



SUPPLEMENTARY REGULATIONS FOR COMPETITIONS OF THE 2018 FIA EUROPEAN AUTOCROSS CHAMPIONSHIP

Autocross of MC Oberlausitzer Bergland e.V. im ADAC Round 4 of the 2018 FIA European Autocross Championship **Matschenberg (DEU), 22-24/06/2018**

This document contains the particularities of the Competition and is based on the currently valid Appendices to the International Sporting Code («the Code») and on the newest version of the Standard Regulations for Competitions of the FIA European Autocross Championship. For all articles not specified in this document, the Standard Regulations for Competitions of the FIA European Autocross Championship are valid. The Standard Regulations are distributed to each competitor in the FIA European Championship by his ASN. They are also posted on the Official Notice Board of each event. The numbering of the chapters is in accordance with the Standard Regulations.

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I. PROGRAMME

13.04.2018	Publication of regulations and acceptance of entries
10.06.2018	Closing date for entries at normal fee
17.06.2018	Closing date for entries at increased fees

Friday 22/06/2018

13:00h-19:30h	Opening of the Secretariat
13:30h-19:15h	Administrative checking
15:00h-19:30h	Scrutineering

- 15:00h-19:30h	All divisions, except 2017 Top 15 Drivers (see below)
- 15:30h-16:30h	SuperBuggy - 2017 Top 15 Drivers only, on a priority lane
- 17:00h-18:00h	Buggy1600 - 2017 Top 15 Drivers only, on a priority lane
- 18:30h-19:30h	TouringAutocross - 2017 Top 15 Drivers only, on a priority lane

(Drivers who were classified in the Top 15 in 2017 – with the exception of those in the JuniorBuggy Division – must present themselves for scrutineering during the designated time slot on Friday. Drivers who were not classified in the Top 15 in 2017 can also present themselves during that time slot; however they will not have priority).

Saturday 23/06/2018

7:30h-8:45h	Administrative checking (only if requested to the clerk of the course)
7:45h-9:00h	Scrutineering (only if requested to the clerk of the course)
9:30h	Stewards' 1st meeting
10:00h	Warm-up (2 laps)
11:30h	1st qualifying practice session

13:30 Drivers' briefing
2nd qualifying practice session
16:00 1st Heat begins

Sunday 24/06/2018

9:00h 2nd Heat begins
12:15h 3rd Heat begins
13:45h Stewards' meeting
14:15h Semi-Finals and Finals (Podium Ceremony after each Final at start area)
18:00h Stewards' meeting
19:00h Official Prize Giving (festival tent paddock)

II. ORGANISATION

1.1 The MC Oberlausitzer Bergland e.V. im ADAC organises a competition counting towards the FIA European Autocross Championships for, in accordance with the Code (and its Appendices) of the FIA, the FIA Regulations for Autocross, the General Prescriptions for the Championship and these Regulations (and any other Regulations which may be issued in writing by the organisers).

1.2 Organising Committee

1. President: Frank Prochno
2. President Matthias Klügel
Chief Organizing: Jochen Hennersdorf

MC Oberlausitzer Bergland e.V. im ADAC

Weigsdorfer Berg 11a
D-02733 Cunewalde, Germany
Fax: +4935872-67272
E-Mail: office@matschenberg.de
Internet: www.matschenberg.de
Mobile Phon: +49(0)157 73 45 24 84

1.3 Officials

- Chairman:	Mr Bengt-Göran Grenander (SWE)
- Steward:	Mr Wlodek Szaniawski (POL)
- Steward (national)	Mr Wieland Unnasch (DEU)
- FIA observer:	Mr Franz Landauf (AUT)
- FIA technical delegate:	Mr Karl-Heinz Goldstein (DEU)
- Clerk of the course	Mr Karsten Ney (DEU)
- Secretary to the stewards	Mr Matthias Sockel (DEU)
- Assistant clerk of the course	Mr Reiner Ahlf Burhop (DEU)
- Secretary of the Competition	Mr André Poick (DEU)
- Chief scrutineer	Mr Ulrich Nolte (DEU)
- Scrutineer	Mr Carl-Ulrich Karsten (DEU)
	Mr Peter Benack (DEU)
	Mr Gerald Strauß (DEU)
	Mr Frank-Martin Stock (DEU)
- Chief timekeeper	Mr Marcel Lambrechts (NDL)
- Safety officer	Mr Tony Rycer (DEU)
- Chief medical officer	Dr. Matthias Purfürst
- Drivers' liaison officer	Mr Holger Diebel
- Press officer	Mr Werner Lindner
- Judges of fact:	
- startline	Mr Hagen Stübner
- false start	Mr Christian Frindt
- finish	Mr Torsten Kepper

1.4 Official Notice Board

The Official Notice Board is located in the Paddock, Sanitary Building East Front

III. GENERAL CONDITIONS

2. GENERAL

2.1 This Competition will count for:

- The 2018 FIA European Autocross Championship
- The 2018 FIA Autocross Nations Cup

3. DESCRIPTION OF THE CIRCUIT

Place: Cunewalde/Weigsdorf-Köblitz - Germany
Telephone: +049 176-24 81 71 80
Length: 820 metres
Width of start: 15 metres
Maximum width: 16 metres
Minimum width: 11 metres
Location: Matschenberg Offroad Arena, Matschenstraße
02733 Cunewalde / Weigsdorf-Köblitz / GER
GPS Koordinaten: 51° 5'36" N / 14° 29' 8" E.

5. ENTRY FORMS – ENTRIES

5.1 Anybody wishing to take part in the Competition must send the attached entry form duly completed to the Secretariat at

MC Oberlausitzer Bergland e.V. im ADAC
Weigsdorfer Berg 11a, D-02733 Cunewalde, Germany

before 17.06.2018

5.8 The maximum number of starters will be 100.

6. ENTRY FEES

6.1 The entry fee is:

- a) 1st closing date of entries: maximum 220 € (Entry fee 170 € + 50 € paddock fee – all included)
- b) 2nd closing date of entries: maximum 275 € (Entry fee 225 € + 50 € paddock fee – all included)
- c) After 2nd closing date of entries: maximum 440 € (Entry fee 390 € + 50 € paddock fee – all included)

As the entry form from the Driver and the confirmation of the acceptance from the organiser is considered as a contract, the Driver, not coming to the Competition, has to apologise giving the reason as soon as possible.

The entry fee will be paid before 17.06.2018 closing date for entries:

- a) (10/06/2018), 1st closing date of entries
- b) (17/06/2018), 2nd closing date of entries

6.3 Entry fees may be refunded only:

- a) to candidates who are not accepted,
- b) in the case of the Competition not taking place,
- c) if the Competitor withdraws his entry no later than the Monday before the Competition. If the withdrawal is announced to the organiser between that Monday and the opening of the administrative checking, 50% only of the entry fee will be refunded.

7. INSURANCE

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7.1 The organizer will provide for an insurance policy which covers the competitor's liability for civil responsibility toward third parties.

€ 3.000.000,- for bodily injury per occurrence, but not more than
€ 1.100.000,- for each person

€ 1.100.000,- for damage of property

€ 1.100.000,- for financial damages resulting from injury (valid for damages not covered by the normal insurance policy)

This insurance coverage does not apply for claims, which, according to point 7.2 have been default by the participant. An insurance policy for spectators with the following requirements will be provided by the organizer:

€ 15.500,- for the event of death

€ 31.000,- for the case of invalidity

and insurance policy for the sport officials and for helpers will also be provided for by the organizer.

7.2 Participant's Responsibility and Default of Liability Claims

a) Responsibility

The participant (competitors, drivers, co-pilots, owners of the cars and holders) take part in this event at their own risk. They alone bear the civil as well as the penal responsibility for all damages caused by them or by their vehicles, in so far as a resignation of liability was not negotiated or incorporated into these regulations.

b) Resignation of Liability

With the submission of the entry competitors and drivers agree to waive any claim with respect to any damage that might arise in connection with the event against

- the FIA, the DMSB, the member organizations of the DMSB, the

Deutsche Motor Sport Wirtschaftsdienst GmbH, their presidents, bodies, managing directors, secretaries-general

- the districts of the ADAC, the promoter/organizer of the series

- the organizer, stewards and marshals, the owner of the race track

- authorities, racing services as well as all other persons connected to and/or associated with the organization and/or management of this event,

- the body/person in charge of and liable for the construction of the Streets and roads used in the course of the event, provided any damage caused is due to the condition of the aforesaid streets and/or roads including auxiliary equipment used in the course of the event, and

- the vicarious agents and vicarious officers of all persons and bodies mentioned above.

This aforementioned waiver shall not apply to any damage arising from willful or negligent breach of duty -including any such breach of duty by any legal representative or vicarious agent of the category of persons absolved from liability – and leading to injury to the life, body or health; in addition, this waiver shall not apply to any other damage arising from willful or grossly negligent breach of duty – including any such breach of duty by any legal representative or vicarious agent of the category of persons absolved from liability; against:

- the other participants (competitors, drivers, co-drivers), their helpers, the proprietors, owners of the other vehicles,

- the own competitor, the own driver/s (contrary special agreements

between competitor/s, drivers shall have priority) and own helpers. Competitors and drivers shall waive any claims with respect to any damage arising in connection with the competition (untimed practice, timed practice, warm up, races) except for damage arising

from willful or negligent breach of duty – including any such breach by any legal representative or vicarious agent of the category of persons absolved from liability. For all parties involved the exclusion of liability shall come into effect with the submission of the entry. The exclusion of liability shall apply to claims arising from any legal reason, in particular to compensation claims arising from contractual and non- contractual liability as well as from claims arising from tort.

7.3 Responsibility of the Organizer

The organizer withholds the right to make any changes to the regulations which may become necessary due to "force major" or per order of the authorities. Also, the organizer may resign from the event if, due to extraordinary circumstances, it becomes necessary. In this case, the organizer has no obligation to

substitute any probable damaged, financial or other. In addition, the organizer is only liable in those cases, where this is provided for in the regulations.

IV. CHECKING

10. SCRUTINEERING

10.2 Noise

For all cars, a limit of 100 dB is imposed.

(NB: Should national Regulations impose a lower limit than the FIA, this shall be mentioned).

V. RUNNING OF THE COMPETITION

12. PRACTICE AND DRIVERS' BRIEFING

12.1 A warm-up and two qualifying practice sessions, one organised in order of the numbers and the second in reverse order, are obligatory in each division.

There must be no more than 1 car at each 120m of the track in each qualifying practice session, which will be run over 4 laps minimum, starting from the car crosses the finish line, and all lap are counting.

The best lap time from all the qualifying practice sessions determines the starting positions for the first Heat. In the event of a tie, the next best lap time of the Drivers who have tied determines the starting positions.

Each Driver must complete at least one lap in practice. Should this not be the case, the Driver may be allowed to start in the first qualifying Heat, at the discretion of the stewards. Cars from different divisions will run separately.

12.2 Briefing notes in English and optionally in the host language of the Competition will be given in writing to all Drivers at the administrative checking.

12.3 A Drivers' briefing will be organised before the second qualifying practice session.

14. QUALIFYING

There will be 5 laps in the qualifying Heats.

15. SEMI-FINALS AND FINALS

There will be 6 laps in the Semi-Finals and 7 laps Finals.

VI. PARC FERME – RESULTS – PROTESTS

20. PROTESTS – APPEALS

20.1 All protests will be lodged in accordance with the Code.

All protests must be made in writing and handed to the clerk of the course or his assistant, or in their absence any of the stewards of the meeting, together with the sum of € 500. If the protest requires the dismantling and re-assembly of different parts of a car, the claimant must make a deposit of € 3000

20.5 The amount of the appeal is €3,000. The International Court of Appeal will hear, in the context of a Competition of the FIA European Autocross Championship, appeals against decisions of the stewards of a Competition brought by organisers, Competitors, Drivers or other licence holders that are addressees of such decisions or that are individually affected by such decisions. In this case, the ASNs cannot refuse to give their assistance and agreement (Article 14.1.1 of the Disciplinary and Judicial Rules of the FIA).

VII. PRIZES AND CUPS

21. PRIZES

It is recommended to organise the podium ceremony on the circuit will be held immediately after the races. The winners of the 1st, 2nd and 3rd prizes must be present wearing their race overalls. Failure to attend this ceremony will be penalized by the loss of any monetary award / benefit associated with the corresponding position at the end of the race.

The prize-giving will take place at festival tent paddock at 19:00.

The prizes will be awarded in Euros. Prize fund net of taxes distributed:

Classification	SuperBuggy	Buggy1600	TouringAX	JuniorBuggy
1 st	€ 600	€ 500	€ 400	€ 300
2 nd	550	450	350	250
3 rd	500	400	300	200
4 th	450	350	250	150
5 th	400	300	225	100
6 th	350	275	200	100
7 th	300	250	175	100
8 th	250	200	150	100
9 th	200	150	125	100
10 th	150	125	100	100

VIII. OTHER INFORMATION

22. FIRE EXTINGUISHERS

Each Driver is responsible for ensuring that a single piece extinguisher of minimum 5 kg is available within his own team area inside the paddock.

23. PROTECTION OF THE ENVIRONMENT

Each driver is requested to ensure that a plastic sheet (minimum dimensions 4 metres by 5) is spread on the ground in the place reserved for his team where work is to be done on his car, in order to prevent any pollution in case of an accidental leak, etc.

24. JUDICIAL CAMERAS

Throughout the Competition, all Competitors must have installed in their car a judicial camera. It is the responsibility of each Competitor to ensure that the camera is positioned in such a way that the track behind the car clearly visible, that the camera batteries are sufficiently charged and that the SD recording card is in place and has sufficient capacity to record all of the races. The penalty (up to disqualification from the Competition) for non-compliance will be at the discretion of the stewards. The weight of the camera system is included in the minimum weight of the car. The onus is on the Competitor to ensure the judicial camera is switched on and recording for all practice sessions, qualifying Heats, Semi-Finals and Finals. The camera must work as soon as the car enters the pre-grid area and must not be switched off until it returns to the paddock. Championship officials must be able to access the footage at all times during the Competition following a protest or otherwise. The images must be viewed using the equipment (computer) of the Competitor, who must ensure this equipment is working.

25. DRIVERS' LIAISON OFFICER

The Drivers' Liaison Officer will be recognisable by Waistcoat with inscription.

DRIVERS LIAISON OFFICER

He may be reached at:

- at scrutineering
- administrative checking
- at the Stewards meetings
- in the paddock
- in the starting area
- near the Parc Fermé after the finals

26. AUTHORISATION

These Regulations have been agreed by DMSB on 13.04.2018 with Reg.No. 102/18

The FIA Visa n° is: EAX05/180518.