

# **Central European Trophy**

**2017**

**Sporting and Technical Regulation**

version **06.09.2017**

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## Chapter I – Supplementary and Sporting Regulations

### 1. Status of the event

The status of the Central European Trophy is closed competition with foreign participation.

The trophy runs in the Hungaroring Classic event (29.09-01.10.2017), consists of 1 round, 2 races. It takes place at Hungaroring, Hungary.

### 2. Organisation

The Central European Trophy is promoted by Hungaro Classic Ltd. and organized by Off Road Sport Ltd.

#### **Main organisation / Finance – entries, payments**

Name: Hungaro Classic Kft.

Phone: Éva Szilágyi +36 30 449 7290

E-mail: [eva@dakar.hu](mailto:eva@dakar.hu)

Website: [www.hungaroringclassic.com](http://www.hungaroringclassic.com)

#### **Sporting organisation / Race office – questions, sporting rules and regulation**

Name: Adrienn Walterné Dancsó

Phone: +36 20 965 8962

E-mail: [info@hungaroringclassic.com](mailto:info@hungaroringclassic.com)

Officials: the actual official list will be published to the participants before the event.

### 3. General conditions

The organiser reserves the right to issue modifications of this regulation at any time – bulletins -, after consultation with the Hungarian National Automobilesport Federation (MNASZ).

The trophy runs under this regulation, additional bulletins – if issued -, the general rules of Hungarian National Automobilesport Federation (MNASZ), and in accordance with the requirements of the FIA International Sporting Code (ISC) and its appendices, decisions and regulations issued by the FIA.

### 4. Planned dates and timetable

29.09-01.10.2017 (entry closing date: 28.09.2017)

#### Planned event timetable:

##### *Thursday*

14:00 – 19:00 Administrative check for all drivers (Main Building Race office, 1<sup>st</sup> floor)

14:00 – 19:00 Technical scrutineering for all cars (at the paddock)

##### *Friday*

09:00 – 11:00 Administrative check for all drivers (Main Building Race office, 1<sup>st</sup> floor)

09:00 – 11:00 Technical scrutineering for all cars (at the paddock)

*Without passing the administrative and technical check, and participating at the drivers briefing – the driver cannot take part at the racing weekend.*

11:00 – 11:30 Drivers Briefing  
11:50 – 12:20 Private practice – Central European Trophy

*Saturday*

15:05 – 15:35 Qualifying – Central European Trophy

*Sunday*

09:00 – 09:30 Race 1 – Central European Trophy

17:10 – 17:40 Race 2 – Central European Trophy

## 5. Conditions for participation

All drivers need to have a valid national racing licence, or an International racing licence in any racing discipline.

## 6. Eligible vehicles and division in to groups

The details for eligible cars can be found at Chapter II.

All groups run together, but classified separately. These are:

- Group 1: Trabant Trophy
- Group 2: Eastern European (ex-KGST / comecon) cars under 1400 ccm, production year till 1987
- Group 3: Eastern European (ex-KGST / comecon) cars above 1400 ccm, production year till 1987

## 7. Entry form, entry fees, other fees, entry confirmation

For participating in an event, the official entry form has to be filled, signed and sent by e-mail to the organisation till the entry closing date (8 days before the event). This entry form is available at the website of the organisation.

The entry fee for the whole weekend for one car costs: 275 EUR (with Hungarian VAT)

This amount contains the participation of one driver with one car at the official program (according to the official time schedule) and one paddock place for the race car and service staff.

The total amount has to be transferred and arrived to the following bank account of the organiser till the entry closing date:

*Hungaro Classic Kft.*

*SBERBANK*

*HUF account nr.: IBAN HU65 1030 0002 1068 1303 4902 0018*

*EUR account nr.: IBAN HU70 1030 0002 1068 1303 4882 0011*

*Swift: MKKBHUHB*

If the entry is accepted, an entry confirmation will be sent to the driver, which he has to bring to the administrative check.

There is a limitation of participants, these are 36 cars all together. So the first 36 entries will be accepted.

## 8. Entering to the events / Installation

The teams can use water and electricity at the paddock. It is possible to enter the circuit for installation from Thursday morning 8 am till 6 pm or on Friday morning from 8 am till 10 am.

Entering and installation are coordinated by the paddock manager (Name: Adrienn Walterné Dancsó, Phone: +36 20 965 8962) Teams have to follow her instructions during installation procedure.

## 9. Administrative check

Administrative check is obligatory for drivers according to the official time schedule.

The driver has to bring his entry confirmation and valid racing licence to the administrative check. If something is missing, or the driver will not arrive in time, the participation can be denied for the event.

## 10. Drivers' briefing

Drivers' briefing is obligatory for drivers according to the official time schedule.

The drivers have to sign at the place, and listen the race director's advices and instructions. If something is not clear, drivers can ask questions at the last part of the drivers' briefing.

## 11. Scrutineering / Technical check

Technical check is obligatory for all race cars according to the official time schedule.

The scrutineers can check every necessary details on the car. If a car is not acceptable, it is not possible to pass the technical check, unless the team can solve the problem, and show the corrected car to the officials.

## 12. Driver's equipment

Drivers have to wear the fireproof full racing equipment (FIA Standard or max 5 years ex-homologated) during all track programs (racing suit, helmet, shoes, gloves).

This equipment has to be shown to the technical scrutineers during the technical check procedure.

## 13. Track layout

The obligatory direction of the track is clockwise. (see the layout in Attachment 2).

## 14. Pitlane, pit stop

Only organisation staff, drivers and team members can enter the pitlane, over the age of 18.

During track programs, pit stop and service can be made in front of the pits – without disturbing other teams. Bigger works can be made only in paddock places.

Nobody can block the pitlane road, it is valid only for moving race cars. Team members, equipment and standing race cars can be found at the pit service area (between the pit doors and the pit line).

Speed limit at the pitlane is 60 km/h, just in one direction. Opposite direction can be used only by pushing a car.

Only accredited cars can enter to the pitlane during track programs.

## 15. Refueling

Refueling, welding can be carried out only in paddock places. For these movements teams have to provide one team member in flameproof clothes with fire extinguisher because of safety reasons.

## 16. Radio communication

Radio communicated system for teams can be used during the event.

Teams can apply for frequency at the following authority:



**double yellow flag** (waving) It has the same meaning like single yellow flag has, additionally two waved yellow flags at the same post means, that drivers must slow down and be prepared to stop if necessary. Overtaking is prohibited.

**blue flag** (waving) This flag warns a driver that he is about to be lapped and to let the faster car overtake him. It is in progress during practice sessions also, because of the huge differences between different type of cars. In this case, the slower car will get this sign.

**yellow-red striped flag** (standing) This flag warns drivers of a slippery track surface, usually due to oil, water or debris. Overtaking is allowed.

**white flag** (waving) This flag warns of a slow moving vehicle on track – usually rescue or ambulance car, or a slow race car with mechanical problem. Drivers have to be careful in this area, but overtaking is allowed.

**red flag** (waving) The session has been stopped, usually due to an accident or changed track conditions. Cars have to return back to the pitlane. Park Fermé rules are in progress till the session will be continued.

Special additional signs from marshal post number 1:

**black and white flag** (standing with starting number) Accompanied by a car number, it warns of unsporting behaviour. May be followed by a black flag if the driver will not stop the wrong behaviour.

**black flag with orange spot** (standing with starting number) Accompanied by a car number, it warns a driver that he has a mechanical problem and must return to his pit within the next 3 laps to solve the problem. If he is not coming back to pit, he will get black flag. If the problem is solved, the car can return back to the track.

**black flag** (standing with starting number) Accompanied by a car number, it directs a driver to return to his pit and inform him, that he has been excluded from the race. He is not allowed to return back to that race.

**chequered flag** (waving) Indicates to drivers that the session has ended. During practice, qualifying and races it is waved from the moment the session time elapsed, every car that crosses the finish line get this flag signal.

### 23. Deployment of ambulance and rescue vehicles

The Race control can send the ambulance car and / or the rescue car into the track during track programs, also. The drivers have to be careful at the rescue area, and every place on the track, where he sees the white flag – informed him about the slow intervention car.

Stopping at the rescue area to help the other driver(s) is not needed; it is the job of the rescue team.

### 24. Practice/Qualifying

The free practice and the qualifying will take place according to the time schedule.

Only cars having successfully passed the technical check will be allowed to take part in the qualifying session.

Length of qualifying session is: 30 minutes.

All drivers must participate in the free practice session (minimum 2 timed laps) to be able to enter the qualifying, and minimum 1 timed qualifying lap to start at the first race.

## 25. Starting grid

The drivers may enter the track from the paddock in a time interval of 5 minutes. All cars will be lined up (pre-grid) at the track entry gate by the marshals, in accordance with the starting sequence for the race. The starting grid is made according to the qualifying's overall result (and for the second race according to the first race's overall result).

All drivers will drive directly to the starting grid. If a driver is not able to enter the track in time (during the 5 minutes interval), he should start the race from the pit lane, just after the whole field of competing cars has passed by the pit lane exit on the main straight; he will receive the green signal at the pit lane exit to start the race.

All the other drivers who entered the track during the paddock opening time should drive directly to the grid. Marshals will show the starting position for all drivers. After having occupied the starting place, engines should be turned off.

5 minutes before the start of the race, the 5 min board will be shown in front of the grid.

3 minutes before the start of the race, the 3 min board will be shown in front of the grid. Team members and guests should evacuate the grid, and only one mechanic should remain next to each car.

1 minute before the start of the race, the 1 min board will be presented. All drivers should start the engines. Everyone except officials performing their duties should leave the grid.

## 26. Start

The start of the Central European Trophy race is a **special standing start row by row**, as follows:

A marshal with the Hungarian national flag will start the cars ROW BY ROW from the grid. The start signal is given by dropping the national flag on the starting grid between the drivers in each row.

All drivers having received the signal to start the race should start driving individually on the course. At the moment the drivers in the first row receive the signal to start the race, the countdown timer will be started.

## 27. Race

The duration of the Central European Trophy races are 20 minutes each, which will start at the moment the drivers in the first row receive the signal to start the race.

## 28. Red flag situation

In case if the Clerk of the Course deems it necessary to suspend the race for safety reasons, the red flags will be presented at each marshal post.

Upon receiving the red flags, every driver must reduce speed immediately and significantly, and must return back to the pit lane without overtaking.

Whilst the race is suspended, Parc Fermé rules are applied, meaning that nobody except officials may touch the cars. Upon entering the pit lane, the drivers should drive to the pit lane exit in the fast lane, and stop in the fast lane behind each other as indicated by the marshals. Drivers should stay in the cars, the racing helmets should be worn at all times. If the race can be restarted, then the 3 min board will be shown at the pit lane exit in front of the cars, meaning that the pitlane will open in 3 minutes. In this case, the duration of the resumed race will be the remaining race time, and the race will restart at the moment the pit lane exit lights are switched to green. At this moment all drivers may enter the track after each other.

If the race cannot be resumed, the drivers may leave their cars, and the Parc Fermé rules will be maintained for the usual period of time. All drivers who were able to set at least 3 timed laps during the race will be classified.

### 29. Leaving the track, repairs

The needed repairs can take place in the pitlane, at the pit service area. If a car stops somewhere at the track, and cannot go on, than the driver has to get out of the car, and go to a safe place, behind the barriers. The rescue team will remove the car from the track, and pulls or lifts it to a safe place. In this case, the driver cannot continue the race.

### 30. Finish of the Race

When the prescribed race time is over, chequered flag will be waved at post number 1, for the car who is passing the finish line first after the race time elapsed. After it, everybody will get this flag signal. Everybody have to reduce speed after chequered flag, no overtaking is allowed, and have to drive back to the Park Fermé area.

### 31. Parc Fermé / Final scrutineering

When the cars arrive back to the Park Fermé area – with the guidance of the marshals, the drivers have to stop the cars. They have to get out of the car, and leave the area as soon as possible. Nobody can touch the cars, except the technical scrutineers. They will do the final technical check on the cars.

The Park Fermé time is 30 minutes, after the provisional race result is published.

### 32. Classification

The classification will be established by taking into account the best lapttime of each driver in the corresponding groups. The winner driver in the corresponding group is the driver setting the best lapttime during the race.

### 33. Penalties

Each driver must observe the provisions written in Appendix L, Chapter 4 of the International Sporting Code.

Especially take into account the followings:

- A car alone on the track may use the full width of the said track, however, as soon as it is caught by a car which is about to lap it the driver must allow the faster driver past at the first possible opportunity. Any driver who appears to ignore the blue flags will be reported to the Stewards.
- Overtaking, according to the circumstances, may be carried out on either the right or the left. A driver may not deliberately leave the track without justifiable reason. More than one change of direction to defend a position is not permitted. Any driver moving back towards the racing line, having earlier defended his position off-line, should leave at least one car width between his own car and the edge of the track on the approach to the corner. However, maneuvers liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are strictly prohibited. Any driver who appears guilty of any of the above offences will be reported to the Stewards.
- Repetition of serious mistakes or the appearance of a lack of control over the car (such as leaving the track) will be reported to the Stewards and may entail the imposition of penalties up to and including the exclusion of any driver concerned.

#### Main penalties:

- missing the administrative check, or technical scrutineering, or drivers's briefing – denying the participation
- speeding in the pit lane – 100 EUR financial fine
- behaving improper way with the marshals, officials or with other drivers and team members – from a financial fine up to disqualification
- refueling or filling any liquids into the car on the grid – disqualification

#### **34. Protests / Appeals**

Entrants of drivers can lodge protest against a decision or result or other drivers. Each protest must be lodged in accordance with the stipulations of the FIA International Sporting Code. All protests must be lodged in writing, accompanied by the national protest fee of 1000 EUR or the national appeal fee of 2500 EUR and submitted to the stewards of the meeting.

The protest time limit is 30 minutes, counted from the provisional results' publishing.

#### **35. Podium, prize-giving ceremony**

After each races, prize-giving ceremonies will be organised at the podium. The first three drivers from every category will get trophies and prizes.

The prizes after each races are:

1<sup>st</sup> place: 150 EUR

2<sup>nd</sup> place:100 EUR

3<sup>rd</sup> place:50 EUR

The presence on the ceremony is compulsory for the prized drivers. The drivers have to wear the racing overal, or the official team clothes.

#### **36. Disassembly, end of Events**

When the program ends, and the Park Fermé is over, the teams can start to disassembly. Everyone has to leave the circuit till 22:00 on Sunday.

## Chapter II – General Technical Regulations

### 1. General prescriptions for all cars

Only the organiser shall decide the eligibility of the vehicles, in co-ordination with the Hungarian National Automobilesport Federation (MNASZ).

Before investing in the preparation of any vehicle, the car owner should contact the organiser to obtain information on its eligibility.

### 2. Special technical regulations and safety prescriptions

A valid or ex-valid FIA homologated, or an accepted version by the Technical scrutineers rollcage structure is compulsory in every car.

For safety reasons, only closed touring cars are generally admitted.

An FIA homologated 6 point safety belt and an FIA homologated (or maximum 5 years ex-homologated) racing seat is compulsory for all cars.

A general circuit breaker, with the ability of turning off from inside (by the driver) and outside (by marshals) is compulsory.

Every car must be equipped with two towing eyes, one at the front and one at the rear. The towing eyes must be solid enough and accessible to recover the car when it is stuck in the gravel. Every towing eye must itself be identified of an arrow on the bodywork part above it and coloured yellow, red or orange, contrasting to the colour of the car.

The exhaust system must be a separate component and be located outside the bodywork and/or the chassis. The exhaust system is free in all other respects.

A fire extinguishing system homologated by the FIA, or a 4 kg (or 2 x 2 kg) valid manual extinguisher is compulsory in every car.

The vehicle roof must generally be of a solid structure. Standard hard-top variants are accepted.

Original fuel tank and fueling system is acceptable, without any modification.

It is permitted to replace the fuel tank by a safety fuel tank homologated by the FIA. In this case, the number of tanks is free and the tank must be placed inside the trunk or at the original location. If the fuel tank is installed below the standard vehicle floor it must be located in a solidly closed, fire-proof housing.

The braking system is free. A handbrake is recommended.

Each car must be equipped with a timing transponder during qualifying and Race. The transponders will be provided by the race track. It must be returned back after the program on Sunday.

### 3. Questions and comments about the Supplementary Regulation

Possible questions or unclear interpretations of the Supplementary Regulations must be submitted in writing to the following email address: [info@hungaroringclassic.com](mailto:info@hungaroringclassic.com)

published at 06.09.2017, accepted and validated by the Hungarian National Automobilesport Federation (MNASZ).



## Horaires / Timetable

V14 du 06/09/2017

Sunrise : 06h40 - Sunset : 18h25

JEUDI 28 SEPTEMBRE / THURSDAY 28th SEPTEMBER					
12:00 - 19:00 CHECKS AND SCRUTINEERING					

VENDREDI 29 SEPTEMBRE / FRIDAY 29th SEPTEMBER					
Start	End	Duration	Category	Session	Int.
08:30	-	08:50	00:20	VW BEETLE CLUB PARADE	
09:00	-	09:30	00:30	CLASSIC ENDURANCE RACING 1	Private Practice 00:10
09:30	-	10:00	BRIEFING EURO F2		
09:40	-	10:20	00:40	SIXTIES' ENDURANCE	Private Practice 00:10
10:00	-	10:30	BRIEFING TROFEO NASTRO ROSSO		
10:30	-	10:50	00:20	EURO F2 CLASSIC	Private Practice 00:10
11:00	-	11:30	BRIEFING HTC / CER 1 / CENTRAL EUROPEAN TROPHY		
11:00	-	11:40	00:40	TROFEO NASTRO ROSSO	Private Practice 00:10
11:30	-	12:00	BRIEFING SIXTIES' ENDURANCE		
11:50	-	12:20	00:30	CENTRAL EUROPEAN TROPHY	Private Practice 00:10
12:00	-	12:30	BRIEFING CER 2 / GROUP C		
12:30	-	13:00	00:30	HERITAGE TOURING CUP	Private Practice 00:10
13:10	-	13:30	00:20	PARADE 1 + VIP TRACKLAPS	
13:40	-	14:25	00:45	GROUP C RACING	Qualifying 1 00:10
14:35	-	15:05	00:30	CLASSIC ENDURANCE RACING 2	Private Practice 00:15
15:20	-	16:00	00:40	TROFEO NASTRO ROSSO	Qualifying 00:15
16:15	-	16:45	00:30	CLASSIC ENDURANCE RACING 1	Qualifying 1 00:15
17:00	-	17:20	00:20	EURO F2 CLASSIC	Qualifying 00:15
17:35	-	18:15	00:40	SIXTIES' ENDURANCE	Qualifying

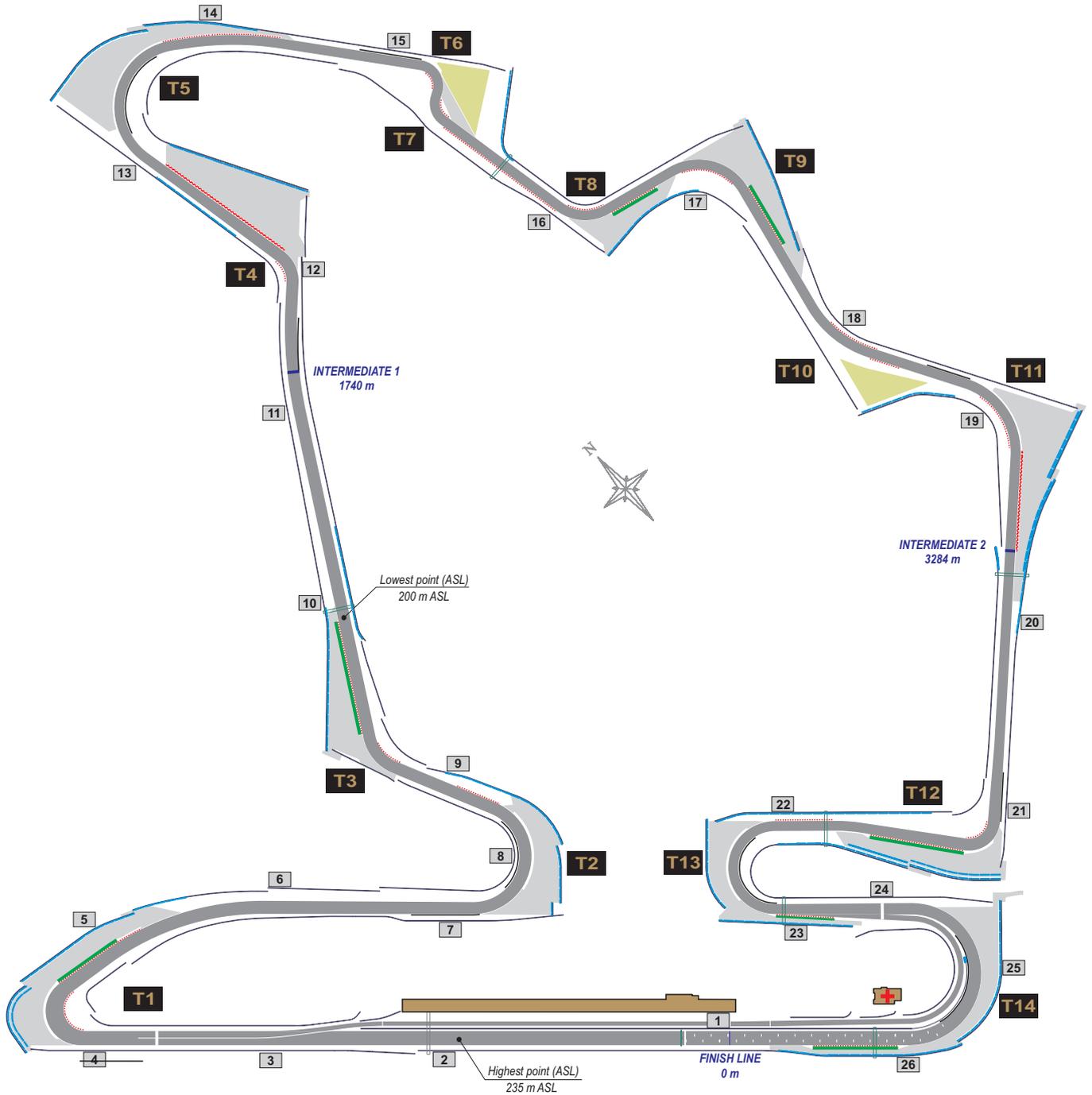
SAMEDI 30 SEPTEMBRE / SATURDAY 30th SEPTEMBER					
Start	End	Duration	Category	Session	Int.
08:30	-	08:50	00:20	CLUB PARADE	
09:00	-	09:45	00:45	GROUP C RACING	Qualifying 2 00:10
09:55	-	10:25	00:30	CLASSIC ENDURANCE RACING 2	Qualifying 1 00:10
10:35	-	11:15	00:40	HERITAGE TOURING CUP	Qualifying 00:10
11:25	-	11:55	00:30	CLASSIC ENDURANCE RACING 1	Qualifying 2 00:05
12:00	-	12:25	00:25	PARADE 2 + VIP TRACKLAPS	
12:40	-	13:00	00:20	EURO F2 CLASSIC	Race 1 00:15
13:15	-	13:50	00:35	TROFEO NASTRO ROSSO	Race 1 00:05
13:55	-	14:00	00:05	CASCO RALLY FINISH	
14:15	-	15:00	00:45	GROUP C RACING	Race 1 00:05
15:05	-	15:35	00:30	CENTRAL EUROPEAN TROPHY	Qualifying 00:15
15:50	-	17:50	02:00	SIXTIES' ENDURANCE	Race

DIMANCHE 1er OCTOBRE / SUNDAY 1st OCTOBER					
Start	End	Duration	Category	Session	Int.
08:30	-	08:50	00:20	CLUB PARADE	
09:00	-	09:30	00:30	CENTRAL EUROPEAN TROPHY	Race 1 00:10
09:40	-	10:10	00:30	CLASSIC ENDURANCE RACING 2	Qualifying 2 00:05
10:15	-	10:20	00:05	PARADE 3	
10:35	-	10:55	00:20	EURO F2 CLASSIC	Race 2 00:15
11:10	-	12:10	01:00	CLASSIC ENDURANCE RACING 1	Race 00:15
12:25	-	13:10	00:45	GROUP C RACING	Race 2 00:05
13:15	-	13:35	00:20	PARADE 4 + VIP TRACKLAPS	
13:50	-	14:50	01:00	CLASSIC ENDURANCE RACING 2	Race 00:15
15:05	-	15:40	00:35	TROFEO NASTRO ROSSO	Race 2 00:15
15:55	-	16:55	01:00	HERITAGE TOURING CUP	Race 00:15
17:10	-	17:40	00:30	CENTRAL EUROPEAN TROPHY	Race 2 00:10
17:50	-	18:10	00:20	PARADE 5	

		Private Practice	Qualifying	Race
1	CER 1	1 x 30'	2 x 30'	1 x 60'
2	CER2	1 x 30'	2 x 30'	1 x 60'
3	GROUP C		2 x 45'	2 x 45'
4	SIXTIES	1 x 40'	1 x 40'	1 x 120'
5	HTC	1 x 30'	1 x 40'	1 x 60'
6	TNR	1 x 40'	1 x 40'	2 x 35'
7	EURO F2 CLASSIC	1 x 20'	1 x 20'	2 x 20'
8	Central European Trophy	1 x 30'	1 x 30'	2 x 30'

## GENERAL LAYOUT

Track centerline length: 4381 metres  
Circuit direction: clockwise



### Legend

- T8** TURN NUMBER (14 - 8 RIGHT, 6 LEFT)
- 14** OBSERVATION AND SIGNALLING POST (26)
- SERVICE ROADS
- TYRE WALL
- GRAVEL BED (2)
- ASPHALT RUN-OFF AREA (12)
- ARTIFICIAL GRASS (T1, T3, T8, T9, T12, T13, T14)

## ON TRACK - OFF TRACK PROCEDURES PÁLYÁRAHAJTÁSI- ÉS LEHAJTÁSI ELJÁRÁSOK

