**GENERAL RULES**

**Amater Endurance Cup 2025**

**I. INTRODUCTION**

**I.1.** The Amater Endurance Cup is a series of closed circuit endurance car races.

**I.2.** The Amater Endurance Cup is the sole organiser of the events in this series and as such is responsible for the sporting and administrative organisation.

**I.3.** The Amater Endurance Cup shall be governed exclusively by these regulations and the technical regulations issued for all races of the series. In the event of any sporting or organisational disputes or situations arising which are not described in the official documents of the organiser, the organiser reserves the right to decide on these matters at its own discretion. Such decision is final.

**II. DEFINITIONS**

**II.1.** A competitor is any natural or legal person who enters the Amater Endurance Cup on the basis of a duly completed entry form and this is confirmed by the organiser. The Responsible Person named in the entry form acts on behalf of the competitor. A competitor may enter an unlimited number of cars in the event, however, if two or more competitors have the same name, each competitor will have a different entry number which will be confirmed by the organiser.

**II.2.** For the purposes of these regulations, a team is defined as an entered car with an assigned starting number and the drivers competing with it. During the Amateur Endurance Cup, the drivers of a team may be changed without restriction. The identifying feature of a team is the assigned starting number of its car.

**II.3.** For the purposes of these regulations, a driver is defined as the person driving the car entered. He must be named in the competitor's entry form and meet the following conditions:

**a)** He/she is over 18 years of age and holds a Group B driving licence.

**b)** He/she has valid health insurance.

**c)** She has signed the Driver's Declaration document, certifying that she unconditionally accepts the obligations of the regulations and that she is in good health.

**II.4.** For the purposes of these Regulations, an event is defined as an event with its own results. It includes, but is not limited to, the race itself. The event shall begin and end according to the schedule given one month before each individual event of the whole event.

**II.5.** The governing bodies of the event are:

- The race director

- 2-member JURY

- The governing bodies shall be determined by the organiser.

**III. PROPOSALS**

**III.1.** The Czech version of these Regulations shall be the governing and authoritative text and shall be used in the event of any doubt as to their interpretation.

**III.2.** These Regulations shall take effect upon publication

**III.3.** The organiser may adapt individual provisions of these regulations to the conditions of the **event**

**III.4.** The event may be cancelled by decision of the organiser.

**IV. RALLIES**

**IV.1.** The Amater Endurance Cup is open to cars that meet the following conditions:

**a)** Cars based on vehicles homologated for normal road use and modified for racing purposes to the minimum extent specified in these regulations.

**b)** Complying with the technical regulations of the organiser listed in the Annex (Technical Regulations) to these rules.

**c)** Comply with the maximum noise level limit, which is set at 100 dB +2 dB per measurement error, measured at 3800 rpm for petrol engines and 2800 rpm for diesel engines.

IV.2. The cars are divided into the following groups:

**a) Group A - vehicles up to 1600 cc.**

**b) Group B - vehicles up to 2000 cc.**

**c) Group C - vehicles up to 2500 cc.**

**d) Group D - vehicles up to 3000 cc.**

**e) Group E - Vehicles over 3000cc**

The final classification of the vehicle in a Group will be decided after a technical inspection by a technician.

**V. TYRES**

Only tyres approved for use on public roads and bearing the E (DOT, ECE) homologation may be used for participation in the Amater Endurance Cup. There is no limit to the number of tyres. The competitor must attend the technical inspection with all the tyres that can be expected to be used in the race, including the wet set on the rims.

**VI. FUEL**

All vehicles must use unleaded petrol or diesel.

**VII. STARTING NUMBERS**

Starting numbers will be assigned by the organizer to the cars when they are first entered in the Amater Endurance Cup and will remain the same throughout the season or the rest of it. If a team's vehicle is changed in another race and remains in the same group, the number will not change. If a vehicle is placed in a different group, it will be treated as a new entry and will be assigned a new start number. It is necessary to notify this change at least one day before the individual race /the vehicle remains in that group/ or at the administrative and technical inspection /in this case, the vehicle will be classified according to its content in Group A/B or C.

**VIII. REQUIRED RIDERS' SAFETY EQUIPMENT**

**VIII.1.** Each rider must be equipped with his/her own protective helmet, a full-face textile coverall, closed shoes and leather or full-face motorcycle gloves. Without this equipment the rider will not be allowed on the race track.

**IX. GENERAL CONDITIONS**

**IX.1.** All drivers, competitors and officials participating in the Amater Endurance Cup undertake on behalf of themselves, their employees, agents and representatives to comply with all provisions of these regulations and supplements issued in the form of annexes and implementing provisions.

**IX.2.** It is the responsibility of the competitor to ensure that all persons affected by his entry and those accompanying him comply at all times with the provisions of these Regulations and Supplements issued in the form of Annexes and Implementing Provisions.

**IX.3.** Competitors must ensure that their cars comply with the conditions of conformity, eligibility and safety throughout the event as approved at the technical acceptance.

**IX.4.** By bringing the car to the technical inspection, the competitor proves that the car complies with the technical regulations applicable to the Amateur Endurance Cup.

**IX.5.** The participants of the Amater Endurance Cup are obliged to follow the instructions of the organisers. The presence of the participants in all areas of the race track is at their own risk. If a participant's Amater Endurance Cup activity or behaviour contravenes the organiser's instructions, he/she will be banned from the premises without refund.

**IX.6**. All members of the team are obliged to abide by the provisions of these regulations and to comply with them unconditionally.

**IX.7**. On the roads in the area where the event is held, all vehicles must maintain a maximum speed of 40 km/h and obey local road signs.

**IX.8.** The discharge of all petroleum products is PROHIBITED on the entire premises. All participants must immediately report any spillage to the organiser. Their deliberate discharge will be punishable by a fine of 25.000, - CZK. The participant who commits such an offence is obliged to pay all costs associated with the elimination of the consequences and any damage and will be excluded from the race.

**IX.9.** After the end of the competition, the competitor MUST clean up the area of his/her assigned place or box and the related adjacent areas in front of the assigned place or behind the box.

**IX.10.** Motor sport is dangerous. Competitors including their entourage (drivers, mechanics, entourage members and guests) participate in the Amateur Endurance Cup at their own risk. They are independently civilly and criminally liable for all damages caused by them and their vehicles.

**X. SERIAL ORDER**

**X.1.** There shall be at least four events per season including an endurance race. The results from each race for the season will automatically count towards the Amateur Endurance Cup classifications for all teams.

**X.2.** The length and location of each race is determined:

**9.3.2025 - Autodrom Most 6´h**

**16.6.2025 - Pannonia Ring 6´h**

**29.9.2025 - Slovakia Ring 6´h**

**1.11.2025 - Autodrom Most 6´h**

The length of the race is determined by the time interval between start and finish. The leading driver will be rewarded with the chequered flag when he crosses the finish line at the end of the lap in which the prescribed time interval has elapsed.

**X.3. Driving**

The driver must drive the vehicle alone and without assistance. A driver may be a member of a single vehicle team in a race. The minimum number of drivers per race vehicle is 2, the maximum number is limited to five. The maximum continuous time a driver may drive a vehicle is 2 hours.

**X.4.** The vehicle classified first in a given group will be the one with the highest number of laps. The order of the vehicles in the group will be based on the number of laps completed and the order in which the vehicles cross the finish line. The number of laps completed is the deciding factor, the driver does not have to pass under the chequered flag.

**X.5**. The winners will be announced at the end of each race in accordance with the timetable.

**X.6.** Series points will be allocated to teams in each race and for each group separately according to the following table:

|  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Místo | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| Body | 20 | 15 | 12 | 10 | 8 | 6 | 4 | 3 | 2 | 1 |

**XI. Amater Endurance Cup**

The organizer announces the Amater Endurance Cup. All teams participating in any Amater Endurance Cup event during the season are automatically included in this classification. The winner of the Amater Endurance Cup in a group for the season will be the team that:

**a)** Earns the most points in that season of the Amater Endurance Cup series.

**b)** In the event that two or more teams have the same number of points, the team's best finish in any race of the season shall be the tiebreaker for the better placing in the classification. The better placing in the Cup will be awarded to the better placed team.

**c)** In the event of a tie under XI. a) and b), the better Cup placing will be awarded to the team that placed better in the last race of the season.

**XII. REGISTRATION AND APPLICATIONS**

**XII.1.** Competitors shall submit their registration for each event and each of their teams separately by the deadline for registration of each event, either electronically or in writing. By submitting an entry form, the competitor confirms that he/she has read and understands these Regulations and undertakes on behalf of himself/herself and all members of his/her teams to abide by them without reservation. In exceptional cases, the organiser may accept an entry from a competitor received after the entry deadline.

**XII.2.** The organiser has the right to refuse to accept an entry for a particular event, stating the reasons.

**XIII. ENTRY FEE**

**XIII.1.** For participation in the races there is an entry fee, the amount of which is set for each event, namely:

**9.3.2025 - Autodrom Most - 14.200, - CZK**

**16.6.2025 - Pannonia Ring - 16.900, - CZK**

**29.9.2025 - Slovakia Ring - 18.900, - CZK**

**1.11.2025 - Autodrom Most - 14.200, - CZK**

The entry fee is valid for each vehicle entered. Payment of the entry fee must be made in accordance with the instructions in these regulations, but no later than one month before the individual race. Otherwise, the competitor will not be allowed to participate in the event. The entry fee does not include the rental of the pit (Autodrom Most). The competitor is not obliged to rent a pit. Two or more competitors can share one box. If a competitor does not take a box or does not go out on it, he/she will park behind the boxes in a designated place and will be assigned a space in front of the boxes for the race. This place will be decided by the organizer.

Payments for the whole season and individual races should be made to an account in CZK at Fio banka. Account number 270 238 8272/2010, IBAN CZ27 2010 0000 0027 0238 8272, BIC/SWIFT FIOBCZPPXXX. Please indicate the starting number as V.S., please include the team name in the message to the recipient.

**XIII.2.** If a competitor is unable to take part in the event for any reason and notifies the organiser no later than 30 days before the start, he/she is entitled to a refund of half of the entry fee. After this date, the entry fee will be forfeited to the organiser.

**XIII.3.** The entry fee will not be refunded to a disqualified competitor or to a competitor who withdraws from the event.

**XIII.4.** In other cases, the organiser decides on the refund of the entry fee.

**XIV. ADMINISTRATIVE AND TECHNICAL ACCEPTANCE**

**XIV.1.** The dates for administrative and technical checks are set one day before each event from 18:00 to 21:00, but no later than 06:00 to 07:00 on the day of the event. No competitor(s) or rider(s) may take part in an event unless he/she has passed the administrative and technical checks on time. No vehicle may participate in the event without passing the administrative and technical inspection.

**XIV.2.** During the administrative and technical inspection, the documents submitted by the responsible person of the competitor, the drivers' declarations and the technical documentation of the car, if the vehicle has it, are checked. The administrative and technical inspection includes, in addition to the inspection of the car, the inspection of the mandatory safety equipment.

**XIV.3.** The following documents must be presented: a duly completed entry form for the competition, a completed and signed driver's declaration for all drivers, a driving licence and a health insurance card; complete vehicle documentation.

**XIV.4.** The technician may, at the discretion of the race director, check the conformity of a competitor's car at any time during the event.

**XV. INSTRUCTIONS AND COMMUNICATION WITH COMPETITORS**

Basic communication with competitors means the text of these regulations with appendices. The Race Director and the Sports Commissioners may issue instructions to competitors during the event in the form of implementing regulations, either orally or in writing.

All race results will be posted on the official race board and on the Amater Endurance Cup organisers' Facebook page.

**XVI. DISCUSSION**

The Race Director's discussion with the riders will take place on the day of the event according to the race schedule. Riders are obliged to attend the debate and confirm their participation by signing the attendance list. If the Race Director decides to hold another debate, it will take place at his discretion and at any time during the race.

**XVII. STARTING ROOM AND RACE START**

The position of the vehicles at the start will be determined by a draw of lots, made at the drivers' meeting. The draw will be made separately for each group. The starting order in the first race will be in the order of Groups D, C, B, A and other races according to the position in each group and the order from last in the series

**XVIII. START PROCEDURE**

**XVIII.1.** At the time before the start of the race specified in the schedule for the event, the sound signal will sound and the pit exit will open. The cars will enter the track and circle the circuit at a free, smooth pace. Towards the end of this lap, before reaching the starting grid, they will stop alternately at both edges of the race track and, on the instructions of the organisers, drive to the designated place on the starting grid.

**XVIII.2.** After the time specified in the schedule for the arrival on the starting grid has elapsed, an audible signal will sound to indicate that the exit from the pits is closed. Cars remaining in the pits may start from there only on the instructions of the track marshals. Cars will rejoin the race as soon as the pit exit is open again.

**XVIII.3**. A green flag will be displayed or a green light will be lit on the starting grid to announce the start of the first lead-in lap behind SAFETY CAR. Test starts and overtaking are prohibited during the lead-in lap and drivers must keep as tight a formation as possible. After checking the timing system by crossing the finish line, the cars will start the second loading lap.

**XVIII.4.** If a car is found to have a malfunctioning timing device, the drivers will proceed to the next starting lap and observe the operation of the SAFETY CAR and the starting lights or flags.

**XVIII.5.** Once the SAFETY CAR receives the start instruction from the race management, it will move to the edge of the race track or pull into the pits at the start and finish line, signaling the drivers to line up on the starting grid according to the predetermined order, see After the vehicles are lined up on the starting grid, the signaling device will be lit or the green flag will be displayed (depending on the nature of the race track), at which time either after all the lights on the signaling device are extinguished or the green flag is waved, the race will be started.

**XIX. INTRODUCTION**

**XIX.1.** During the race, drivers may only take to the track when the green light or green flag (depending on the nature of the race track) is on at the exit of the pits and do so at their own risk. A flashing blue light or blue flag at the exit of the pits will inform the driver of an approaching vehicle on the track. A driver exiting the pits must not cross the solid white line marking the track and the pit exit.

**XIX.2.** Each retiring driver shall signal his intention in a timely manner in an appropriate manner and shall be responsible for ensuring that the manoeuvre he is executing is carried out safely and as close to the track exit as possible.

**XIX.3.** If a driver must stop his car for any reason during the race, he must do so off the track. Unless his health is endangered (fire, hot steam), he shall wait in safety for the organiser's towing special, which will tow the car to the pits so as not to cause danger or impede the passage of other cars on the track.

**XX. BOXES, BOX WORK AND REFUELLING**

**XX.1.** All equipment (except equipment permanently placed in front of the pits) must be cleaned up after a pit stop in the area in front of the pits so that it does not interfere with the rest of the race.

**XX.2.** Changing of fluids and lubricants is permitted during the race.

**XX.3.** If a driver misses his pit, he must continue on the pit road, rejoin the track, go around the next circuit and then rejoin the pits. Reversing is strictly forbidden under penalty of elimination.

**XX.4.** Any part of the horizontal equipment above the pit road (air distribution) must be located at least 2 m above the road surface.

**XX.5.** Refuelling (refuelling) is only possible in the manner and place specified by the organiser.

**XXI. RIDER SHIFTING**

Riders can only be shifted during pit stops.

**XXII. GENERAL SAFETY**

**XXII.1** Signalling to the riders shall be provided by the Clerk of the Course and the Starter in the form of the signals described below. In no case may competitors use the same or similar flags.

Flag signalling

**a)** White flag - shown in motion - informs the rider that a significantly slow vehicle is moving in the sector of the track controlled by this post.

**b)** Yellow flag - danger signal:

- 1 flag in motion - slow down, do not overtake, be prepared to change direction, there is danger on the track or part of the track.

- 2 flags in motion - slow down, do not overtake, be prepared to stop, the track is fully or partially impassable.

- Overtaking is prohibited from the 1st yellow flag to the green flag displayed after the accident.

Normally the signal is only used at the post immediately before the hazard. Signalling at more than one preceding post may be ordered by the race director.

**c)** Red flag - shown in motion - displayed only on the order of the race director.

Interruption-Stopping the race. Rider must slow down and be prepared to stop. If the track is passable, the rider will slow to the pits and await further instructions. Overtaking is prohibited. Refuelling is prohibited, servicing of the vehicle in the pits is not allowed.

**d)** Blue Flag

- at rest: is shown to the driver leaving the pits if faster vehicles are approaching on the track.

- in motion: during the race - signalled to the driver to be overtaken by a faster vehicle.

The driver must allow the vehicle behind to pass at the earliest opportunity without unexpected changes in speed or direction.

**e)** Yellow flag with red stripes - shown at rest - informs the rider of a change in adhesion due to oil or water on the track in the area behind the flag. This flag is displayed for at least 4 laps, unless the track surface has returned to normal, it is not signalled by a green flag in the following sector.

**f)** The green flag - shown in motion - indicates that the track is clear, is shown at the post after an incident that has necessitated the use of one or more yellow flags or when exiting the pits.

**XXII.2**. If a vehicle stops during a race, it must do so off the track, where it will be removed as quickly as possible so as not to present a hazard or obstruction to the progress of the race.

XXII.3 A driver shall not push a vehicle around the race track.

**XXII.4.** A vehicle may only be worked on inside the pit area or in front of the pits or in a location designated by the race director.

**XXII.5.** A driver whose car has serious mechanical problems during the race must leave the track or return to the pits as soon as it is safe to do so. A car that leaks oil during a race must leave the track immediately. It is strictly forbidden to return to the pits after the race track with such a car.

**XXII.6**. Particular attention must be paid to the situation where emergency vehicles are on the track.

**XXII.7.** When racing in the pit area, the beginning and end of which is marked by a white transverse line, a maximum of 4 members of a given team may push a car into the pit area.

**XXII.8**. The race director may order a medical examination of a driver, including a blood alcohol content test, at any time during the event, or may randomly use a breathalyser or a test for the presence of narcotics and psychotropic substances.

**XXII.9.** The speed limit in the pit lane is 40 km/h throughout the event. Any competitor whose vehicle exceeds this limit will be issued a minimum STOP&GO penalty.

**XXII.10.** The front low beam and rear tail lights must be on at all times when the LIGHTS ON sign is displayed. It is at the discretion of the Race Director to decide if a vehicle whose lights are not lit as above will be stopped. If a vehicle is stopped in this way, it may only return to the track after the fault has been rectified.

**XXII.11.** Violations of the provisions relating to general safety may result in the driver and/or vehicle being excluded from the event.

**XXII.12.** A vehicle that is taken to the pits by a tow truck may return to the race after

repairs have been made.

**XXIII. SAFETY CAR**

**XXIII.1.** SAFETY CAR (hereinafter referred to as SC) is a vehicle designated by the organizer and is marked SAFETY CAR on the rear.

It has orange beacons on its roof and has the following functions:

**a)** Before the start of the race, the SC takes its position on the grid and during the start procedure acts as a lead-in car.

**b)** The SC may be used at the discretion of the Race Director to neutralise the race if competitors or officials are in physical danger but circumstances do not require the race to be abandoned.

**XXIII.2** When the order to deploy the SC is given during a race, all track marshals' stations will display a yellow flag in motion and an SC board. This signaling will remain throughout the neutralization. During the race, the SC will take to the track with flashing orange beacons regardless of where the lead driver is. All cars will line up behind the SC, no more than 5 car lengths away and other cars must keep as tight a formation as possible. Overtaking is prohibited until cars have crossed the start line after the SC has returned to the pits. Overtaking is only allowed if another car slows down for an obvious reason.

**XXIII.3.** They may only return to the track if the green light or green flag is on at the pit exit. The green flag or green light will be displayed at the pit exit only after the entire formation has passed the exit, and then only for the time necessary to exit and for the cars waiting there to line up at the end of the formation. This opportunity to line up the cars exiting the pits will be repeated at the direction of the Race Director on each circuit run under the SC. Under certain circumstances, the Race Director may order the SC to pass through pit lane. In this case, and provided the orange beacons on the roof of the SC are flashing, all cars must follow the SC without overtaking. A car may stop at its pit lane in this case.

**XXIII.4** When the Race Director recalls the SC, it will extinguish the flashing orange beacons and enter the pits at the end of that lap. From this point on, the first car may dictate formation speed and, if necessary, move away from the SC to a distance greater than 5 car lengths.

**XXIII.5**. When the SC has left for the pit entrance and the cars are approaching the start line, the yellow flags and SC boards will be lowered and the green light (or red light or green flag signal) on the start line will be turned off. All course marshals' posts will display a green flag for one lap. Overtaking is prohibited until cars have crossed the start line.

**XXIII.6** Each lap during SC neutralization is considered a race lap.

**XXIII.7** If the race is terminated when the SC is deployed, the SC and all cars behind him will pass under the chequered flag and pit.

**XXIII.8** After the race is completed in the dark, the SC will be used to bring the cars into the pits. The SC will take to the track before the first vehicle that is waved off. Vehicles may not overtake the SC.

**XXIV. FINISH**

**XXIV.1.** The end of race signal is given at the finish line when the lead vehicle has completed the entire race time in accordance with Article X.2.

**XXIV.2** If for any reason the end of the race signal is given before the prescribed time has elapsed, then the race will be considered over when the lead vehicle has crossed the finish line.

**XXV. PARC FERMÉ - CLOSED PARKING LOT**

The Parc Fermé is a designated car parking area where only officials may enter.

No intervention on vehicles is allowed here without the permission of the officials.

After the end of the race, all cars instructed by the organizing officials must proceed to Parc Fermé where they will be parked for the time specified in the ZU. At the end of this time or on the instruction of the organizing officials, the cars are released from the Parc Fermé.

**XXVI. INCIDENTS**

**XXVI.1.** Incident means one or more events involving one or more riders or any act by a rider that:

**a)** necessitated the abandonment of the race.

**b)** Means a violation of these regulations, unsportsmanlike and aggressive driving, disobeying flag signals and instructions of officials, failing to maintain speed on pit road, performing a service at an unauthorized time, overtaking under a SAFETY CAR, unsportsmanlike, aggressive and abusive behavior of team members and their escorts, etc.

**c)** Causing a collision.

**d)** Forced another rider to leave the track.

**e)** Unjustifiably impeded another rider in a permitted overtaking manoeuvre.

**f)** Unlawfully impeded another rider during an overtaking manoeuvre.

**XXVI.2** The Race Director may issue a STOP&GO penalty to a rider involved in an incident whereby the rider must enter the pit lane, stop at a designated place for a period of time determined by the Sports Commissioner and then continue the race as directed by the officials.

**XXVI.3.** Procedure for awarding a STOP&GO penalty:

**a)** The race director will order a signal to be displayed at the start line in the form of a board with the heading Stop&Go accompanied by a board with the start number. From the time the signal is displayed, the driver concerned must not have completed more than 3 full laps without entering the pit lane and stopping at the place designated for the STOP&GO penalty.

**b)** After the expiration of the penalty period, the driver shall continue the race by passing through the pit lane and exiting onto the race track. It is forbidden to stop when passing through the pit lane. After completing the STOP&GO, it is therefore forbidden to stop in the pits and to refuel.

**c)** Violation of or failure to comply with Article **XXVI.2 or XXVI.3** will result in the vehicle being excluded from the race.

During the entire period of the penalty, the driver may not leave the vehicle and neither the driver, mechanics nor members of the entourage may modify, repair or adjust the vehicle in any way. The "STOP&GO" area is part of the race. If the engine is stopped, the driver may start the engine himself or with the help of someone else after the penalty period has expired.

No person other than the officials, other than the driver sitting in the vehicle, may be in the penalty area.

**XXVI.4** Any insult to the officials or improper conduct by a competitor, his rider and/or his entourage will be punished by immediate exclusion from the event.

**XXVII. PROTESTS, CANCELLATIONS**

A protest may only be lodged by the responsible person of the competitor who is entered in the entry form for the event in writing with the event director within 15 minutes after the end of the event. No protest may be lodged after this time. A protest is considered lodged only if a deposit of CZK 2000 is paid at the same time. The validity of the protest shall be judged by a committee consisting of the race director and another technical commissioner. The committee may invite any member of the organising team, or any person it deems appropriate to hear for the purpose of giving a verdict.

The Director of the undertaking shall have the right not to accept the protest. However, it must be a case in which there is a clear right on the part of the team against which the protest is lodged. The director is obliged to give an explanation.

In the case of a justified protest, the guilty party is obliged to pay the organiser a fine of 1.000,- CZK and the costs associated with establishing the fact or restoring the vehicle to its original condition in favour of the injured party. There is no appeal against the verdict of the commission.

If the protest is upheld, the deposit of CZK 2,000.- is returned to the responsible person of the protestor,

otherwise it is forfeited to the organizer.

**XXVIII. ADVERTISING, PROMOTION**

**XXVIII.1.** All rights to advertising and promotion in the area of the entire race course during the Amater Endurance Cup are the property of the organizer, who may contractually entrust their use to other entities. Any form of advertising, promotion and presentation outside the area reserved for the racing team in the pits and parking of the racing machines is prohibited without the consent of the organizer.

**XXVIII.2.** In case of refusal of advertising by the organizer, the competitor shall pay an increased deposit equal to twice the deposit.

**XXVIII.3.** The area of the racing machine parking lot reserved for parking of racing and support vehicles is intended only for parking, maintenance and repair of racing and support vehicles, not for any form of commercial, advertising or presentation activity, unless otherwise agreed with the organizer. The organiser will allow advertising, promotional and presentation activities by mutual agreement with the relevant bodies, except where there may be a conflict of interest with existing contracts.

**XXIX. LIABILITY AND INSURANCE**

**XXIX.1.** Each rider is advised to take out his own personal accident insurance. Each participant rides at his own risk. The organiser disclaims all liability to competitors, riders, support staff and third parties in respect of damage to persons and property.

**XXIX.2.** By participating in the event, the competitor and rider waives any claim for damages in the event of an accident that may occur during the journey from the competition site to the event site and back.

**XXIX.3.** The organizer of the event shall not be liable for any damage to the property of individual circuits, e.g. barriers, safety restraints, equipment and components (doors, gates) of the pits by drivers and their cars during practice, qualifying or the race. Responsibility for damage to this property is always the responsibility of the driver.

These General Rules were approved by the Amater Endurance Cup in Prague on 2.1.2025