



**EUROPEAN AUTOSLALOM CHALLENGE  
WACHAURING MELK  
17. - 19. 07. 2026**

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## 1. General Information

**Venue:** Wachauring Melk (Austria)

**Date:** 17. – 19. 07. 2026

**Track Layout:** Two variants (Track A / Track B)

**Track Length:** Approximately 1,700 metres

**Maximum Number of Drivers:** 140

**Entry Fee:** €235 (Official EASC T-Shirt included) (1st wave until 30. 04. 2026)

**Classifications:** Overall Classification, Overall Car Classification, Car Categories, Junior U21, Masters 50+, Women, Nations

**Prizes:** EASC Champion titles, Entry tickets for EASC 2027 and other events (approx. €2,000), Trophies, Prizes from official partners

### **Championship Format:**

Track A: 1 Practice run; 5 Race runs

Track B: 1 Practice run; 5 Race runs

## 2. Organiser and Official Status

- The European Autoslalom Challenge 2026 (EASC) is organised by the EASC Promoter (WeRace z.s.) in cooperation with Training Center Melk.
- EASC 2026 is organised under the authority of Autoklub České republiky (ACR) and is held in accordance with:
  - The FIA International Sporting Code (ISC)
  - The National Sporting Regulations of Autoklub ČR
  - Supplementary Regulations
- The following officials are appointed for the event:
  - ASN Steward (Sporting & Technical Commissioner): appointed by AČR
  - Race Director
  - Safety Officer
  - Chief Timekeeper
  - Technical Director
- The ASN Steward acts as the highest sporting authority during the event.

### 3. National Quotas and Qualification Process

- A total of 90 entries are reserved for eligible drivers who have achieved one of the following results:
  - Placed 1st, 2nd, or 3rd in the EASC 2023 or EASC 2025 (Overall Classification or any official category), or
  - Placed 1st, 2nd, or 3rd in their respective National Championship in 2024 or 2025, either in the Overall Classification or in any official category.
- The remaining 50 entries are open to drivers without qualification requirements.
- **Qualifying countries (Alphabetical)**
  - Albania, Andorra, Austria, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Kosovo, Latvia, Liechtenstein, Lithuania, Luxembourg, Malta, Moldova, Montenegro, Netherlands, North Macedonia, Norway, Poland, Portugal, Romania, San Marino, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey, Ukraine, United Kingdom

### 4. Timetable

FRIDAY 17. 07. 2026	ADMINISTRATIVE CHECKS / SCRUTINEERING / OPENING CEREMONY / BRIEFING
SATURDAY 18. 07. 2026	COMPETITION (TRACK A)
SUNDAY 19. 07. 2026	COMPETITION (TRACK B) / PODIUM CEREMONY

### 5. Registration

- Entry Fee:
  - 1st wave – until 30 April 2026: €235 (Official EASC T-Shirt included)
  - 2nd wave – until 16 July 2026: €250 (Official EASC T-Shirt included)
- Registration opens on 10 March 2026 via the official website:
- <https://www.europeanautoslalom.com/>
- A deposit of €100 is required at the time of registration.
  - The deposit is refundable only if the vacated entry is replaced by another driver. Refunds are processed at the discretion of the Organiser.
  - The deadline for payment of the remaining entry fee will be specified in a separate communication.

## 6. Track

- Location: Wachauring Melk, Austria ([Google Maps](#))
- Track Length: Approximately 1,700 metres
- Track Variants: Two layouts (Track A and Track B)
- The detailed layout of both track variants will be published in the official event documents.
- Surface: 100% Asphalt

## 7. Location

- The event takes place at Wachauring Melk, Austria, located approximately 90 kilometres west of Vienna in the federal state of Lower Austria.
- The venue is situated near the historic town of Melk, renowned for the famous Melk Abbey and its rich cultural heritage, in the scenic Wachau region.
- The venue offers modern facilities, including a spacious asphalt paddock, restaurant, café, grandstands, control tower, media centre, briefing room, showers and sanitary facilities.
- The paddock provides access to electricity.
- Overnight stay in caravans and tents is permitted within the designated paddock area.

## 8. Competition Format

- The competition features a unique scoring system designed to ensure fair and balanced conditions for all drivers, taking into account varying weather conditions, technical factors and the overall event format.
- The competition is conducted on two different track layouts (Track A and Track B).
- Each driver completes:
  - Track A: 1 practice run and 5 race runs
  - Track B: 1 practice run and 5 race runs
- Each race run is classified separately based on the finishing position achieved in that run.
- Points are awarded according to the race run classification in the following classifications:
  - Overall Classification
  - Overall Car Classification
  - Individual Car Categories
  - Junior Classification
  - Women Classification

- For each race run:
  - A driver who does not start (DNS) will receive 0 points for that run.
  - A driver who does not finish (DNF) will receive 0 points for that run.
  - A driver disqualified from a run (DQ) will receive 0 points for that run.
- Runs scored with 0 points, including DNS, DNF or DQ, are considered valid race runs and may be counted among the three dropped results.
- Each driver's final championship result is determined by the sum of their 7 highest-scoring race runs. The 3 lowest-scoring race runs are not counted.
- In the event of a tie in total points, the higher-ranked driver will be determined by the combined sum of their fastest race run time on Track A and their fastest race run time on Track B. The driver with the lower combined time will be ranked higher.
- Current standings are published on the official event website and in the drivers' area.
- The Masters category is evaluated separately based on time consistency, as defined in Article "Masters".

## 9. Points System

- Each race run is classified separately within each of the following classifications:
  - Overall Classification
  - Overall Car Classification
  - Individual Car Categories
  - Junior Classification
  - Women Classification
- Points are awarded independently within each classification based on the finishing position achieved in that specific race run.
- The final classification of each run is determined by the achieved time including any applied penalties.
- A maximum of 15 drivers are awarded points in each classification per race run. If fewer than 15 drivers are classified in a specific classification, points are awarded according to their finishing position (e.g. 8th position receives 8 points). Drivers classified below 15th position, or not classified in a run, receive 0 points.
- Points are allocated as follows:

POS	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.
PTS	16	14	13	12	11	10	9	8	7	6	5	4	3	2	1

## 10. Prizes

- Trophies and official titles are awarded in the following classifications:
  - Overall Classification
  - Overall Car Classification
  - Individual Car Categories
  - Junior Classification
  - Women Classification
  - Masters Classification
  - Nations Classification
- The driver finishing 1st in each classification will receive a trophy and the title of EASC 2026 Champion.
- The driver finishing 2nd in each classification will receive a trophy and the title of EASC 2026 Vice-Champion.
- The driver finishing 3rd in each classification will receive a trophy and the title of EASC 2026 Second Vice-Champion.
- Additional prizes, including free entry to EASC 2027 and other selected events (with an approximate total value of €2,000), may be awarded at the discretion of the Organiser.
- The allocation, scope and distribution of additional prizes are determined solely by the Organiser and are not subject to protest.

## 11. Categories

- Vehicles are classified in accordance with the Technical Regulations and assigned to the appropriate division and category.
- Drivers meeting the eligibility criteria may additionally be classified in the relevant special classifications (Junior, Women, Masters).
- The Organiser reserves the right to:
  - create additional categories if required,
  - merge categories with fewer than five (5) entered drivers with the closest appropriate category,
  - divide categories with twenty (20) or more entered drivers.
- Any merging or division of categories will be announced before the start of the competition and will not be subject to protest.

<b>OVERALL CLASSIFICATION</b>		
<b>OVERALL CAR CLASSIFICATION</b>		
<b>FABIA CUP</b>		
<b>STOCK 16</b>	<b>1 CCM - 1 600 CCM</b>	
<b>STOCK 30</b>	<b>1 601 CCM - 3 000 CCM</b>	
<b>SPORT 14</b>	<b>1 CCM - 1 400 CCM</b>	
<b>SPORT 16</b>	<b>1 401 CCM - 1 600 CCM</b>	
<b>SPORT 20</b>	<b>1 601 CCM - 2 000 CCM</b>	
<b>SPORT 20+</b>	<b>2 001 CCM +</b>	
<b>SPORT 4x4</b>	<b>UNLIMITED CCM</b>	
<b>RACING 16</b>	<b>1 CCM - 1 600 CCM</b>	
<b>RACING 30</b>	<b>1 601 CCM - 3 000 CCM</b>	
<b>SUPERCARS PRODUCTION</b>	<b>UNLIMITED CCM</b>	<b>PRODUCTION-BASED SPORTS CARS (SERIES CHASSIS)</b>
<b>SUPERCARS PROTOTYPE</b>	<b>UNLIMITED CCM</b>	<b>TUBE-FRAME OR PURPOSE-BUILT RACING PROTOTYPES</b>
<b>JUNIOR 21</b>		
<b>MASTERS 50</b>		
<b>WOMEN</b>		
<b>NATIONS CUP</b>		

## 12. Nations Cup

- All participating countries are automatically classified in the Nations Cup.
- Nations Cup classification is determined based on the final championship results in the Individual Car Categories.

- Points are awarded to each country according to the final position achieved by its drivers in each Individual Car Category as follows:

FINAL POS.	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.
PTS FOR NC	10	9	8	7	6	5	4	3	2	1

- A maximum of five drivers per country may contribute to the Nations Cup standings. For each country, only the five highest-scoring drivers are counted.
- In the event of a tie in total points between two or more countries, the higher-ranked country will be determined by the number of 1st places achieved by its counted drivers. If still tied, the number of 2nd places, then 3rd places, and so on, will be considered. If the tie remains unresolved, the results of the remaining drivers from the respective countries will be taken into account.

### 13. Overall Classification

- The Overall Classification consists of two separate classifications:
  - Overall Classification
    - This classification includes all competing vehicles across all divisions.
  - Overall Car Classification
    - This classification includes only vehicles competing in the Stock, Sport and Racing divisions.
    - Vehicles classified in the Supercars division are not included in the Overall Car Classification.
- Both classifications are determined in accordance with the Points System defined in Article “Points System”.

### 14. Masters

- The Masters Classification is open to drivers who are 50 years of age or older on 18 July 2026. Drivers born on or before 18 July 1976 are eligible to participate in the Masters Classification.
- The Masters ranking is determined based on time consistency.
- For the purpose of consistency evaluation, each driver’s 4 fastest race run times on Track A and 4 fastest race run times on Track B are taken into account.
- All times considered include any applied penalties.
- For each track, the difference between the fastest and the slowest time among the 4 evaluated runs is calculated.

- The final Masters consistency score is the sum of:
  - the time difference calculated on Track A, and
  - the time difference calculated on Track B.
- The driver with the lowest total consistency score is ranked highest in the Masters Classification.
- For the Masters consistency evaluation, each driver must have 4 valid race run times on each track.
- If a driver has fewer than 4 valid race runs on a track (including DNS, DNF or DQ), a fixed penalty of 30 seconds will be applied to the consistency calculation for each missing valid run on that track.
- The fixed penalty applies solely to the Masters Classification and does not affect the official classification of individual race runs.
- In the event of a tie in the final Masters consistency score, the higher-ranked driver will be determined by the combined sum of their fastest race run time on Track A and their fastest race run time on Track B. The driver with the lower combined time will be ranked higher.

## 15. Junior & Women

- The Junior and Women Classifications are determined independently in accordance with the Points System defined in Article “Points System”.
- Only drivers competing with vehicles from the Stock, Sport and Racing divisions are eligible to be classified in the Junior and Women Classifications.
- Drivers competing in the Supercars division are not eligible for classification in the Junior or Women Classifications and are classified exclusively within the Supercars division.

### Junior Classification

- The Junior Classification is open to drivers who are 21 years of age or younger on 18 July 2026. Drivers born after 18 July 2004 are eligible to participate in the Junior Classification.

### Women Classification

- The Women Classification is open to female drivers.

## 16. Fabia Cup

- Fabia Cup is an official Individual Car Category within EASC 2026.
- Participation is open to any driver, including those simultaneously competing in another category with their own vehicle.
- A maximum of ten drivers may participate in the Fabia Cup.
- All drivers compete using identical rental vehicles:
  - Škoda Fabia 1.4 (1st generation).
- Two identical vehicles are available. Drivers rotate between the vehicles and starting positions according to a schedule determined by the Organiser. The rotation schedule will be published and distributed to drivers during registration on Friday.
- No tyre pre-heating or tyre warming is permitted. Vehicles are used in continuous rotation throughout the event, and starting conditions may vary between runs. Such variations are considered part of the sporting format of the Fabia Cup and do not constitute grounds for protest.

### Sporting Status

- The Fabia Cup is classified as an Individual Car Category and follows the Points System defined in Article "Points System".
- Fabia Cup drivers are classified:
  - within the Fabia Cup category,
  - in the Overall Classification,
  - in the Overall Car Classification,
  - and, where applicable, in the Junior, Women and Masters Classifications.

### Technical Failure

- If a technical failure occurs during a race run, the driver is not entitled to a replacement run. If a technical issue is identified before the start of a run, the Organiser will attempt to repair the vehicle. If the repair cannot be completed in time, the driver will start the run using the second available vehicle.

### Rental Package

- The rental package includes:
  - Full vehicle rental for the entire event
  - Tyres and fuel
  - Racebox telemetry
  - GoPro camera
  - Helmet rental

### **Rental Fee**

- The rental fee for the entire event is €250.

### **Liability for Damage**

- Drivers participating in the Fabia Cup are responsible for any damage caused to the rental vehicle due to negligent, reckless or improper driving.
- In the event of significant damage to the vehicle, the Organiser will assess the extent of the damage and determine the financial compensation required. The driver is obliged to reimburse the assessed damage costs.
- Minor cosmetic wear resulting from normal competition use is not subject to reimbursement.
- The Organiser's assessment of the damage is final and not subject to protest.

## **17. General Vehicle Provisions**

- The following provisions apply to all vehicles, regardless of division or category.
- Electric vehicles (EV), go-karts, formula cars, ATVs and buggies are strictly prohibited.
- For forced induction engines (turbocharged or supercharged), an equivalency factor of 1.4 applies in all categories.
- All vehicles must be equipped with a securely mounted tow hook.
- The use of nitrous oxide systems or any chemical or mechanical performance-enhancing substances is prohibited.
- Any form of artificial tyre heating is strictly prohibited in the Stock and Sport divisions. This includes, but is not limited to, tyre warmers, heating blankets, heated boxes, external heat sources or any other device intended to increase tyre temperature prior to a run.
- A maximum of four (4) drivers may compete using the same vehicle.
- In the Stock and Sport divisions, when a vehicle is shared by multiple drivers, a minimum interval of ten (10) minutes must elapse between the start times of consecutive runs of the same vehicle.
- Co-drivers are strictly prohibited during all runs.
- Vehicle compliance is supervised by the Technical Director, who is responsible for scrutineering and final category assignment in consultation with the ASN Steward.
- Detailed technical checks will take place:
  - prior to the official start of the competition,
  - randomly during the event, and
  - in parc fermé.
- All modifications must comply with the specific Technical Regulations of the respective division.

## 18. Technical Regulations

### a) Stock Division

- The Stock Division is intended exclusively for series-production two-wheel drive (2WD) vehicles with valid road registration.
- All four-wheel drive (4x4/AWD) vehicles are not eligible for the Stock Division.
- Only modifications explicitly permitted below are allowed.
- Any modification not expressly permitted is prohibited.

#### 1. Interior

**1.1.** Steering wheel, seat belts and front seats may be replaced with Stock, Sport or Racing type components.

**1.2.** Additional accessories may be mounted on the dashboard.

**1.3.** Mandatory road equipment (such as warning triangle, first aid kit, etc.) and the rear parcel shelf may be removed.

**1.4.** The remainder of the interior must remain factory-original.

**1.5.** A strut brace is permitted for the purpose of installing racing seat belts.

#### 2. Safety Bar

**2.1.** Roll cages, roll bars and half cages are prohibited.

**2.2.** In open-top vehicles, a simple rollover protection bar behind the driver's head is permitted. No additional structural reinforcements are allowed.

#### 3. Bodywork

**3.1.** All bodywork elements must remain factory-original in shape and material.

**3.2.** Replacement body panels made of non-original materials are prohibited.

**3.3.** Aerodynamic devices not originally fitted by the manufacturer are prohibited.

**3.4.** Wheel arches may not be modified.

#### 4. Suspension

**4.1.** Replacement shock absorbers and springs are permitted.

**4.2.** Suspension components that are part of the original suspension system (including bushings, joints and anti-roll bars) may be replaced or upgraded.

**4.3.** Adjustment of suspension geometry (camber, toe, caster) is permitted within the original suspension design.

**4.4.** The original suspension design must be retained. No relocation of suspension mounting points or structural modifications to the chassis or body are permitted.

**4.5.** Motorsport suspension systems with external reservoirs are prohibited.

## **5. Brakes**

**5.1.** Brake pads are free.

**5.2.** Brake discs may be replaced only if original dimensions are retained.

## **6. Tyres and Wheels**

**6.1.** Tyres must be homologated for road use (E-marked).

**6.2.** Wheels are free in dimension.

**6.3.** Wheel spacers are unrestricted.

**6.4.** The complete wheel must remain fully covered by the bodywork when viewed from above. No part of the tyre or wheel above the wheel centre line may protrude beyond the bodywork.

**6.5.** Any form of artificial tyre heating is prohibited.

## **7. Steering**

**7.1.** Steering components may be replaced, provided original mounting points are retained.

## **8. Transmission**

**8.1.** Only the final drive ratio may be modified.

## **9. Differential**

**9.1.** Limited slip differential is permitted.

## **10. Engine**

**10.1.** Replacement of air filter element is permitted. The original intake system must remain in place.

**10.2.** Aftermarket exhaust systems are permitted from the catalytic converter rearwards.

**10.3.** Engine internals must remain original.

**10.4.** Engine swaps, ECU modifications, turbocharger upgrades, supercharger upgrades and intercooler modifications are prohibited.

## **b) Sport Division**

- The Sport Division is intended for modified production-based vehicles.
- Vehicles may compete with or without valid road registration.
- Only modifications explicitly permitted below are allowed.
- Any modification not expressly permitted is prohibited.

## **1. Interior**

- 1.1.** Steering wheel, seat belts and front seats may be replaced with Stock, Sport or Racing type components.
- 1.2.** Additional accessories may be mounted on the dashboard.
- 1.3.** Mandatory road equipment (such as warning triangle, first aid kit, etc.) and the rear parcel shelf may be removed.
- 1.4.** The dashboard itself, front door panels and all interior elements located forward of the rear edge of the front seats must remain factory-original in shape and presence.
- 1.5.** Rear seats and rear interior trim (i.e. behind the rear edge of the front seats) may be removed or modified.
- 1.6.** Safety structures are permitted in accordance with Article 2.

## **2. Safety Bar**

- 2.1.** Roll bars and half cages are permitted.
- 2.2.** Installation of safety structures must not require modification of the original body structure, except for minimal cut-outs necessary for proper installation.
- 2.3.** Interior panels located forward of the rear edge of the front seats must remain in place.

## **3. Bodywork**

- 3.1.** A maximum of one (1) of the following bodywork elements may be replaced or modified from its original manufacturer condition:
  - Hood
  - Front bumper
  - Rear bumper
  - Trunk lid
  - Front or rear lighting units
- 3.2.** The replacement bodywork element may be made of alternative materials.
- 3.3.** All other bodywork elements must remain factory-original in shape and material.
- 3.4.** A fixed rear wing or rear spoiler is permitted. The rear wing must not exceed the highest point of the original roofline.
- 3.5.** Front splitters extending more than 50 mm beyond the original bumper contour are prohibited.
- 3.6.** Rear diffusers, flat floors and aerodynamic underbody modifications are prohibited.

## **4. Suspension**

- 4.1.** Shock absorbers and springs are unrestricted, including height- and stiffness-adjustable suspension systems.
- 4.2.** Adjustable top mounts and camber plates are permitted.

**4.3.** Strut bars (front and rear) are permitted.

**4.4.** Anti-roll bars are free.

**4.5.** Suspension arms, joints and bushings may be replaced or modified. Adjustment of suspension geometry (camber, toe, caster) is permitted.

**4.6.** The original suspension design must be retained. No relocation of suspension mounting points or structural modifications to the chassis or body are permitted.

## **5. Brakes**

**5.1.** Brake pads, discs and calipers are unrestricted.

**5.2.** Brake master cylinder and pedal assembly must remain in the original location.

**5.3.** Modification of the vehicle structure for the purpose of installing brake components is prohibited.

## **6. Tyres and Wheels**

**6.1.** Tyres must be homologated for road use (E-marked).

**6.2.** Wheels are free in dimension.

**6.3.** Wheel spacers are unrestricted.

**6.4.** The complete wheel must remain fully covered by the bodywork when viewed from above. No part of the tyre or wheel above the wheel centre line may protrude beyond the bodywork.

**6.5.** Any form of artificial tyre heating is prohibited.

## **7. Steering**

**7.1.** Steering components may be replaced, provided original mounting points and steering layout are retained.

## **8. Transmission**

**8.1.** Gearbox replacement and modification are permitted.

**8.2.** Gear ratios and final drive ratio are unrestricted.

**8.3.** Sequential gearboxes and straight-cut gearboxes are prohibited.

**8.4.** The gearbox must be operated via an original-type shifting mechanism.

**8.5.** Modification of the vehicle structure for the purpose of installing a transmission is prohibited.

## **9. Differential**

**9.1.** Any differential is permitted.

## **10. Engine**

**10.1.** Engine replacement is permitted, provided the replacement engine originates from the same manufacturer.

**10.2.** Internal engine modifications are permitted.

**10.3.** ECU modifications and remapping are permitted.

**10.4.** The original type of induction system (naturally aspirated, turbocharged or supercharged) must remain unchanged.

**10.5.** The original turbocharger or supercharger must remain externally standard for the specific engine model. Internal modifications, hybrid units or upgraded units are prohibited.

**10.6.** Intercooler replacement is permitted, provided it does not require modification of the vehicle's structural elements.

**10.7.** Installation of individual throttle bodies (ITB) is prohibited unless originally fitted by the manufacturer for that engine model.

## **c) Racing Division**

- The Racing Division is intended for vehicles exceeding the specifications of the Stock and Sport divisions.
- Vehicles must be based on a production vehicle body shell. The original main structural elements of the production body shell (floorpan, A/B/C pillars) must remain identifiable.
- Tube-frame constructions and purpose-built prototype vehicles are not eligible for the Racing Division and must compete in the Supercars category.
- All vehicle modifications are permitted, provided safety regulations and the provisions below are respected.

### **1. Interior**

**1.1.** Steering wheel, seat belts and seats may be series-production or motorsport type, either road-homologated ("E") or motorsport-homologated (FIA, current or expired).

**1.2.** Interior modifications are unrestricted, provided safety requirements are respected.

**1.3.** A fire extinguisher with a minimum capacity of 2 kg must be installed within reach of the driver.

#### **1.4. Fuel System**

**1.4.1. Fuel Tank:** The fuel tank must be equipped with a multifunction valve (venting, overpressure and rollover protection) and may be:

a) the original production tank,

b) an FIA-homologated FT3 tank, or

c) an aluminium tank manufactured from alloy sheet with a minimum thickness of 3 mm (material equivalent to EN-AW1052A-H24). If an aluminium tank is used: Welding must be performed by a certified welder for non-ferrous metals. The tank must be filled with safety foam compliant with US standard MIL-B-83054, or alternatively protected externally with

certified anti-explosion film (e.g. D-STOP type). No mounting brackets may be welded directly onto the tank. The tank must be secured to the vehicle's rigid structure using metal straps only.

#### **1.4.2. Fuel Pumps and Lines**

Fuel pumps are unrestricted but must be separated from the driver compartment and must operate only when the engine is running (except during starting).

Fuel lines must be fire-resistant and mechanically secured. No detachable fuel line connections are permitted in the immediate driver area. Fuel line connections are permitted in the rear part of the vehicle provided they are outside the driver's immediate operating zone and properly protected.

Fuel shut-off valve is optional.

**1.5. Electrical System – Battery:** Dry-type batteries may be installed inside the driver compartment behind the seat. Wet or dry batteries may be installed in the engine bay or other compartments. Wet batteries must be covered with a non-conductive protective cover.

## **2. Safety Bar**

**2.1.** Installation of a welded or bolted roll cage is recommended in accordance with FIA Appendix J (Art. 253-8). Minimum permitted seamless steel tube dimensions: Ø38 x 2.5 mm, Ø40 x 2.5 mm, Ø45 x 2.5 mm, Ø50 x 2.0 mm. Combination of different diameters is permitted.

## **3. Bodywork**

**3.1.** Aerodynamic devices and bodywork modifications are unrestricted.

**3.2.** Aerodynamic components must not exceed the maximum vehicle width measured without mirrors.

**3.3.** All external body panels (doors, hood, trunk lid, fenders, bumpers) must be mechanically secured using original fasteners, dedicated mounts or quick-release fasteners requiring tools.

**3.4.** Doors must remain installed in their original position and must remain operational throughout the event, including practice runs.

**3.5.** If front or rear hood panels are modified, at least two additional fastening devices must be installed on each hood. Hoods must cover all engine components. Openings covered by mesh are permitted.

**3.6.** Fenders must cover at least one-third (1/3) of the wheel circumference across the full wheel width.

**3.7.** Windscreen must be laminated safety glass with road approval marking, or polycarbonate with a minimum thickness of 5 mm and increased surface hardness. Other windows may be safety glass or plastic material with a minimum thickness of 3 mm (driver side minimum 4 mm).

**3.8.** Flat floors, underbody aerodynamic elements and diffusers are permitted.

#### **4. Suspension**

**4.1.** The suspension system is unrestricted.

#### **5. Brakes**

**5.1.** The brake system is unrestricted.

#### **6. Tyres and Wheels**

**6.1.** Any tyres and wheels are permitted.

**6.2.** Any form of tyre heating is permitted.

**6.3.** No part of the wheel or tyre above the wheel centre line may protrude beyond the bodywork.

**6.4.** Wheel studs and nut conversions are permitted provided the number of fastening points and thread diameter remain unchanged.

#### **7. Steering**

**7.1.** The steering system is unrestricted.

#### **8. Transmission**

**8.1.** The transmission system is unrestricted.

#### **9. Differential**

**9.1.** The differential system is unrestricted.

#### **10. Engine**

**10.1.** The engine and induction system are unrestricted.

**10.2.** Exhaust outlets must remain within the vehicle perimeter, not more than 100 mm beyond the body contour, and must be located at the rear or side of the vehicle.

**10.3.** Maximum exhaust outlet height is 500 mm above ground level. Exhaust outlets must not be directed upwards.

### **d) Supercars Division**

- The Supercars Division is intended for specific vehicle types and technical concepts as defined below.
- Unless otherwise stated in this article, all relevant safety provisions of the Racing Division apply.
- Supercars Division is divided into two subcategories:
  - Supercars Production
  - Supercars Prototype

## **1. Vehicle Types and Eligibility**

### **1.1. Supercars Production**

This category includes:

- Supersport and hypersport production-based vehicles
- Open-wheel production-derived vehicles with exposed wheels (e.g. Caterham-type vehicles)
- Radical-type vehicles based on production chassis concepts
- Vehicles exceeding the performance or design limits of the Stock, Sport or Racing divisions but still based on a production chassis

### **1.2. Supercars Prototype**

This category includes:

- Vehicles with tubular chassis constructions
- Space-frame vehicles
- Purpose-built racing prototypes
- Vehicles not based on a production vehicle body shell
- Custom-built race cars
- Vehicles exceeding the structural definition of Racing or Supercars Production

## **19. Briefing**

- All drivers must attend the mandatory Drivers' Briefing, which will take place on Friday evening at a time specified in the official timetable.
- The Drivers' Briefing is an integral part of the event regulations.
- Important sporting, safety and organisational information may be communicated during the briefing. Any instructions given by the Race Director during the briefing are binding.
- Failure to attend the Drivers' Briefing may result in a penalty, including refusal of start, at the discretion of the Race Director.
- All additional bulletins and appendices to these regulations may be published before or during the event and are considered official once issued.

## **20. Driver**

- The minimum age for participation is 12 years. Any exception to the minimum age requirement is subject to approval by the ASN.
- Drivers under 18 years of age must provide written consent from their legal guardian and must be accompanied by the legal guardian throughout the event.

- Except for Fabia Cup participants, competing with more than one vehicle is not permitted. Drivers participating in the Fabia Cup may simultaneously compete in another category with their own vehicle.

## **21. Driver's Equipment**

- During all runs, drivers must wear:
  - A properly fastened helmet
  - Sturdy footwear
  - Long trousers
  - A long-sleeved upper garment
- Helmets may be open-face or full-face. Helmets must comply with either a recognised road-use homologation standard or a recognised motorsport homologation standard.
- In the Racing and Supercars divisions, a racing suit is mandatory. FIA homologation is not required. In all other divisions, the use of a racing suit is strongly recommended.
- The use of gloves is recommended in all divisions.

## **22. Licences**

- All drivers must hold a valid national or international competition licence issued by an ASN affiliated with the FIA.
- Licences issued for autoslalom or other recognised motor sport disciplines are accepted.
- The licence must be valid for the year 2026 and must be presented during the Administrative Checks.
- It is the sole responsibility of each competitor to ensure that their licence is valid and that they comply with the regulations of their issuing ASN, including any requirements regarding start permissions.
- Drivers must hold a licence appropriate to their age in accordance with ASN regulations.
- The Organiser reserves the right to refuse entry to any competitor whose licence status does not comply with applicable ASN regulations.

## **23. Insurance**

- An insurance contribution in accordance with ASN regulations may be required from competitors. This contribution is not included in the entry fee.

- The amount and payment method will be specified in the Supplementary Regulations or official bulletins.
- The event is registered in the official calendars of Autoklub České republiky (AČR) and the Austrian Motor Federation (AMF).
- Civil liability insurance is arranged in accordance with the applicable ASN regulations and valid insurance policies.
- The Organiser is insured for liability towards third parties under insurance arranged through AMF.
- All entered competitors are covered by third-party liability insurance arranged through Autoklub České republiky (ACR).
- The scope and limits of coverage are governed exclusively by the respective insurance policies and ASN regulations.
- The insurance covers damages and bodily injury caused to third parties in connection with the event.
- The insurance does not cover:
  - Damage to competitors' own vehicles
  - Damage between competitors
  - Personal accident or health insurance for drivers
  - Indirect or consequential losses
- All drivers are responsible for arranging their own personal accident and health insurance.
- Participation in the event is at the competitor's own risk.

## **24. Safety and Fair-Play**

- All drivers are deemed to have read, understood and accepted these regulations.
- Drivers must comply with all sporting, technical and safety requirements throughout the event.
- Each driver is responsible for ensuring that their vehicle is in a safe condition at all times, including the proper fastening of seats and seatbelts.
- In the Racing and Supercars divisions, a fire extinguisher (min. 2 Kg) securely mounted within reach of the driver is mandatory. In the Stock and Sport divisions, a fire extinguisher is strongly recommended.
- Drivers must wear a properly fastened seatbelt and helmet at all times while on the track.
- Vehicles must run with doors and windows closed while on track. This requirement does not apply to vehicles of open construction (e.g. open-wheel or similar vehicles).
- Compliance with the regulations is monitored by the Race Director, ASN Steward, Technical Director and appointed officials.

- Unsporting behaviour, dangerous driving or conduct contrary to the spirit of fair competition may result in penalties as defined in Article “Penalty System”.

## **25. Starting Procedure**

- Drivers start their runs according to their assigned start numbers.
- Start numbers are allocated based on the car categories to group vehicles of the same category as closely as possible.
- Drivers must position their vehicle at the start line as instructed by the start marshal.
- The start is given by the official starter’s signal.
- Timing begins when the vehicle crosses the official timing line.
- Any false start, failure to follow the starter’s instructions, or delay at the start line may result in a penalty as defined in Article “Penalty System”.
- Failure to present at the start when called may result in the run being recorded as DNS.

## **26. Flag Signalisation and Track Behaviour**

- Drivers must continuously observe and comply with all signals given by track marshals and officials.

### **Red flag**

- A red flag indicates immediate interruption of the run for safety or organisational reasons.
- Upon seeing a red flag, the driver must immediately reduce speed and stop at the nearest marshal post or as directed by officials, and await further instructions.
- If a run is interrupted by a red flag for reasons not attributable to the driver, the driver will be granted a replacement run.

### **Conduct on Track**

- It is strictly prohibited to stop, reverse, turn around, or open vehicle doors or windows on the track unless instructed by an official.
- If a vehicle becomes immobilised on track, the driver must activate hazard warning lights (if available) and remain inside the vehicle unless otherwise instructed by officials.
- Unauthorised access to the track area is strictly prohibited. Drivers, team members and spectators are permitted only in the paddock and designated spectator areas.
- Failure to comply with marshal instructions or track safety rules may result in penalties as defined in Article “Penalty System”.

## 27. Penalty System

- The result of each race run is determined by the achieved time plus any penalty seconds incurred during that run.
- Penalty seconds are added to the driver's measured time.
- The following penalties apply:

<i><b>KNOCKING DOWN A CONE</b></i>	<i><b>2 SECONDS / CONE</b></i>
<i><b>DISPLACING A CONE FROM ITS MARKED POSITION</b></i>	<i><b>2 SECONDS / CONE</b></i>
<i><b>INCORRECTLY PASSING OR OMITTING A GATE</b></i>	<i><b>20 SECONDS / GATE</b></i>
<i><b>PASSING A SLALOM SECTION IN THE WRONG DIRECTION</b></i>	<i><b>20 SECONDS / GATE</b></i>
<i><b>FAILURE TO STOP AT THE DESIGNATED STOP LINE AFTER THE FINISH LINE</b></i>	<i><b>20 SECONDS</b></i>
<i><b>FAILURE TO COMPLY WITH A RED FLAG SIGNAL</b></i>	<i><b>DQ FROM THE RUN</b></i>

- All penalties incurred during a run are cumulative.
- The assessment of penalties is made by the appointed officials and confirmed by the Race Director and/or ASN Steward where required.
- Serious breaches of the regulations, dangerous driving or failure to follow official instructions may result in disqualification from the entire competition.
- All penalty decisions are final unless otherwise provided by the protest procedure defined in Article "Protests".

## 28. Timing System

- The competition is timed using an official ASN-approved electronic timing system operated by licensed ASN timekeepers.
- One primary timing system is used for the official measurement of times. In addition, a secondary control timing system is installed for monitoring and verification purposes only. The secondary system does not serve as the official source of timekeeping results.
- In the event of a failure or incorrect measurement by the primary timing system in a specific run, the Race Director, in consultation with the ASN Steward and Chief Timekeeper, may decide on the appropriate corrective action, including the granting of a replacement run.
- Only times recorded by the official primary timing system shall be considered valid for classification purposes.

## 29. Protests

- The right to protest belongs exclusively to entered competitors.
- A protest may be submitted:
  - During the competition, or
  - No later than 15 minutes after the publication of provisional results.
- All protests must be submitted in electronic form to the Race Director.
- The protest fee is set at €200.
- If a protest requires dismantling of mechanical components or technical inspection beyond standard scrutineering, an additional deposit may be required as determined by the ASN Steward.
- Protests are examined and decided by the ASN Steward.
- If a protest is upheld, the protest fee will be refunded. If the protest is rejected, the protest fee will be retained.
- Decisions of the ASN Steward are final within the event framework and subject to applicable ASN/FIA regulations.

## 30. Weather & Conditions

- The competition takes place in all weather conditions.
- In the event of adverse weather conditions or circumstances affecting safety, the Race Director, in consultation with the ASN Steward, may suspend, delay, modify or cancel any part of the competition.
- Any such decision is final and not subject to protest.
- If necessary, the competition format may be adjusted to ensure the safe and fair completion of the event.

## 31. Paddock

- The paddock forms part of the official competition venue and is defined on the event area map.
- The maximum permitted speed in the paddock is 20 km/h.
- All drivers are fully responsible for their own conduct and for the conduct of their team members and accompanying persons.
- Drivers must maintain cleanliness within their allocated paddock space and ensure that all equipment, materials and waste brought to the event are properly removed after the competition.

- The use of an impermeable ground sheet (protective mat) under each vehicle in the paddock is mandatory.
- Failure to comply with paddock regulations may result in penalties as defined in Article "Penalty System".

## **32. Agreement**

- Participation in the event is at the competitor's own risk.
- By submitting an entry, the competitor declares that they participate voluntarily and assume full responsibility for their actions during the event.
- Competitors are liable for any damage or injury caused through their own fault to other competitors, officials, third parties or property.
- Except in cases of wilful misconduct or gross negligence, competitors waive any claims against the Organiser, ASN, officials, venue operators and other participants arising from participation in the event.
- All drivers agree to comply with these regulations and all instructions issued by the officials.
- It is strictly prohibited to participate in any run under the influence of alcohol, drugs or any substances that may impair physical or mental ability.
- Drivers must at all times adjust their driving behaviour to their level of skill, experience, vehicle condition, weather and track conditions, prioritising safety over performance.

## **33. Special Regulations**

- The Organiser reserves the right to issue additional regulations, clarifications or amendments to these Supplementary Regulations.
- All amendments and additional regulations will be published in the form of official bulletins and will form an integral part of these regulations once issued.
- In matters not explicitly covered by these regulations, decisions shall be taken by the Race Director in consultation with the ASN Steward.
- All such decisions shall be made in accordance with the FIA International Sporting Code and the National Sporting Regulations of Autoklub ČR.

## 34. Document versions

- **Version 1.1 - Technical clarification (Suspension Stock & Sport)**
  - Suspension regulations (Art. 4 in Technical Regulations) have been updated to clarify permitted modifications and ensure consistent interpretation.
  - In the Stock division, allowed components and geometry adjustments are now explicitly defined. In the Sport division, terminology and structure have been aligned with the Stock division.

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Any subsequent amendments will be published in official bulletins.