



SUPPLEMENTARY REGULATIONS OF THE EVENT

THE EUROPEAN HILL CLIMB CHAMPIONSHIP

ECCE HOMO STERNBERK

HILL CLIMB GRAND PRIX OF CZECH REPUBLIC

31. May - 2. June 2013

MAJOR RACE:

FIA 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

FIA CENTRAL EUROPA ZONE TROPHY

FIA CENTRAL EUROPA ZONE TROPHY FOR HISTORIC VEHICLES

CZECH TROPHY

AUSTRIAN HILL CLIMB CHAMPIONSHIP

HILL CLIMB CHAMPIONSHIP OF SLOVAKIA

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GENERAL PROGRAMME OF THE EVENT

| | | |
|--------------|------------------|---|
| 26. 05. 2013 | up to 12pm | Close of Entries |
| 31. 05. 2013 | 9.00am – 7.00pm | Administrative Checks |
| 31. 05. 2013 | 2.30pm – 7.00pm | Scrutineering |
| 31. 05. 2013 | 4.30pm | Final Track Check |
| 01.06.2013 | 6.00am – 7.00am | Administrative Checks and Scrutineering (special cases) |
| 01.06.2013 | 7.30am | Release of the Accepted Drivers List |
| 01.06.2013 | 8.00am – 4.00pm | Official Practice (two runs) |
| 01.06.2013 | 4.45pm | Presentation of the Practice Results |
| 02.06.2013 | 8.30am | Ceremonious Start of the Race |
| 02.06.2013 | 9.00am – 12.35am | 1 st Heat of the Race |
| 02.06.2013 | 12.45am – 4.25pm | 2 nd Heat of the Race |
| 02.06.2013 | 5.00pm | Presentation of the Race Results |
| 02.06.2013 | 6.00pm | Prize-Giving Ceremony |

Meetings of the International Jury:

| | | |
|--------------|--------|--------|
| 31. 05. 2013 | 3.00pm | |
| 01.06.2013 | 7.15am | 4.00pm |
| 02.06.2013 | 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 31.May to 2. June 2013 by Automotoklub ECCE HOMO Sternberk and the Town of Sternberk in conformity with the FIA regulations.

Major races:

- FIA 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
- FIA Central Europe Zone Trophy
- FIA Central Europe Zone Trophy for historic vehicles
- Czech Trophy
- Austrian Hill Climb Championship
- Hill Climb Championship of Slovakia

The presented Supplementary Regulations of the Event have been approved by A.C.C.R. VISA. No. **ZAV00313** from **25th April 2013** and FIA VISA No. **5CEM010613**.

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 30.5. 2013 at 12pm:

Automotoklub ECCE HOMO, POB 17, Nadrazni 60, CZ – 785 01 Sternberk

tel./fax 00420 585 013 400 e-mail: amk@eccehomo.cz www.eccehomo.cz

from 31.5. 2013 at 12 am:

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. 395 mobil 00420 604 336 635 |
| Clerk's Assistants: | Mr Frantisek SAS tel. 00420 585 013 400 | Lic. No. 394 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. 382 mobil 00420 603 588 960 |
| Secretary of the Event: | Ing. Roman SOBKULIAK tel. 00420 585 013 400 | Lic. No. 388 mobil 00420 725 132 455 |
| Competitor Relations Officer: | Mr Martin KREJČÍŘ, Ing. tel. 00420 585 013 400 | Lic. No. 387 mobil 00420 724 206 500 |
| Economist: | Mrs. Lenka KOUDELKOVA tel. 00420 585 013 400 | mobil 00420 606 838 312 |
| Chief Medical Officer: | Mr Břetislav BOLARD, Doctor of Medicine tel. 00420 585 011 351 | mobile: +420 605 764 049 |

| | | | |
|---------------------------|------------------------|---------------|--------------|
| FIA Observer: | Dagmar ŠUSTER (SVN) | | |
| FIA Eligibility Delegate: | Ralf Pettersson (FIN) | | |
| Chairman of the Stewards: | Wolfgang SAUER | Lic. No. 029b | |
| FIA Steward: | Ing. Teodor Štróbl | Lic. No. 072 | |
| ASN Steward: | Ing. Stanislav Minářík | HV | Lic. No. 001 |
| | Mgr. Miroslav Nezval | MV | Lic. No. 036 |
| ASN Safety Delegate | Jiří Koubek | | |
| Scrutineer: | Ing. Jiří Stránský | MV | Lic. No.228 |
| | Ing. Rostislav Hadaš | HV | Lic. No.222 |
| Timekeeper: | Ing. Josef Šimek | Lic. No. 1095 | |

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 FERMĚ.

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, Slovak Sporting Code, the List of requirements of the FIA European Hill-Climb Championship 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:
- FIA European Hill Climb Championship
 - FIA Historic Hill Climb Championship
 - Championships and associated 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.

The basic characteristics of the course are as follows :

| | |
|------------------------------|---|
| 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 169,53 km/h, 2:45.630. - 3. 6. 2012 |

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 FIA European Hill Climb Championship

Category I – Production Cars

- Group N** - Production Cars, including Group R1
- Group A** - Touring Cars (including World Rally, Cars, Super 1600, and cars of Group R2, R3)
- Group S20** - Super 2000 cars (rally and circuit), incl. R4 and R5
- Group GT** - Grand Touring Cars (GT1+GT3 and RGT combined)

Category II – Competition Cars

Group D/E2-SS (Single-seater)

- International Formula or Free Formula single-seater racing Cars with a cylinder capacity of 3000 cm³ or below.

Group CN/ E2-SC (Sports cars)

- Production Sports Cars, Two-seater racing cars (combined), open or closed, with a cylinder capacity of 3000 cm³ or below.

Group E2-SH (Silhouette)

- Cars having the appearance of a 4-seater large scale production vehicle (including 2+2) 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 2 (G2, H1, HR)
- Category 3 (H2, I, IR)
- Category 4 (J1, JR)
- Category 5 (C, D, E, F, GR, HR, IR)

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: | <u>Category I:</u> | <u>Category II:</u> |
|-------------------------|-----------------------|----------------------------|
| | 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 (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)

- A1 up to 850 cm³
- A2 up to 1150 cm³
- A3 up to 1300 cm³
- A4 up to 1600 cm³
- A5 up to 2000 cm³
- A6 over 2000 cm³

Category 1 TSRC 1-18, GTP E-G1, HST 1-5, HS 2-6 2places)

- A7 up to 1300 cm³
- A8 up to 1600 cm³
- A9 up to 2000 cm³
- A10 over 2000 cm³

Category 2 (G2, H1, HR)

Category 2 (T 16-25, TC 16-25, GT 18-27, GTS 18-27)

- B1 up to 850 cm³
- B2 up to 1150 cm³
- B3 up to 1300 cm³
- B4 up to 1600 cm³
- B5 up to 2000 cm³
- B6 over 2000 cm³

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

- B7 up to 1300 cm³
- B8 up to 1600 cm³
- B9 over 1600 cm³

Category 3 (H2, I, IR)

Category 3 (T 26-35, TC 26-35, GT 28-37, GTS 28-37)

- C1 up to 1300 cm³
- C2 up to 2000 cm³
- C3 over 2000 cm³

Category 3 (TSRC, HST 1-5, S2/2)

- C4 up to 2000 cm³
- C5 over 2000 cm³

Category 4 (J1, JR)

Category 4 (T, CT, GT, GTS - 01.01.1982 to 31.12.1985)

- D1 up to 1600 cm³
- D2 up to 2000 cm³
- D3 over 2000 cm³

Category 4 (TSRC, gr. C, S2/3, GC 1a, GC 1b, GC 2a, GC 2b)

- D4 up to 2000 cm³
- D5 over 2000 cm³

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

Category 5 (GP 8-15, V 6-9, HS 2-2-6 single-seat,
F1/1, F2/1, F3/1)

- E1 1919-1953 no capacity limitation

Category 5 (Single Seat)

- E2 1954-1982 up to 1600 cm³
- E3 1954-1982 up to 2000 cm³

Category 5 (FJ1, FJ2)

- E4 Front engine

Category 5 (FJ1, FJ2)

E5 Rear engine

Group A and Group B must comply with the relevant safety requirements as specified in App. K, App XI.

Group A and Group B cars regulated out by the FIA (see App. K Art. 7.4.1) are not accepted.

Period J2 cars (T, CT, GT, GTS) are authorised to take part in all the events, but without scoring Championship points.

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 flame-resistant clothing (the overall, 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 competitor's licence valid for the current year shall be eligible as a competitor.

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

5.3 Foreign competitors and drivers must be in possession of written authorisation to take part in the event from the ASN which issued them with their licence(s) (even in the form of a simple note on 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, Nádražní 60, CZ - 785 01 Sternberk
tel/fax 00420 585 013 400 e-mail : amk@eccehomo.cz www.eccehomo.cz

The closing date for entries is 26. May 2013 at 12 p.m.

If the application is sent electronically, must be originally signed during the administrative checks.

For FIA Historic Cars only: a photocopy of the first page of the FIA Historic Technical Passport (HTP) 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 2012 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:

| | |
|--|-----------------|
| FIA European Hill Climb Championship | EUR 200 + 40 |
| FIA Historic Hill Climb Championship | EUR 200 + 40 |
| Czech Republic International hill climb Championship | CZK 5000 + 1000 |
| Czech Republic hill climb Championship | CZK 5000 + 1000 |
| Czech Republic historic hill climb Championship | CZK 5000 + 1000 |
| Czech-Trophy | CZK 2500 + 1000 |
| FIA Central Europe Zone Trophy | EUR 200 + 40 |
| FIA Central Europe Zone Trophy | EUR 200 + 40 |
| Austrian Hill Climb Championship | EUR 150 |
| Hill Climb Championship of Slovakia | EUR 100 + 40 |

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 FIA EHC and FIA HHCC 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 31. May 2013 until 2. June 2013. 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.

Also agreed with the Česká pojišťovna a.s, based in Spálená 75/16, 113 04 Praha 1, ZIP 45272956, liability insurance damages caused by event organizer and liability insurance damages caused by event entrant.

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 paddock, 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 it is not offensive. 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
 - 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 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 signals shall be used during the practice and the race, and must be strictly observed:

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

**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, 31. May 2013 from 9.00am to 7.00pm, and on Saturday, 1. June 2013, 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 :

- international competitor's and driver's competition licenses
- Vehicle Homologation Form or the Sport Vehicle Form, and for historic vehicles the FIA Historic Technical Passport (HTP)
- 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, 31. May 2013, from 2.30pm to 7.00pm, and on Saturday, 1. June 2013, 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 Technical Passport (HTP) 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, 1. June 2013 at 7.30 am.

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 consecutively on the same day 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 take place at the location and the request of the technical delegate.

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:

FIA European Hill Climb Championship:

- general classification of all the Groups in the EHC together (see art. 3.1),
- classification of groups N, A, S20, GT, D/E2- SS, CN/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.

FIA 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 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 Hill Climb 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 (competitor) 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 **2. June 2013** 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 2013 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 R1

Group A – Touring Cars and WRC, S1600, R2, R3, R5 cars

Group SP – Super Production Cars

Group E1 - vehicles Formula Libre complying with Category I, H, and vehicles complying with Category I

Group S20 - S2000 (rally and circuit), R4

Group GT - GT3, GT4, RGT a N-GT

Category II

Group E2 - vehicles Formula Libre complying with Category II (E2-SS, E2-SC, E2-SH)

Group C – Sport prototypes CN according to FIA 2003- 2013, C, CM according to FFSA, Radical Cars

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

Category II

- Group E2 up to 1400ccm
from 1401 to 1600ccm
from 1601 to 2000ccm
from 2001 to 3000 ccm

for E2SH from 3001 to 4000 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 the cylinder capacity

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 category II
- classification of the groups N, A, E1, S20, GT, E2, C separately and cylinder capacity classes acc. to art. 3.2

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.

The winner team in category I and category II shall receive an award.

Annex 2 Czech Republic Hill Climb Championship

The Czech Republic Hill Climb Championship on the racetrack ECCE HOMO 2013 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 2013 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:

Cat. 1 (per. C, D, E, F, G1, GR)

Cat. 1.1 (SAL 1-4,OT 1-4, OS 1-8, T 1-15, CT 1-15, GT 1-17, GTS 1-17)

: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

Cat. 1.2 (TSRC 1-18 a 49 - 51, GTP 1-3, HS2 - 6)

: 2-seater racing, special touring cars – of per. GR divided into cylinder capacity classes:

A7 up to 1300 ccm

A8 up to 1600 ccm

A9 up to 2000 ccm

A10 over 2000 ccm

Cat. 2 (G2, H1, HR)

Cat. 2.1 (T16 - 25, TC16 - 25, GT 18 - 27, GTS 18 - 27)

Serial and modified touring and Gtand GTS cars 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

Category 2.2 (TSRC 25 – 30 a 52, HST 1-5, S2/1)

B7 up to 1300 ccm

B8 up to 1600 ccm

B9 over 1600 ccm

Cat. 3 (H2, I, IR)

Cat. 3.1 (T26 - 35, TC 26 - 35, GT 28 - 37, GTS 28- 37)

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

C1-up to 1300 ccm

C2-up to 2000 ccm

C3-over 2000 ccm

Cat. 3.2 (TSRC 37-42 and 53, HST S2/2)

2-seater racing, special touring cars of the periods IR divided into classes:

C4 – up to 1300 ccm

C5 - up to 1600 ccm

C6 – over 1600 ccm

Cat. 4 (per. J1, J2, JR)

Cat. 4.1. T36 - 45, TC 36 - 45, GT 38 - 47, GTS 38- 47

: Serial and modified touring and GT and GTS cars of the periods J1 and J2 divided into classes:

D1-up to 1300 ccm

D2-up to 1600 ccm

D3-over 1600 ccm

Cat. 4.2 TSRC 43 – 48 a 54 group C, S2/3, GC1a, GC1b, GC2a, GC2b,

2-seater racing cars – of the period JR divided into cylinder capacity classes:

D4 – up to 1300 ccm

D5 - up to 1600 ccm

D6 – over 1600 ccm

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

Cat. 5.1single-seater racing cars from the per. Since C to D

E1- no cylinder capacity limit

Cat. 5.2 single-seater racing cars from the per. Since E to IR

E2-up to 1300 ccm

E3-up to 1600 ccm

E4-over 1600 ccm

Cat. 5.3 single-seater racing cars from the per. JR

E5 up to 1300 ccm

E6 up to 1600 ccm

E7 over 1600 ccm

Vehicles with supercharged engines will be divided into the particular class depending up the conversion coefficient stated in their HTP or in TPHV or total re-counted cylinder capacity from their HTP or TPHV.

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. 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 4 FIA Central Europe Zone Trophy (FIA Trophy)

The race FIA Central Europe Zone Trophy on the racetrack ECCE HOMO 2013 is governed by the Supplementary Regulations for the FIA Championship, with the exception of the following articles which read as follows:

3.3 Modern vehicles shall be divided as follows:

Div. 1: - group N (incl. cars R1)

Div. 2: - group A (incl. vehicles R2, R3 & R5, WRC, Super1600), group S20
(Super2000 rally & circuits –combin. incl. R4)

Div. 3: - group E1, group GT (GT1, GT3 & RGT combin.), E2-SH

Div. 4: - group D/E2-SS (up to 3000 ccm)

Div. 5: - group a CN, E2-SC (up to 3000 ccm)

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

The heating of tyres is forbidden (for all cars valid).

The FIA Trophy is open only to holders of international or national licence of the driver of the member states of the Zone. Only drivers over 16 years will be included in classification. Drivers under 16 years of age are allowed to participate on FIA Trophy race without entitlement to get points.

12.1.3 The classification shall be according to the FIA rules for FIA trophy.

13.1 The drivers shall receive the following prizes and awards:

The first three drivers in the absolute order shall receive material awards. The first three places within the groups shall receive material award.

Annex 5 FIA Central Europe Zone Trophy (FIA Trophy) for historic vehicles

The race FIA Central Europe Zone Trophy for historic vehicles on the racetrack ECCE HOMO 2013 is governed by the Supplementary Regulations for the FIA Historic Championship, with the exception of the following articles which read as follows:

3.4 Historic vehicles shall be divided as follows:

The Championship is reserved for (acc. App. K):

Category 1 (Period: C, D, E, F, G1, GR):

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

Class A1 up to 850 cc

Class A2 up to 1150 cc

Class A3 up to 1300 cc

Class A4 up to 1600 cc

Class A5 up to 2000 cc

Class A6 over 2000 cc

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

Class A7 up to 1300 cc
Class A8 up to 1600 cc
Class A9 up to 2000 cc
Class A10 over 2000 cc

Category 2 (Period: G2, H1, HR)

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

Class B1 up to 850 cc
Class B2 up to 1150 cc
Class B3 up to 1300 cc
Class B4 up to 1600 cc
Class B5 up to 2000 cc
Class B6 over 2000 cc

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

Class B7 up to 1300 cc
Class B8 up to 1600 cc
Class B9 over 1600 cc

Category 3 (Period: H2, I, IR)

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

Class C1 up to 1300 cc
Class C2 up to 2000 cc
Class C3 over 2000 cc

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

Class C4 up to 2000 cc
Class C5 over 2000 cc

Category 4 (J1, JR)

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

Class D1 up to 1600 cc
Class D2 up to 2000 cc
Class D3 over 2000 cc

Category 4.2: (TSRC, Group C, S 2/3, GC 1a, GC 1b, GC 2a, GC 2b, SN2500, SN3000)

Class D4 up to 2000 cc
Class D5 over 2000 cc

Group A and Group B cars must comply with the safety requirements as specified in App. K, XI.

Group A and Group B cars regulated out by the FIA (see App.K, Art.7.4.1) are not accepted. CEZ Championship rules_eng 13 vers 08 04 2013.docm6

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

Category 5.1: (GP 8-15, V 6-9, HS 2-6 single seat, F1/1, F2/1, F3/1)

Class E1 1919-1953 no capacity limitation

Category 5.2: (Single Seat)

Class E2 1954-1982 up to 1600 cc
Class E3 1954-1982 up to 2000 cc

Category 5.3: (FJ1, FJ2)

Class E4 Front engine

Category 5.4: (FJ1, FJ2)

Class E1 Rear engine

For 2013 period J2 cars (T, CT, GT, GTS) are allowed to run in all events, without being eligible for points.

In the case of supercharging (see definition in the current App.J) the nominal cylinder capacity of these cars will be multiplied by 1,4 and the car will be taken into consideration within the class corresponding to the fictive cylinder capacity thus obtained.

The FIA Trophy for historic vehicles is open only to holders of international or national licence of the driver of the member states of the Zone. Only drivers over 16 years will be included in classification. Drivers under 16 years of age are allowed to participate on FIA Trophy race without entitlement to get points.

12.1.3 The classification shall be according to the FIA rules for FIA Trophy for historic vehicles.

13.1 The drivers shall receive the following prizes and awards:

The first three drivers in the absolute order shall receive material awards. The first three places within the categories shall receive material award.

Anex 6 Czech Trophy

The Czech Trophy on the racetrack ECCE HOMO 2013 is governed by the Supplementary Regulations for the FIA Championship, with the exception of the following articles which read as follows:

3.5 The vehicles of the group E1H and Kart Cross shall be divided as follows:

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

Kart Cross up to 600 cm³

13.1 The drivers shall receive the following prizes and awards:

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

Annex 7 Austrian Hill Climb Championship

The Austrian Hill Climb Championship on the racetrack ECCE HOMO 2013 is governed by the Supplementary Regulations for the FIA Historic Championship, with the exception of the following articles which read as follows:

3.6 Art. 3. 2 The vehicles shall be divided as follows:

- Division 1** Vehicles of group N, incl. R1, as well H/N with OSK-Wagenpass.
Class up to 2000 ccm, over 2000 ccm
- Division 2** Vehicles of groups A (incl. WRC, Super 1600, Super Production,
and groups R2, R3 und R5) as well S20 (Super 2000, incl. group
R4) and diesel vehicles with FIA or OSK- Homologation as well H/A
with OSK-Wagenpass and vehicles with national OSK -Homologation.
Classes up to 2000 ccm, over 2000 ccm
- Division 3** Vehicles of groups GT (GT1, GT3 and RGT acc. to. FIA), E1/OSK and
H/OSK,
Classes up to 1400 ccm; up to 1600 ccm, up to 2000 ccm, over 2000 ccm
- Division 4** Vehicles of groups E1-FIA, E2-SH/FIA, E2-SH/OSK, E2-SC
(Sports Cars), CN, D and Vehicles of groups E2-SS (Single
Seater) with open- wheel (steerable fenders are allowed).
Classes up to 2000 ccm, over 2000 ccm

In all Classifications the competitors who started the heats, however, retired or were excluded have to be listed in the results.

6.6. The entry fee for the major races and for the assoc. races is set for the holders of Austrian Licence of the driver max. 150 Euro. In the entry fee is not insurance included.

13.1 The drivers shall receive the following prizes and awards:

At least one trophy each for the winners of Division I, II, III & IV to be presented during the official prizegiving ceremony.

Annex 8 Hill Climb Championship of Slovakia

The Hill Climb Championship of Slovakia on the racetrack ECCE HOMO 2013 is governed by the Supplementary Regulations for the FIA Historic Championship, with the exception of the following articles which read as follows:

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

1 Vehicles according to FIA Appendix J (App. K)

- group N (incl. R1, N/SK)
- group A (incl. R2,R3,R4, R5,Kit Car,WRC,S1600,S2000, A/SK)
- group E1 (incl. GT, SP)
- group E2-SH,
- group D/E2-SS
- group E2-SC (incl. CN)
- group H (historic vehicles with effective Identity Homologation Form FIA)

2. Vehicles according to NTP with Sport Vehicle Form SAMŠ

- group S
- group F
- group NH (historic vehicles with ef. Identity Homologation Form - NHTP SAMŠ)

Cars will be divided as follows:

Category I

- group N (incl. R1, N/SK)
- group A (incl. R2, R3,R4, R5, Kit Car, WRC, S1600, S2000, A/SK)
- group E1 (incl. GT,SP)

Category II

- group E2-SH
- group D/E2-SS
- group E2-SC (incl. CN)

Category NK (national category)

- group P
- group S
- group F

Category H

- group H (historic vehicles with effective Identity Homologation Form HTP FIA)
- group NH (historic vehicles with effective Identity Homologation Form NHTP SAMŠ)

Eligible cars will be divided as follows:

group N do 2000cm³ nad 2000 cm³
group A do 1400cm³ od 1400cm³ do 1600cm³ od 1600cm³ do 2000cm³ nad 2000cm³
group E1 do 1400cm³ od 1400cm³ do 1600cm³ od 1600cm³ do 2000cm³ nad 2000cm³

Category NK do 2000cm³ nad 2000 cm³

Category H do 1300cm³ nad 1300cm³

The cars with supercharged diesel engine, whose nominal cylinder capacity is 2000ccm or below, will be divided into the particular class depending up the cylinder capacity

The classification of the Slovakian Hill Climb Championship race will by as follows:

- absolute classification
- classification of Category I and Category II
- absolute classification of the group Junior /up to 21 years/
- classification of the Groups and Cylinder capacity classes

13.1. The first three places within the absolute classification shall receive material award.