



**MČR v Rally**  
**2024**



**Rally Challenge**  
**AUTOKLUB 2024**



**MČR v Historické rally**  
**AUTOKLUB 2024**



**EUROPEAN**  
**RALLY**  
**TROPHY**



**Memoriál Rudolfa Kouřila**

**14. – 15. June 2024**

**RALLY GUIDE**



**[www.agrotecrally.cz](http://www.agrotecrally.cz)**

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# EUROPEAN RALLY TROPHY

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## 1. Introduction

Name of rally: **19. AGROTEC PETRONAS RALLY**

Date: **14. – 15. June 2024**

Dear friends, competitors,

during its eighteen years, AGROTEC PETRONAS Rally has gained an irreplaceable place in the Czech rally championship due to its character. In the past our race was eligible also for the Slovak Championship and the Central Europe Zone (CEZ). This year we are opening a new chapter, our rally in Hustopeče will be part of the FIA European Rally Trophy for the first time, as its sixth event. And we are proud of the fact that Czech driver René Dohnal will present last year's ERT title in Hustopeče. In addition, it will be the third race of the Czech Rally Championship and the Czech Rally Championship of historic cars. "Rally among vineyards" will take place on 14. and 15. June 2024 in Hustopeče region.

The headquarter is located on the premises of AGROTEC a.s. in Hustopeče, the service park is located in the area of MOSS Logistic Hustopeče.

For eighteen years, the rally in Hustopeče has become famous for its unique characteristics, competing in blossoming nature, where the roads are full of tarmac with different quality and mainly unpaved gravel sections on the stages. Its portion is essential by Czech standards and it is this surface that attracts many drivers to come.

AGROTEC PETRONAS Rally is also known for its compactness. This year will not be different, it will not be 24 hours from the start to the finish of the competition. Portions of night stages are also typical for a rally in Hustopeče. Friday's itinerary includes six special stages, while the spectator attraction will again be the test around the watchout tower on Kraví hora.

Saturday's leg will start with a 45-minute morning service, after which the drivers will complete another six classical special stages. The most demanding test for the crews will be the Šitbořice - Diváky - Nikolčice special stage, which with its 17 kilometers will also be the longest test of this year edition.

After a long and challenging Saturday, trophies will be presented to the winners at the podium ceremony in Husova Street. It is same place where the competition will start in the early evening on Friday.

The organizing team of the AGROTEC Autoklub in the Czech Republic worked with format which is generally based on last year's edition, the stages has undergone only minor modifications.

We would also like to welcome the participants of the historic championship, which is an integral part of the 19th AGROTEC PETRONAS rally Hustopeče.

Welcome to Hustopeče at the 19th annual "Rally among vineyards".

**Organizational team**

**AGROTEC PETRONAS Rally Hustopeče**

## Calendar FIA European Rally Trophy 2024

Datum / Date	Název podniku / Name of rally	Stát / Country
26-27/04/2024	Rali Terras D'Aboboreira	PRT 
11-12/05/2024	Rallye Ain-Jura	FRA 
17-18/05/2024	51. Rallye Český Krumlov	CZE 
31/05-01/06/2024	Rallye du Chablais	CHE 
08-09/06/2024	50. Zagreb Delta Rally	HRV 
<b>14-15/06/2024</b>	<b>19. AGROTEC PETRONAS RALLY Hustopeče</b>	<b>CZE</b> 
12-13/07/2024	Rally Weiz	AUT 
02-03/08/2024	Rali Vinho da Madeira	PRT 
09-10/08/2024	33. Rally Rzeszow	POL 
16-17/08/2024	Ulster International Rally	GBR 
31/08-01/09/2024	Rally Bulgaria	BGR 
26-27/09/2024	MAHLE 12. Rally Nova Gorica	SVN 
18-19/10/2024	71. Rally di Sanremo	ITA 
31/10-02/11/2024	27. Internationale ADMV-Lausitz-Rallye	DEU 

## Calendar Mistrovství České republiky v rally (MČR), Rally Challenge and MČR HA 2024

19-21/04/2024	58. Rally Šumava Klatovy
17-18/05/2024	51. Rallye Český Krumlov
<b>14-15/06/2024</b>	<b>19. Agrotec Petronas Rally Hustopeče</b>
13-14/07/2024	Bohemia Rally Mladá Boleslav
16-18/08/2024	Barum Czech Rally Zlín
20-22/09/2024	45. Invelt Rally Pačejov



### 1.1 Preamble

This rally will be run in compliance with the FIA International Sporting Code including appendices, the FIA Regional Rally Sporting Regulations including appendices, the ASN Technical Regulations (only when related to national cars), the WADA/NADA Codes and the FIA Anti-Doping Regulations, as amended from time to time. The National Road Traffic Regulations shall apply. Unless provided otherwise by these Supplementary Regulations, the provisions of the above Rules and Regulations shall apply.

Modifications, amendments and/or changes to these Supplementary Regulations will be announced only by numbered and dated Bulletins (issued by the organiser or the Stewards).

The FIA Regional Rally Championships Sporting Regulations can be found at:

<https://www.fia.com/regulation/category/117>

The various documents will be written in English and Czech. In case of any discrepancy the English text will be binding.

## 1.2 Length of Special Stages and Road surface

Leg 1: Asphalt	67,98	km	Gravel	2,54	km
Leg 2: Asphalt	76,68	km	Gravel	13,40	km

## 1.3 Overall SS distance and total distance of the itinerary

Number of Legs	2	
Number of Sections	4	
Number of Special Stages	12	
Total distance of the itinerary	386,15	km
Overall length of Special Stages	160,60	km

## 1.4 History

South Moravia was a region almost unloved by rallysport for a long time. At the end of the 1980s the Barum Rally was contested in the vicinity of Strážnice, where crews were competing on sandy stages, the automobile races approached the South Moravian metropolis only slowly.

With the arrival of the new millennium, the company AGROTEC a.s. from Hustopeče near Brno began to appear on the scene of motorsport. Motorsport was close to this company thanks to the selling and services in the field of cars



and trucks, agricultural and construction equipment. The support of Stanislav Matějovský in the circuit racing and cooperation with the management of the famous circuit Masarykův okruh in Brno led AGROTEC to co-organize the traditional race at the end of the season - the Epilogue. It was this cooperation that raised AGROTEC Epilog among the well-known events. It was not only a high-quality race, but also offered a number of additional programs and entertainment, so whole families from a wide area visited the circuit. The race was initially run as a three-hour race, later its length was extended to six hours.

After three years of supporting Epilog, the management of the company decided to throw their forces in a different direction, to organize their own car race in their region. The main soul of the project was Martin Rada, the director of the Iveco Moravia division at the time. He was inspired in Germany by the World Championship competition there, which is also driven among vineyards. It was also called the "rally among vineyards" from the beginning, and the event has retained this primacy until the present day.

"There was no similar race in South Moravia. We had a certain idea, our inspiration was German round in the world rally championship. And so we went for it. Together with Rudolf Kouřil we also wanted to make use of our own competition experience," Rada explains.

The debut year took place in 2004 under the name IV. Agrotec Rallye Show Modrice. He offered the crews a 167 km long event with sixty kilometers of special stages. The organizing team completely changed the face of the event, completely left circuit in Brno and within three weeks prepared an event in a completely new region Hustopeče.

The race had its base in Hustopeče, the competition was mainly on unpaved roads and roads among the local vineyards. It was clearly a step forward. Two WRC cars even appeared at the start and Pavel Valoušek, starting with co-driver Petr Novák, also became the winner behind the wheel of a Toyota Corolla WRC.

And that's how it all started. The foundation stone has been laid. Subsequently, the organizers went their own way and founded AGROTEC Autoklub in the Czech Republic on 19th January 19 2005. With this season of 2005, the history of the competition began to be written definitively in connection with AGROTEC, Hustopeče and the romantic surroundings of the vineyards.

## 1.5 Hall of winners

### 1. AGROTEC RALLY HUSTOPEČE 2005 – free race

Roman Odložilík – Miroslav Fanta (Renault Clio S1600)

### 2. AGROTEC WÜRTH RALLY HUSTOPEČE 2006 – MČR SPRINTRALLY

Josef Semerád – Bohuslav Ceplecha (Mitsubishi Lancer EVO IX)

### 3. AGROTEC IVECO RALLY 2007 - MČR, MČR HA

Leoš Flídr – Bohumil Ehl (Škoda Octavia WRC)

### 4. AGROTEC NEW HOLLAND RALLY HUSTOPEČE 2008 – MMČR, EP (koef. 10)

Václav Pech jun. – Petr Uhel (Mitsubishi Lancer EVO IX)

### 5. AGROTEC MOGUL RALLY HUSTOPEČE 2009 – MMČR, MČRHA

Roman Kresta – Petr Gross (Peugeot 207 S2000)

### 6. AGROTEC MOGUL RALLY HUSTOPEČE 2010 – MMČR, EP (koef. 5), CEZ

Václav Pech jun. – Petr Uhel (Mitsubishi Lancer EVO IX)

### 7. AGROTEC MOGUL RALLY HUSTOPEČE 2011 – MMČR, EP (koef. 5), CEZ

Jan Kopecký – Petr Starý (Škoda Fabia S2000)

### 8. AGROTEC PETRONAS RALLY HUSTOPEČE 2012 – MMČR, EP (koef. 5), CEZ, PČR

Jan Kopecký – Pavel Dresler (Škoda Fabia S2000)

### 9. AGROTEC PETRONAS RALLY HUSTOPEČE 2013 – MMČR, EP (koef. 5), CEZ, PČR

Jan Kopecký – Pavel Dresler (Škoda Fabia S2000)

### 10. AGROTEC PETRONAS RALLY HUSTOPEČE 2014 – MMČR, ERT (koef. 2), CEZ, PČR

Václav Pech jun. – Petr Uhel (Mini Cooper S2000 1.6T)

### 11. AGROTEC PETRONAS RALLY HUSTOPEČE 2015 – MČR, CEZ, MČRHA

Jan Kopecký – Pavel Dresler (Škoda Fabia R5)

### 12. AGROTEC PETRONAS RALLY HUSTOPEČE 2016 – ERT (koef. 2), CEZ, MČR, MSR, SRP

Jan Kopecký – Pavel Dresler (Škoda Fabia R5)

### 13. AGROTEC PETRONAS RALLY HUSTOPEČE 2017 – CEZ, MČE, MSR

Jan Kopecký – Pavel Dresler (Škoda Fabia R5)

### 14. AGROTEC PETRONAS RALLY HUSTOPEČE 2018 – CEZ, MČR, MSR

Jan Kopecký – Pavel Dresler (Škoda Fabia R5)

### 15. AGROTEC PETRONAS RALLY 2019 – CEZ, MČR, MSR

Filip Mareš – Jan Hloušek (Škoda Fabia R5)

### 16. AGROTEC PETRONAS RALLY 2021 – CEZ, MČR, MSR

Václav Pech – Petr Uhel (Ford Focus WRC)

### 17. AGROTEC PETRONAS RALLY 2022 – CEZ, MČR, MSR

Jan Kopecký – Jan Hloušek (Škoda Fabia Rally2 evo)

### 18. AGROTEC PETRONAS RALLY 2023 – CEZ, MČR, MČR HA

Václav Pech – Petr Uhel (Ford Focus WRC)

### 19. AGROTEC PETRONAS RALLY 2024 – ERT, MČR, MČR HA

?



## 1.5 Summary Agrotec Petronas Rally Hustopeče 2023

### Main facts:

- Rally was held for the second time as a memorial to longtime director Rudolf Kouřil.
- Duration of the most compact rally in MČR was reduced to approx. 21 hours from the start of the first car to the arrival of the first crew to the finish podium.
- The traditional slight "change" of stages slowed down the average speed of the event (previous winner's average: 112.4 km/h; last year's winner's average: 107.2 km/h).
- The loss of Slovakian Rally Championship eligibility was reflected in the number of participants (12 crews less than last year).
- The competition was atypically accompanied by nice weather without tropical temperatures. Rain in the final section on Saturday made the competition more dramatic.
- In the traditional duel between Kopecký and Pech for win, the difference between them during the competition was no higher than 8.2 seconds.
- In addition to excellent times set by Pech, also Stříteský and Jirásek set interesting times on the wet penultimate SS.
- Trať: 350,75 km – 12 RZ (147,62 km)

**Just as good wine belongs to the Hustopeče region, the duel between the two most frequent winners of this race, Jan Kopecký and Václav Pech, has been among the constants of the Rally Hustopeče for more than a decade.**



**During the period when the South Moravian rally belongs to the "big" championship, they competed together eleven times and only twice they let another pilot to win (2009 - Roman Kresta, 2019 - Filip Mareš). Also this year, they condemned the other top pilots to the role of observers and their mutual order was decided by just 2.7 seconds.**

The top of the starting list faithfully copied the previous Czech races, and only Filip Mareš was missing from the top ten of the MČR table. In terms of the quality of the starting field, Hustopeče maintained the high standard of previous years. On the contrary, looking at the numbers, this year's participation was the least numerous since 2015, which was due to the loss of Slovakian championship eligibility, whose participants made up roughly a fifth of the starting field last year. However, compared to the other events of this year's MČR, Hustopeče with its 86 participants (including historics) held its own, and although they did not reach the bombastic participation in Český Krumlov (118 crews), they surpassed the previous Moravian maximum set in Valašská Rally by 26 cars.

In fifteen years in the "big" championship, the organizers have come a long way. Given the popularity of their event, nothing forced them to experiment, and they built the 2023 edition on proven foundations. The nature of the region with an abundance of agricultural roads helps them and allows individual stages to be slightly "rearranged" without disturbing their typical character. This keeps even the traditional competitors on their toes and there is no danger that they would dare to go only on their memory. The biggest change this year was in the way of dividing the gravel sections between the two race days. While the first leg offered three shorter stages, in which gravel was included rather exceptionally (there was not even any on SS 2/5), the bread was to be broken on Saturday on mostly longer and more twisty stages. At first impression, nothing new under the sun, after all, the organizers already chose a similar format in 2017. However, observants can discover in this decision an attempt to respond to last year's criticism regarding the raised dust in the night passages.

Friday's leg seemed unusually idyllic for the conditions in Hustopeče. After the tropical weather, which has been one of the colors of the local competition since 2008, this time there was not even a trace and pleasant temperatures above 20 degrees promised ideal competition conditions.



This time, the battle for the podium took place in parallel on two fronts. In fact, Dominik Stříteský and Adam Březík behaved similarly to Jan Kopecký and Václav Pech on some stages. While the latter's times were a pleasant surprise even for himself, Stříteský had a bit of a low self-confidence after the crash in Krumlov and openly showed that the Hustopeče roads were not his cup of tea. This is probably also why Březík was a bit faster on all the Friday stages and could enjoy relatively close contact with the leading pair.



The opening section of the second day brought the expected attack of Pech. The pilot from Pilsen started to "fight" already on the opening special stage. In fact he loved more the middle test with a number of "aeronautical" passages in the first half of stage. By winning by 5.5 seconds, Kopecký dealt a blow here, and when he also won the following stage Starovice, he suddenly had a lead of four seconds at the head of the race.

When it seemed that the last kilometers would not bring a twist and Václav Pech would secure the victory, things started to happen. On the longest stage, Jan Kopecký revealed his capabilities and in the rugged terrain he was faster by 15.2 seconds compared to his previous pass (at 15.3 km). The answer came immediately. It rained on the stage 11, and that was water for Václav Pech's mill. He eliminated Kopecký's newly acquired lead of eight tenths and, on the contrary, added 2.9 seconds to his advantage. Paradoxically, the pilot from Pilsen himself was probably the most surprised by this, as his engine stalled in the last turn and he was very angry with himself.

On the last special stage, it was already a challenge from both drivers. At the finish line, the local representative had a faster time by two tenths of a second. However, even that was not enough. With a minimum lead of 2.7 seconds, Václav Pech won his fifth victory in Hustopeče, while Jan Kopecký will have to wait for his ninth triumph.

Rain also interfered with the duel for third place. With a great second time in the penultimate test, Stříteský dealt a "blow" to his opponent, who was third by 6.3 seconds. Adam Březík "pulled" at the end and finished the final stage Starovice in close behind the duo of Kopecký and Pech. However, the order remained and Stříteský retained the bronze.

The final section had other heroes as well. Aleš Jirásek flew through the wet penultimate stage as fourth, only 1.4 seconds behind Jan Kopecký, and thus decided to retain the sixth position ahead of Martin Vlček. He also managed to cut from the lead of the fifth Věroslav Cvrček, who made a dangerous-looking contact with the curb on the slippery tarmac. Tomáš Kurka also solved the crisis, which complicated his problem-free journey to eighth place. The balanced performance, on the other hand, helped David Tomek to ninth place, who was overtaken by the finishing David Soldát at the very last moment.

David Štefan won the 2WD category with a lead of a minute. Friday's mistake roused Ján Kundlák, and on Saturday he was the fastest in four stages. After the final stage, he even jumped to the silver position ahead of Hordossy and made the most of the almost lost race.

### Results Agrotec Petronas Rally Hustopeče 2023

16. - 17. 6. 2023

1. Pech – Uhel	Ford Focus WRC	1:22:39,2
2. Kopecký – Hloušek	Škoda Fabia RS Rally2	+ 2,7
3. Stříteský – Hovorka	Škoda Fabia R5	+ 1:09,3
4. Březík – Krajča	Škoda Fabia R5	+ 1:12,4
5. Cvrček – Prokorát	Škoda Fabia R5	+ 2:57,2
6. Jirásek – Machů	Škoda Fabia R5	+ 3:17,2
7. Mart. Vlček – Kunst	Hyundai i20 R5	+ 3:31,9
8. Kurka – Vajík	Škoda Fabia RS Rally2	+ 5:58,4
9. Tomek – Zeman	Škoda Fabia Rally2 Evo	+ 6:12,8
10. Soldát – Winzig	Škoda Fabia R5	+ 6:22,2

#### 2WD

1. Štefan – Vichtora	Peugeot 208 Rally4	1:32:32,2
2. Kundlák – Baran	Renault Clio Rally4	+ 59,0
3. Hordossy – Palivec	Peugeot 208 Rally4	+ 1:08,6

## 2. Organisation

### 2.1 Championships and titles for which the rally counts



FIA European Rally Trophy for Drivers and Co-Drivers  
FIA Junior ERT for Drivers  
AUTOKLUB Czech Rally Championship (MČR)  
AUTOKLUB Rally Challenge (RCH)  
AUTOKLUB Czech Junior Championship  
Czech Ladies' Trophy  
Cup 55+  
AUTOKLUB Czech Historic Sporting Rally  
Championship (MČR HA)  
Toyota Yaris Cup Czech 2024  
Peugeot Rally Cup Czech Republic (PRCCZ)  
Organizer's cup

### 2.2 Organiser's name, address and contact details

Organiser: AGROTEC AUTOKLUB v AČR  
Organiser's representative: Martin Rada  
Street/P.O. Box: Brněnská 74  
Post code/city: 69301 Hustopeče  
Phone: (CZ, ENG): (+420) 519 402 123  
E-mail: tajemnikrally@agrotec.cz  
Website: www.agrotecally.cz

#### Location of Rally HQ and contact details

Name: Areál AGROTEC a.s.  
Street: Brněnská 74, Hustopeče  
GPS: N 48°56.84873', E 16°43.72697'  
Tel., e-mail: +420 519 402 123, tajemnikrally@agrotec.cz  
HQ in operation from to  
Date: 12. 6. 2024 Time: 16:00 21:00  
Date: 13. 6. 2024 Time: 07:00 19:00  
Date: 14. 6. 2024 Time: 07:00 01:00  
Date: 15. 6. 2024 Time: 06:30 17:00

Digital Notice Board (DNB):

An electronic notice board at [www.agrotecally.cz](http://www.agrotecally.cz) via the SPORTITY app will be used. No physical official notice board will be set up during the rally. The Autoclub of the Czech Republic has provided the SPORTITY application, which will function as an electronic notice board during the 19. AGROTEC RALLY, on the rally website - [www.agrotecally.cz](http://www.agrotecally.cz). The SPORTITY app (Sportity.app) is free for all organisers and competitors to download in Google play and Apple store (for Android and IOS systems).

The password to access this app for the 19. AGROTEC RALLY is: **Hustopece2024**

### 2.3 Organising Committee

Organising Committee: Martin Rada, Petra Mynářová, Bořivoj Plšek, Jaromír Marchalín

### 2.4 Senior Officials

	Name
Clerk of the Course:	Petra Mynářová
Deputy Clerk of the Course:	Bořivoj Plšek
	Jaroslav Marchalín
Secretary of the Stewards:	Jiří Nejdí

Secretary of the Event:	Jaroslav Marchalín
Chief Safety Officer:	Bořivoj Plšek
Deputy Chief Safety Officer:	Jiří Kunat
Scrutineers (Chief Scrutineer):	Jiří Máša
Chief Medical Officer (CMO):	MUDr. Lubomír Nečas
Timekeeping (Chief Timekeeper):	Alena Konečná
Competitors' Relations Officer (CRO):	Jakub Hofbauer
Press Officer:	Tomáš Plachý
Environmental Officer:	Ondřej Herich
Economist	Blanka Kaňová
Chief of Rally Control:	Pavel Štípek
GPS Operator:	Jan Kodýdek
Tracking system:	Vojtěch Valenta – SAS Zlín, NAM systém, s.r.o.
Results processing:	SK PORS Plus v AČR, Oto Berka

### 3. Programme

	Location:	Date:	Time:
Issuing of Rally Guide	Internet (DNB)	22.04.2024	12:00
Publishing of the supplementary regulations		22.04.2024	12:00
Entries open		22.04.2024	12:00
Closure date of entries		03.06.2024	12:00
Closing date for order of extra service in SP	Permanent Secretariat	03.06.2024	12:00
Closing date for shakedown registration	Permanent Secretariat	03.06.2024	12:00
Publication date of entry list	Internet (DNB)	10.06.2024	24:00
Issuing of the road book, maps	Internet	10.06.2024	24:00
Collection of material and documents	Hustopeče, areál AGROTEC a.s.	12.06.2024 13.06.2024	16:00-21:00 07:00-10:00
Collection of tracking systems for reconnaissance	Hustopeče, areál AGROTEC a.s.	12.06.2024 13.06.2024	16:00-21:00 07:00-10:00
Start of reconnaissance		13.06.2024	07:00
Opening of service area	Hustopeče, areál MOSS logistic, s.r.o.	13.06.2024	17:00
Administrative checks	Hustopeče, areál AGROTEC a.s.	14.06.2024	06.30-09:00
Scrutineering – sealing & marking of components	Hustopeče, areál AGROTEC a.s.	14.06.2024	07.00-12:00
Opening of media centre	Hustopeče, areál AGROTEC a.s.	14.06.2024	10:00
End of reconnaissance		14.06.2024	11:30
Re-scrutineering	Hustopeče, areál AGROTEC a.s.	14.06.2024	time determined by the scrutineers
Shakedown	Starovice – Uherčice	14.06.2024	
	Cars no 1-20		11:15 – 11:55
	All cars		11:55 – 14:15
Publication of the Amended Entry List	Internet (DNB)	14.06.2024	14:15
Publication of start list for Leg 1	Internet (DNB)	14.06.2024	14:15
Start of the Rally – Leg 1	TC 0 – Service out Hustopeče, areál MOSS logistics s.r.o.	14.06.2024	16:30
Finish of Leg 1 (estimated time of 1 <sup>st</sup> car)	TC 6A - Parc fermé in areál AGROTEC a.s.	14.06.2024	22:30

Publication of start list for Leg 2	Internet (DNB)	15.06.2024	01:00
Re-scrutineering, cars to re-start after retirement	Parc fermé out, areál AGROTEC a.s.	15.06.2024	07:30
Start of the Rally – Leg 2	TC 6B - Parc fermé out,areál AGROTEC a.s.	15.06.2024	08:30
Podiums Ceremony	TC 12C Hustopeče, ulice Husova	15.06.2024	15:00
Final scrutineering (following the marshals' instructions)	Hustopeče, areál AGROTEC a.s.	15.06.2024	Immediate after arrival in the finish
Publication of Provisional Classification	Internet (DNB)	15.06.2024	16:30
Publication of Final Classification	Internet (DNB)	15.06.2024	After signed by the stewards and after expiry of the protest time

## 4. Entries

### 4.1 Closing date for entries

See programme in chronological order (SR Art. 3) and FIA RRSR Art. 23.

### 4.2 Entry procedure

Entries must be submitted in accordance with the FIA RRSR Art. 22– Art. 25.  
See also FIA ISC Art. 3.8 – Art. 3.14

Entry is made only in electronic form at [www.agrotecally.cz](http://www.agrotecally.cz). An electronic entry application must be confirmed by way of personal signature by the competitor by the latest at administrative checks. **The entry form must be accompanied by a copy of the valid competitor's licence.** A change of competitor is permitted up to the close of entries. **Only the competitor entered in the event will be allowed to make this request.**

**All competitors taking part in the rally must ensure that their drivers and co-drivers sign the Driver's declaration and undertakings form as attached in Appendix 6.**

Foreign competitors, drivers and co-drivers must present authorisation from their ASN. (according to Art. 3.9.4 of the Code).

Applications will be confirmed by email.

An entry application (also made electronically) will be accepted only if accompanied by the total entry fees.

According to the International Sporting Code Art. 3.8.1 an entry compels the competitor to take part in the Competition in which they have been accepted to run, except in case of duly established Force Majeure.

### 4.3 Number of competitors accepted and vehicle classes

The number of competitors shall be limited to: **120**

#### 4.3.1 Mistrovství FIA ERT

Class	Groups	
RC2	Group Rally2	– Group Rally2 cars conforming to the 2024Appendix J, Art. 261
	Group Rally2 Kit (VR4K)	– Cars fitted with R4 Kit conforming to the 2024Appendix J, Art. 260E
	Group NR4 over 2000cc	– Group N cars conforming to the 2019 Appendix J, Art. 254
	S2000-Rally: 2.0 Atmospheric	– Super 2000 cars (conforming to the 2013 Appendix J, Art. 254A)

<b>RGT</b>	RGT cars	– Group RGT cars conforming to the 2019 Appendix J, Art. 256 – Group RGT cars conforming to the 2024 Appendix J, Art. 256
<b>RC3</b>	Rally3 (atmo over 1390cc and up to 2000 cc and turbo over 927cc and up to 1620cc)	– Group Rally3 cars homologated from 01/01/2021 and conforming to the 2024 Appendix J, Art. 260
<b>RC4</b>	Rally4 (atmo over 1390cc and up to 2000cc and turbo over 927cc and up to 1333cc)	– Group Rally4 cars homologated from 01/01/2019 and conforming to the 2024 Appendix J, Art. 260 – Group R2 cars homologated before 31/12/2018 and conforming to the 2018 Appendix J, Art. 260
	R3 (atmo / over 1600cc and up to 2000cc and turbo over 1067cc and up to 1333cc)	– Group R cars homologated before 31/12/2019 and conforming to the 2019 Appendix J, Art. 260
	R3 (turbo / up to 1620cc / nominal)	– Group R cars homologated before 31/12/2019 and conforming to the 2019 Appendix J, Art. 260D
	Group A up to 2000cc	– Group A cars conforming to the 2019 Appendix J, Art. 255
<b>RC5</b>	Rally5 (atmo up to 1600cc and turbo up to 1333cc)	– Group Rally5 cars homologated from 01/01/2019 and conforming to the 2024 Appendix J, Art. 260
	Rally5-Kit (atmo or turbo up to 1600cc)	- Group Rally5-Kit cars homologated from 01/01/2024 and conforming to the 2024 Appendix J, Art. 260B
	Rally5 (atmo up to 1600cc and turbo up to 1067cc)	– Group R1 cars homologated before 31/12/2018 and conforming to the 2018 Appendix J, Art. 260

See also FIA RRSR Art. 12.2 additional provisions.

Only above listed cars are eligible to score points in the FIA European Rally Trophy.

#### 4.3.2 Eligible national cars

Nationally homologated cars may participate in this rally when they fit into a national group/class as of following list, without eligibility to score Trophy points.

#### 4.3.3 Mistrovství České republiky - Czech Rally Championship (MCR)

Classes	Groups	
<b>RC2</b>	Rally2	<i>Annex J, Article 261 2023</i>
	Rally2 Kit (VR4K)	<i>Annex J, Article 260E 2023</i>
	NR4 over 2000 cc (now N over 2000 cc)	<i>Annex J, Article 254 2019</i>
	S2000-Rally: 2.0 Atmospheric	<i>Annex J, Art. 254A 2013</i>
<b>RGT</b>	RGT cars	<i>Annex J, Art. 256 2019 Annex J, Art. 256 2023</i>
<b>RC3</b>	Rally3 (atmo over 1390 cc up to 2000 cc) homologated after 1 January 2021	<i>Annex J, Art. 260 2023</i>
	Rally3 (turbo over 927 cc up to 1620 cc) homologated after 1 January 2021	
<b>RC4 I</b>	R2C (atmo over 1600 cc to 2000 cc)	<i>Annex J, Art. 260 2018</i>
	R2C (turbo over 1067 cc to 1333 cc)	
	R3C (atmo over 1600 cc to 2000 cc)	<i>Annex J, Art. 260 2019</i>
	R3C (turbo over 1067 cc to 1333 cc)	
	R3T (turbo up to 1620 cc/rated)	<i>Annex J, Art. 260D 2019</i>
	Rally4 (Ra4C) (atmo over 1600 cc to 2000 cc)	<i>Annex J, Rally4, Art. 260 2023</i>
Rally4 (Ra4C) (turbo over 1067 cc to 1333 cc)		
A to 2000 cc	<i>Annex J, Art. 255 2019</i>	

<b>RC4 II</b>	R2B (atmo over 1390 cc to 1600 cc) R2B (turbo over 927 cc to 1067 cc)	<i>Annex J, Art. 260 2018</i>
	Rally 3 (Ra3B) (atmo over 1390 cc to 1600 cc) Rally 3 (Ra3B) (turbo over 927 cc to 1067 cc)	<i>Annex J, Art. 260 2023</i>
	Rally 4 (Ra4B) (atmo over 1390 cc to 1600 cc) Rally 4 (Ra4B) (turbo over 927 cc to 1067 cc)	<i>Annex J, Art. 260 2023</i>
	N up to 2000 cc	<i>Annex J, Art. 254 2019</i>
	A to 1600 cc	<i>Annex J, Art. 255 2019</i>
<b>RC5</b>	Rally5 (atmospheric engines up to 1600 cc and turbo engines up to 1333 cc)	<i>Annex J, Rally5, Art. 260 2023</i>
	Rally5-Kit (atmospheric engines or turbo engines up to 1600 cc)	<i>Annex J, Art. 260B 2024</i>
	Rally5 (atmospheric engines up to 1600 cc and turbo engines up to 1067 cc)	<i>Annex J, R1, Art. 260 2018</i>
	N up to 1600 cc	<i>Annex J, Art. 254 2019</i>
	A up to 1400 cc	<i>Annex J, Art. 255 2019</i>

See also ASN National Sporting Regulations Art. 1.2 and 1.2.4 additional provisions.

### Autoklub Rally Challenge (RCH)

Classes	Groups	
<b>RN6</b>	A up to 1400 cc	<i>Annex J, Article 255 2019 + NTP</i>
	N up to 1600 cc	<i>Annex J, Art. 254 2019</i>
	A to 1600 cc (cup)	<i>Annex J, Art. 255 2019 + NTP</i>
<b>RN7</b>	R2B do 1600 cc	<i>Annex J, Art. 260 2012</i>
	N up to 2000 cc	<i>Annex J, Art. 254 2019</i>
	A to 1400 cc Kit car	<i>Annex J, Art. 255 2019 + NTP</i>
<b>RN8</b>	A to 1600 cc Kit car	<i>Annex J, Art. 255 2019 + NTP</i>
	A up to 2000 cc including Kit Car	<i>Annex J, Art. 255 2019 + NTP</i>
	A and N with turbocharged Diesel engine up to 2000 cc / nominal R3D (turbo up to 2000 cc nominal)	<i>Annex J, Art. 254 and 255 2019 + Annex J, Art. 260D 2019 + NTP</i>
<b>RN9</b>	A over 2000 cc	<i>Annex J, Art. 255 + NTP 2023</i>
	S2000-Rally: 2.0 Atmospheric	<i>Annex J, Art. 254A 2013</i>
	WRC	<i>Annex J by Article for WRC by the end of 2016</i>
	Open N-CZ	<i>NTP 2023</i>
	Porsche GT	<i>NTP 2023</i>
	N over 2000 cc	<i>Annex J, Art. 254 + NTP 2023</i>
	R4	<i>Annex J, Art. 254 2019</i>
S2000-Rally: 1,6 turbo with 30 restrictor mm (RRC)	<i>Annex J, Art. 254A 2013</i>	
<b>RN10</b>	V1 a V2 do 2000 ccm	<i>NTP 2024</i>
	V3 od 2000 do 3000 ccm	

\* NTP = National Technical Prescription

See also ASN National Sporting Regulations Art. 2.2 and 2.2.4 additional provisions.

#### 4.3.4 AUTOKLUB Czech Historic Sporting Rally Championship

Only cars in complying with Appendix J of FIA Sporting Code (corresponding to the period), with Appendix K of FIA Sporting Code and with technical regulations of national sporting code can participate in the rally.

##### **Category 1 – epoch „69” (periods: D, E, F, G1)**

Touring cars (T) and modified touring cars (CT) and cars GT and GTS from period D, E, F and G1 homologated from 1. 1. 1931 to 31. 12. 1969:

- A1 – up to 1000 cc (to 31. 12. 1961)
- A2 – from 1000 cc to 1600 cc (to 31. 12. 1961)
- A3 – over 1600 cc (to 31. 12. 1961)
- B1 – up to 1000 cc(after 31. 12. 1961)
- B2 – from 1000 cc to 1300 cc(after 31. 12. 1961)
- B3 – from 1300 cc to 1600 cc(after 31. 12. 1961)
- B4 – from 1600 cc to 2000 cc(after 31. 12. 1961)
- B5 – over 2000 cc(after 31. 12. 1961)

##### **Category 2 – epoch „75” (periods: G2, H1)**

Touring cars (T) and modified touring cars and cars GT and GTS included in contemporary groups 1, 2, 3, and 4, homologated from 1. 1. 1970 to 31. 12. 1975:

- C0 – up to 1150 cc
- C1 – from 1151 cc to 1300 cc
- C2 – from 1300 cc to 1600 cc
- C3 – from 1600 cc to 2000 cc
- C4 – from 2000 cc to 2500 cc
- C5 – over 2500 cc

##### **Category 3 – epoch „81” (Periods: H2, I)**

Touring cars (T) and modified touring cars and cars GT and GTS included in contemporary groups 1, 2, 3, and 4, homologated from 1. 1. 1976 to 31. 12. 1981:

- D0 – up to 1150 cc
- D1 – from 1150 cc to 1300 cc
- D2 – from 1300 cc to 1600 cc
- D3 – from 1600 cc to 2000 cc
- D4 – over 2000 cc

##### **Category 4 – epoch „90” Periods: J1, J2)**

Touring cars (T) and modified touring cars and cars GT and GTS included in groups A and B (without cars of group B which was forbidden by FIA), homologated from 1. 1. 1982 to 31. 12. 1985 (Period J1) and homologated from 1. 1. 1986 to 31. 12. 1990 (Period J2):

- E1 – Group A up to 1300 cc
- E2 – Group A from 1300 cc to 1600 cc
- E3 – Group A from 1600 cc to 2000 cc
- E4 – Group A over 2000 cc
- E5 – Group B to 1300 cc
- E6 – Group B from 1300 cc to 1600 cc
- E7 – Group B over 1600 cc
- E8 – Group N up to 1600 cc
- E9 – Group N from 1600 cc to 2000 cc
- E10 – Group N over 2000 cc

##### **Category 5 – epoch „96”**

Touring cars (T) and modified touring cars and cars GT in groups N and A, homologated from 1. 1. 1986 to 31. 12. 1996 (with max. range of modifications according to Art. J 1996 and using NTP):

- F1 – Group N up to 1300 cc
- F2 – Group N from 1300 cc to 1600 cc
- F3 – Group N from 1600 cc to 2000 cc
- F4 – Group N over 2000 cc
- F5 – Group A up to 1300 cc

F6 – Group A from 1300 cc to 2000 cc  
F7 – Group A over 2000 cc

#### 4.3.5 Organiser's cup (PP)

Eligible cars: Cars with national homologation (ASN homologation) or cars with valid or expired FIA homologation (FIA homologation since 1.1.1975), for which the company is not listed in the RS, can participate in the Organiser's cup. Cars without national or FIA homologation are not allowed.

The safety equipment of the crew, the safety equipment of the car and the minimum prescribed weight must comply with the valid technical regulations of the Czech Championship.

Obligation of the competitor for a car with foreign national homologation or for a car with FIA homologation modified according to the national regulations:

to provide the organiser with the national homologation of the car and the technical regulations according to which the car is to compete in the foreign championship at least 14 days before the entry deadline. Both documents will be immediately forwarded by the organiser to the Chief Scrutineer for verification. The Chief Scrutineer has the right to veto the approval of the application.

#### 4.4 Entry fees/entry fee packages

##### 4.4.1 Entry fee

	Entry fee
Entry fee with organiser's optional advertising	EUR 860
Entry fee without organiser's optional advertising	EUR 1720
Reduced entry fee for classes RC5, RN6, RN7, RN8, RN10 and Organisers cup with service area 60 m <sup>2</sup> (see also FIA RRSR Art. 24 App.IX)	EUR 780
Additional fees:	Entry fee
Shakedown registration	EUR 88
special service request after closing date for entries	EUR 100
renting GPS tracking	EUR 22
COMMERCIAL PACKAGE +50 m2 for priority drivers (see Czech SRR. App. IX - Organization)	EUR 360
mobile toilet	EUR 108
mandatory insurance (can be paid together with entry fee)	EUR 120

#### 4.5 Payment

Any entry not accompanied by the entry fee shall be, according to Art. 3.9.3 of FIA International Sporting Code, null and void. The entry fee shall be paid by bank transfer to the account indicated below (in the latter case, adequate proof of payment must be attached to the entry form):

Organiser's bank details:

**Komerční banka a.s.**

Bank

**CZ140100000192078160257**

IBAN

**Variable symbol:**

**Agrotec, a.s.**

Account holder

**KOMBCZPPXXX**

BIC

**Code generated in the application confirmation**



#### 4.6 Entry fee refunds

The deposit will be refunded in full:

- if the application is rejected,
- If the rally is cancelled,
- if the entry is cancelled before the deadline,
- for reasons of force majeure

Partial refund of the deposit:

- Crews who duly excuse their non-participation before the start of the reconnaissance will be refunded at least 80% of their deposit.
- Crews excusing themselves before the start of the administrative checks period will be refunded 50% of their deposit.

### 5. Art. Advertising and Identification

See Appendix 4 of SR "Decals and positioning of supplementary advertising".

#### 5.1 Obligatory organiser's advertising

A + B Competition numbers (panel 67 x 17 cm)	<b>AGROTEC Group + EAA OIL, PETRONAS</b>
C Rally plate:	<b>Pavéza rally</b>
F Rear doors or fender	<b>ONI Systém</b>
G Rear window panel	<b>AGROTEC Group</b>

The organiser will provide each crew with the number identification (67x17cm), which must be affixed to their car in the stated positions prior to scrutineering. Each panel shall be placed horizontally at the leading edge of each front door, with the number at the front. The top of the plate shall be between 7 cm and 10 cm below the lower limit of the window. **It is not allowed to cut the panel.**

#### ERT Eligible vehicles

A space measuring 67 x 6 cm, located immediately below the competition number panel, is reserved for the promotion of the FIA European Rally Trophy. The following sticker shall be affixed at this space:



#### 5.2 MCR and RCH Eligible vehicles

Front window (advertising of Promoter Czech Championship): will be announced in a bulletin

**A strip 10 cm high and running the full width of the windscreen below the existing 10 cm high reserved for competitors at the top of the windscreen.**

#### MČR HA vehicles

A Competition number left door (panel 50 x 44 cm)
B Competition number right door (panel 50 x 44 cm)
F Rear doors or fender

**AGROTEC Group  
EAA OIL, PETRONAS  
ONI Systém**

#### 5.3 Optional organiser's advertising

Additional organiser's advertising:

D Panel 67 x 20 cm under the left side door starting number: **Jihomoravský kraj, MOSS Logistic, SPHERE**

E Panel 67 x 20 cm under the right-side door starting number: **Jihomoravský kraj, MOSS Logistic, SPHERE**

Spaces on the vehicle that must be kept free:

Organiser reserves following places which must remain free: place 67 x 20 cm under starting numbers on both sides of front doors for ERT, and MČR, RCH and Organizer's cup cars and rectangle place width 50 cm

and height 14 cm on both front doors over starting numbers or 2 x 7 cm over and under starting number by Art. 4.3.2.3 National cars - Historical rally.

Placement of advertisements proposed by organiser is given in Appendix 4 of these supplementary regulations.

## **6. Tyres**

(see Supplementary regulations)

## **7. Reconnaissance of Special Stages**

(see Supplementary regulations)

## **8. Administrative checks, Scrutineering, Sealing and Marking**

(see Supplementary regulations)

## **9. Other procedures and regulations**

### **9.1 Ceremonial start procedures and order**

There will be no Ceremonial Start.

#### **Rally start – 1st section Leg 1**

Crews will come with their cars by road book and in given time (in start order list) directly to start.

### **9.2 Finish procedure**

#### **There will be a specific finish procedure**

Rally track finishes at TC 12C at entry to parking place before podium ramp. Podium will be prepared for first three crews in the general classification ERT, MČR, RCH. Prizes described at art. 14 SR will be given on podium during ceremonial prize giving. Crews must continue directly to parc fermé after finish ceremonial.

### **9.3 Classification**

The final classification will not be distributed after the event. The final classification will be published on the Digital Notice Board.

### **9.4 Shakedown**

Registration for shakedown should be confirmed in entry form and is charged with CZK 2200 / EUR 88 for each car. Charge should be paid with entry fee. Participation on shakedown is only allowed to registered crews.

All security rules for SS are also valid for shakedown. There is no limit in number of passes.

During Shakedown service is only permitted in the main service park. Any break of this rule will be penalized with penalty 5000 CZK / EUR 200.

### **9.5 Service Park organisation**

Location: areál MOSS logistics s.r.o., Bratislavská 21, Hustopeče

GPS Coordinates: N 48°55.525', E 16°45.329'

Opening of service area

From 13.6.2024 17:00 till 15.6.2024 17:30

For FIA and ASN priority drivers will be allocated approx. 100 m<sup>2</sup>, for other drivers 80 m<sup>2</sup>.

Allocated place will be announced during entrance to the service area

Service Park area: FIA and ASN priority drivers 12,5 x 8 m or 8 x 12,5 m  
other drivers 10 x 8 m

Other requests:

Solving the requirement for location of service place is not guaranteed by the organizer.

Other services requests for larger service (max 120 m2) or other requests must be sent to the organizer till closing date for entries.

Car identified as „SERVIS” (service), „DOPROVOD” (auxiliary) and „SEZNAMOVACÍ VOZIDLO” (recce car) are allowed to enter the service area. All competitors must use only actually valid stickers.

Extra requests applied after closing date for entries and secured by the organizer are additionally charged

by fee CZK 5000 / EUR 200 excl. VAT.

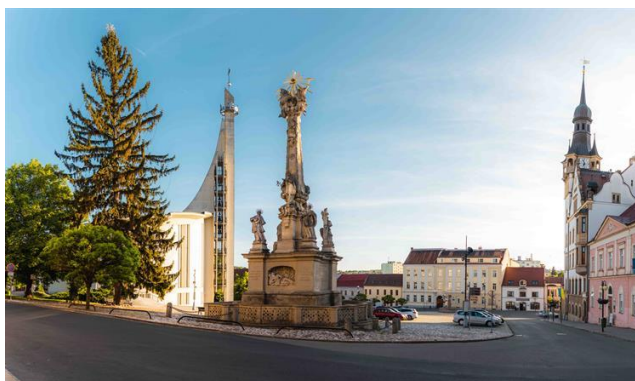
Service area regulations:

During the service time between the first rally car enters and the last car leaves the service park, it is strictly forbidden for all service vehicles to enter or drive inside the service park (not valid in case of transportation broken cars). Every infringement will be sanctioned by the Clerk of the Course with penalty of EUR 80. Service park is one-way both for rally cars as well as the service and auxiliary vehicles. Maximum speed inside the service park is limited by 30 km/h.

It is strictly forbidden smoking and handling open flames in the service area !!!

Team vehicles may only park in the service area on allocated place /not on the pavements/. If anyone will not follow this rule, affected car will be towed away under the penalty of a fine of EUR 400 by the Clerk of the Course.

Trailers for transportation racing cars must be parked on the reserved area (Hustopeče, AGROTEC a.s., Brněnská 74 - N 48°56.95855', E 16°43.73417'), under the penalty of a fine of EUR 200 by the Clerk of the Course.



## 10. Media

### 10.1 Principles for the accreditation of journalists in 2024

Requests for accreditation must be submitted only via email: [akreditace@mediadelegat.cz](mailto:akreditace@mediadelegat.cz). Journalists gain access to the information system (IS) on the basis of a completed accreditation form available in PDF on the website of the Automobile Club of the Czech Republic (AČR) in the "motorsport" section under "automobily", "formuláře". The applicant will fill out this form only once and apply to individual events via IS.

### 10.2 Deadline

Closing date for media accreditation is 3. 6. 2024.

### 10.3 Contact

Autoklub České republiky  
Opletalova 1337/29  
110 00 Praha 1  
E-mail: [akreditace@mediadelegat.cz](mailto:akreditace@mediadelegat.cz)

### 10.4 Media center

Areál AGROTEC a.s.  
Brněnská 74, Hustopeče  
Friday 14/06/2024 Time: from 10:00 hod  
Saturday 15/06/2024 Time: to 17:00 hod

## 11. General information

### 11.1 Hustopeče city

The heart of vineyards and almond trees

This town, situated in the picturesque countryside near the Pálava and Novomlýnské reservoirs, offers opportunities for active tourism and relaxation in the midst of vineyards and almond orchards.

The town has always been closely linked with viticulture. It is obvious both from the oldest seal of Hustopeče 1322 with viticultural symbols and also from the fact that the feared Horenský court was active there. In the 16th and 18th centuries, Hustopeče became the largest municipality of Moravia due to its acreage of vineyards. Together with Mikulov and Znojmo, Hustopeče formed a trio of major centres of Moravian viticulture. Today, you can find two wine-cellar lanes in the town – the streets Vinařská and Na Hradbách, where you can visit any number of wine cellars.

The town centre has two dominant features: a neo-Renaissance town hall from 1906 and the modern church of St. Wenceslaus and Agnes of Bohemia from 1994. Besides them, the main square (Dukelské Square) features a fountain from 1595, baroque plague column and above all the Renaissance House U Synků from 1579. You should not miss the opportunity to visit the Permanent Wine Exhibition.

You can visit a number of events in the town during the year. Most of them are connected with the wine culture, while others are focused on sport. One Saturday in March is dedicated to the almond trees, and almond and wine festivals are held regularly. Visitors can go on a guided walking tour through the orchards. Restaurants offer almond menus, and wines from local winemakers and the renowned Hustopeče almond brandy is another great attraction. The first weekend in October in Hustopeče is annually dedicated to federweisser. Federweisser festivities transport the city to the Middle Ages. Ladies, esquires and knights in historic costumes can be seen at every turn, and the federweisser doesn't stop flowing. It is poured in so-called mázhouses (tap rooms) in passageways to the square. During these days full of fun and laughter you will get to know real Moravian hospitality and ease. Worthwhile events with a wine theme include the St. Martin's Wine and Goose Celebration (November), Almond and Wine Festival (March) or the unique exhibition World Wine Duel (November). Popular sports events include Wandering through the André Region (June), which combines wine and cycling, or Jumping in Hustopeče (Hustopečské skákání).

### 11.2 Mikroregion Hustopečsko

The heart of South Moravia

The mikroregion Hustopečsko is a union of municipalities in the Břeclav district with headquarters in Hustopeče. Its goal is regional development in general, tourism and the environment. It unites a total of 29 municipalities and was founded in 2002. The mikroregion is largely located in the Velkopavlovice wine sub-region, marginally also in the Mikulov wine sub-region, and is thus a frequent destination for wine tourism and cycle tourism in South Moravia.

### 11.3 Accommodation

Competitors, drivers and teams, media representatives and visitors must book accommodation individually.

Database of accommodation facilities in Hustopeče:

[www.hustopece.cz/turist-ubytovani](http://www.hustopece.cz/turist-ubytovani)




[booking.com](http://booking.com)

### 11.4 Traffic rules

- vehicles drive on the right
- all passengers are required to wear seat belts while driving
- it is illegal for a driver to consume any amount of alcohol or other intoxicating substances before driving

- the obligation to have turned on headlights for all the day
- it is forbidden to hold a mobile phone in any way while driving (without a hands-free kit)
- children (under 150 cm, up to 36 kg) must ride in car seats on all types of roads

Speed limits:

		 < 3,5 t	 > 3,5 t
in village	50 km/h	50 km/h	50 km/h
out of village	90 km/h	90 km/h	80 km/h
road for motor vehicles	110 km/h	110 km/h	80 km/h
highway	130 km/h	130 km/h	80 km/h

Electronic highway stamp: the obligation to purchase an electronic highway stamp applies to motor vehicles with at least four wheels, the maximum permitted weight of which is no more than 3.5 tons. The obligation does not apply to trailers and motorcycles




Prices valid since 1. 3. 2024	Year	30 days	10 days	1 day
Standard fuel	2 300 Kč	430 Kč	270 Kč	200 Kč
Biometan	1 150 Kč	210 Kč	130 Kč	100 Kč
CNG and LNG (not valid for LPG)	1 150 Kč	210 Kč	130 Kč	100 Kč
Plug-in hybrid (CO <sub>2</sub> max 50 g/km)	570 Kč	100 Kč	60 Kč	50 Kč
Electromobiles	0 Kč	0 Kč	0 Kč	0 Kč
This rate applies automatically to vehicles registered in the Czech Republic. For vehicles registered abroad, it is necessary to submit an application for notification of exemption.				
> 3,5 t	Electronic toll system			

**Electronic toll system:** <https://mytocz.eu/>

**Electronic highway stamp:** <https://edalnice.cz/>

Vehicles registered outside the Czech Republic must have a green card for liability insurance.

### 11.5 Important phone numbers

	112	EUROPEAN EMERGENCY NUMBER
	150	FIRE BRIGARDE
	155	AMBULANCE
	158	POLICE
	156	City police

### HOSPITAL

#### Hustopeče

Nemocnice Hustopeče, p. o., Brněnská 716/41

connector +420 519 407 311

emergency +420 519 407 310

**TOWING ASSITNACE** ABA assistance service +420 1240

### 11.6 TIME

The Czech Republic falls into the same time zone as the rest of Central Continental Europe, i.e. Central European Time (GMT) + 1 hour. The Czech Republic distinguishes between summer and winter time and calculates day and night time in a 24-hour system.

### 11.7 Sunrise / Sunset

14. 6. 4:49 / 20:59 Leg 1

15. 6. 4:49 / 20:59 Leg 2

### 11.8 Holiday

Saturdays, Sundays and public holidays are the days when most offices and banks are closed, and shops are often closed on holidays and Sundays. However, most restaurants, bars and tourist attractions are open. It should be remembered that public transport services do not run as often as on normal days.

#### Holiday:

New Year (1.1.)

Easter (March or April)

Labor Day (1.5.)

Victory Day (8.5.)

Cyril and Methodius Slavic Annunciation Day (5.7.)

The day of the burning of Master Jan Hus (6.7.)

Czech Statehood Day (28.9.)

The day of the establishment of the independent Czechoslovak state (28.10.)

Day of the fight for freedom and democracy (17.11.)

Christmas holidays (24.-26.12.)

#### School holiday:

The main school holidays are in the summer (whole July and August). In addition, children have holiday at Christmas (usually 23/12 - 3/1) and in the spring (one week, it varies depending on the location of the school).

### 11.9 PHONE

The international prefix for incoming calls to the Czech Republic is +420

Information on telephone numbers of participants in the Czech Republic 1180

Mobile phone: +420 xxx xxx xxx

The international dialing code for outgoing calls is 00

### 11.10 Electricity

Voltage 230 V (Volt), 50 Hz

Sockets and plugs identical to the continental states of the European Union.

### 11.11 BANKS

#### Hustopeče:

Česká spořitelna, a.s., Dukelské nám. 123/32, phone: 956 756 270

Komerční banka, Dukelské nám. 4/4, phone: 955 556 361

ČSOB bankomat, Husova 1168

All banks use ATMs operating 24 hours a day.

### 11.12 CREDIT CARDS

All major credit/debit cards are accepted by hotels, restaurants, large shops, gas stations. Smaller shops and establishments do not accept credit/debit cards.

11.13 Exchange rate: 1 Euro = 25,50 CZK

### 11.14 Distances

Hustopeče - Wien 110 km Hustopeče – Brno 33 km

Hustopeče - Bratislava 101 km Hustopeče – Praha 232 km

### 11.15 Border crossings

The Czech Republic is part of the Schengen area.

On the night of December 20-21, 2007, the Czech Republic joined the countries of the Schengen area. Border barriers separating neighboring countries are a thing of the past, and traveling around Europe is a little easier. Together with the Czech Republic, Estonia, Lithuania, Latvia, Poland,

Hungary, Malta, Slovakia and Slovenia expanded the current fifteen Schengen states, and now Croatia is also part of it.

#### **11.16 Airport**

Airport Praha	U letiště 161, 16100 Ruzyně - Ruzyně	tel: +420 220 113 314
Airport Brno	Letiště Brno-Tuřany 904/1, 627 00 Brno	tel: +420 545 521 310
Airport Bratislava	Ivanská cesta, 820 01 Bratislava, SK	tel.: +421 2/330 333 53
Airport Vídeň	1300 Schwechat, Rakousko	tel: +43 1 70070

#### **11.17 CAR RENTAL**

COMPANY	ADDRESS	PHONE
Sixt	Praha (CZ) Pražské letiště Václava Havla	+420 222 324 905
Europcar	Praha (CZ) Pražské letiště Václava Havla	+420 246 096 711
AVIS	Praha (CZ) Pražské letiště Václava Havla	+420 235 362 420

## Appendix 1 – Itinerary

Friday / pátek 14. 06. 2024

Leg 1 / 1. etapa

SS/RZ TC/ČK	Location Místo	SS dist. RZ délka	Liasion dist. Úsek bez RZ	Total dist. Celk. úsek	Target time Jízd. doba	First car due Čas 1.jezdce
0	Service/Servis out - START	–	–	–	0	16:30
	<i>Refueling zone (Hustopeče)</i> <i>Tankovací zóna (Hustopeče)</i>	35,26	64,87	100,13		
0A	Ramp/rampa	–	2,85	2,85	15	16:45
1	Velké Němčice	–	7,30	7,30	20	17:05
<b>SS/RZ1</b>	<b>Víčí dolina - Kurdějov</b>	<b>13,56</b>	–	–		<b>17:08</b>
2	Martinice	–	21,82	35,38	53	18:01
<b>SS/RZ2</b>	<b>Martinice - Šitbořice</b>	<b>8,20</b>	–	–		<b>18:04</b>
3	Boleradice	–	17,22	25,42	34	18:38
<b>SS/RZ3</b>	<b>Boleradice - Němčičky</b>	<b>13,50</b>	–	–		<b>18:41</b>
3A	Regrouping začátek - in	–	12,02	25,52	25	19:06
	Regrouping (Hustopeče) - přeskupení - Parc ferme			–	<b>20</b>	
3B	Regrouping konec - out	–		–		19:26
3C	Service začátek - in		3,66	3,66	10	19:36
	<b>Service A (Hustopeče)</b>	<b>35,26</b>	<b>64,87</b>	<b>100,13</b>	<b>30</b>	
3D	Service konec - out	–	–	–		20:06
	<i>Refueling zone (Hustopeče)</i> <i>Tankovací zóna (Hustopeče)</i>	35,26	60,50	95,76		
4	Velké Němčice	–	9,44	9,44	20	20:26
<b>SS/RZ4</b>	<b>Víčí dolina - Kurdějov</b>	<b>13,56</b>	–	–		<b>20:29</b>
5	Martinice	–	21,82	35,38	55	21:24
<b>SS/RZ5</b>	<b>Martinice - Šitbořice</b>	<b>8,20</b>	–	–		<b>21:27</b>
6	Boleradice	–	17,22	25,42	35	22:02
<b>SS/RZ6</b>	<b>Boleradice - Němčičky</b>	<b>13,50</b>	–	–		<b>22:05</b>
6A	Parc fermé/UP in	–	12,02	25,52	25	22:30

<b>Leg 1 totals / 1. etapa celkem:</b>	<b>70,52</b>	<b>125,37</b>	<b>195,89</b>
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Section / Sekce 1

Section / Sekce 2



SS/RZ TC/ČK	Location Místo	SS dist. RZ délka	Liasion dist. Úsek bez RZ	Total dist. Celk. úsek	Target time Jízd. doba	First car due Čas 1.jezdce
6B	Parc fermé/UP out	–	–	–	0	8:30
6C	Service/Servis in	–	3,66	–	10	8:40
<b>Service B (Hustopeče)</b>		<b>0,00</b>	<b>3,66</b>	<b>0,00</b>		
6D	Service/Servis out	–	–	–	45	9:25
<i>Refueling zone (Hustopeče)</i> <i>Tankovací zóna (Hustopeče)</i>		45,04	48,62	93,66		
7	Horní Bojanovice	–	8,27	8,27	15	9:40
<b>SS/RZ7</b>	<b>Horní Bojanovice- Diváky</b>	<b>15,10</b>	–	–		<b>9:43</b>
8	Šitbořice	–	10,90	26,00	37	10:20
<b>SS/RZ8</b>	<b>Šitbořice - Diváky - Nikolčice</b>	<b>17,02</b>	–	–		<b>10:23</b>
9	Popice	–	17,63	34,65	35	10:58
<b>SS/RZ9</b>	<b>Popice - Starovice</b>	<b>12,92</b>	–	–		<b>11:01</b>
9A	Regrouping začátek - in	–	8,16	21,08	23	11:24
Regrouping (Hustopeče) - přeskupení - Parc ferme				–	<b>30</b>	
9B	Regrouping konec - out	–	–	–		11:54
9C	Service začátek - in	–	3,66	3,66	10	12:04
<b>Service C (Hustopeče)</b>		<b>45,04</b>	<b>48,62</b>	<b>93,66</b>	<b>30</b>	
9D	Service konec - out	–	–	–		12:34
<i>Refueling zone (Hustopeče)</i> <i>Tankovací zóna (Hustopeče)</i>		45,04	47,90	92,94		
10	Horní Bojanovice	–	8,27	8,27	15	12:49
<b>SS/RZ10</b>	<b>Horní Bojanovice - Diváky</b>	<b>15,10</b>	–	–		<b>12:52</b>
11	Šitbořice	–	10,90	26,00	37	13:29
<b>SS/RZ11</b>	<b>Šitbořice - Diváky - Nikolčice</b>	<b>17,02</b>	–	–		<b>13:32</b>
12	Popice	–	17,63	34,65	35	14:07
<b>SS/RZ12</b>	<b>Popice - Starovice</b>	<b>12,92</b>	–	–		<b>14:10</b>
12A	Regrouping začátek - in	–	8,16	21,08	23	14:23
Regrouping (Hustopeče) - přeskupení - Parc ferme				–	<b>30</b>	
12B	Regrouping konec - out	–	–	–		14:53
12C	FINISH/CÍL	–	1,00	1,00	7	15:00
12D	Parc fermé/UP in	–	1,94	1,94	20	15:20

<b>Leg 2 totals / 2. etapa celkem:</b>	<b>90,08</b>	<b>100,18</b>	<b>190,26</b>
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	SS dist. RZ délka	Liasion dist. Úsek bez RZ	Total dist. Celk. úsek
Leg 1 / 1.etapa:	70,52	125,37	195,89
Leg 2 / 2.etapa:	90,08	100,18	190,26
Overall totals / Celkový součet:	160,60	225,55	386,15

Appendix 2 - RECCE TIME TABLE

Časový rozpis seznamovacích jízd / Time table			
SS/RZ	Length km	Thursday 13.06.2024	Friday 14.06.2024
1/4 Vlčí dolina - Kurdějov	13,56	07.00 – 12.00	07.00 – 10.00
2/5 Martinice - Šitbořice	8,20	07.00 – 11.00	07.00 – 10.00
3/6 Boleradice - Němčičky	13,50	10.00 – 18.00	-
7/10 H. Bojanovice - Diváky	15,10	12.15 – 18.00	-
8/11 Šitbořice – Diváky - Nikolčice	17,02	12.15 – 18.00	10.00 – 11.30
9/12 Popice - Starovice	12,92	07.00 – 18.00	NE/NO
SHAKEDOWN	3,00	NE/NO	07.00 - 09.00
Povolení jízdy v protisměru / Allowed drive in opposite direction			
1/4 Vlčí dolina - Kurdějov	NE/NO		
2/5 Martinice - Šitbořice	NE/NO		
3/6 Boleradice - Němčičky	ANO /YES od km 1,30 do km 2,60 / from km 1,30 to km 2,60		
7/10 H. Bojanovice - Diváky	NE/NO		
8/11 Šitbořice – Diváky - Nikolčice	NE/NO		
9/12 Popice - Starovice	NE/NO		
SHAKEDOWN	NE/NO		
Úseky se sníženou maximální rychlostí mimo míst daných dopravním značením (vyznačeno v itineráři) / Sections with reduced maximum speed outsider sections marked with road signs (marked in the road book):			
SS/RZ	Maximální stanovená rychlost / Maximum speed 50 km/h, 30 km/h	Od / From km	Do / To km
1,4 Vlčí dolina - Kurdějov	ANO/YES od km 3,20 do km 7,05 a od 11,53 km do STOP / from km 3,20 to km 7,05 and from km 11,53 to STOP – 50 km/h		
2,5 Martinice -/12 Šitbořice	ANO /YES od km 0,59 do km 1,69 a od km 3,27 do STOP / from km 0,59 TO KM 1,69 and from km 3,27 to STOP – 50 km/h		
3,6 Boleradice - Němčičky	ANO /YES od km 2,51 do km 8,50 u koupaliště Němčičky / from km 2,51 to km 8,50 bathing place Němčičky – 50 km/h		
7,10 H. Bojanovice - Diváky	ANO/YES od km 1,90 do km 2,27 a od km 4,75 do km 6,37 / from km 1,90 to km 2,27 and from km 4,75 to km 6,37 – 50 km/h od km 6,41 do km 8,52 a od km 10,99 do km 15,30 / from km 6,41 to km 8,52 and km 10,99 to km 15,30 – 30 km/h		
8,11 Šitbořice – Diváky - Nikolčice	ANO /YES od km START do km 2,95 / from START to km 2,95 – 50 km/h od km 8,66 do km 8,86 / from km 8,66 to km 8,86 – 30 km/h		
9,12 Popice - Starovice	ANO /YES od km START do km 5,00 / from START to km 5,00 – 50 km/h		

Při seznamovacích jízdách na přejezdu z cíle RZ 7/10 na start RZ 7/10 se povoluje jízda ve směru RZ 3/6 od km 1,3 km do 1,8 km. During reconnaissance rides on the crossing from the end of RZ 7/10 to the start of RZ 7/10 it is permitted to ride in the direction of RZ 3/6 from km 1.3 km to 1.8 km.

Při příjezdu na RZ 9/12 Popice – Starovice na ulici K Myslivně a následně celý příjezd na start RZ striktně dbejte bezpečnosti i ohleduplnosti k obyvatelům a dodržujte omezenou rychlost 30 km/h. ! Upon arrival at RZ 9/12 Popice – Starovice on the street K Myslivně and then the entire arrival to the start of RZ and strictly observe safety and respect for residents and observe the speed limit of 30 km/h.!

**In case of damaged surface on the gravel parts of the stages after recce, surface will be repaired before the race.**

## COMPETITORS RELATIONS OFFICER

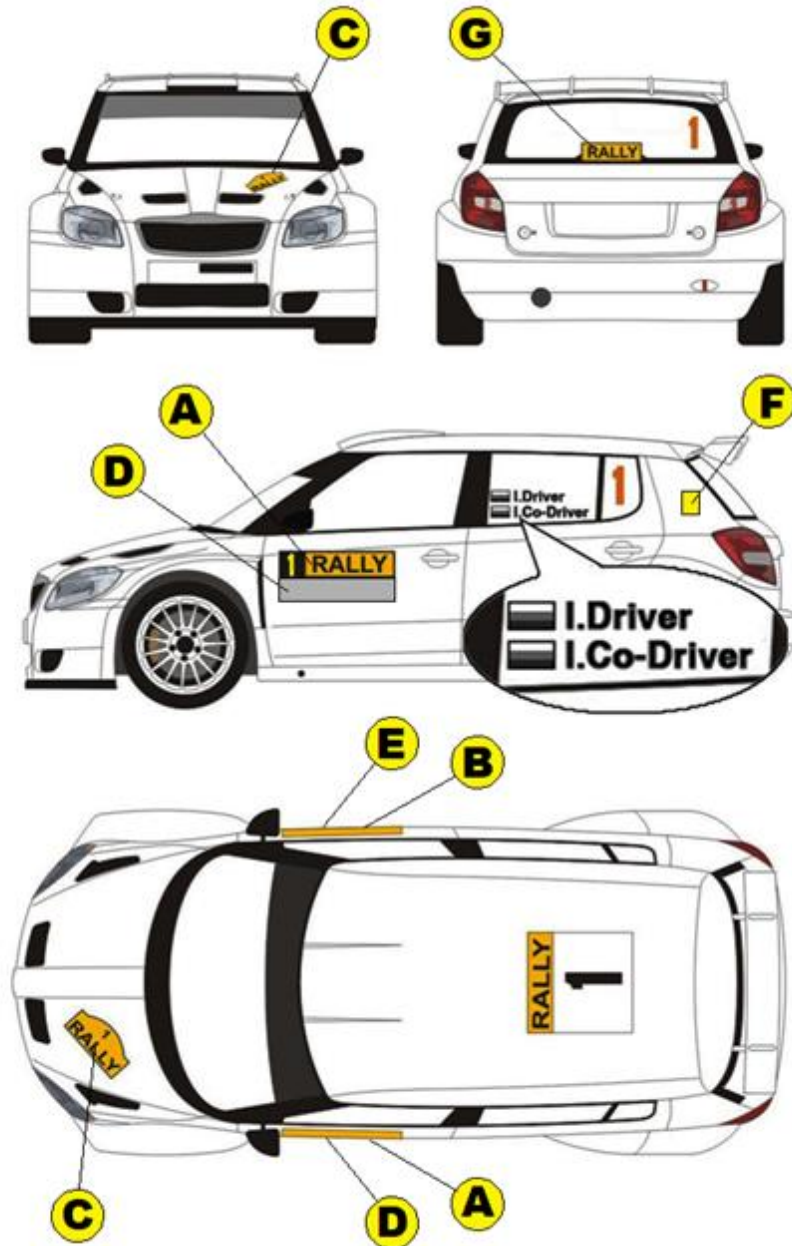


Jakub Hofbauer  
Czech, English  
+420 777 306 344

06:30 – 12:00	Administrative a technical checks, Hustopeče (Area Agrotec) Administrativní a technická přejímky, Hustopeče (Areál Agrotec a.s.)
16:30 – 18:00	Start of the Rally (1 <sup>st</sup> section, Leg 1) Start rally (1. sekce, 1. etapa)
19:00 – 22:00	Regrouping (TC 3A, Hustopeče area Agrotec) Přeskupení (ČK 3A, Hustopeče areál Agrotec a.s.)
22:30 – 24:30	Parc Fermé IN (TC 6A) Vstup do Parc Fermé (ČK 6A)
08:15 – 09:15	Parc Fermé OUT (TC 6B) Výjezd z Parc Fermé (ČK 6B)
11:20 – 12:30	Regrouping (TC 9A, Hustopeče area Agrotec ) Přeskupení (ČK 9A, Hustopeče areál Agrotec a.s.)
15:00 – 17:30	Finish of the Rally Cíl rally

## Appendix 4 - DECALS AND SUPPLEMENTARY ADVERTISING

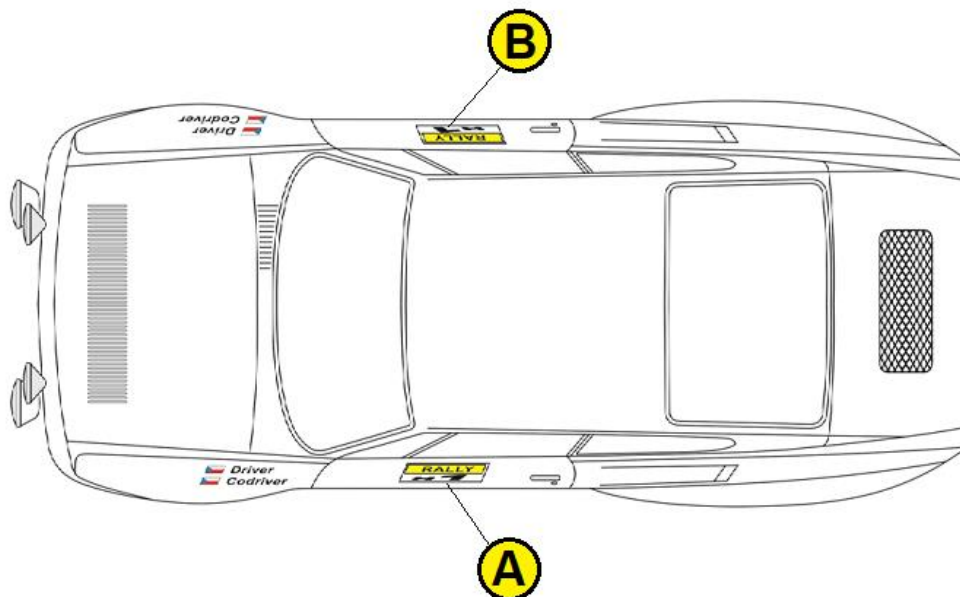
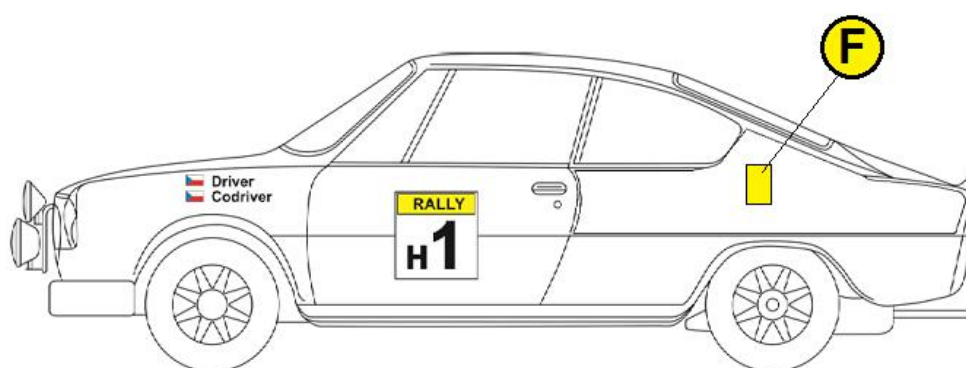
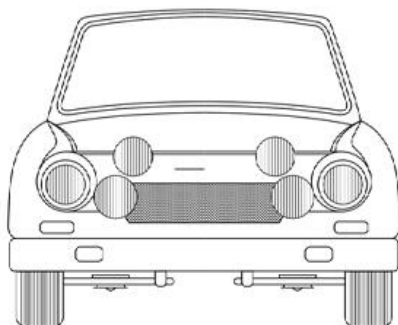
### ERT, MČR, RCH and ORGANISERS CUP



- A – AGROTEC Group
- B – EAA OIL, PETRONAS
- C – Pavéza rally
- D – Jihomoravský kraj, MOSS Logistic, SPHERE
- E – Jihomoravský kraj, MOSS Logistic, SPHERE
- F – ONI Systém
- G – AGT GROUP

The organiser will provide each crew with the number identification (67x17cm), which must be affixed to their car in the stated positions prior to scrutineering. Each panel shall be placed horizontally at the leading edge of each front door, with the number at the front. The top of the plate shall be between 7 cm and 10 cm below the lower limit of the window. **It is not allowed to cut the panel.**

## MČR HA



- A – AGROTEC Group**
- B – EAA OIL, PETRONAS**
- F – ONI**

Rectangle place width 50 cm and height 14 cm on both front doors over starting numbers or 2 x 7 cm over and under starting number.

## Appendix 5 – Extracts from FIA ISC Appendix L relating to overalls, helmets and any other safety requirements

All competitors are reminded of Appendix L of the FIA International Sporting Code, in particular its Chapter III - Drivers' Equipment.

### Helmets (Appendix L, Chapter III, Art. 1)

All crews must wear crash helmets homologated to one of the FIA standards listed in Appendix L.

### Frontal Head Restraint (FHR, Appendix L, Chapter III, Art. 3)

All crews must use FIA approved FHR systems homologated to FIA standard 8858.

Approved FHRs, anchorages and tethers are listed in Technical List N° 29.

See also helmet compatibility chart in Appendix L, Chapter III, Art. 3.3.

### Flame-resistant clothing (Appendix L, Chapter III, Art. 2)

All drivers and co-drivers must wear overalls as well as gloves (optional for co-drivers), long underwear, a balaclava, socks and shoes homologated to the FIA 8856-2000 standard (Technical List N°27) or to the FIA 8856-2018 (Technical List N° 74). Please pay special attention to the prescriptions of Art. 2 **concerning the correct wearing of the clothing elements! See also FIA Regional Rally Sporting Regulations Article 53.1.**

**Any FIA-approved 8856-2018 garment customised using printing or transfers must be accompanied by a certificate from the manufacturer.**

**FIA Priority drivers (and accompanying co-drivers) must wear overalls as well as gloves (optional for co-drivers), long underwear, a balaclava, socks and shoes homologated to the FIA 8856-2018 standard (Technical List No 74).**

### Biometric Devices (Appendix L, Chapter III, Art. 2.1)

Drivers may wear a device to collect biometric data during racing.

- If the biometric device is integrated into a protective garment homologated to FIA Standard 8856, the garment shall be homologated to FIA Standards 8856 and 8868-2018.
- If the biometric device is a stand-alone device, then the device must be homologated to FIA Standard 8868-2018 only. This device must be worn in addition to the garment homologated to FIA Standard 8856.

### Wearing of jewellery (Appendix L, Chapter III, Art. 5)

The wearing of any type of jewellery, such as but not limited to, neck chains, bracelets or watches is prohibited during the competition. Exceptions to this rule, providing the CMO and/or Medical Delegate do not consider that due to size or location they may delay rescue or hinder emergency care, are:

- i. the wearing of watch(es) by co-drivers, on the condition that the watch(es) is worn over the overall,
- ii. the wearing of a single band-style ring providing it does not restrict the natural range of motion of the hand, and
- iii. the wearing of body piercing(s) providing they are not worn in and/or around the oral cavity.

#### RELATED LINKS:

FIA International Sporting Code  
and appendices (Chapter III, page 19):  
FIA Technical Lists:

<https://www.fia.com/regulation/category/123>

<https://www.fia.com/regulation/category/761>

## Příloha 6

## Driver declaration and undertakings

FIA Regional Rally Sporting Regulations

**Article 1.1.7** All competitors taking part in a Championship event must ensure that their **drivers and co-drivers** sign the Driver's declaration and undertakings form as attached in Appendix XIV.

Please print, fill in and sign the Driver's Declaration on the following pages.

The completed and signed Driver's Declaration must be handed to the organiser at the Administrative checks.

## DRIVER DECLARATIONS AND UNDERTAKINGS

Please fill in the Driver information **in yellow on the 1<sup>st</sup>, 5<sup>th</sup> (signatures), 10<sup>th</sup> page (tick the box)** and cross out the superfluous championship's name(s).

### Driver information

First Name & Last Name:.....

Full address:.....

Date of birth:.....

International Competition Licence Number:.....

Licence issued by:.....

I am contracted to drive / co-drive in the **FIA European Rally Trophy** ("Championship") to be held during **14/06/2024 - 15/06/2024**.

### Driver declaration and undertakings

1. I declare and represent that I have read, understood and agree to the terms of this Driver Declarations and Undertakings form (hereafter the "Driver Declaration").
2. Prior to taking part or driving in a *Competition* or *Event* I undertake to obtain, and throughout my participation in the Championship will maintain, all *Licences*, permits and/or consents as may be required by, or in connection with:
  - 2.1 any relevant National Sporting Authority requirements, regulations or safety standards ("ASN Regulations");
  - 2.2 any *FIA* requirements, regulations or safety standards ("*FIA* Regulations"); and
  - 2.3 any relevant transnational, national and/or local laws, regulations, directives and decrees passed by the government, a quasi-governmental entity or by any entity which has the same authority as the government in any applicable country or other territory, including all applicable local, state and federal laws relating to health and safety and insurance, and any industry practices, codes of practice and/or codes of conduct incorporated into any of the foregoing and all binding court orders, decrees, and any decisions and/or rulings of any competent authority that apply to a *Competition* ("Applicable Laws").
3. I confirm that I have read and understood and undertake to observe and be bound by:
  - 3.1 All rules, regulations, conditions, requirements and obligations relating to any *Licence*, permit or consent referred to in clause 2; and
  - 3.2 Any applicable *FIA* Regulations as supplemented and amended from time to time including:
    - 3.2.1 The *FIA* Statutes;
    - 3.2.2 The *FIA* International Sporting Code and its *Appendices*;
    - 3.2.3 The *FIA* Code of Ethics;
    - 3.2.4 The *FIA* Judicial and Disciplinary Rules;
    - 3.2.5 Any applicable Sporting Regulations and Technical Regulations; and
  - 3.3 Any applicable *ASN* Regulations as supplemented and amended from time to time.
4. I understand that as a condition of my participation in the Championship and in any *Event(s)* forming part of or associated with the Championship, the *FIA*, *Event* Organiser, *Event* promoter, Championship promoter, National Sporting Authority or any other relevant organisation may require that I comply with requirements, including any requirements contained in the following documents and/or training:



- 4.1 Passholder documentation relating to Entry to an Event or provision of a pass;
- 4.2 Briefings, handouts, leaflets, guidance, directions (including from the race director and/or stewards) and training relating to security, medical or rescue procedures (including Covid-related matters), health and safety and e-Safety;
- 4.3 Bulletins and Supplementary Regulations;
- 4.4 Terms provided by any supplier to the Championship; and

I agree to observe and be bound by all such requirements.

5. I undertake to make no use of the substances or methods prohibited by the *FIA Anti-Doping Regulations* and/or defined in the Prohibited List published by the World Anti-Doping Agency.

#### **Acknowledgement of Risk**

6. I am fully aware of, appreciate, recognise and accept the risks inherent in my attendance and/or participation in any Championship event (including races/*Competitions/Events*, official racing tests, any track or pit lane activity, and any associated activities), including the possibility of contracting or spreading communicable diseases (including Covid-19 / SARS-CoV-2) and the possibility of incidents resulting in physical and/or mental injury or death which may arise from racing or any associated activities, including motor vehicles (or parts of them) colliding with other motor vehicles or persons or property, the acts (deliberate or otherwise) or omissions of other drivers or any other personnel present at *Events*, exposure to noise, interaction with or use of high voltage or other equipment at the event and/or in any other way arising from attendance at an event. I appreciate and agree that my attendance at any Championship event shall be at my own sole risk, hazard and responsibility.

#### **Limitation of liability**

7. I understand and accept that the FIA, on its own behalf and on behalf of any directors, members, officers, employees, advisors, agents, consultants, representatives, successors or assigns (collectively the "Representatives") of the *FIA* and on behalf of the *Organisers*, the promoter, any National Sporting Authority(ies), *Automobile* clubs and any other organisations directly connected with an *Event* within the Championship (collectively the "Associated Bodies") together with the Representatives of the Associated Bodies:
  - 7.1 Disclaim, exclude and limit any and all liability, costs, expenses, damages, losses (including any direct, indirect or consequential losses, property damage, loss of profit, loss of reputation or goodwill, loss of agreements or contracts, loss of sales or business and all interest, penalties and legal costs) any personal or mental injury (including nervous shock, disease, disablement and death), sustained by me, howsoever caused including in relation to any:
    - 7.1.1 statements acts or omissions made by me, or the FIA or its Representatives or Associated Bodies or their Representatives;
    - 7.1.2 regulations, policies or procedures set by the FIA or its Representatives or Associated Bodies or their Representatives;
    - 7.1.3 breach of warranty or obligation under any agreement between me and the FIA or its Representatives or Associated Bodies or their Representatives; or

**7.1.4** any other negligence or lack of reasonable care by the FIA or its Representatives or Associated Bodies or their Representatives or me, in each case arising in connection with my participation in the Championship or attendance at Championship events, including my attendance at circuits, *Courses* or any other facilities, involvement in a race, *Competition*, test or any other associated activities and use of or interaction with equipment including high voltage equipment; and

**7.2** I agree, in consideration of the *FIA* accepting my entry to the Championship, that I waive any rights and/or claims, agree to release, hold harmless and not to sue the *FIA* and its Representatives and any Associated Bodies and their Representatives in relation to any liabilities, costs, expenses, damages and losses referred to in clause 7.1.

**8.** To the fullest extent permitted by *Applicable Laws*, clause 7 above shall be binding on me and my heirs and successors in title and is not limited to nor affected by any other release and/or indemnity granted by me to whomsoever.

### **Disclaimer**

**9.** I understand that it is my full responsibility to comply with any obligations or duties in relation to health and safety which are placed on me under any *Applicable Laws*, *FIA Regulations* and/or *ASN Regulations*, in relation to my participation in the Championship. Neither the *FIA* nor its Representatives assume any responsibility in relation to such compliance.

**10.** For the avoidance of any doubt, *FIA Regulations* do not contain any advice or guidance in relation to *Applicable Laws*, and neither the *FIA* nor its Representatives make any representation or warranty that the information contained in *FIA Regulations* or *ASN Regulations* complies with *Applicable Laws*.

**11.** With reference to clause 6 above, I fully understand and accept that neither the *FIA* nor its Representatives make any representation or warranty, express or implied, in relation to the safety of participating in or attending Championship *Events* or *Competitions* or associated activities, to the maximum extent permissible under *Applicable Laws*.

**12.** I fully understand and accept that neither the *FIA* nor its Representatives make any representation or warranty, express or implied, as to the quality, suitability or fitness for purpose of:

**12.1** any equipment, safety structures or facilities at any venue hosting *Championship Events* or at which I am required to attend in connection with my participation in the Championship; nor

**12.2** any products that are supplied to me by any third party (aside from the *FIA*) in connection with my participation in the Championship or attendance at any *Championship Events*.

**13.** I am also fully aware and accept that the technology utilised in motor sport vehicles, Circuits, roads and safety technology, is at the leading edge of state of the art scientific, technical and engineering knowledge. The technology is therefore subject to ongoing change and development.

### **Medical consent**

**14.** If I am injured during a Championship *Event*, I hereby expressly authorise all medical treatment, rescue operations, arrangement for my transport to hospital or other emergency measures which the personnel appointed by the *FIA* and /or the *Event Organiser* may in their absolute discretion consider necessary for my well-being and I undertake to pay all costs associated therewith.

### **Insurance**

**15.** I fully understand and accept that:

- 15.1** The *FIA* and Associated Bodies assume no responsibility in relation to providing suitable insurance cover in relation to all of the risks arising from my participation in the Championship, unless otherwise required by local laws applying in the location of a particular *Competition*; and
- 15.2** The risks arising and cover required will differ depending on my particular circumstances and requirements and accordingly it is my full responsibility to take out adequate insurance cover and any other protections as may be necessary in connection with my participation in the Championship, and as may be required by Applicable Laws, *FIA* Regulations and *ASN* Regulations including suitable insurance cover for:
- 15.2.1** damage to or loss of my property;
- 15.2.2** any personal injury or death that I may sustain to include financial losses (for example loss of earnings and medical expenses) resulting from any injury or death; and
- 15.2.3** third party liability cover for damage, loss or injury which may be sustained by a third party (including a fellow *Driver*) arising from my participation in the Championship.
- 16.** I confirm that I have considered and taken out adequate insurance cover and any other protections as may be necessary as referred to in clause 15 or otherwise. I undertake to maintain this cover throughout my participation in the Championship and as may be necessary thereafter to cover losses and claims arising from my participation.

#### **Public declarations**

- 17.** I undertake that I shall:
- 17.1** Participate in the Championship *Events* in an individual and neutral capacity and I will not make/display any political, religious and personal statements or comments, notably in violation of the general principle of neutrality promoted by the *FIA* under the terms of its Statutes, unless previously approved in writing by the *FIA*;
- 17.2** Refrain from any public declaration or comment in any form which may harm, weaken or put into disrepute the goodwill, fame, name and/or image of the Championship and the *FIA* and/or any of the Associated Bodies;
- 17.3** At all times use my best endeavours to promote and encourage support for the Championship and motor sports generally; and
- 17.4** Subject to my commitments to my team and so far as is reasonably practicable, I will make myself available to all branches of the media at all times during all *FIA* Championship Events.

#### **Applicable law and jurisdiction**

- 18.** I agree in relation to legal claims that:
- 18.1** This Driver Declaration and any dispute or claim arising out of or in connection with it or its subject matter or formation, shall be governed by and construed in accordance with the laws of France; and
- 18.2** The courts of France shall have exclusive jurisdiction to settle any dispute or claim arising out of or in connection with this Driver Declaration or its subject matter or formation.
- 19.** I agree that any matters relating to investigation and enforcement of *FIA* Regulations are subject to the jurisdiction of the internal judicial and disciplinary bodies of the *FIA*.

#### **Interpretation**

20. If any provision or part-provision of this Driver Declaration is or becomes invalid, illegal or unenforceable, it shall be deemed deleted, but that shall not affect the validity and enforceability of the rest of this Driver Declaration.
21. In this Driver Declaration any words following the terms including, include, in particular, for example or any similar expression shall be interpreted as illustrative and shall not limit the sense of the words preceding those terms.
22. All terms written in italic in this Driver Declaration correspond to the definitions set out in the *FIA* International Sporting Code.

**Authority**

23. I confirm that I have had the opportunity to or have been advised by legal advisors in connection with my rights and responsibilities in connection with, and the implications and practical effect of agreeing to, this Driver Declaration, and fully understand and accept all the terms set out in this Driver Declaration.
24. I have the capacity and have obtained all necessary and desirable authorisations to enable me, to execute, deliver and perform the obligations under this Driver Declaration. Subject to any general principles of law limiting obligations, my obligations under this Driver Declaration are legal, valid, binding and enforceable.

This document has been executed and takes effect as from **14/06/2024**. It is understood and agreed that the terms of this Driver Declaration shall be deemed incorporated into and form part of all the contractual documents concluded between myself and the *FIA* in connection with my participation in **19. AGROTEC Rally Hustopeče 2024**.

**Signed as a unilateral undertaking by:**

**Driver name:**.....

**Driver Signature:**.....

## Annex I – Data Protection Notice

The security of your personal data is extremely important to the Fédération Internationale de l'Automobile of 8, place de la Concorde, 75008, Paris, France (“**FIA**”, “**us**”, “**we**”, “**our**”). You may be aware of the General Data Protection Regulation ((EU) 2016/679) (“**GDPR**”), which now requires us to set out the following details regarding how we collect and use your personal data.

### Your personal data

As part of the FIA Super Licence application process and your participation in the Formula One World Championship (“**Championship**”), you may provide to us, and we may collect from you, certain personal data (as defined in applicable data privacy laws, including the GDPR (“**Privacy Laws**”)), as detailed in the table below. The table below also explains why we use your personal data, who this data is shared with and our legal grounds for using such data.

Please note that in relation to any personal data collected during the submission of this FIA Super Licence application and any personal data processed by the FIA in relation to FIA Super Licence holders in connection with the Championship, the FIA is the data controller and will handle your data in accordance with its obligations under the Privacy Laws.

Type of data	Purposes for using this data	Who is this shared with and why	What are our legal grounds for using this data
<b>Basic Information</b> , including your name, address, date of birth	<p>We use this data to administer your FIA Super Licence application and in connection with the management of the Championship more generally.</p> <p>Certain of your Basic Information may be used in conjunction with other information referred to below, in connection with the purposes described below.</p>	<p>We may share this information with FIA service providers (including Formula One Management (“<b>FOM</b>”)), for the same purposes as described in the left-hand column. We may also share this data with certain other third parties which are listed below.</p>	<p>We are entitled to use this data on the basis of our legitimate interests, namely to enable us to administer your FIA Super Licence application and to operate the Championship.</p>
<b>Biographical information including your images</b>	<p>We use this data to administer your FIA Super Licence application and in connection with the management of the Championship more generally. We may also use this information for the purpose of exploiting the rights granted to us pursuant to any separate agreement entered into with your team or otherwise.</p> <p>Certain of your Biographical Information may be used in conjunction with other information referred to below, in connection with the purposes described below.</p>	<p>We may share this information with FIA service providers (including FOM), for the same purposes as described in the left-hand column. We may also share this data with certain other third parties which are listed below.</p>	<p>We are entitled to use this data on the basis of our legitimate interests, namely to enable us to operate the Championship and promote and exploit your participation in the same.</p>
<b>Medical Information collected in accordance with Chapter 2, Appendix L to the International Sporting Code</b>	<p>The FIA uses this data for the purposes described in Chapter 2, Appendix L to the International Sporting Code, including for the purposes of determining whether the medical requirements for the issuing of the FIA Super Licence are satisfied and for medical diagnosis and treatment in the event of an</p>	<p>This data may be shared with the third parties referred to in Chapter 2, Appendix L to the International Sporting Code.</p>	<p>We are entitled to use and/or disclose this data on the basis that such use or disclosure is:</p> <ul style="list-style-type: none"> <li>(i) Necessary for our legitimate interests, namely to ensure that FIA Super Licence applications are administered in accordance with the International Sporting Code; and/or</li> <li>(ii) Necessary for medical diagnosis</li> </ul>

Type of data	Purposes for using this data	Who is this shared with and why	What are our legal grounds for using this data
	accident or intercurrent disease.		and health care or treatment on the basis of law or pursuant to a contract with a health professional who is subject to an obligation of professional secrecy.
<b>Medical Information collected following an accident during the Championship</b>	<p>This data will be used for the following purposes:</p> <p>(i) Your medical diagnosis and treatment.</p> <p>(ii) In connection with health and safety investigations.</p> <p>(iii) If you consent to it in Annex II, the FIA may process this data for safety research purposes within the framework of the World Accident Database (WADB). In this regard, following an accident, the FIA may submit certain accident-related data to the WADB, including Medical Information, certain Basic Information referred to above, technical data relating to your protective equipment and your vehicle and videos and/or photographs of the accident or accident site.</p>	<p>This data will be shared with:</p> <p>(i) External medical professionals and the providers of medical services, including the local ASN doctor present at the relevant Championship event;</p> <p>(ii) Public authorities who are conducting a health and safety investigation; and</p> <p>(iii) The third-party IT service provider who hosts and operates the WADB on behalf of the FIA and third party individual consultants and/or administrators who are involved in FIA safety research projects or who otherwise assist the FIA with administering the WADB,</p> <p>in each case, to the extent relevant for the stated purpose in the left hand column.</p>	<p>We are entitled to use and/or disclose this data on the basis that such use or disclosure is:</p> <p>(i) Necessary for our legitimate interests, namely treating drivers who are injured or taken ill during the Championship, co-operating with health and safety investigations following a crash; and for safety research purposes; and/or</p> <p>(ii) Necessary to protect your vital interests; and/or</p> <p>(iii) Necessary for medical diagnosis and health care or treatment on the basis of law or pursuant to a contract with a health professional who is subject to an obligation of professional secrecy; and/or</p> <p>(iv) Necessary for reasons of substantial public interest, provided for by law which is proportionate to the objective pursued, respects the essence of the right to data protection and provides for suitable and specific measures to safeguard the fundamental rights and interests of affected individuals; and/or</p> <p>(v) Necessary for the establishment, exercise or defence of legal claims; and/or</p> <p>(vi) Necessary for archiving purposes in the public interest, scientific or historical research purposes or statistical purposes in accordance with Article 89(1) of GDPR based on law which shall be proportionate to the aim pursued, respect the essence of the right to data protection and provide for suitable and specific measures to safeguard the fundamental rights and the interests of the data subject.</p>
<b>Biometric Data</b>	In the event of an accident during the Championship, this	This data will be shared with:	We are entitled to use and/or disclose this data on the basis that such use or

Type of data	Purposes for using this data	Who is this shared with and why	What are our legal grounds for using this data
<p><b>(comprising pulse and pulse oximetry information), collected using FIA approved Biometric Gloves</b></p>	<p>data will be processed for the following purposes:</p> <p>(i) Your medical diagnosis and treatment.</p> <p>(ii) In connection with health and safety investigations.</p> <p>(iii) The FIA may process this data for safety research purposes within the framework of the World Accident Database (WADB). In this regard, following an accident, the FIA may submit certain accident-related data to the WADB, including Biometric Data, Medical Information, certain Basic Information referred to above, technical data relating to your protective equipment and your vehicle and videos and/or photographs of the accident or accident site.</p>	<p>(i) External medical professionals and the providers of medical services, including the local ASN doctor present at the relevant Championship event.</p> <p>(ii) Public authorities who are conducting a health and safety investigation; and</p> <p>(iii) The third party IT service provider who hosts and operates the WADB on behalf of the FIA and third party individual consultants and/or administrators who are involved in FIA safety research projects or who otherwise assist the FIA with administering the WADB,</p> <p>in each case, to the extent relevant for the stated purpose in the left hand column.</p>	<p>disclosure is:</p> <p>(i) Necessary for our legitimate interests, namely treating drivers who are injured or taken ill during the Championship; and/or</p> <p>(ii) Necessary to protect your vital interests; and/or</p> <p>(iii) Necessary for medical diagnosis and health care or treatment on the basis of law or pursuant to a contract with a health professional who is subject to an obligation of professional secrecy; and/or</p> <p>(iv) Necessary for reasons of substantial public interest, provided for by law which is proportionate to the objective pursued, respects the essence of the right to data protection and provides for suitable and specific measures to safeguard the fundamental rights and interests of affected individuals; and/or</p> <p>(v) Necessary for the establishment, exercise or defence of legal claims; and/or</p> <p>(vi) Necessary for archiving purposes in the public interest, scientific or historical research purposes or statistical purposes in accordance with Article 89(1) of GDPR based on law which shall be proportionate to the aim pursued, respect the essence of the right to data protection and provide for suitable and specific measures to safeguard the fundamental rights and the interests of the data subject.</p>

**Additional purposes**

In the future, if we need or wish to use your personal data for any other purposes, we will provide you with the required information regarding such intended uses and if necessary, will obtain your prior consent before using your data for the relevant purpose(s).

**Other disclosures**

In addition to the third parties listed above, we may also be required to disclose your personal data if we are required to do so by law or pursuant to a binding regulatory request (in such circumstances,

such disclosure will at all times be solely to the extent required by law or the applicable regulatory request). We may also be required to share your personal data with our professional advisors, subject in each case to strict confidentiality undertakings.

We may also share your personal data with FIA Switzerland in connection with the above stated purposes (Switzerland being recognized by the European Commission as providing adequate levels of protection for data protection).

#### **International transfers**

In addition to sharing your personal data with FIA Switzerland (as outlined above), it may also be necessary for us to share your data with other organisations or individuals who are located in countries outside of the European Economic Area (“**EEA**”), in each case, in connection with the processing purposes described in the above table. These countries may not have as comprehensive data protection standards as in France. In each case, the FIA will not transfer your data outside of the EEA unless it has a legal justification for doing so and where required to do so, the FIA has ensured that all adequate protections are in place in respect of the processing of such data outside of the EEA.

#### **How long do we store your personal data?**

We will retain your personal data on our systems only for as long as is strictly necessary for the purposes for which such data was originally collected (as referred to above), and thereafter for such longer period as may be required by law.

#### **Your rights**

In certain situations, you are entitled to: (i) request access to your personal data; (ii) request that we correct your personal data; (iii) request that we erase your personal data; (iv) object to processing of your personal data where we are relying on a legitimate interest; (v) request the restriction of processing of your personal data; (vi) request the transfer of your personal data to a third party; or (vii) where you have provided your consent to certain of our processing activities, you may withdraw your consent at any time (but please note that we may continue to process such personal data if we have legitimate legal grounds for doing so).

To exercise these rights please contact: [dpo@fia.com](mailto:dpo@fia.com)

Please note that you also have a right to complain to the French or Swiss Data Protection Supervisory Authority (respectively, CNIL or FDPIC) if you are concerned about the way we are handling your personal data.



## Annex II – WADB Declaration of Consent

I, the undersigned Applicant, expressly consent to the collection, use and processing of data related to myself, including personal and sensitive data (such as medical information) in relation to my involvement in a motor sport accident or incident and related ONLY to the circumstances of the accident or incident and its immediate outcome, including any injuries suffered, by an appropriately authorised person representing the FIA or the National Sporting Authority.

I, the undersigned Applicant, agree that said data may be stored electronically, even after the expiration of my licence, and may be used at any time, for the sole purpose of research in support of improving safety in motor sport competitions, during and after the validity period of my licence, on the World Motor Sport Accident Database ("WADB").

I, the undersigned Applicant, acknowledge that I have read and fully understood the WADB Guide published by the FIA, which provides for further information about such data collection and processing, including the conditions under which I may request access to my personal data, their rectification or suppression, and object, on legitimate grounds, to their processing.

By making a mark in this box  I, the undersigned Applicant confirm that I UNDERSTAND AND I ACCEPT the present WADB Declaration of Consent.

**Signed as a unilateral undertaking by:**

**Driver name:**.....

**Driver Signature:**.....

## Appendix 7 – Tracking system

### 7.1 – FIA Safety Emergency Console System

The name of FIA official supplier for ERT will be published by a Bulletin.

### 7.2 - ONI® tracking system for reconnaissance – backup GPS tracking system will be used ONI®

#### 1. General provisions

During the rally, all competition vehicles must be equipped with monitoring ONI® system. The ONI® monitoring equipment is the property of the Autoclub of the Czech Republic and the competitors must loan it to the competitors for a one-time fee of 150 CZK per unit (included in the entry deposit), or 500 CZK for the whole set (paid by the competitor), if he has not purchased the basic installation kit earlier. The price of the permanent installation set is 1260 CZK.

Any destruction, non-return or damage to the equipment must be paid by the competitor to the administrator according to the approved price list. Failure to return the unit immediately after the competition will result in the crew being fined 3000 CZK. Until the unit is returned, the crew will not be allowed to start the next competition.

Return contact: +420 722 734 127

#### 2. Distribution of the ONI® tracking system

ONI® tracking system contains the following parts:

- tracking unit with display
- tracking unit holder
- power supply cable
- combined antenna roof
- control panel containing:
  - OK button to cancel the alarm / confirm red flag
  - SOS switch for calling emergency



ONI® tracking system will be installed to every rally car before each event. Detailed information will be published no later than during roadbook issuing.

After arrival to the scrutineering, device administrator will install the tracking unit, antenna and control panel. Antenna and power supply cables can be purchased by the crew for personal ownership.

At the end of the rally or after retirement, the tracking unit or complete tracking system must be returned to the device administrator. The collection of units usually takes place in the service area before the rally finish, in front of the finish ramp or in a closed car park.

#### 3. Installation of the unit in the car

**3.1** To fit the tracking unit with display, antenna and control panel, it is necessary for the competitor to follow exactly the Installation guide, to keep the unit in good condition and to protect it against damage and fouling (especially the connectors) during the time.

**3.2** Foreign and one time rally participants will receive a rental version of the set equipped with magnetic roof antenna.

**3.3** Control panel with OK button and SOS switch is in one box for which the competitor has to choose a suitable place for fitting within the reach of both crew members. It is obliged to prepare everything for its installation prior to the scrutineering.

#### 4. The unit operation during rally

To operate the unit, the crews have to meet all instructions as mentioned in the User's guide.

Operation during events on SS:

- **Accident (crash detection)**
  - The unit evaluates the situation and sends info about accident to rally control. Crew cannot affect this message.

- The display shows message: **Are you OK?** Confirm.
- 10 s after this question, the siren wails for next 15 s
- If the crew pushes **OK** button, this information is sent to rally control and information about accident is not sent to the unit of following cars in the stage.
- **Stop in SS**
  - When the car stops in SS, it is counted as an obstacle. Unit signals to the crew by sound siren and text, that they have stopped. This signal takes 15 s.
  - If the crew doesn't push OK, warning message is sent to the rally control and also to other cars, which are currently in the stage arriving to the obstacle.
  - With pushing the OK button the crew confirms that they are okay, on the display is shown message OK and information about obstacle is not sent to the unit of next cars in the stage.
- **Request for help**
  - Changing the switch is confirmed by SOS message on display, also the siren sounds.
  - The siren sound can be cancelled by pushing OK button.
- **Red flag**
  - When the rally control hangs out the red flag, the display shows big message RED FLAG (with red background) and the siren sounds.
  - Crew has obligation to confirm receiving the red flag by pushing the OK button and to reduce the speed according to the sporting regulations.
  - The siren sound can be cancelled by pushing OK button.
  - The red flag on display can be cancelled only by rally control.

## 5. Speed checking during reconnaissance

During reconnaissance the crew is obliged to follow traffic rules of the Czech Republic. Not respecting this rule, especially exceeding the speed limits, will be monitored via ONI® tracking system. This checking doesn't exclude other checks, i.e. police controls according to their standard procedures.

### ONI® tracking system for reconnaissance

Tracking system is checking the speed in every moment during the reconnaissance.

Every crew will pick up the ONI® recce tracking unit together with roadbook. Installation of the unit and its using during reconnaissance is obligatory for all crews during the whole schedule of reconnaissance according to the art. 3 Reconnaissance schedule. For speed checking during the reconnaissance, NCL 21 units are used.



NCL21 unit is started during roadbook issuing before starting of reconnaissance. For whole reconnaissance the unit is working on its own battery. It is not necessary to plug the unit to any power supply.

It is possible to place the unit on metal surfaces - magnets are implemented in the unit.

Not using the unit in a rally car during reconnaissance will be fined.

Every attempt to falsify, manipulate or infringe the unit for reconnaissance or any device, which will make impossible to collect data because of external interference will be reported to the stewards who can penalize the crew up to refusing the start.

Decision regarding seriousness of the offence and its repeating is in Clerk of the Course's authority. For exceeding the speed limit, sanctions can be given according to supplementary regulations or championship regulations.

6. Manuals and other information: [www.onisystem.cz/rally](http://www.onisystem.cz/rally)