1.3).

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

**7.4** For the Supplementary Regulations, the English text shall be considered as the authentic text.

## 8 - GENERAL OBLIGATIONS

### 8.1 Competition numbers

**8.1.1** - The organiser shall provide each participant with 2 sets of Competition numbers which shall be clearly displayed on both sides of the vehicle and throughout the duration of the Competition.

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

**8.1.2** - The organiser shall be responsible for allocating the Competition numbers.

**8.1.3** - At the end of the Competition, before leaving the Parc Fermé or the paddock, the numbers of vehicles driving on public roads must be removed.

### 8.2 Starting arrangements

**8.2.1** - Drivers must place themselves at the disposal of the clerk of the course at least one hour before the start. The Drivers shall accept the consequences should they be unaware of any conditions or modifications to the timetable which might be decided prior to the start.

**8.2.2** - The participants shall take their place in the starting file at least 10 minutes prior to their starting time. Any Driver who fails to report to the start at his scheduled starting time may be excluded from the Competition.

### 8.3 Advertising

**8.3.1** - Any advertising may be affixed to the vehicles, on condition that:

- it complies with the FIA regulations and particular ASN regulations
- it is not offensive.

**8.3.2** - No advertising whatsoever may be affixed to the side of the windows. The organiser has made provision for the following advertising:

- on the competitor numbers – obligatory advertising, which will be handed over to drivers at the administrative checks. Obligatory advertising - Label from FIA - will be handed over to drivers at the administrative checks and is to be placed on the left and right back part of the vehicle according to the picture, which will be handed over to the drivers by administrative checks.
- on other places of the car - optional (non-obligatory) advertisement.

### 8.4 Flag signals, track behaviour

**8.4.1** - The following flag signals may be used during practice and the race, and must be strictly observed:

<b>Red flag:</b>	stop immediately and definitively.
<b>Yellow flag *:</b>	danger, absolutely no overtaking.
<b>Yellow flag with vertical red stripes:</b>	slippery surface, change in grip.
<b>Blue flag:</b>	competitor attempting to overtake.
<b>Black and white chequered flag:</b>	end of the heat (finish line).

\* *Flag waved:* Immediate danger, be prepared to stop.

\* *Two flags together:* Serious danger.

**8.4.2** - It is strictly forbidden to drive a vehicle across or in the opposite direction to the direction of the race, unless instructed to do so by the track marshals or the clerk of the course. Any breach of this regulation shall result in exclusion, with the possible addition of other sanctions and the transmission of the case to the ASN concerned.

**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 track marshals.

## **9 - ADMINISTRATIVE CHECKING AND SCRUTINEERING**

### **9.1 Administrative checking**

#### **9.1.1 - The administrative checking shall take place:**

at Gymnasiun Building ,  
on 5.6.2015  
from 9am to 7pm

**9.1.2** - The participants must report for the checking in person.

**9.1.3** - The following documents must be presented:

- International Competitors' and Drivers' Licences,
- car driving licence,
- FIA Historic Technical Passport (HTP).

Foreign participants must also present written authorisation from their ASN, if this was not enclosed with their entry or specifically noted on their Licence.

### **9.2 Scrutineering**

#### **9.2.1 - Scrutineering shall take place:**

at paddock  
on 5.6.2015  
from 2.30pm to 7pm

**9.2.2** - Participants are obliged to accompany their vehicle at scrutineering, so that identification and safety checks can be carried out.

**9.2.3** - The HTP and homologation form of the vehicle where applicable must be presented on request. Otherwise, scrutineering may be refused.

**9.2.4** - 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.

**9.2.6** - 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 COMPETITION**

### **10.1 Start, finish, timekeeping**

**10.1.1** - The start will take place with the vehicle stationary and the engine running. The stewards and the clerk of the course are free to modify the starting order according to the circumstances.

**10.1.2** - No vehicle may take the start outside its own category unless expressly authorised to do so by the stewards.

**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.

**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; as soon as this is done, the vehicle must reduce speed drastically.

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

### **10.2 Practice**

**10.2.1** - It is strictly forbidden to practise outside the times scheduled for official practice.

**10.2.2** - Official practice shall take place in accordance with the detailed timetable drawn up by the organiser.

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

**10.2.4** - The conditions for admission to the start of the heat(s) of the race are as follows: : The condition for admission to the start of the first heat of the Competition is at least one classified practice heat.

Special cases shall be submitted to the stewards.

### **10.3 Race**

**10.3.1** - The heats of the race shall take place in accordance with the detailed timetable drawn up by the organiser.

**10.3.2** - The Competition shall be run over 2 heat(s).

### **10.4 Outside assistance**

**10.4.1** - Any outside assistance shall result in exclusion.

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

## **11 - PARC FERMÉ, FINAL CHECKS**

### **11.1 Parc Fermé**

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

**11.1.2** - At the end of the Competition, all classified vehicles shall remain in the Parc Fermé until indication to the contrary is given by the clerk of the course with the approval of the stewards. Parc Fermé rules shall not be lifted until the period of time allowed for the lodging of protests has expired.

**11.1.3** - The Parc Fermé is located at 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 Competition is taking place and especially after the finish.

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

**11.2.3** Special checks (weighing, etc.) shall take place at the same place such as Scrutineering as requested by the technical delegate.

## **12 - CLASSIFICATIONS, PROTESTS, APPEALS**

### **12.1 Classifications**

**12.1.1** - The conditions for drawing up the classifications are as follows: The course consists of two heats on the track. The classification will result from the sum of the times of two race heats.

**12.1.2** - The rule for deciding between Competitors in the case of a dead heat is as follows: The best time in one of the race heats.

**12.1.3** - The following classifications shall be drawn up:  
- General classification of all the categories in the HHCC together (see art. 3.1);  
- General classification of all the categories outside the HHCC together;  
- Classification of each of the categories;  
- Classification by cylinder capacity class;  
- etc.

**12.1.4** - The points will be awarded in accordance with Article 6 of the HHCC Sporting Regulations.  
The points will be multiplied by the coefficient of the Competition (see Article 2.6).

## **12.2 Protests**

**12.2.1** - The lodging of protests and the deadlines to be observed shall be in accordance with the provisions of the Code.

**12.2.2** - The deadline for the lodging of protests against the results or the classification (Article 13.4.4 of the Code) shall be 30 minutes after the posting of the results on the official notice board.

**12.2.3** - The deposit for protests is set at CZK18.000 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 Competitors who are duly entered in the Competition, or by their representative(s) holding a written proxy (original document).

**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 to be specified by the stewards. The deposit must be paid within the period specified by the stewards in order for this check to be carried out.

## **12.3 Appeals**

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

**12.3.2** - The deposit for national appeals is set at: CZK 35.000

## **13 - PRIZES AND CUPS, PRIZE-GIVING CEREMONY**

### **13.1 Prizes and cups**

**13.1.1** - The following prizes, cups and trophies shall be awarded:

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.

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

**13.1.3** - Cash prizes must be collected in person at the prize giving ceremony, otherwise they shall remain the property of the organiser.

**13.1.4** - All 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 7.6.2015**  
**at 6pm**  
at the following location Main Square, Šternberk.

## **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