



SUPPLEMENTARY REGULATIONS OF THE COMPETITION

THE EUROPEAN HILL CLIMB CHAMPIONSHIP

ECCE HOMO STERNBERK

HILL CLIMB GRAND PRIX OF CZECH REPUBLIC

6.-8. June 2014

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 THROPHY

FIA CENTRAL EUROPA ZONE THROPHY FOR HISTORIC VEHICLES

CZECH TROPHY

AUSTRIAN HILL CLIMB CHAMPIONSHIP

HILL CLIMB CHAMPIONSHIP OF SLOVAKIA

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GENERAL PROGRAMME OF THE COMPETITION

31. 05. 2014	up to 12pm	Close of Entries
06. 06. 2014	9.00am – 7.00pm	Administrative Checks
06. 06. 2014	2.30pm – 7.00pm	Scrutineering
06. 06. 2014	4.30pm	Final Track Check
07.06.2014	7.30am	Release of the Accepted Drivers List
07.06.2014	8.00am – 4.00pm	Official Practice (two runs)
07.06.2014	4.45pm	Posting of the Practice Results
08.06.2014	8.30am	Ceremonious Start of the Race
08.06.2014	9.00am – 12.35am	1 st Heat of the Race
08.06.2014	12.45am – 4.25pm	2 nd Heat of the Race
08.06.2014	5.00pm	Posting of the provisional Race Results
08.06.2014	6.00pm	Prize-Giving Ceremony

Meetings of the International Board of Stewards:

06. 06.2014	1.30pm	
07.06.2014	7.15am	4.00pm
08.06.2014	4.30pm	

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

The detailed timetable will be published on the official Notice Board in english and czech version.

1 ORGANISATION

The Competition is held from 6. June 8. June 2014 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. **ZAV00314** from **24. 4. 2014** and FIA VISA No. **5CEM080614**.

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 of the Competition is as follows:
until 5. 6. 2014 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 6. 6. 2014 at 12 am:

Organising Committee ECCE HOMO, Opavska 14, CZ – 785 01 Sternberk
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	Lic. No. 395 mobil 00420 604 336 635
Clerk's Assistants:	Frantisek SAS tel. 00420 585 013 400	mobil 00420 604 816 136
Safety Officer	Mr Jiri OSLEJSEK	Lic. No. 741 mobil 00420 603 588 960
Secretary of the Competition:	Ing. Roman SOBKULIAK tel. 00420 585 013 400	Lic. No. mobil 00420 725 132 455
Secretary of the Panel :	Tomáš KUNC	
ASN Safety Delegate:	Jiří KOUBEK	
Competitor Relations Officer:	Mr Martin KREJČÍŘ, Ing. tel. 00420 585 013 400	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:	Giorgio CROCE (ITA)	
FIA Eligibility Delegate:	Boris GORUP (HRV)	
FIA Technical Observer	Jean VINATIER (FRA)	
Chairman of the Panel of Stewards:	Wolfgang SAUER (AUT)	Lic. No. 029b
Steward:	Ing. Teodor Štróbl (SVK)	Lic. No. 072
ASN Steward:	Ing. Stanislav Minářík HV Mgr. Miroslav Nezval MV	Lic. No. 001 Lic. No. 036
Scrutineer:	Ing. Jiří Stránský MV Kamil Nechvilka HV	Lic. No.101 Lic. No. 104
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 Competition shall be organized in conformity with the provisions of the FIA International Sporting Code and its amendments, list of Requirements for the Organisers of the FIA European Hill Climb Championship, the Czech Sporting Code, the Austrian Sporting Code, Slovak Sporting Code and the provisions of these Supplementary Regulations.
- 2.2** By entering the Competition, the participants agree to abide by the above provisions and, under pain of disqualification, to 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 license withdrawn.
- 2.4** The Competition 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 Competition 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.

2.6 FIA Historic HHC - Coefficient of the Competition

The coefficient of the competition is **1**. This coefficient is allocated by the FIA to the competitions counting towards the FIA Historic Hill Climb Championship

3 ELIGIBLE VEHICLES

3.1 Each vehicle must have a national technical passport. 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

EHC: Category I

Group N	Production cars, including Group R1.
Group A	Touring cars, including World Rally Cars, Super 1600 and cars of Groups R2 and R3.
Group S20	Super 2000 cars (Circuit and Rally combined), including Groups R4 and R5.
Group GT	Grand Touring cars (GT3 and RGT combined).

Category II

Group D/E2-SS (Single-seater)	International Formula or Free Formula single-seater racing cars with a cylinder capacity of 3000cm ³ or below.
Group CN/E2-SC (Sportscar)	Production Sports cars and two-seater racing cars (combined), open or closed, with a cylinder capacity of 3000cm ³ 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, JR)

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** up to 1600cm³
from 1600 to 2000cm³
from 2000 to 3000cm³
over 3000cm³
- Category II** up to 1600cm³
from 1600 to 2000cm³
from 2000 to 3000cm³
over 3000cm³ (E2-SH only)

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 850cm ³ | A4 up to 1600cm ³ |
| A2 up to 1150cm ³ | A5 up to 2000cm ³ |
| A3 up to 1300cm ³ | A6 over 2000cm ³ |

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

- | | |
|------------------------------|------------------------------|
| A7 up to 1300cm ³ | A9 up to 2000cm ³ |
| A8 up to 1600cm ³ | A10 over 2000cm ³ |

Category 2 (G2, H1, HR)

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

- | | |
|------------------------------|------------------------------|
| B1 up to 850cm ³ | B4 up to 1600cm ³ |
| B2 up to 1150cm ³ | B5 up to 2000cm ³ |
| B3 up to 1300cm ³ | B6 over 2000cm ³ |

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

- | | |
|------------------------------|-----------------------------|
| B7 up to 1300cm ³ | B9 over 1600cm ³ |
| B8 up to 1600cm ³ | |

Category 3 (H2, I, IR)

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

- | | |
|------------------------------|-----------------------------|
| C1 up to 1300cm ³ | C3 over 2000cm ³ |
| C2 up to 2000cm ³ | |

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

- C4 up to 2000cm³
- C5 over 2000cm³

Category 4 (J1, JR)**Category 4 (T, CT, GT, GTS - 01.01.1982 to 31.12.1985)**D1 up to 1600cm³D2 up to 2000cm³D3 over 2000cm³**Category 4 (TSRC, Group C, S2/3, GC 1a, GC 1b, GC 2a, GC 2b, SN/2500, SN/3000)**D4 up to 2000cm³D5 over 2000cm³D6 SN up to 2500cm³D7 SN up to 3000cm³

Group A and Group B must comply with the relevant safety requirements as specified in Appendix XI to Appendix K. Category 1 (C, D, E, F, G 1, GR)

Group A and Group B cars regulated out by the FIA (see Article 7.4.1 of Appendix K) are not accepted.

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

E1 1919-1953 no capacity limitation

E2 1954-1982 up to 1600cm³E3 1954-1982 up to 2000cm³E4 1983-1990 up to 1600cm³E5 1983-1990 up to 2000cm³

In the case of supercharging (see definition in the current Appendix J), the nominal cylinder capacity of all the cars will be multiplied by 1.4 and each car will belong to the class corresponding to the fictive cylinder capacity thus obtained.

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

Bumpers

Bumpers can be removed, provided the weight of the car is in accordance with the minimum weight specified on its homologation form.

Tyres

Cars of period G2 may use slicks. The cutting of road tyres is forbidden. The use of any sort of device to warm tyres is forbidden.

Furthermore the use of motorcycle tyres is forbidden.

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 Competition.

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 DRIVERS' 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 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 standards.

5 ELIGIBLE COMPETITORS AND DRIVERS

- 5.1 Any person or legal entity holding an International Competitors' Licence valid for the current year shall be eligible as a Competitor.
- 5.2 Drivers must also 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 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 31. May 2014 at 12 p.m.

Entries made by email, telegram or fax must be confirmed in writing before the close of entries, 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. 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 150 vehicles. If the number of applications exceeds this limit, the candidates will be selected with regard to their classifications in championships effected in 2013 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. 3.2) 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 9.14 of the Code. The replacement driver who must hold a valid car driving licence, an International as well as authorization from his ASN, must be named before the administrative checking 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 2000 + 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:

ČESKÁ 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 Competition numbers.
- 6.9** The entry fees shall be refunded in full if the entry is not accepted or the Competition 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 7. June 2014 until 8. June 2014. 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 made the insurance contract no. 001393940 with Česká podnikatelská pojišťovna, a.s., Vienna Insurance Group Company through the RENOMIA a.s. company, a framework agreement, organizer's liability insurance covering damage caused to the third party during the competition up to 3 000 000 CZK per incident.

The part of the insurance agreement no. 001393940 made with Česká podnikatelská pojišťovna a.s. – Vienna Insurance Group and ACCR is the coverage for cars against the damage caused to third party up to 5 000 000 CZK per participant. However the damage caused by drivers among themselves is not covered by this contract.

The insurance for organizers and participants is made with an integral excess of 5 000 CZK. It means that damage up to 5 000 CZK won't be refunded and damage over 5 000 CZK will be covered without the complicity of insured.

By participating in the Competition, 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 Competition, 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 add to his Supplementary Regulations or 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 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 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.
- 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 Competition Numbers

- 8.1.1 The Organiser shall provide each participant with three competition numbers to be clearly displayed on both the sides of the vehicle and on the front bonnet prior to the scrutineering. The numbers must be kept visible during the Competition. Vehicles without correct competition numbers shall not be allowed to start in the Competition.
- 8.1.2 Allocation of the competition numbers is within the Organiser's discretion.
- 8.1.3 At the end of the competition, before leaving the PARC FERME or the paddock, the competition 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 competition.

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 its 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 competition 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 track marshals 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 track marshals.

9 ADMINISTRATIVE CHECKING AND SCRUTINEERING

9.1 Administrative Checking

- 9.1.1 The administrative checks shall take place in the paddock on Friday, 6. June 2014 from 9.00am to 7.00pm.
- 9.1.2 The participants must report for the checks in person.
- 9.1.3 The participants shall produce the following documents :
- International Competitors' and Drivers' Licences
 - CAR driving license
 - Vehicle Homologation Form, national technical passport 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, 6. June 2014, from 2.30pm to 7.00pm.
- 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 The national technical passport and the homologation form of the vehicle must be presented on request 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 After Scrutineering has been completed, the list of participants authorised to take part in practice shall be published and posted by the organiser.

The official list of the checked-in drivers will be enclosed and posted on Saturday, 7. June 2014 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 and the engine running. However, the stewards 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. 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.

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 Competition.

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.

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 competition shall be run over two heats. If a driver fails to pass both heats in the order laid out 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 down along the route will be taken down 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 Competition, Parc Fermè rules shall apply between the finish line and the entrance to the Parc Fermè.

11.1.2 At the end of the Competition, all classified vehicles shall remain in the Parc Fermè until orders to the contrary are 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 Competition is taking place and especially after the finish.

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 conditions for drawing up the classifications are as follows: 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 The rule for deciding between Competitors in the case of a dead heat is as follows: 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 each of the groups,
- classification in cylinder capacity classes pursuant Art. 3.2.1 hereof

FIA Historic Championship:

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

The points will be awarded in accordance with Article 6 of the FIA HHCC Sporting Regulations. The points will be multiplied by the coefficient of the competition (see Article 2.6).

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 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 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 competitors 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 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 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.

The prizes and awards shall be collected by the drivers (competitors) in person at the Prize-Giving Ceremony. 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 8. June 2014 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