

PROPOSITIONS AND ORGANIZATIONAL REGULATIONS

CARBONIA CUP 2023

International racing of cars and formula cars on circuits

Club racing – CARBONIA CUP 2023 – organized by Carbonia Racing and Karting Klub, z.s., which announces a series of six events for amateur and (semi-) professional drivers racing in cars on circuits titled CARBONIA CUP (hereinafter abbreviated to “CC”). Individual races and places of these races are recorded in the official calendar.

ABBREVIATIONS:

CC	–	CARBONIA CUP
AP	–	Administrative Acceptance
TP	–	Technical Acceptance
SC	–	SAFETY CAR
St.č.	–	Race Number
ZK	–	Gold Card

EVENT MANAGEMENT BODIES:

Race Director and Promoter: David Friček

Chief Technical Commissioner: David Friček

Start Commissioner: Karel Baksa, Jan Delfín Strnad, Míra Nebeský, Jan Čajda Vávra

Timekeeper: Michal Drábek, Petra Krzáková

Administrative activities, manager: Petra Krzáková

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GENERAL CONDITIONS AND REGULATIONS:

1.1. All competitors, officials and drivers participating in CC 2023 undertake on their behalf and on behalf of their employees, executive heads and team representatives to observe all provisions of these propositions.

1.2. All competitors are obligated to follow the organizers' instructions.

1.3. Motor sport is **HAZARDOUS**. The presence and entry of all participants, including their company, in all areas of the racetrack is at their own risk. If the behaviour of all participating persons is contrary to the organizer's instructions, they will be banished from the premises without any claim to the reimbursement of cost.

1.4. It is the responsibility of a competitor to ensure that all persons covered with his application and accompanying him will observe these provisions.

1.5. The competitors must ensure that their cars meet the conditions of identity, capability and safety throughout the duration of the event.

1.6. By driving his car to gain technical acceptance the competitor gives evidence of that the data given in the produced certificate of roadworthiness are identical with the car parameters and that the car complies with the technical regulations applicable to CC.

1.7. On the roads on the premises on which the event takes place all cars must observe a max speed of 30 km/hour and follow the local system of road signs.

1.8. At the whole event there is a **PROHIBITION** of discharging any oil products. Any leakage must be reported to the organizer. Any finding of intentional discharge is punished by a **fine of CZK 30,000**. Any competitor who commits such act shall pay all costs connected with the removal of the consequences and will be banished from the premises and excluded from the race.

1.9. After the end of the race a driver is **OBLIGATED** to clean the space of his box and the related adjacent rooms that he has used.

1.10. These propositions take effect on publishing and an event may be cancelled and terminated by the decision of the organizer, who can also adjust individual provisions of these propositions to the given conditions and situation at individual events.

1.11. In case that any sport or organizational disputes and situations that are not described in the organizer's documents occur, the organizer reserves the right to decide in the matters at his discretion. Such decision is final and no appeal against it is possible.

1.12. The competitors bear their independent civil and criminal liability for all damage caused by them and their cars.

1.13. A driver must drive his car by himself and unassisted. A co-driver is **FORBIDDEN** in a race and qualification.

1.14. The announcement will always take place after the end of the race day.

1.15. The maximum number of cars on the track is – Slovakia Ring (40), Most (25), Pannoniaring (25), Silesia Ring (25), and Hungaroring (30), Lausitzring (30), Brno (25).

1.16. A gold card (GC) is awarded to such driver who registered for season 2023 and paid the starting fee for all announced races or participated in all announced races 2022 and thus uses a bonus.

PARTICIPANTS IN A RACE:

1.17. Both drivers without a racing licence and drivers with a racing licence may take part in a race. A driver means the person who drives a registered car. He must be mentioned in the competitor's application and meet the following conditions:

a) A driver over the age of 18 or with an exception that will be permitted by the Race Director.

b) He produces a valid group B driving licence.

c) He has a valid health insurance card.

d) He has signed the document with the driver's declaration on handing over cars for technical acceptance, accepts the obligations arising from the propositions and is in good health.

REGISTRATIONS AND APPLICATIONS:

1.18. Registrations: A competitor is obligated to register for the CC 2023 series electronically (the internet form or an e-mail) by reason of assigning the race number.

5.1 Applications: The competitors submit an electronic application for each event (the internet form or an e-mail) within 14 days before the race date. The payment of the starting fee is decisive for the acceptance of an application.

STARTING FEES AND CHARGES:

1.19. To take part in a race, every driver must pay the club fee and the starting fee.

1.20. The basic charge for a club fee is set to be CZK 500 / event. The concessionary charge for a season club fee is set to be CZK 2.000. A concessionary charge is payable on 31.3.2023.

A basic starting fee applies to every registered car and must be paid not later than 14 days before an individual event by transfer to the account; then the price is increased.

Basic events:

Autodrom Most (CZ) **CZK 6,200 / € 250**

Slovakia Ring (SK) **CZK 7,300 / € 290**

Pannoniaring (HU) **CZK 6,800 / € 270**

Autodrom Brno (CZ) **CZK 8,800 / € 350**

6.3. If the start list is not full, a starting fee can be paid after the set deadline, also on the race day, and this starting fee is **increased by CZK 1,500.**

6.4. A concessionary starting fee is set as the total starting fee for the announced 7 basic events. The discount on a concessionary starting fee is set at an amount of 25 %. A concessionary starting fee is payable by 31.3.2023.

6.5. The starting fee for the holder of a GC is based on the amount for the concessionary starting fee and is reduced by 15 %. The starting fee for the holder of a GC is payable by 31.3.2023.

6.6. A starting fee does not include the lease of a box. A box can be leased after the payment of the related charge in the course of the administrative acceptance and technical acceptance. A competitor is not obligated to lease a box. Two and more competitors may share one box. Also the area demarcated behind a box belongs to the box and it is up to the lessee to choose how to handle that area. If a competitor does not lease a box, he will park outside the boxes in a designated place.

6.7. If a competitor cannot take part in an event for any reason and notifies the organizer of this fact not later than 14 days before the beginning of the event, he has the claim to the refund of the starting fee at an amount of 50 %. 70 % of the starting fee is forfeited if this is within 5 days before the race and the whole starting fee is forfeited if this is less than 4 days. The starting fee will not be refunded to any disqualified driver or driver who retires from the race.

6.8. A fee for ordered race number stickers is **CZK 200 / pair. 8eu**

ADMINISTRATIVE ACCEPTANCE AND TECHNICAL ACCEPTANCE:

1.21. No competitor or driver **may take part in a race** unless he **has passed the administrative acceptance and technical acceptance**. No **car may take part without passing the administrative acceptance and technical acceptance**.

In the course of AP the documents submitted by the authorized person of the competitor are checked and in the course of TP the documents for the car and the car itself are checked and also the driver's mandatory safety equipment is checked.

1.22. The participants in a race must appear in person for TP.

1.23. During AP the driver must pay the organizer the starting fee for the race unless he has done that by transferring to the account according to article 6.2. and also the charge for the box according to article 6.4. and the charge for the race number according to article 6.6.

1.24. A driver shall prepare the health insurance card, the driving licence and the documentation for the car and he will also sign the application and the driver's declaration.

1.25. Every driver must place the mandatory advertisement of the general sponsor or the guarantor of the race on his car; he will receive this advertisement during his first start. A driver will not be allowed to start in a race without this advertisement. If the sponsor's (guarantor's) sticker becomes damaged in the course of the season, in an accident, for example, the driver is obligated to buy a new sticker from the organizer. If a driver is bound by another contract that does not allow him to place the mandatory advertisement on his car, he is obligated to pay double the starting fee (deposit) for the race to be allowed to start in the race.

RACE NUMBERS:

1.26. The race numbers will be assigned to each driver during the registration for the series and will remain the same throughout the season. They cannot be changed during the season. If a driver starts in a different announced class, he must have a new race number assigned, i.e. driver + number = one number of points.

1.27. If a driver does not have the race number properly marked during TP according to article 8.3., it will not be taken over for the event. A race number can be bought from the Administrative Manager and stuck according to the instructions and the car can be additionally taken for the event.

1.28. The race number format size must be 40 x 40 cm, with black numbers on a white background. And it must be stuck on the outside of both front doors.

1.29. Individual announced classes will be colour-coded using a sticker or number assigned by the organizer placed by the Technical Commissioner in the top left corner of the windscreen before the 1st start. For a formula and sports prototype, it will be on the sides. The race numbers will be divided by class according to the following numerical series:

Group	Numbers
A, A1, A1.3, A2, A3, A4, A5, A6, A7, A8, A9:	100-499
B1, B2, B3, B4, B5, B6:	500-799
C1, C2, C3, C4, C5:	800-999
D1, D2, D3, D4, D5, D6:	1-99

2. DISCUSSION:

2.1. A discussion is only used for the organizer's discussion with the drivers and takes place according to the schedule of the event concerned. It is used for giving important information on the race concerned.

2.2. Each driver is obligated to take part in person in the discussion. In the case of a team having more drivers it is also possible to send a team representative (manager) to the discussion and he will hand over on his own responsibility information from the discussion to the drivers of the team whom he represents. He confirms this by signing.

2.3. Failure to attend the discussion means the ban on taking part in the race. The attendance will be confirmed by signing on the attendance list.

LIABILITY AND INSURANCE:

2.4. It is recommended that every driver takes out his personal accident insurance. Every participant drives on his own responsibility. The organizer disclaims any liability in relation to the competitors, drivers, auxiliary personnel and third persons in relation to damage caused to persons and things.

2.5. By taking part in a sport event a driver surrenders any request for compensation of damage in the case of an accident that may happen to him during his travel from and to the station to and from the place of race.

2.6. The organizer of an event bears no liability for damage to the property of individual circuits such as guardrails, arresting safety systems, box equipment and components (door and gate) by the drivers and their cars during any training, qualification or race. **Any liability for damage to this property is always born by the driver.**

COURSE OF TRAINING, QUALIFICATION AND RACE:

2.7. Training = the position of the cars before a training drive will be ordered by driving in the area for entering the track. A training drive is started from the box. After the elapse of a training time of 20 min the end of the drive is signalled by dropping a red flag and all drivers must drive in the pits during the earliest possible round.

2.8. Qualification = the course of positioning the racing cars is the same as that for training; after driving the warm-up round and crossing the starting line the best time begins to be measured once over the period announced for the qualification for the race concerned that will determine the position of the car at the start in the race. In the case of sameness the second best time will be calculated. The qualification is terminated by dropping a checkered flag and hanging out red flags. Then all drivers in the round concerned must drive in the pits.

2.9. Race = driving out of the pits after the SC, ordering the cars on the pit-lane according to the place of the drivers from the qualification, after driving the warm-up round the SC turns off into the pits, all drivers continue at the set driving speed and when the green light of the traffic lights is on, the race is started by a flying start. There is a ban on overtaking the SC and the other drivers during the warm-up round; everybody is watching his position that he got by his place in the qualification.

2.10. Only the drivers with the cars that have passed the administrative acceptance and technical acceptance are allowed to start training and race drives.

2.11. In each race of CC one up to three training drives, lasting 10-30 minutes, one qualification drive, lasting 10-30 minutes, and one race drive, lasting 15-30 min, are announced. The drives take place according to the time schedule and the organizer's instructions. The time schedule is always announced for every type of circuit. Such driver that starts the timer by his car for the race is regarded as a started driver.

2.12. It is strictly forbidden to train on the circuit outside the official training time. Disobedience entitles the organizer to banish the driver from the motor racing circuit area for this race without the refund of the starting fee.

2.13. During a race, qualification or training the drivers may only drive onto the track if the green light at the box exit is on. Every retiring driver is obligated to signal his intention to the others in time and is responsible for the manoeuvre being carried out and this manoeuvre must take place safely in relation to the other participants in the race.

2.14. If a driver must park his car for any reasons during a race, qualification or training, he must do so outside the track, leave the car, and leave immediately for a safe area behind

the guardrails to wait for a breakdown truck. If it has a technical failure allowing driving in the boxes, he can continue to drive under a white flag, warning about a slowly riding car on the track.

RACING PROCEDURE – FINISH:

2.15. Every driver is obligated to keep the time of his start and position himself in time in the prestart area according to the time schedule or the organizer's instructions. Failure to observe this article is a reason for punishment.

2.16. The time is measured using a photocell or transponder with an accuracy of one hundredth second.

2.17. The finish is visibly marked and is flying. The end of a race is given by dropping a checkered flag and crossing the finish line as soon as the leading car crosses the finish line at the end of the round during which the prescribed race time limit elapses.

2.18. On crossing the finish a driver is obligated to reduce immediately and substantially the speed, not to manoeuvre with the car, not to endanger the other participants, drive around the circuit and turn off the circuit to the pits in the reserved closed parking space, intended for an examination of racing cars, and to follow the organizers' instructions.

CLOSED PARKING SPACE:

2.19. The area intended for parking cars after a race. In this area it is forbidden to handle a car in any way and fill with service fluids.

2.20. In the area of the closed parking space there is a strict no entry to all persons, except for the persons designated by the organizer and carrying out a technical examination of racing cars after a race.

2.21. The parking space closing time is set to be 15 minutes and begins when all racing cars of the race concerned are aligned.

STOPPING A RACE:

2.22. If the Director orders and it is necessary to stop a race, qualification or training due to an obstacle on the track as a result of an accident or the state of the meteorological and climatic conditions or other reasons do not allow to continue to race, the track commissioner station hangs out a signalling red flag, the drivers slow down, must not overtake any longer, join after the SC when it drives out and drive slowly after the SC to the boxes.

TRACK DRIVING RULES:

2.23. During a race, qualification or training the drivers may drive onto the track only if the green light at the box exit is on. Driving in the opposite direction is forbidden; it is only permitted under the supervision of the track commissioners in indispensable cases.

2.24. A driver may use the whole width of the racing road for driving. The racing track is demarcated by a white line at both edges of the road.

2.25. A driver must not block and prevent a faster car that rides temporarily along his track line from overtaking and must depart towards the side of the road. If a driver does not make an impression that he can see the driver driving behind him in the rear-view mirror, he is warned by a blue flag. If he does not react even in this case, he may be punished by excluding from the race.

2.26. Bends and approaches may be driven through by the drivers using any trail within the racing track. Any manoeuvres of a car causing danger to the other cars such as: an

unforeseeable change in the direction, preventing from driving, running drivers off inwards or outwards the track are strictly forbidden and will be punished at the discretion of the Race Director with the Track Commissioners.

2.27. If a driver must park his car for any reasons during a race, qualification or training, he must do so outside the track, leave the car and leave immediately for a safe area behind the guardrails to wait for a breakdown truck. If it has a technical failure allowing driving in the boxes, he can continue to drive under a white flag, warning about a slowly riding car on the track.

2.28. A car must not be pushed by the driver. He can only work on it in the box or in the area designated for this, but never on the track. A car from which oil is leaking during a race must leave the track and must not return to the box on the track.

2.29. The Director may order a driver to undergo a medical examination, including a blood drug or alcohol test at any time during an event.

2.30. The tail lights must be on. The stop lights must be functional.

2.31. A speed of max. 50 km/h is allowed in the box aisle.

2.32. Any breach of the general safety provisions may result in the exclusion of the driver from the event.

PROTESTS:

2.33. A protest may be filed by a driver who is recorded in the application for the race concerned, in writing with the Director or Deputy charged with this within 15 minutes after the end of the race. After the elapse of this period a protest cannot be filed and the scoring results become valid and closed.

2.34. One technical protest may be filed for one specific subgroup, i.e.:

- _ Engine block
- _ Crank mechanism
- _ Cylinder head
- _ Distribution systems
- _ Cooling and lubrication system
- _ Charging and exhaust system
- _ Gears
- _ Suspension and steering
- _ Brakes
- _ Body and chassis
- _ Wheels and tires
- _ Electrical and electronic system
- _ Safety equipment
- _ Engine displacement according to the relevant technical regulation.

The object of a protest for one subgroup stated in this way may be:

- _ Material
- _ Dimensions and weights
- _ Scope of repairs according to the relevant technical regulation.

2.35. A technical protest is regarded as filed in case that a **deposit of CZK 10,000 up to 50,000** is paid along with it. The legitimacy of a protest is assessed by a commission consisting of the Event Director, Chief + another Technical Commissioner.

2.36. The Event Director has the right to refuse a protest. This must be such case in which the unequivocal right is on the part of the driver or team against which the protest is filed.

The Director is obligated to give an explanation. In the case of a legitimate protest the offender is obligated to pay the organizer a **penalty of CZK 5,000** and the costs connected with work on restoring the car to its original state to the benefit of the injured.

2.37. There is no appeal against the Commission's verdict.

2.38. In case that a protest is accepted, the deposit of **CZK 10,000** is returned to the driver who has filed the protest; otherwise, it passes to the organizer.

SIGNALLING AND GENERAL SAFETY:

Signalling is ensured by the Track Commissioners and must be respected. A competing driver and his team must not use the same or similar flags.

Flag signalling:

a) **White flag** – moving – informs a driver that there will be a considerably slow car in the sector concerned.

b) **Yellow flag** – a danger signal.

1 moving – slow down, do not overtake, and be ready to change your direction; there is a hazard on the track.

2 moving – slow down, do not overtake, and be ready to stop; the track is completely or partially impassable. Signalling is only used in the station before the hazardous section. Overtaking is forbidden from the yellow flag up to the green flag, hanged out after the accident.

c) **Red flag** – moving – the race is interrupted by order of a person responsible; everybody must slow down and be ready to stop and return to the boxes. Overtaking is forbidden.

d) **Blue flag** – at rest – is shown to the drivers leaving the boxes if cars are approaching on the track onto which he drives – moving – during a race it is shown to a driver and signals that the driver must let a car faster by one round in front of him and allow him to overtake at the nearest possibility.

e) **Green flag** – moving – means that the track is free; shown after the yellow flag.

f) **Yellow flag with red strips** – at rest – informs the drivers in the area after the flag about the occurrence of adhesion, water or oil on the track.

g) **Black flag with an orange strip** – at rest – supplemented with a car race number board informs the driver about technical problems. The driver must drive to the boxes in the next possible round.

h) **Black flag** – at rest – supplemented with a race number board – driver disqualification – exclusion from the race.

i) **Black and white checker board** – finish.

j) **Fire extinguisher** – is shown to a driver whose car is probably on fire.

SAFETY CAR:

18.1. The SC is a car designated by the organizer and is marked with the **SAFETY CAR** sign and fitted with an orange light signalling device and performs the following functions:

a) Before the start of a race the SC is positioned on the grating and performs the function of a pace car during the start procedure.

b) The SC may be used on the basis of the Director's decision to neutralize the race.

18.2. If an order to drive out is given to the SC during a race, all track commissioner stations hang out **yellow flags – moving**, along with the SC board; at this time **overtaking is forbidden**. Signalling will be throughout the race. The SC drives out onto the track in front of the main driver. The drivers form a line after the SC a continue driving smoothly

and slowly.

18.3. If a race is terminated when the SC is used, then the SC and all cars after it drive under the checkered flag and drive to the box. **The cars must not overtake the SC.**

INCIDENTS:

2.39. An incident means one or several events or any act of a driver who breached these propositions by his behaviour, caused a collision, forced another driver to leave the track, prevented another driver from carrying out a permissible overtaking manoeuvre without justification, unsportsmanlike and aggressive driving method, failure to obey flag signalling and the officials' instruction, or overtaking while driving after the SC and this incident required an interruption of the race.

2.40. An incident while overtaking another driver: Every driver who has decided to overtake is responsible for the whole overtaking manoeuvre. The driver being overtaken must not manoeuvre the car intentionally.

2.41. If the race organizer assesses these incidents as hazardous for the other participants, the driver will be excluded from the race under the black flag or penalization.

AWARDING POINTS:

Awarding points in season 2023 is divided into 2 categories, i.e. awarding **Basic** and **Premium** points.

Basic points: In individual classes with engine capacities these points are awarded according to the table as follows:

Non-participation = dash in the points table

participation = points according to location, or 0b. in case the rider enters the training from the race day, it is considered to be a participant by starting the timer

Placing	1	2	3	4	5	6	7	8	9	10	11 and others
Points	20	15	12	10	8	6	4	3	2	1	0

2.42. Premium points: The winner in each group adds premium points for the winner to the total score of the groups (A, B, C, and D) from which the absolute CC 2023 winner will come of according to the number of the rivals taking part in his group using the following system: If always more than 3 drivers in the group started in the race (The driver who starts the timekeeper with the vehicle is considered to have started) the race winner adds the premium points for the total number of those starting according to the table:

Number of starting drivers	1	2	3	4	5	6	7	8	9	10 and over
Points	0	0	0	1	1	1	2	2	2	3

2.43. On the race day the first three drivers are evaluated according to the placing in each class.

2.44. In the final order after the end of the series the first 3 places will be evaluated in total according to the points won in groups of which the absolute CC 2023 series winner will also

come of and the first 5 places in each class.

2.45. Only drivers who complete at least more than 5 individual races (and at least 4 racing days at the same time) are included in the score of the final ranking of the categories.

The worst one result from the 9 races for which points are awarded will be deleted both in the class and in the group (A, B, C, and D).

The worst result in the total sum of the points of the best three drivers will not be deleted in the absolute order at the end of the season.

2.46. If the points are equal at the end of the season, the following will be taken into consideration when determining the 1st place:

a) The higher number of first places when completing the races during the season is always decisive.

b) In the case of another equality of the points and the equality of the first places in letter a) the decisive race between the winning drivers will take place, prescribed for 3 rounds, where the time will be measured. The best time of these rounds wins the 1st award of the total scoring. The drivers will drive in the same car, designated by the organizer in advance, under the same conditions.

BOXES:

2.47. The drivers will always be able to buy boxes on site one day in advance during AP. The box capacity is limited; it is possible to reserve it in advance now and pay for it along with paying the starting fee to the account.

2.48. There is a different type of box size on each circuit; however, it is possible to share it with another driver. 2-3 cars can always be placed either side by side or in a row. The drivers from different capacity groups will take their turns on the track and in the box on the race day.

ADVERTISING; PROMOTION:

2.49. A MANDATORY ADVERTISEMENT – STICKER – OF THE RACE GUARANTOR will be handed over to each registered driver during the technical acceptance of the car before the race concerned and it must be kept on the car always for the duration of one race and will be mandatorily placed below the race number sticker. The guarantor is only valid on the race day concerned and there will a different one on every other day. The mandatory sticker advertisement will therefore change. Also another mandatory advertisement will be placed on a car, the advertisement of the **MAIN SPONSOR OF THE RACE AND THE PLACEMENT OF IT WILL BE SPECIFIED.** The other sponsor's logos may be stuck to a car as the driver chooses.

2.50. A driver without this advertising sticker will not be allowed to start.

2.51. All rights to advertising and promotion in the areas of the whole racetrack (except for the inside of the box, accompanying cars, tents, and others) are the property of the organizer throughout the duration of the race. It is forbidden to hang out banners and canvases in the surroundings of the pits, on the track, on handrails, and others without notifying the organizer and paying the advertising fee.

For information about advertising promotion, call tel. +420 602 47 55 37.

PUNISHMENTS AND SANCTIONS:

2.52. The punishments for a breach of the technical regulations are solved by article 16.4.

2.53. The punishments when a protest for an unsportsmanlike action during a race, qualification or training is filed are solved individually.

- 2.54.** The punishment for failure to respect a yellow flag and overtaking when this flag is hang out is a percentage of **Euro 50**.
- 2.55.** The punishment for failure to respect a red flag and overtaking when this flag is hang out is a percentage of **Euro 100**.
- 2.56.** The punishment for driving in the opposite direction without the permission of the Track Commissioners is a percentage of Euro 200.
- 2.57.** The punishment for failure to drive in formation after the SC is penalizing with **10 sec**.
- 2.58.** The punishment for overtaking while driving after the SC is penalizing with **30 sec – 180 sec** according to the number of positions won.
- 2.59.** The punishment for failure to follow the start procedure and respect a constant speed before the start of a race is **30 sec** or disqualification.
- 2.60.** The punishment for unsportsmanlike behaviour on the track and causing an incident from 5 sec up to disqualification from the race.

WHAT IS NOT PERMITTED IS FORBIDDEN

The organizer reserves the right to change his decisions that will always be communicated to the drivers in advance and result from the situation concerned during the race and adjust the day time schedules or decide about other facts.