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UNIA EUROPEJSKA  
EUROPEJSKI FUNDUSZ  
ROZWOJU REGIONALNEGO

## 36'TH BIESZCZADZKI INTERNATIONAL HILL CLIMB RACE



# SUPPLEMENTARY REGULATIONS

**FIA CENTRAL EUROPEAN ZONE HILL-CLIMB TROPHY (FIA-CEZ) – 11th Round**  
**POLISH HILL-CLIMB CHAMPIONSHIP 2010 (GSMP, double race) – 13th & 14th Round**  
**SLOVAK HILL-CLIMB CHAMPIONSHIP 2010 (MSR, double race) – 18th & 19th Round**

**Sanok – Załuż, 24-26.09.2010**

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## PROGRAMME

Date	Time	
17.08.2010	<b>0:00</b>	Opening list of entries
17.09.2010	<b>24:00</b>	Close of entries – 1st deadline
18.09.2010	<b>0:00</b>	Entries – 2nd deadline
20.09.2010	<b>24:00</b>	Close of entries for GSMP
22.09.2010	<b>14:00</b>	List of Entries Publication
24.09.2010	<b>10:30-19:30</b>	Administrative checks – <i>MOSiR Sanok, ul. Królowej Bony 3</i>
24.09.2010	<b>11:00-20:00</b>	Scrutineering
24.09.2010	<b>18:00-20:00</b>	Track inspection
24.09.2010	<b>21:00</b>	1st meeting of the Stewards - <i>MOSiR Sanok, ul. Królowej Bony 3</i>
25.09.2010	<b>6:00</b>	Road closed
25.09.2010	<b>6:30-7:15</b>	Administrative check and scruteneering – <i>Start Park Wujskie</i>
25.09.2010	<b>7:30</b>	Publication of Start List for Training Races – <i>Wujskie Race HQ Official Notice Board</i>
25.09.2010	<b>8:00</b>	1st training race FIA-CEZ, GSMP, MSR
25.09.2010	<b>10:30</b>	2nd training race FIA-CEZ, GSMP, MSR
25.09.2010	<b>11:30 – 12:00</b>	Teams entries – 13th Round GSMP
25.09.2010	<b>12:30</b>	Drivers Briefing - Opening Ceremony– <i>Start Line – Wujskie</i>
25.09.2010	<b>13:00</b>	Publication of Start List for Races – <i>Wujskie Race HQ Official Notice Board</i>
25.09.2010	<b>13:30</b>	1st race GSMP, MSR, Free training FIA-CEZ
25.09.2010	<b>15:30</b>	2nd race GSMP, MSR, Free training FIA-CEZ
25.09.2010	<b>17:30</b>	Publication of Provisional Results for GSMP, MSR
25.09.2010	<b>18:00</b>	Prize giving ceremony FIA-CEZ, GSMP, MSR
25.09.2010	<b>18:00</b>	Publication of Official Results for GSMP, MSR
25.09.2010	<b>6:00</b>	Road closed
26.09.2010	<b>6:30-7:15</b>	Administrative check and scruteneering – <i>Start Park Wujskie</i>
26.09.2010	<b>7:30</b>	Publication of Start List for Training Races – <i>Wujskie Race HQ Official Notice Board</i>
26.09.2010	<b>8:00</b>	1st training race FIA-CEZ, GSMP, MSR
26.09.2010	<b>10:30</b>	2nd training race FIA-CEZ, GSMP, MSR
	<b>11:30 – 12:00</b>	Teams entries – 13th Round GSMP
26.09.2010	<b>12:30</b>	Publication of Start List for Races – <i>Wujskie Race HQ Official Notice Board</i>
26.09.2010	<b>13:00</b>	1st race FIA-CEZ ,GSMP, MSR
26.09.2010	<b>15:00</b>	2nd race FIA-CEZ ,GSMP, MSR
26.09.2010	<b>16:30</b>	Publication of Provisional Results
26.09.2010	<b>17:00</b>	Publication of Official Results FIA-CEZ, GSMP, MSR
26.09.2010	<b>17:30</b>	Prize giving ceremony FIA-CEZ, GSMP, MSR

## 1 - ORGANISATION

The Automobilklub Malopolski , Kościuszki 49, 38-400 Krosno, Poland organizes :

**FIA CENTRAL EUROPEAN ZONE HILL-CLIMB TROPHY (FIA-CEZ)  
POLISH HILL-CLIMB CHAMPIONSHIP 2010 (GSMP, double race)  
SLOVAK HILL-CLIMB CHAMPIONSHIP 2010 (MSR, double race)**

Hill-Climb event on the track at Wujskie – Tyrawa Woloska  
From 24.09 to 26.9.2010

These Supplementary Regulations have been approved by PZM with visa No. 13–14/BSPZM/100818

### 1.1 Organising Committee, Secretariat

#### a. Honorary Committee:

Wojciech Blecharczyk – Mayor Sanok  
plk. PhDR František Leško – Provincial Police Commander of Presov  
gen. Józef Gdański – Provincial Police Commander of Podkarpacie  
mł. insp. mgr Edward Ząbek – Police District Commander of Sanok  
mł. insp. Krzysztof Guzik – Police District Commander of Krosno  
Krzysztof Dżugan – Commander of the Fire Brigade Sanok  
Jan Materniak – Director of PZU Krosno  
Zdzisław Grzyb – President of PZM Rzeszów  
Wiesław Dymiński – President of Automobilklub Małopolski

#### b. Organising Committee:

Grzegorz Półchłopek – „Bezpieczne Drogi” Project Coordinator  
podinsp. Stanisław Syzdek – Traffic Police Krosno  
dr Damian Delekta – Direktor of Sports Centre Sanok  
Wiesław Nowak – Safety Association Krosno - President  
Józef Biernacki – President of JKMiRD Jasło  
Marek Sitek – President of Automobilklub Bieckieg  
Marcin Fiejdasz – Clerk of the Course  
Hubert Olbrycht - Deputy Clerk of Course – Track & Safety  
Robert Szalc – Deputy Clerk of Course – Organisation,

#### c. Secretariat address:

AUTOMOBILKLUB MAŁOPOLSKI; ul. Kościuszki 49, 38-400 Krosno  
Phone No. +48 503 139 899,  
fax/tel. +48 13 43 217 29 , e-mail : automalop@wp.pl  
[www.automalop.pl](http://www.automalop.pl), [www.bezpiecznedrogi.eu](http://www.bezpiecznedrogi.eu)

### 1.2 Officials

#### a. Stewards

Chairman:	Jarosław Strzelecki	/PL/
Member :	Bohuslav Slivka	/SK/
Member :	Bogdan Pałka	/PL/
Secretary of the Stewards:	Piotr Fiejdasz	/PL/

#### b. Observers and Delegates

ASN Observer:	Bogusław Piątek	/PL/
Technical Delegate SAMS:	Ján Kučera	/PL/
Technical Delegate PZM:	Marek Szczechura	/PL/
Course & Safety Inspector:	Bogdan Zuber	/PL/

#### c. Senior Officials

Clerk of the Course	Marcin Fiejdasz
Deputy Clerk of Course – Sport:	Jarosław Noworól
Deputy Clerk of Course – Track & Safety:	Hubert Olbrycht
Deputy Clerk of Course – Marshals:	Beata Szatkowska
Medical Officer:	Maciej Sabik
Competitors' Relations Officer:	Mirosław Krachulec
Computer Results Calculation:	Zbigniew Zalisz
Chief Scrutineers:	Grzegorz Krzemień
Technical Controller:	Dariusz Marciniak
Technical Steward	Marek Hejnar
Chief of Race HQ :	Jan Jędrzejko
Radio Communication, Internet Results:	Andrzej Buziewicz
DEPO Co-ordinator:	Sławomir Jaremcio

Start line Co-ordinator:

Magdalena Adam

Parc Fermé – Finish Co-ordinator:

Jerzy Gąbka

Timekeeper:

Bartłomiej Korzeń

Press Officer:

Wojciech Tomkiewicz

### 1.3 Official notice and results board(s)

All communications and decisions, as well as the results, shall be posted on the official notice and results boards located at Race HQ in Wujskie.

## 2 - GENERAL CONDITIONS

**2.1** The event shall be organised in conformity with the provisions of the FIA International Sporting Code (ISC), the List of Requirements for the Organisers of the FIA-CEZ Hill-Climb Trophy, the Regulations of the FIA-CEZ Hill-Climb Trophy, the National Sporting Code (PZM & SAMS Regulations) if applicable and the provisions of these Supplementary Regulations.

**2.2** The participant agree to follow the regulations stated in point 2.1. and abandon all recourse to arbitrators or courts not provided for in the FIA International Sporting Code.

**2.3** The event counts towards the following Championships:

- **FIA CENTRAL EUROPEAN ZONE HILL-CLIMB TROPHY (FIA-CEZ)** – 11th Round
- **POLISH HILL-CLIMB CHAMPIONSHIP 2010 (GSMP, double race)** – 13th & 14th Round
- **SLOVAK HILL-CLIMB CHAMPIONSHIP 2010 (MSR, double race)** – 18th & 19th Round

### 2.4 Course

The event will be run on the course with following characteristics:

Race route:

**Wujskie – Tyrawa Wołoska**

Route specification :

Length	<b>4688 m</b>	Rise	<b>271,40 m</b>
		Minimal width	<b>9,0 m</b>
		Bend number	<b>14</b>
Altitude		start	<b>379,00 m</b> .a.s.l.
		finish	<b>650,40 m</b> .a.s.l.
uprise		avarage	<b>5,4%</b>

## 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:

a) FIA – CEZ

Category 1:

Group N (inc. R1)

Group A (inc. R2, R3, Kit-Car, WRC), S2000, SP

Group E1, GT1-GT4, E2-SH (inc. Group B i Group GT)

Category 2:

Group D/E2-SS (single-seater)

Group CN, E2-SC (incl. CN-2003 & C3)

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

b) GSMP

Group N – Production Cars

Group A – Touring Cars

Group Open – (H, E1)

Group HS - Touring Cars (historic)

c) MSR:

Group N – Production vehicles, (including N/SK, R1)

Group A – Road vehicles, including R2, R3 Kit car a WRC, A/SK), SP, Super 2000

Group E1 – E1, GT1 – GT4, ST, Super 2000, cup vehicles, R, H, F-rally, P-rally,

E2-SH (including double seat vehicles group B a group GT))

Group S – Series vehicles (Slovak national Group)  
Group E2 – D/E (single seat vehicles), E2 SS  
Group CN – Sport prototypes CN, E2-SC (including CN-2003 a C3) (FIA 2003 a 2004) sport vehicles, C3  
Group HKI – Road vehicles with license FIA HTP  
Group HKII – Formula historic vehicles with license FIA HTP

3.2 Vehicles will be divided into these capacity groups:

a) FIA - CEZ:

Group E1: to 1400 cm<sup>3</sup>  
from 1401 cm<sup>3</sup> to 1600 cm<sup>3</sup>  
from 1601 cm<sup>3</sup> to 2000 cm<sup>3</sup>  
over 2000 cm<sup>3</sup>

Group N, A: to 1400 cm<sup>3</sup>  
from 1401 cm<sup>3</sup> to 1600 cm<sup>3</sup>  
from 1601 cm<sup>3</sup> to 2000 cm<sup>3</sup>  
over 2000 cm<sup>3</sup>

Group D/E2, CN: to 1600 cm<sup>3</sup>  
from 1601 cm<sup>3</sup> to 2000 cm<sup>3</sup>  
from 2001 cm<sup>3</sup> to 3000 cm<sup>3</sup>  
Formula 3

b) GSMP:

- **Group N,A,OPEN:** to 1150 cm<sup>3</sup>  
from 1150 cm<sup>3</sup> to 1400 cm<sup>3</sup>  
from 1401 cm<sup>3</sup> to 1600 cm<sup>3</sup>  
from 1601 cm<sup>3</sup> to 2000 cm<sup>3</sup>  
over 2000 cm<sup>3</sup>

**Group HS:** according GSMP Regulations and GKSS Bulletin No 3

c) MSR:

Group N, A, E1,open: to 1150 cm<sup>3</sup>  
to 1400 cm<sup>3</sup>  
from 1401 cm<sup>3</sup> to 1600 cm<sup>3</sup>  
from 1601 cm<sup>3</sup> to 2000 cm<sup>3</sup>  
over 2000 cm<sup>3</sup>

- Group E2, CN: to 1600 cm<sup>3</sup>  
from 1601 cm<sup>3</sup> to 2000 cm<sup>3</sup>  
from 2001 cm<sup>3</sup> to 3000 cm<sup>3</sup>  
Formula 3
- Group S: to 1400 cm<sup>3</sup>  
from 1401 cm<sup>3</sup> to 1600 cm<sup>3</sup>  
from 1601 cm<sup>3</sup> to 2000 cm<sup>3</sup>  
from 2001 cm<sup>3</sup> to 3500 cm<sup>3</sup>
- Group HK1: to 1150 cm<sup>3</sup>  
from 1151 cm<sup>3</sup> to 1300 cm<sup>3</sup>  
from 1301 cm<sup>3</sup> to 1600 cm<sup>3</sup>  
from 1601 cm<sup>3</sup> to 2000 cm<sup>3</sup>  
over 2000 cm<sup>3</sup>
- Group HK2: regardless of volume

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

**3.5** Any vehicle with insufficient safety features or not complying with the regulations in force shall not be admitted or shall be excluded from the event.

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

**3.7** Any form of pre-heating of race vehicles is forbidden on road N°28 from village Załuż across Wujskie to the start point and on the road in village Wujskie.

#### 4 - DRIVERS' SAFETY EQUIPMENT

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

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

#### 5 - ELIGIBLE COMPETITORS AND DRIVERS

**5.1** Any person or legal entity holding a competitor's licence valid for the current year shall be eligible as a competitor.

**5.2** Drivers must be in possession of a competitor'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 event from the ASN.

#### 6 - ENTRIES, LIABILITY AND INSURANCE

**6.1** Applications for entry shall be accepted following publication of the regulations. Competitors who enter to GSMP rounds must meet notations of article 8 point 8.1., 8.2. Regulations GSMP. The obligation to submit an application is the responsibility of the competitor. Notification of the original print should be sent by e-mail to e-mail: [entry-zaluz@o2.pl](mailto:entry-zaluz@o2.pl) to close the list of applications. **/Foreign competitors in the CEZ-FIA entry form/**

The completed and signed original print send by mail notification to after-mentioned address, which should reach the organizer until the publication of the List of Enter. In special cases, provide a receipt in person at the administrative check.

For every incorrectly filled or incomplete entry form - financial penalty: PLN 200. (50 EURO)

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#### **CLOSING DATE FOR ENTRIES: 20.09.2010**

**6.2** There may be a change of vehicle after the closing of entries and up to the completion of the scruteneering on the competitor concern, provided that the new vehicle belongs to the same Group and the same cylinder capacity class (Article 3.2) as the vehicle being replaced.

**6.3** No change of competitor may take place after the closing of entries. Changes of driver are authorised in accordance with Article 121 of the ISC. The replacement driver, who must hold a valid licence or licences as well as authorisation from his ASN, must be named before the administrative checks are carried out for the vehicle concerned.

**6.4** Double starts (1 driver for 2 vehicles or 1 vehicle for 2 drivers) are not authorised.

**6.5** The entry fees shall be as follows:

##### **a.GSMP**

Group: N,A,Open

<b>Individual competitor</b>	<b>Team competitor</b>	
<b>500 PLN</b>	<b>750 PLN</b>	For competitors applicants to one round
<b>800 PLN</b>	<b>1200 PLN</b>	For competitors applicants to two rounds
<b>1000 PLN</b>	<b>1500 PLN</b>	For competitors applicants to one round without optional advertising
<b>1600 PLN</b>	<b>2400 PLN</b>	For competitors applicants to two rounds without optional advertising

Group: HS, without FIAT 126p

Individual competitor	Team competitor	
<b>350 PLN</b>	<b>525 PLN</b>	For competitors applicants to one round
<b>500 PLN</b>	<b>750 PLN</b>	For competitors applicants to two rounds
<b>700 PLN</b>	<b>1050 PLN</b>	For competitors applicants to one round without optional advertising
<b>1000 PLN</b>	<b>1500 PLN</b>	For competitors applicants to two rounds without optional advertising

Class FIAT 126p

Individual competitor	Team competitor	
<b>300 PLN</b>	<b>450 PLN</b>	For competitors applicants to one round
<b>400 PLN</b>	<b>600 PLN</b>	For competitors applicants to two rounds
<b>600 PLN</b>	<b>900 PLN</b>	For competitors applicants to one round without optional advertising
<b>800 PLN</b>	<b>1200 PLN</b>	For competitors applicants to two rounds without optional advertising

**2nd Term fees are 150% of the 1stTerm fees.**

Entry fee for teams is 150 PLN for each competitor.

**b. MSR - are allowed to receive payment for the administrative check**

<b>83 Euro</b>	For competitors applicants to one round
<b>117 Euro</b>	For competitors applicants to one round without optional advertising
<b>150 Euro</b>	For competitors applicants to two rounds
<b>184 Euro</b>	For competitors applicants to two rounds without optional advertising

The entry fees are to be paid as follows.

**IBAN: PL 20 8642 1083 2002 8306 7826 0001**

**BIC Adress: POLUPLPR**

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

**6.7** The entry fees shall be refunded in full if the entry is not accepted or the event is cancelled.

**6.8** Each participant shall take part on his own responsibility. The organiser shall refuse to accept any liability for personal injury or damage to property vis-à-vis competitors, drivers, assistants and third parties. Each competitor/driver shall be held solely responsible for his own insurance.

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

- third party Civil Liability up to 250 000 PLN for each case;
- accident insurance - coverage in the event of permanent damage to the health of 10 000 PLN

**6.10** Each participant is required to have policies Civil Liability car which has been applied to take part in competitions. Condition for admission to the professions will be the presentation of this policy during the Scrutinning -1.

## **7 - RESERVATIONS, OFFICIAL TEXT**

**7.1** The organiser reserves the right to add to his supplementary regulations or to issue additional bulletins, which will form an integral part of them. He also reserves the right to cancel or stop the event in the case of insufficient participation, force majeure or unforeseeable events, without being under any obligation whatsoever to provide compensation.

**7.2** Participants shall be informed of any amendments or additional conditions as soon as possible via dated and numbered information bulletins, which shall be posted on the official notice board (Article 1.3).

**7.3** Any cases not provided in the supplementary regulations shall be decided by the stewards of the meeting.

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

## 8 - GENERAL OBLIGATIONS

### 8.1 Start numbers

8.1.1 - The organiser shall provide each participant with two sets of start numbers, which shall be clearly displayed in accordance with Appendix 1. Vehicles without correct start numbers will not be allowed to start the event. Organizer of foreign competitors will take into account the suggested starting number. However, reserves the right to change the number if such number be repeated by mail.

### 8.2 Starting arrangements

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

8.2.2 - The participants shall take their place in the starting file at least 5 minutes prior to their starting time. Any driver who fails to report to the start at his scheduled starting time may be excluded from the event, by Stewards of the meeting at their the discretion, in accordance with Article. 151,152,153 ISC.

8.2.3. Undertakes all the players to use protective sheet under the car from damage and pollution of ground petroleum-derived materials. The claim by the performance of work on your vehicle without the required security will result in the imposition of 500 PLN (115 euro), or other penalty decision by Stewards of the meeting in accordance with Article. 151,152,153 ISC.

### 8.3 Advertising

8.3.1 - Any advertising may be affixed to the vehicles, on condition that:  
- it complies with the FIA regulations;  
- it is not offensive.

No advertising whatsoever may be affixed to the side windows.

8.3.2 - The organiser has made provision for the following advertising:  
- obligatory (start number),  
- optional (reduced fees, Article 6.6),  
Content ads will be given a separate bulletin.

### 8.4 Flag signals, track behaviour

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

- |  |                                    |
|--|------------------------------------|
| - Red flag:                              | Stop immediately and definitively. |
| - Yellow flag:                           | Danger, absolutely no overtaking.  |
| - Yellow flag with vertical red stripes: | Slippery surface, change in grip.  |
| - Blue flag:                             | Competitor attempting to overtake. |
| - Black and white chequered flag:        | End of the heat (finish line).     |
| - Two flags together:                    | Serious danger.                    |

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

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 at MOSiR Sanok, ul. Królowej Bony 5, 38-500 Sanok on 24.09.2010 from 10:30 to 19:30.

9.1.2 - The participants must report for the checks personally.

9.1.3 - The following documents must be presented: completed card to administrative/scrutineering checks competitors' and drivers' competition licences, health certificate. Foreign participants must also present written authorisation from their ASN, if this was not enclosed with their entry or specifically noted on their licence.

## 9.2 Scrutineering

9.2.1- Scrutineering takes place in MOSiR SANOK Królowej Bony 3, 38-500 Sanok on Friday 24.09.2010 from 11:00 to 20:00 and close to the Race office also on Saturday 25.09.2010 from 6:30 to 7:15, for the participants who compete only on Sunday 26.09.2010 the scrutineering will be on Sunday from 6:30 to 7:15.

**It is necessary to present the car to the Scrutineering in order to identify and control safety equipment.**

9.2.2. The valid Homologation (certificate of approval) form of vehicle, card to administrative/scrutineering, liability insurance policy car, safety equipment must be presented when it is requested. Otherwise, scrutineering may be refused.

9.2.3. 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.

**After the scrutineering, the list of participants authorized to take part in practice heat shall be published and posted by the organiser.**

## 10 - RUNNING OF THE EVENT

### 10.1 Start, finish, timekeeping

10.1.1- The start will take place with the vehicle stationary and the engine running. Clerk of the course with the consent of the the stewards of the meeting is free to modify the starting order according to the circumstances.

10.1.2 - No vehicle may take the start outside its own Group unless expressly authorised to do so by the Clerk of the course with the consent of the 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.

10.1.4 - Any refusal or delay in starting shall result in exclusion from race.

10.1.5 - The finish shall be a flying finish. The heat ends when the vehicle crosses the finish line; as soon as this is done, the vehicle must reduce speed drastically.

10.1.6 - Timing shall be carried out using photoelectric cells and shall be accurate to at least 1/1000 of a second.

### 10.2 Practice

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

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

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

10.2.4 - Each participant has to attend on minimum one training race. Special cases shall be submitted to the stewards of the meeting. On the basis of submission by the competitor's written request to the Clerk of the course.

### 10.3 Race

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

10.3.2 - The race shall be run over 2 heats. A driver not classified in the 1st heat is entitled to start in the 2nd heat.

### 10.4 Outside assistance

10.4.1 - Any outside assistance shall result in exclusion from 1st box to start the car after bringing in the district held race off. Anyone found by the case of outside assistance, at the request of the Clerk of the course results in exclusion decision Stewards of meeting.

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

## 11 - PARC FERMÉ, FINAL CHECKS

### 11.1 Parc Fermé

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

11.1.2 - At the end of the event, all classified vehicles shall remain in the Parc Fermé until indication to the contrary is given by the clerk of the course with the approval of the stewards.

11.1.3 - The Parc Fermé is located at:

- Finish Park – After Training Races
- Finish Park - After 1<sup>st</sup> /2<sup>nd</sup> race
- Start Line - After round

### 11.2 Additional checks

11.2.1 - Any vehicle may be subjected to additional scrutineering by the scrutineers, both while the event is taking place and especially after the finish.

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

11.2.3 - Special checks can take part in the DEPO.

## 12 - DEPO

12.1 Duration DEPO:

Location:

- On the national road No 28 - 100 m from the field from the start looking off the left side of the road through the village Wujskie and Załuż to the closure of roads

- on the side road - 100 m away from the office of the professions in the direction of Wujskie start looking from the side of the road on the left side and the end of the village

Existing park area is indicated plates DEPO. Organization of service outside the designated area of the above tables is prohibited. Right side of the road is intended as a way of communication and evacuation, no parts service position can not project beyond the axis of the road.

12.2 In the professions, in the DEPO apply absolute speed limit to 10 kph. Furthermore, each established or confirmed case of a breach by the competitor/ driver of his team, set out the terms of the existing machine park, will be treated as an offense and the penalty will be imposed according to the Stewards.

12.3 Deadline for submission of The Same/Neighbouring Service Park Space Order Form passes on 22.09.2010 to 14:00.

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## 13 - CLASSIFICATIONS, PROTESTS, APPEALS

### 13.1 Classification

13.1.1. Each participant has to take part in 2 races to be classified.

13.1.2. In the occasion of uncertain result, the first race time is determining.<sup>4</sup>

The results show the same shall be ex-aequo

13.1.3. Race ranking is as following:

a) FIA – CEZ:

- All groups absolute classification
- Classification in groups and capacity groups according pt.3.2

b) GSMP:

- Total Classification
- Classification in groups according pt. 3.1, c)
- Classification in categories
- Teams Classification

c) MSR:

- Total Classification
- Classification in category I and category II
- Classification in groups according pt. 3.1, c)
- Classification in categories
- Classification in absolute order of the vehicles with diesel engine
- Classification in absolute order in junior category

### 13.2 Protests

13.2.1 - The lodging of protests and the deadlines to be observed shall be in accordance with the provisions of the ISC.

13.2.2 - The deadline for the lodging of protests against the results or the classification (Article 174d of the ISC) shall be 30 minutes after the posting of the results on the official notice board.

13.2.3 - The deposit for protests is set at 100% of the Entry Fee (200% - 500% if a car disassembly is necessary) and is to be paid in cash.

The deposit shall be refunded only if the protest is upheld.

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

13.2.5 - The right to protest can only be exercised by competitors who are duly entered in the event, or by their representative(s) holding a written proxy (original document).

13.2.6 - In the event of a protest necessitating the dismantling of the vehicle, the resulting estimated costs shall be guaranteed by a deposit to be specified by the stewards. The deposit must be paid within the period specified by the stewards in order for this check to be carried out

### 13.3 Appeals

13.3.1 - The lodging of an appeal and the related costs shall be in accordance with the provisions of the ISC.

13.3.2 - The deposit for national appeals is set at: 2500 PLN or 600 EURO.

## 14 - PRIZES AND CUPS, PRIZE-GIVING CEREMONY

### 14.1 Prizes and cups

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

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#### **a. FIA-CEZ**

- group classification
  1. place – cup
  2. place – cup
  3. place – cup

#### **b. GSMP**

- according to GSMP Regulations article 14.1. point a, b, c

#### **c. MSR**

- absolute classification in categories I,II:
  1. place – cup
  2. place – cup
  3. place – cup
- classification of groups N, A, S, SP, E1, E2, CN, HKI, HKII:
  1. place – cup
  2. place – cup
  3. place – cup
- category classification in categories N, A, S, SP, E1, E2, CN, HKI, HKII:
  1. place – cup
  2. place – cup
  3. place – cup
- absolute classification in junior category:
  1. place – cup
  2. place – cup
  3. place – cup
- absolute classification in diesel category:
  1. place – cup
  2. place – cup
  3. place – cup

14.1.2 - Cups and awards will be presented only if there will be more than 3 racers in group classification and capacity categories, more than 6 racers in absolute classification

### **14.2 Prize-giving ceremony**

14.2.1 It is the matter of honour to participate at winners presentation.

/For Polish competitors: according to GSMP Regulations – article 14.5./

14.2.2. The winners presentation:

- on 25.09.2010 for GSMP and MSR after Saturday Round in DEPO at 18:00
- on 26.09.2010 for FIA-CEZ, GSMP and MSR after Sunday Round in DEPO at 17:30

### **15 - OTHER**

15.1 It is prohibited to conduct any ad campaign has not agreed to the organizer, for the race route, the start and finish area in the DEPO (except for its position of service), in the office of the professions and in the end prize-giving ceremony

15.2 The dates and place of subsequent meetings stewards will be established at the meeting and it will be published on the official notice board.

Krosno, 12.08.2010

*Clerk of the Course  
Marcin Fiejdasz*

Appendix 1.

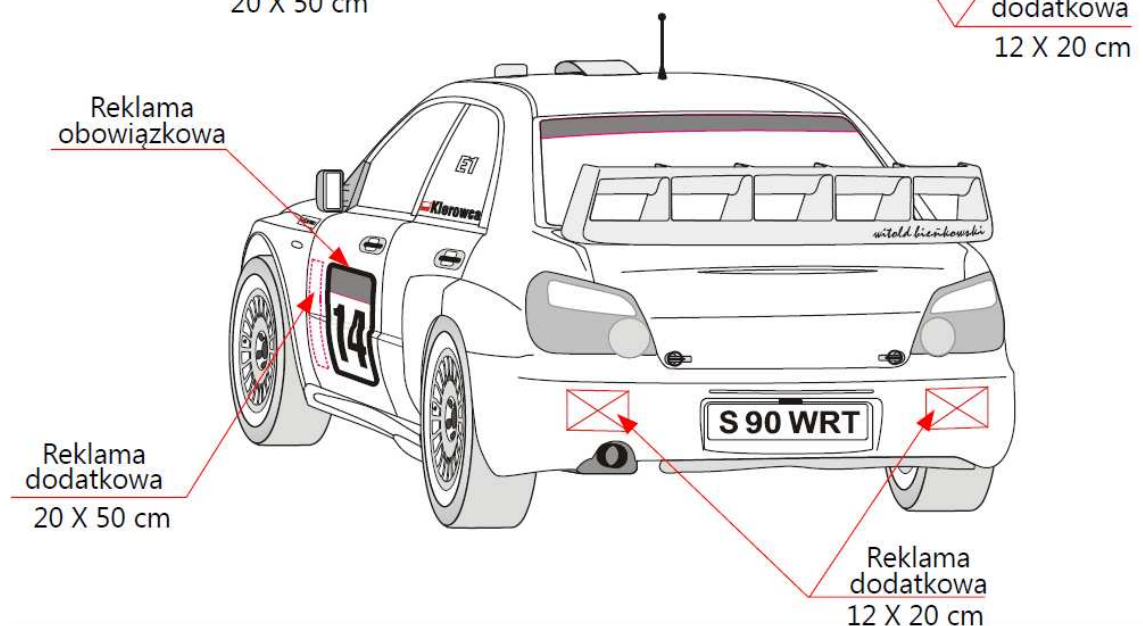
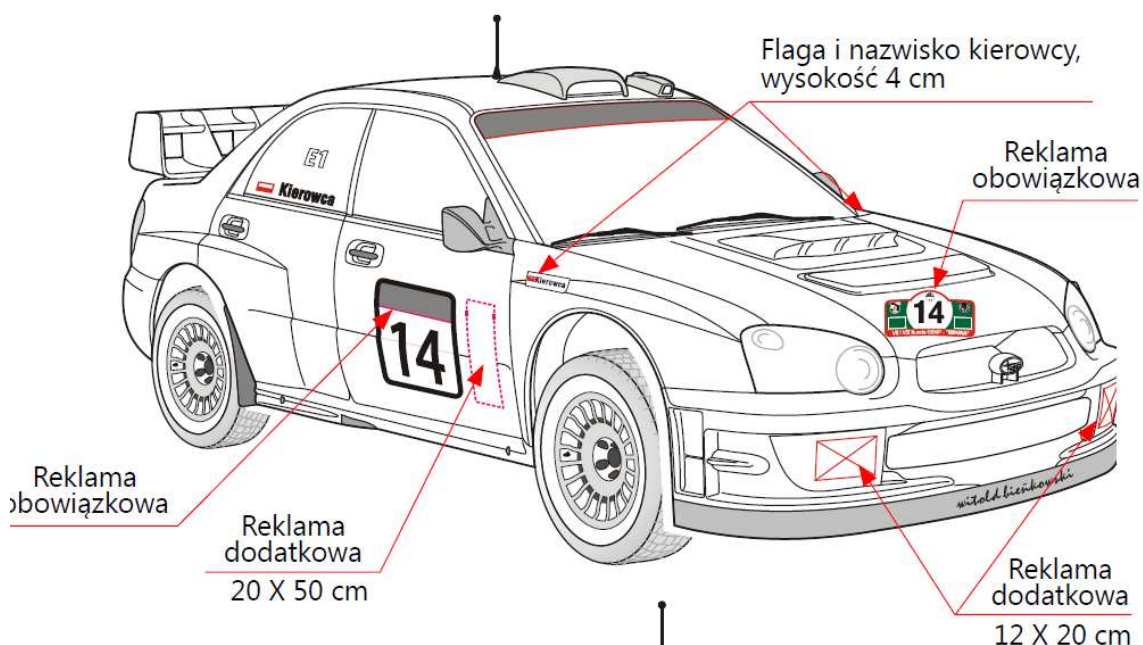
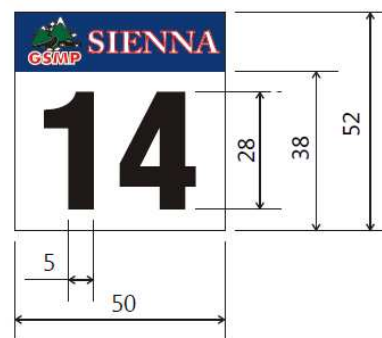
**Szyby boczne, tylne**



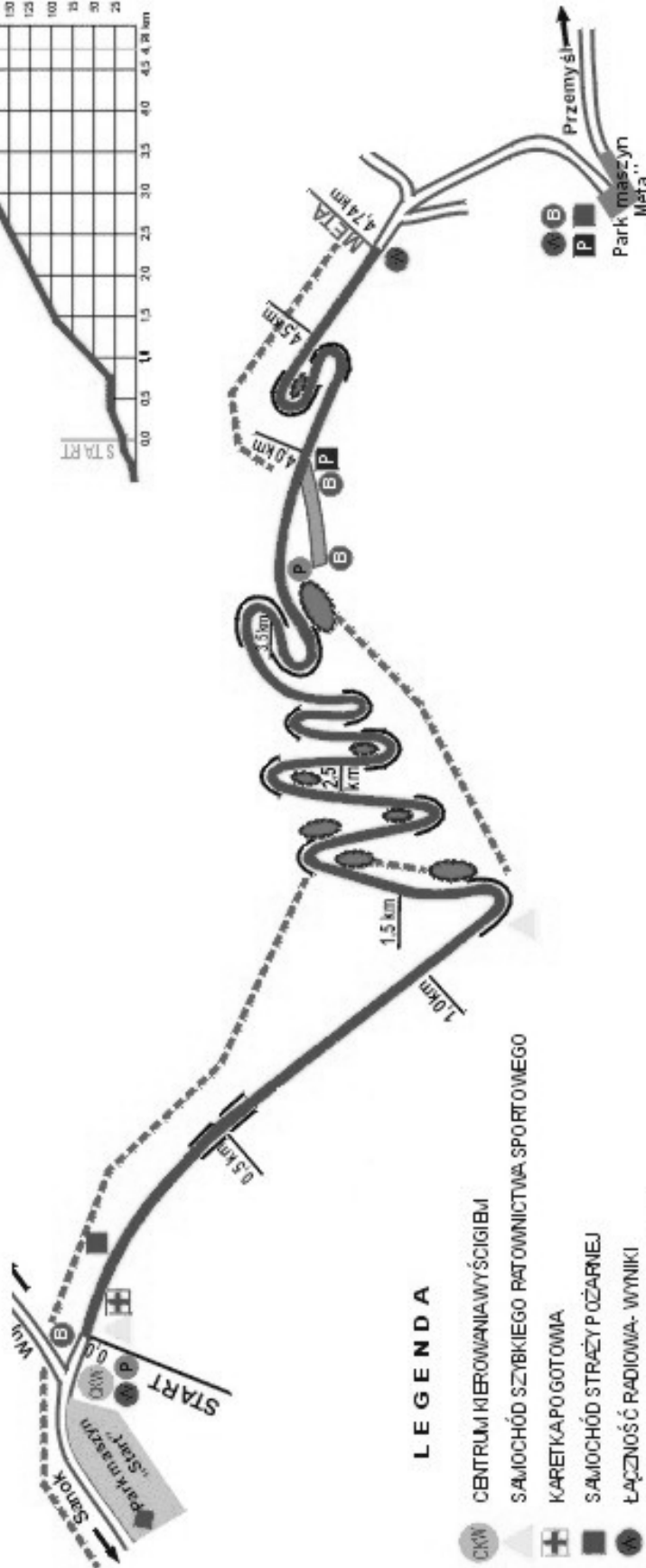
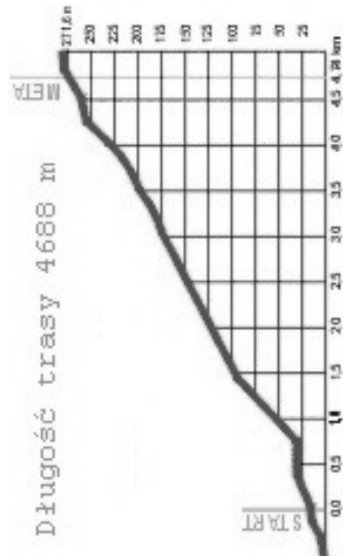
czcionka - Helvetica  
wysokość - 10 cm  
grubość kreski - 1.5 cm  
barwa - biała  
Tylko pierwsza litera duża.  
Dopuszcza się 1. literę Imienia.  
Tło przezroczyste (szyba)

**Nr startowy przedni**

wysokość - 15 cm  
grubość kreski - 2 cm  
barwa - czarna



# Automobilklub Małopolski w Krośnie



## LEGENDA

- CKW - CENTRUM KIEROWANIA WYŚCIGIEM
- SAMOCHÓD SZYBKIEGO RATOWNICTWA SPORTOWEGO
- KARETKA POGOTOWIA
- SAMOCHÓD STRAŻY POŻARNEJ
- ŁĄCZNOŚĆ RADIOWA - WYNIKI
- ŁĄCZNOŚĆ RADIOWA - PROPAGANDA
- POSTERUNEK POLICJI
- BAR - PUNKT ŻYWIENIOWY
- WYZNACZONO NIEJESICE DLA PUBLICZNOŚCI
- WYZNACZONO TRAKT PIESZY DLA PUBLICZNOŚCI
- METAŁOWA BARIERA OCHRONNA