



Memoriál Rudolfa Kouřila

20. – 21. June 2025



RALLY GUIDE





EUROPEAN RALLY TROPHY

Join the competition in 2025!

14 RALLIES ACROSS 10 COUNTRIES IN EUROPE
FROM MAY TO NOVEMBER



Tarmac and gravel
rallies



No registration fee
required



Open to all FIA cars
from Rally5 to Rally2



Points-scoring system
gives all drivers a chance



Unlimited participation,
six best results count



Driver, Co-Driver, Junior
and Master titles for grab

Visit [fia.com](https://www.fia.com) for more information!

SUMMARY

1. INTRODUCTION	4
2. ORANISATION	11
3. PROGRAMME	12
4. ENTRIES	13
5. ADVERTISING	18
6. TYRES / FUEL	18
7. RECONAISSANCE	18
8. SCRUTINEERING, MARKING, SEALING	18
9. OTHER PROCEDURES.....	18
10. MEDIA	21
11. GENERAL INFORMATION	22

Appendix č. 1	Itinerary
Appendix č. 2	Reconnaissance schedule
Appendix č. 3	Competitors Relations Officer
Appendix č. 4	Decals and supplementary advertising
Appendix č. 5	Driver safety equipment
Appendix č. 6	Safety tracking

1. Introduction

Name of rally: **20. AGROTEC PETRONAS RALLY**

Date: **20. – 21. June 2025**

Dear friends, competitors,

during its eighteen years, AGROTEC PETRONAS Rally has gained an irreplaceable place in the Czech rally championship due to its character. In the past our race was eligible also for the Slovak Championship and the Central Europe Zone (CEZ). This year our rally in Hustopeče will be part of the FIA European Rally Trophy for the second time, as its fifth event. And we are proud of the fact that Czech driver René Dohnal will present last year's ERT title in Hustopeče. In addition, it will be the third race of the Czech Rally Championship and the Czech Rally Championship of historic cars. "Rally among vineyards" will take place on 20. and 21. June 2025 in Hustopeče region.

The headquarter is located on the premises of AGROTEC a.s. in Hustopeče, the service park is located in the area of MOSS Logistic Hustopeče.

For eighteen years, the rally in Hustopeče has become famous for its unique characteristics, competing in blossoming nature, where the roads are full of tarmac with different quality and mainly unpaved gravel sections on the stages. Its portion is essential by Czech standards and it is this surface that attracts many drivers to come.

AGROTEC PETRONAS Rally is also known for its compactness. This year will not be different, it will not be 24 hours from the start to the finish of the competition. Portions of night stages are also typical for a rally in Hustopeče. Friday's itinerary includes six special stages, while the spectator attraction will again be the test around the watchout tower on Kraví hora.

Saturday's leg will start with a 45-minute morning service, after which the drivers will complete another eight classical special stages. The most demanding test for the crews will be the Diváky - Nikolčice - Šitbořice special stage.

After a long and challenging Saturday, trophies will be presented to the winners at the podium ceremony in Husova Street. It is same place where the competition will start in the early evening on Friday.

The organizing team of the AGROTEC Autoklub in the Czech Republic worked with format which is generally based on last year's edition, the stages has undergone only minor modifications.

We would also like to welcome the participants of the historic championship, which is an integral part of the 20th AGROTEC PETRONAS rally Hustopeče.

Welcome to Hustopeče at the 20th annual "Rally among vineyards".

Organizational team

AGROTEC PETRONAS Rally Hustopeče

Calendar FIA European Rally Trophy 2025

2-3. 5.	Rali Terras d'Aboboreira (P)
23-24. 5.	Rallye Český Krumlov (CZ)
6-7. 6.	Rallye du Chablais (CH)
13-15. 6.	Zagreb Delta Rally (HR)
20-21. 6.	AGROTEC PETRONAS RALLY HUSTOPEČE (CZ)
31. 7. – 2. 8.	Rali Vinho da Madeira (P)
7-9. 8.	Rajd Rzeszowski (PL)
15-16. 8.	Ulster Rally (GB)
12-14. 9.	ESOK Rally (T)
19-21. 9.	Rajd Slaska (PL)
26-28. 9.	Rally Nova Gorica (SLO)
17-18. 10.	Rallye SanRemo (I)
24-25. 10.	Rallye Int. du Valais (CH)
31. 10. – 1. 11.	Lausitz Rallye (D)

Calendar of Czech championship (MČR), Rally Challenge and MČR HA 2025

25-27. 4.	Rallye Šumava + Vltava Historic
23-24. 5.	Rallye Český Krumlov
20-21. 6.	AGROTEC PETRONAS RALLY HUSTOPEČE
11-13. 7.	Rally Bohemia
15-17. 8.	Barum Czech Rally + Star Historic
19-21. 9.	Rally Pačejov

1.1 Preamble

Art. 2.1. This rally will be run in compliance with the FIA International Sporting Code including appendices, the FIA Regional Rally Sporting Regulations including appendices, the ASN Technical Regulations (only when related to national cars), the WADA/NADA Codes and the FIA Anti-Doping Regulations, as amended from time to time. The National Road Traffic Regulations shall apply. Unless provided otherwise by these Supplementary Regulations, the provisions of the above Rules and Regulations shall apply.

Art. 2.2. Modifications, amendments and/or changes to these Supplementary Regulations will be announced only by numbered and dated Bulletins (issued by the organiser or the Stewards).

Art. 2.3. The FIA Regional Rally Championships Sporting Regulations can be found at:

Art. 2.4. <https://www.fia.com/regulation/category/117>

The various documents will be written in English and Czech. In case of any discrepancy the English text will be binding.

1.2 Length of Special Stages and Road surface

Leg 1: asphalt	87,40 km	gravel	4,16 km
Leg 2: asphalt	95,08 km	gravel	13,36 km

1.3 Overall SS distance and total distance of the itinerary

Number of Legs	2
Number of Sections	4
Number of Special Stages	14
Total distance of the itinerary	364,53 km
Overall length of Special Stages	200,00 km

1.4 History

South Moravia was a region almost unloved by rallysport for a long time. At the end of the 1980s the Barum Rally was contested in the vicinity of Strážnice, where crews were competing on sandy stages, the automobile races approached the South Moravian metropolis only slowly.

With the arrival of the new millennium, the company AGROTEC a.s. from Hustopeče near Brno began to appear on the scene of motorsport. Motorsport was close to this company thanks to the selling and services in the field of cars and trucks, agricultural and construction equipment. The support of Stanislav Matějovský in the circuit racing and cooperation with the management of the famous circuit Masarykův okruh in Brno led AGROTEC to co-organize the traditional race at the end of the season - the Epilog. It was this cooperation that raised AGROTEC Epilog among the well-known events. It was not only a high-quality race, but also offered a number of additional programs and entertainment, so whole families from a wide area visited the circuit. The race was initially run as a three-hour race, later its length was extended to six hours.

After three years of supporting Epilog, the management of the company decided to throw their forces in a different direction, to organize their own car race in their region. The main soul of the project was Martin Rada, the director of the Iveco Moravia division at the time. He was inspired in Germany by the World Championship competition there, which is also driven among vineyards. It was also called the "rally among vineyards" from the beginning, and the event has retained this primacy until the present day.

"There was no similar race in South Moravia. We had a certain idea, our inspiration was German round in the world rally championship. And so we went for it. Together with Rudolf Kouřil we also wanted to make use of our own competition experience," Rada explains.

The debut year took place in 2004 under the name IV. Agrotec Rallye Show Modrice.

He offered the crews a 167 km long event with sixty kilometers of special stages. The organizing team completely changed the face of the event, completely left circuit in Brno and within three weeks prepared an event in a completely new region Hustopeče.



The race had its base in Hustopeče, the competition was mainly on unpaved roads and roads among the local vineyards. It was clearly a step forward. Two WRC cars even appeared at the start and Pavel Valoušek, starting with co-driver Petr Novák, also became the winner behind the wheel of a Toyota Corolla WRC.

And that's how it all started. The foundation stone has been laid. Subsequently, the organizers went their own way and founded AGROTEC Autoklub in the Czech Republic on 19th January 19 2005. With this season of 2005, the history of the competition began to be written definitively in connection with AGROTEC, Hustopeče and the romantic surroundings of the vineyards.

1.5 Hall of winners

1. AGROTEC RALLY HUSTOPEČE 2005 – free race

Roman Odložilík – Miroslav Fanta (Renault Clio S1600)

2. AGROTEC WÜRTH RALLY HUSTOPEČE 2006 – MČR SPRINTRALLY

Josef Semerád – Bohuslav Ceplecha (Mitsubishi Lancer EVO IX)

3. AGROTEC IVECO RALLY 2007 - MČR, MČR HA

Leoš Flídr – Bohumil Ehl (Škoda Octavia WRC)

4. AGROTEC NEW HOLLAND RALLY HUSTOPEČE 2008 – MMČR, EP (koef. 10)

Václav Pech jun. – Petr Uhel (Mitsubishi Lancer EVO IX)

5. AGROTEC MOGUL RALLY HUSTOPEČE 2009 – MMČR, MČRHA

Roman Kresta – Petr Gross (Peugeot 207 S2000)

6. AGROTEC MOGUL RALLY HUSTOPEČE 2010 – MMČR, EP (koef. 5), CEZ

Václav Pech jun. – Petr Uhel (Mitsubishi Lancer EVO IX)

7. AGROTEC MOGUL RALLY HUSTOPEČE 2011 – MMČR, EP (koef. 5), CEZ

Jan Kopecký – Petr Starý (Škoda Fabia S2000)

8. AGROTEC PETRONAS RALLY HUSTOPEČE 2012 – MMČR, EP (koef. 5), CEZ, PČR

Jan Kopecký – Pavel Dresler (Škoda Fabia S2000)

9. AGROTEC PETRONAS RALLY HUSTOPEČE 2013 – MMČR, EP (koef. 5), CEZ, PČR

Jan Kopecký – Pavel Dresler (Škoda Fabia S2000)

10. AGROTEC PETRONAS RALLY HUSTOPEČE 2014 – MMČR, ERT (koef. 2), CEZ, PČR

Václav Pech jun. – Petr Uhel (Mini Cooper S2000 1.6T)

11. AGROTEC PETRONAS RALLY HUSTOPEČE 2015 – MČR, CEZ, MČRHA

Jan Kopecký – Pavel Dresler (Škoda Fabia R5)

12. AGROTEC PETRONAS RALLY HUSTOPEČE 2016 – ERT (koef. 2), CEZ, MČR, MSR, SRP

Jan Kopecký – Pavel Dresler (Škoda Fabia R5)

13. AGROTEC PETRONAS RALLY HUSTOPEČE 2017 – CEZ, MČE, MSR

Jan Kopecký – Pavel Dresler (Škoda Fabia R5)

14. AGROTEC PETRONAS RALLY HUSTOPEČE 2018 – CEZ, MČR, MSR

Jan Kopecký – Pavel Dresler (Škoda Fabia R5)

15. AGROTEC PETRONAS RALLY 2019 – CEZ, MČR, MSR

Filip Mareš – Jan Hloušek (Škoda Fabia R5)

16. AGROTEC PETRONAS RALLY 2021 – CEZ, MČR, MSR

Václav Pech – Petr Uhel (Ford Focus WRC)

17. AGROTEC PETRONAS RALLY 2022 – CEZ, MČR, MSR

Jan Kopecký – Jan Hloušek (Škoda Fabia Rally2 evo)

18. AGROTEC PETRONAS RALLY 2023 – CEZ, MČR, MČR HA

Václav Pech – Petr Uhel (Ford Focus WRC)

19. AGROTEC PETRONAS RALLY 2024 – ERT, MČR, MČR HA

Adam Březík – Ondřej Krajča (Škoda Fabia RS Rally2)

20. AGROTEC PETRONAS RALLY 2025 – ERT, MČR, MČR HA

?

1.6 Summary Agrotec Petronas Rally Hustopeče 2024

Key Facts:

- The Rally among the vineyards retained its compactness - between the ceremonial start and the arrival of the first crew to the finish line, less than 23 hours passed.
- Reducing the proportion of gravel in Friday's programme and increasing the start intervals for the night section to two minutes helped "clear the air" and eliminate the annual heated debates about animal dust.
- The field started with 67 modern crews (three less than last year) and 22 historics (six more than last year).
- The event's return to the European Rally Trophy (ERT) series structure was rather symbolic - no points contenders came from abroad.
- The classic format of the stages was enriched by the new beginning of the Starovice stage.
- Adam Březík celebrated his first victory at the Czech Rally Championship and became the eighth driver to be entered into the gallery of Hustopeč Rally winners.



A less observant fan might say, when visiting the starting ramp of the XIX Agrotec Petronas Rally Hustopeče, that almost nothing has changed in the Czech championship over the past year. However, this was only true at first glance. Last year, it was unthinkable for anyone to come close to the aforementioned pair in combat contact. And this year's reality? Kopecký and Pech shared the victory in only a quarter of the "special stages" and after five years, a new name was added to the gallery of local winners. The lucky one was 28-year-old

Adam Březík for the first time at the Czech Championship.

Hustopeče usually comes around when the cards have already been dealt in the "big" championship. However, last year was completely different from this trend. That is why, with the exception of Mareš, no one from the top ten of the championship standings was missing in Hustopeče. The most was expected from the record holders in the number of local victories, Jan Kopecký (8 victories) and Václav Pech (5 victories), of whom the latter came as the defender of last year's gold. With the expected balance of the results list, which is what the fast Hustopeče is famous for, it was expected that one of the "young guns" would also get involved in the fight for victory. Dominik Stříteský shone the most at the shakedown, who achieved the fastest time. Nevertheless, he tamed the expectations of his surroundings (supported by the victory in Krumlov) by stating that Hustopeče had not been his happy race so far. On the other hand, Adam Březík feels like a fish in water on alternating surfaces and after a successful testing in the Vyškov region, where he shared the track with Jan Kopecký, he did not hide his determination to improve on last year's fourth place. The participation was, as befits and belongs to a "grand champion", traditionally top-notch. When comparing it to previous years, however, it was impossible not to notice the gradually disappearing brand diversity. Next to twenty Fabias in Rally2 or R5 versions, Vlček's Hyundai or Zedník's Ford seemed a bit like a revelation.



Friday leg

Friday offered an earlier start (at 4:30 p.m.) and a relatively cold climate for the conditions in Hustopeč. The results list gradually began to take on an atypical form, from which the favored Václav Pech disappeared immediately after the second test. The Focus pilot set the expected pace and at the finish of the first test led by two seconds ahead of Adam Březík and Jan Kopecký. However, at the shortest Šitbořice, he left the track before the finish, "opened" the side of the car, and even though he lost only seven seconds, with a bent shoulder, continuing would have been risky. At that moment, the "home" Jan Kopecký took over the lead, who, in front of the gates of his main sponsor, really wanted to end his wait for the first victory of the year. He took advantage of the precise track by winning the purely asphalt second test, but on the more rugged third "stage", Adam Březík showed more courage and surprisingly pulled Kopecký back by 2.2 seconds. The surprise was not so much in Březík's high pace, but rather in the balance of his performances. Of the trio of favored young men, he was the only one who was able to keep up with Kopecký's pace without making any major mistakes or losing time. There was a gap of more than twenty seconds behind the leading pair. Dominik Stříteský praised himself for overcoming his "Hustopeč block" and was riding at the same pace with the frontrunners, but since the first test he had been carrying with him the deficit caused by the trip off the track. Erik Cais did not complete the opening section without losing his podium, either, as he crashed into the escape zone in the third test and started with his engine off twice. He also admitted to other minor mistakes, which he attributed mainly to getting used to the variable adhesion of the local surfaces..

In the second run of the opening test, the dusty sections were cleaner and the drivers in the first two places improved by 4.6 seconds (which brought a narrow victory to Březík). On the other hand, the conditions remained comparable on the completely asphalt five and the winner Jan Kopecký somewhat curiously achieved the same time as in the first run by a tenth of a second. Unfortunately, the eagerly awaited sixth test did not contribute to this comparison with any further data. According to the organizers, the well-known forest section in front of the lookout tower was unable to handle the crowd of unruly fans fueled by alcohol. Some eyewitnesses had a different view of this incident, but it did not change the sad fact that the sixth test was cancelled and thirteen racing kilometers were wasted. Kopecký ended the first stage in the leader position, his lead over Březík increasing to five seconds. In the night stages, Stříteský kept up with the leading pair, but for him the main issue remained only the seven-second lead over Cais.

Saturday stage

On Saturday, the climate returned to its usual rhythm and the "heavy roasting" that is characteristic of the Hustopeč rally began. Although a hearty portion of 90 "sharp" kilometers awaited the crews, the program again excelled in its compactness and barely five and a half hours passed from the start of the opening morning section until the first crew reached the finish line.

The next day, there was no trace of Friday's dominance by Kopecký and Březík, and the entire first four took turns setting the fastest times. Their balance was best documented by the separate evaluation of Saturday's stage, in which only 7.7 seconds separated the first four drivers. In both parallel duels, those who had to catch up started the second stage better. However, while Stříteský was able to gradually ward off Cais's attack, Březík was saving second by second in the duel for first place. His confident performance was underlined by the fact that he was able to "withstand" all crisis situations with the routine of a champion, without slowing down. The cards were starting to turn at this point. The morning score of 3:0 against Kopecký resulted in a change of the lead pilot and great tension in the service tents of both teams. In the second run of the opening section, he improved by the same 18 seconds as last year (to 15.1 km) and proved that while the young guns go from the start to the stop (e.g. Březík accelerated by 11.9 seconds), there was still a small reserve on his side. The remaining two "special stages" took place in a similar spirit, but even Kopecký's impressive progress (acceleration by 9.9 and 6.1 seconds next to Březík's 6.7 and 2.9 seconds) was not enough to turn the score around. Although Adam Březík ultimately won only the penultimate test and even flipped over in the heat of the battle on the last "stage", he still had 2.7 seconds to spare. This allowed for a huge celebration on the finish ramp, which was enjoyed by all members of the Samohýl Škoda Team. "The emotions are indescribable," rejoiced Březík, whose points gain was further enhanced by a narrow victory in the individual classification of Saturday's stage (0.1 seconds ahead of Cais). The riders in third and fourth place also deserve a discharge. As already indicated, Dominik Stříteský retained the bronze medal in Hustopeč, but in the duel with Erik Cais, nothing was certain until the last meters. Both rivals won four of Saturday's six "stages" in total, and their tug-of-war is eloquently illustrated by the result of the last test, which they won in the same time. In the end, they were separated from the front of the race by exactly what they had lost due to riding mistakes during the first stage.



While every tenth of a second played a role at the top, the situation quickly stabilized between fifth and seventh place. Aleš Jirásek started the second stage in great style and, with a 17-second lead in the morning, made it clear to Vlček that he would not allow a change in the order. Věroslav Cvrček also showed a balanced performance, free of Friday's mistakes, and very quickly returned to the position that belonged to him before Friday's trip off the track. This time, "Vlčák" was left with seventh place and the position of the fastest "non-Škoda". However, he could be pleased that, compared to Krumlov, he reduced his gap

from the front of the race by a full six-tenths of a second per kilometer.

Karel Trojan performed in excellent form on the second day and even completed the penultimate test in fifth place. Above all, with this achievement, he definitively surpassed Jakub Jirovec, with whom he exchanged positions several times during the competition. Behind this pair, who performed above their usual standard, was Tomáš Kurka, who was riding evenly, closing the top ten.

Rally Challenge

The Rally Challenge rating was really shaken by the second "special stage", the finish of which saw the two fastest drivers from the opening test out of the game. While Václav Pech's driving error was already discussed in the main report, Pavel Ševčík, who was on a promising start, was stopped by a technical fault at the first start with the Yaris. The situation was significantly easier for the motoring amphibian David Komárek, who dominated this category from the second test to the finish.



The next two places on the podium belonged to two "front wheels" of completely different concepts. Kryštof Zpěvák was initially a balanced opponent for Komárek, but he soon settled for second place, which he held until the finish. After Michal Gregor's difficulties at the end, Miroslav Čabaj took an excellent third place with the only "diesel" in the starting field.

2WD

David Štefan arrived in Hustopeče as a defender, but he had strong opponents against him. The "home" Ján Kundlák was certainly keen on the victory. The Slovak permanently living near Brno dominated the two-wheeled race in Krumlov with a Corsa, and in Hustopeče he was registered with a Renault Clio Rally4. René Dohnal could not be forgotten either, Filip Ocelka is also regularly very fast and we expected the young Dominik Novotný to be in the forefront. Patrik Rujbr then started the rally among the vineyards for the eighth time.

In the end, Štefan and Ondra Vichtora managed to repeat last year's triumph. "Ondra and I love Hustopeče. In the first Friday section, we were not able to ride as we had hoped, but we still stayed within striking distance. The first stage of the second day was a big success for us and that was the deciding factor. It was actually the only special stage that we were able to win in both stages. We had great battles from start to finish, they were races as they should be," Štefan praised himself at the finish.

He left Dohnal and Kundlák behind, a mistake on Friday cost Novotný the prize, and he took fourth place from Hustopeče. The weak spot was the first place among juniors.

Results Agrotec Petronas Rally Hustopeče 2024

14. - 15. 06. 2024

1.	Březík – Krajča	Škoda Fabia RS Rally2	1:20:16,2
2.	Kopecký – Hloušek	Škoda Fabia RS Rally2	+ 2,7
3.	Střiteský – Hovorka	Škoda Fabia RS Rally2	+ 24,9
4.	Cais – Bacigál	Škoda Fabia RS Rally2	+ 29,7
5.	Jirásek – Machů	Škoda Fabia R5	+ 3:10,8
6.	Cvrček – Prokorát	Škoda Fabia RS Rally2	+ 3:37,9
7.	Vlček – Kunst	Hyundai i20 N Rally2	+ 4:00,4
8.	Trojan – Chlup	Škoda Fabia R5	+ 4:30,9
9.	Jirovec – Jindra	Škoda Fabia R5	+ 4:34,9
10.	Kurka – Vajík	Škoda Fabia RS Rally2	+ 5:32,2

Rally Challenge

1.	Komárek – Fillová	Toyota Yaris GR	1:31:43,0
2.	Zpěvák – Navrátil	Citroën C2 S1600	+ 40,9
3.	Čabaj – Štindl	Škoda Fabia TDI	+ 7:50,8

2WD

1.	Štefan – Vichtora	Peugeot 208 Rally4	1:30:02,2
2.	R. Dohnal – Švec	Peugeot 208 Rally4	+ 4,1
3.	Kundlák – Baran	Renault Clio Rally4	+ 18,0

MČR HA

1.	Kotrmon – Teplá	Ford Escort RS Cosworth	1:37:59,8
2.	Kašpar – Adámek	Škoda 130 LR	+ 2:05,0
3.	Jurečka – Jurečka	Subaru Impreza 555	+ 2:59,8

2. Organisation

2.1 Championships and titles for which the rally counts

FIA European Rally Trophy for Drivers and Co-Drivers
FIA Junior ERT for Drivers
FIA Master ERT Trophy for Drivers

AUTOKLUB Czech Rally Championship (MČR)
AUTOKLUB Rally Challenge (RCH)
AUTOKLUB Czech Junior Championship
Czech Ladies' Trophy
Pohár 55+
AUTOKLUB Czech Historic Sporting Rally Championship (MČR HA)
Toyota Yaris Cup Czech
Pohár pořadatele

2.2 Organiser's name, address and contact details

Organiser: AGROTEC AUTOKLUB v AČR
Organiser's representative: Martin Rada
Street/P.O. Box: Brněnská 74
Post code/city: 69301 Hustopeče
Phone: (CZ, ENG): (+420) 776 814 025
E-mail: tajemnikrally@agrotec.cz
Website: www.agrotecally.cz

Location of Rally HQ and contact details

Name: Areál AGROTEC a.s.
Street: Brněnská 74, Hustopeče
GPS: N 48°56.84873', E 16°43.72697'
Tel., e-mail: +420 776 814 025, tajemnikrally@agrotec.cz
HQ in operation from to
Date: 18. 6. 2025 Time: 16:00 21:00
Date: 19. 6. 2025 Time: 07:00 19:00
Date: 20. 6. 2025 Time: 06:00 01:00
Date: 21. 6. 2025 Time: 06:30 17:00

Digital Notice Board (DNB):

An electronic notice board at www.agrotecally.cz via the SPORTITY app will be used. No physical official notice board will be set up during the rally. The Autoclub of the Czech Republic has provided the SPORTITY application, which will function as an electronic notice board during the

XX. AGROTEC RALLY, on the rally website - www.agrotecally.cz. The SPORTITY app (Sportity.app) is free for all organisers and competitors to download in Google play and Apple store (for Android and IOS systems).
The password to access this app for the XX. AGROTEC RALLY is: **Hustopece2025**

2.3 Organising Committee

Organising Committee: Martin Rada, Petra Mynářová, Bořivoj Plšek, Jaromír Marchalín

2.4 Senior Officials

	Name
Clerk of the Course:	Petra Mynářová
Deputy Clerk of the Course:	Bořivoj Plšek
	Jaroslav Marchalín
Secretary of the Stewards:	Kristýna Panušková
Secretary of the Event:	Jaroslav Marchalín
Chief Safety Officer:	Bořivoj Plšek
Deputy Chief Safety Officer:	Jiří Kunat
Scrutineers (Chief Scrutineer):	Roman Rejnart
Chief Medical Officer (CMO):	MUDr. Lubomír Nečas
Timekeeping (Chief Timekeeper):	Alena Konečná
Competitors' Relations Officer (CRO):	Jakub Hofbauer
Press Officer:	Tomáš Plachý
Environmental Officer:	Ondřej Herich
Economist	Marta Mádrová
Chief of Rally Control:	Pavel Štípek
GPS Operator:	Václav Štípek
Tracking system:	Vojtěch Valenta – SAS Zlín, NAM systém, s.r.o.
Results processing:	SK PORS Plus v AČR, Oto Berka

3. Programme

	Location:	Date:	Time:
Issuing of Rally Guide	Internet (DNB)	25.04.2025	12:00
Publishing of the supplementary regulations	Internet (DNB)	26.04.2025	12:00
Entries open		26.04.2025	12:00
Closure date of entries		03.06.2025	24:00
Closing date for order of extra service in SP	Permanent Secretariat	03.06.2025	24:00
Closing date for shakedown registration	Permanent Secretariat	03.06.2025	24:00
Publication date of entry list	Internet (DNB)	16.06.2025	24:00
Issuing of the road book, maps	Internet	16.06.2025	24:00
Collection of material and documents	Hustopeče, areál AGROTEC a.s.	18.06.2025 19.06.2025	16.00-21:00 07:00-10:00
Collection of tracking systems for reconnaissance	Hustopeče, areál AGROTEC a.s.	18.06.2025 19.06.2025	16.00-21:00 07:00-10:00
Start of reconnaissance		19.06.2025	07:00
Opening of service park	Hustopeče, areál MOSS logistic, s.r.o.	19.06.2025	17:00
Administrative checks	Hustopeče, areál AGROTEC a.s.	20.06.2025	06.30-09:00
Scrutineering – sealing & marking of components	Hustopeče, areál AGROTEC a.s.	20.06.2025	07.00-12:00

Opening of media centre	Hustopeče, areál AGROTEC a.s.	20.06.2025	10:00
End of reconnaissance		20.06.2025	11:30
Re-scrutineering	Hustopeče, areál AGROTEC a.s.	20.06.2025	time determined by the scrutineers
Shakedown	Starovice – Uherčice	20.06.2025	
	Cars no 1-20		10:30 – 11:10
	All cars		11:10 – 14:15
Publication of the Amended Entry List	Internet (DNB)	20.06.2025	14:15
Publication of start list for Leg 1	Internet (DNB)	20.06.2025	14:15
Start of the Rally – Leg 1	TC 0 – Service out Hustopeče, areál MOSS logistics s.r.o.	20.06.2025	16:30
Finish of Leg 1 (estimated time of 1st car)	TC 6A - Parc fermé in areál AGROTEC a.s.	20.06.2025	22:25
Publication of start list for Leg 2	Internet (DNB)	21.06.2025	01:00
Re-scrutineering, cars to re-start after retirement	Parc fermé out, areál AGROTEC a.s.	21.06.2025	07:30
Start of the Rally – Leg 2	TC 6B - Parc fermé out, areál AGROTEC a.s.	21.06.2025	08:30
Podiums Ceremony	TC 14C Hustopeče, ulice Husova	21.06.2025	16:18
Final scrutineering (following the marshals' instructions)	Hustopeče, areál AGROTEC	21.06.2025	Immediate after arrival at the finish
Publication of Provisional Classification	Internet (DNB)	21.06.2025	17:45
Publication of Final Classification	Internet (DNB)	21.06.2025	After signed by the stewards and after expiry of the protest time

4. Entries

4.1 Closing date for entries

See programme in chronological order (SR Art. 3) and FIA RRSR Art. 23.

4.2 Entry procedure

Entries must be submitted in accordance with the FIA RRSR Art. 22– Art. 25.

See also FIA ISC Art. 3.8 – Art. 3.14

Entry is made only in electronic form at www.agrotecally.cz. An electronic entry application must be confirmed by way of personal signature by the competitor by the latest at administrative checks. The entry form must be accompanied by a copy of the valid competitor's licence. A change of competitor is permitted up to the close of entries. Only the competitor entered in the event will be allowed to make this request.

Foreign competitors, drivers and co-drivers must present authorisation from their ASN (according to Art. 3.9.4 of the Code).

Applications will be confirmed by email.

An entry application (also made electronically) will be accepted only if accompanied by the total entry fees.

According to the International Sporting Code Art. 3.8.1 an entry compels the competitor to take part in the Competition in which they have been accepted to run, except in case of duly established Force Majeure.

All competitors taking part in a Championship event must ensure that their drivers and co-drivers sign the Driver's Declarations and Undertakings form as attached in RRSR Appendix XIV.

This form is available at <https://www.fia.com/regulation/category/117> (RELATED DOCUMENTS section).

Please print, fill in and sign the Driver's Declaration.

The completed and signed Driver's Declaration must be handed to the organiser at the Administrative checks.

Crews holding international driver and co-driver and competitor licences with a car according FIA

rules will be automatically included to the ERT classification. Other crews will drive in the national group and will be classified for the Czech Championship and RCH only.

4.3 Number of competitors accepted and vehicle classes

The number of competitors shall be limited to: 120

For the purpose of deciding the order of entries in relation to the maximum number of entries accepted, the only and decisive criterion is the date of payment of the full entry fee, with the understanding that FIA and ASN priority drivers will always be accepted.

4.3.1 Eligible cars in ERT

CLASS	GROUPS	
RC2	Group Rally2	– Group Rally2 cars conforming to the 2024 Appendix J, Art. 261
	Group Rally2 Kit (VR4K)	– Cars fitted with R4 Kit conforming to the 2024 Appendix J, Art. 260E
	Group NR4 over 2000cc	– Group N cars conforming to the 2019 Appendix J, Art. 254
	S2000-Rally: 2.0 Atmospheric	– Super 2000 cars (conforming to the 2013 Appendix J, Art. 254A)
RGT	RGT cars	– Group RGT cars conforming to the 2019 Appendix J, Art. 256 – Group RGT cars conforming to the 2024 Appendix J, Art. 256
RC3	Rally3 (atmo over 1390cc and up to 2000 cc and turbo over 927cc and up to 1620cc)	– Group Rally3 cars homologated from 01/01/2021 and conforming to the 2024 Appendix J, Art. 260
RC4	Rally4 (atmo over 1390cc and up to 2000cc and turbo over 927cc and up to 1333cc)	– Group Rally4 cars homologated from 01/01/2019 and conforming to the 2024 Appendix J, Art. 260 – Group R2 cars homologated before 31/12/2018 and conforming to the 2018 Appendix J, Art. 260
	R3 (atmo / over 1600cc and up to 2000cc and turbo over 1067cc and up to 1333cc)	– Group R cars homologated before 31/12/2019 and conforming to the 2019 Appendix J, Art. 260
	R3 (turbo / up to 1620cc / nominal)	– Group R cars homologated before 31/12/2019 and conforming to the 2019 Appendix J, Art. 260D
	Group A up to 2000cc	– Group A cars conforming to the 2019 Appendix J, Art. 255
RC5	Rally5 (atmo up to 1600cc and turbo up to 1333cc)	– Group Rally5 cars homologated from 01/01/2019 and conforming to the 2024 Appendix J, Art. 260
	Rally5-Kit (atmo or turbo up to 1600cc)	– Group Rally5-Kit cars homologated from 01/01/2024 and conforming to the 2024 Appendix J, Art. 260B
	Rally5 (atmo up to 1600cc and turbo up to 1067cc)	– Group R1 cars homologated before 31/12/2018 and conforming to the 2018 Appendix J, Art. 260

See also FIA RRSR Art. 12.2 additional provisions.

Only above listed cars are eligible to score points in the FIA European Rally Trophy.

4.3.2 Eligible national cars

Nationally homologated cars may participate in this rally when they fit into a national group/class as of following list, without eligibility to score Trophy points.

4.3.3 Autoklub Czech Rally Championship (MCR)

CLASSES	GROUPS	
RC2	Rally2	Appendix J, Article 261 2024
	Rally2 Kit (VR4K)	Appendix J, Article 260E 2024
	NR4 over 2000 cc (now N over 2000 cc)	Appendix J, Article 254 2019
	S2000-Rally: 2.0 Atmospheric	Appendix J, Art. 254A 2013
RGT	RGT cars	Appendix J, Art. 256 2019 Appendix J, Art. 256 2024
RC3	Rally3 (atmo over 1390 cc up to 2000 cc) homologated after 1 January 2021	Appendix J, Art. 260 2024
	Rally3 (turbo over 927 cc up to 1620 cc) homologated after 1 January 2021	
RC4 I	R2C (atmo over 1600 cc to 2000 cc) R2C (turbo over 1067 cc to 1333 cc)	Appendix J, Art. 260 2018
	R3C (atmo over 1600 cc to 2000 cc) R3C (turbo over 1067 cc to 1333 cc)	Appendix J, Art. 260 2019
	R3T (turbo up to 1620 cc/rated)	Appendix J, Art. 260D 2019
	Rally4 (Ra4C) (atmo over 1600 cc to 2000 cc) Rally4 (Ra4C) (turbo over 1067 cc to 1333 cc)	Appendix J, Rally4, Art. 260 2024
	A to 2000 cc	Appendix J, Art. 255 2019
RC4 II	R2B (atmo over 1390 cc to 1600 cc) R2B (turbo over 927 cc to 1067 cc)	Appendix J, Art. 260 2018
	Rally 3 (Ra3B) (atmo over 1390 cc to 1600 cc) Rally 3 (Ra3B) (turbo over 927 cc to 1067 cc)	Appendix J, Art. 260 2024
	Rally 4 (Ra4B) (atmo over 1390 cc to 1600 cc) Rally 4 (Ra4B) (turbo over 927 cc to 1067 cc)	Appendix J, Art. 260 2024
	N up to 2000 cc	Appendix J, Art. 254 2019
	A to 1600 cc	Appendix J, Art. 255 2019
RC5	Rally5 (atmospheric engines up to 1600 cc and turbo engines up to 1333 cc)	Appendix J, Rally5, Art. 260 2024
	Rally5-Kit (atmospheric engines or turbo engines up to 1600 cc)	Appendix J, Art. 260B 2024
	Rally5 (atmospheric engines up to 1600 cc and turbo engines up to 1067 cc)	Appendix J, R1, Art. 260 2018
	N up to 1600 cc	Appendix J, Art. 254 2019
	A up to 1400 cc	Appendix J, Art. 255 2019

See also ASN National Sporting Regulations Art. 1.2 and 1.2.4 additional provisions.

4.3.3.2 Autoklub Rally Challenge (RCH)

CLASSES	GROUPS	
RN6	A up to 1400 cc	Appendix J, Article 255 2019 + NTP

	N up to 1600 cc	Appendix J, Art. 254 2019
	A to 1400 cc Kit car	Appendix J, Art. 255 2019 + NTP
RN7	A to 1600 cc (cup)	Appendix J, Art. 255 2019 + NTP
	R2B do 1600 cc	Appendix J, Art. 260 2012
	N up to 2000 cc	Appendix J, Art. 254 2019
RN8	A to 1600 cc Kit car	Appendix J, Art. 255 2019 + NTP
	A up to 2000 cc including Kit Car	Appendix J, Art. 255 2019 + NTP
	A and N with turbocharged Diesel engine up to 2000 cc / nominal R3D (turbo up to 2000 cc nominal)	Appendix J, Art. 254 and 255 2019 + Appendix J, Art. 260D 2019 + NTP
RN9	A over 2000 cc	Appendix J, Art. 255 + NTP 2023
	S2000-Rally: 2.0 Atmospheric	Appendix J, Art. 254A 2013
	WRC	Appendix J by Article for WRC by the end of 2016
	Open N-CZ	NTP 2023
	Porsche GT	NTP 2023
	N over 2000 cc	Appendix J, Art. 254 + NTP 2023
	R4	Appendix J, Art. 254 2019
	S2000-Rally: 1,6 turbo with 30 restrictor mm (RRC)	Appendix J, Art. 254A 2013
RN10	V1 a V2 do 2000 ccm	NTP 2024
	V3 od 2000 do 3000 ccm	

* NTP = National Technical Prescription

See also ASN National Sporting Regulations Art. 2.2 and 2.2.4 additional provisions.

4.3.4 AUTOKLUB Czech Historic Sporting Rally Championship

Only cars in complying with Appendix J of FIA Sporting Code (corresponding to the period), with Appendix K of FIA Sporting Code and with technical regulations of national sporting code can participate in the rally.

Category 1 – epoch „69” (periods: D, E, F, G1) Touring cars (T) and modified touring cars (CT) and cars GT and GTS from period D, E, F and G1 homologated from 1. 1. 1931 to 31. 12. 1969	1A	up to 1300 cc
	1B	from 1300 cc to 1600 cc
	1C	over 1600 cc
Category 2 – epoch „75” (periods: G2, H1) Touring cars (T) and modified touring cars and cars GT and GTS included in contemporary groups 1, 2, 3, and 4, homologated from 1. 1. 1970 to 31. 12. 1975	2A	up to 1300 cc
	2B	from 1300 cc to 2000 cc
	2C	over 2000 cc
Category 3 – epoch „81” (Periods: H2, I) Touring cars (T) and modified touring cars and cars GT and GTS included in contemporary groups 1, 2, 3, and 4, homologated from 1. 1. 1976 to 31. 12. 1981	3A	up to 1300 cc
	3B	from 1300 cc to 2000 cc
	3C	over 2000 cc
Category 4 – epoch „92” Periods: J1, J2) Touring cars (T) and modified touring cars and cars GT and GTS included in groups A and B (without cars of group B which was forbidden by FIA), homologated from 1. 1. 1982 to 31. 12. 1987 (Period J1) and homologated from 1. 1. 1988 to 31. 12. 1992 (Period J2)	J1Aa	2WD up 1300 cc
	J1Ab	2WD up 1600 cc
	J1B	2WD up 2000 cc
	J1C	2WD over 2000 cc
	J1D	4WD
	J2Aa	2WD up 1300 cc
	J2Ab	2WD up 1600 cc

	J2B	2WD up 2000 cc
	J2C	2WD over 2000 cc
	J2D	4WD
Category 5 – epoch „2000” a) Touring cars (T) and modified touring (TC) classified in groups N and A, approved from 1.1. 1993 to 31.12.2000 (period K), from 1.1.1995 to 31.12.2000 (period KC - Kit Car), from 1.1.1993 to 31.12.1996 (K1 period), from 1.1.1993 to 31.12.2000 (K2 period), from 1.1.1997 to 31.12.2000 (KRC period - WRC) with FIA HTP issued; b) Touring cars (T) and modified touring cars and cars GT in groups N and A, homologated from 1. 1. 1986 to 31. 12. 1996 (with max. range of modifications according to Art. J 1996 and using NTP for Category 5 - epoch"96")	5A	Group N up 1600 cc
	5B	Group N from 1600 cc to 2000 cc
	5C	Group M over 2000 cc
	5D	Group A up 1300 cc
	5E	Group A from 1300 cc to 2000 cc
	5F	Group A over 2000 cc

Organiser's cup

Eligible cars: Cars with national homologation (ASN homologation) or cars with valid or expired FIA homologation (FIA homologation since 1.1.1975), for which the company is not listed in the RS, can participate in the Organiser's cup. Cars without national or FIA homologation are not allowed.

The safety equipment of the crew, the safety equipment of the car and the minimum prescribed weight must comply with the valid technical regulations of the Czech Championship.

Obligation of the competitor for a car with foreign national homologation or for a car with FIA homologation modified according to the national regulations is to provide to the organiser the national homologation of the car and the technical regulations according to which the car is to compete in the foreign championship at least 14 days before the entry deadline. Both documents will be immediately forwarded by the organiser to the Chief Scrutineer for verification. The Chief Scrutineer has the right to refuse the approval of the application.

4.4 Entry fees/entry fee packages

Entry fee with organiser's optional advertising - FIA ERT	EUR 1050
Entry fee with organiser's optional advertising	EUR 942
Entry fee without organiser's optional advertising	EUR 1884
Reduced entry fee for classes RC5, RN6, RN7, RN8, RN10 and Organisers cup with service area 60 m2	EUR 780

(see also FIA RRSR Art. 24 App.IX)

Entry fee historic with organiser's optional advertising	EUR 833
Entry fee historic without organiser's optional advertising	EUR 1666

Shakedown registration	EUR 92
Special service request after closing date for entries	EUR 100
Additional place in the service area for each 1 m2	EUR 10
COMMERCIAL PACKAGE +50 m2 for priority drivers (see Czech SRR, App. IX - Organization)	EUR 375
Mobile toilet	EUR 125
Mandatory insurance (can be paid together with entry fee)	EUR 124

4.5 Payment

Any entry not accompanied by the entry fee shall be, according to Art. 3.9.3 of FIA International Sporting Code, null and void. The entry fee shall be paid by bank transfer to the account indicated below (in the latter case, adequate proof of payment must be attached to the entry form):

Komerční banka a.s.
Bank
CZ1401000000192078160257
IBAN

Agrotec, a.s.
Account holder
KOMBCZPPXXX
BIC

4.6 Entry fee refunds

The entry fee will be refunded in full:

- if the application is rejected,
- If the rally is cancelled,
- if the entry is cancelled before the deadline,
- for reasons of force majeure

Partial refund of the entry fee:

- Crews who duly excuse their non-participation before the start of the reconnaissance will be refunded at least 80% of their deposit.
- Crews excusing themselves before the start of the administrative checks period will be refunded 50% of their deposit.

5. Advertising and Identification

5.1 Obligatory organiser's advertising

A + B Competition numbers (panel 67 x 17 cm)	AGROTEC Group + EAA OIL, PETRONAS
C Rally plate:	Pavéza rally
F Rear doors or fender	ONI Systém
G Rear window panel	AGROTEC Group

The organiser will provide each crew with the number identification (67x17cm), which must be affixed to their car in the stated positions prior to scrutineering. Each panel shall be placed horizontally at the leading edge of each front door, with the number at the front. The top of the plate shall be between 7 cm and 10 cm below the lower limit of the window. **It is not allowed to cut the panel.**

ERT Eligible vehicles

A space measuring 67 x 6 cm, located immediately below the competition number panel, is reserved for the promotion of the FIA European Rally Trophy.
The following sticker shall be affixed at this space:



MCR and RCH Eligible vehicles

Front window (advertising of Promoter Czech Championship): will be announced in a bulletin

A strip 10 cm high and running the full width of the windscreen below the existing 10 cm high reserved for competitors at the top of the windscreen.

5.2 MČR HA vehicles

A Competition number left door (panel 50 x 44 cm)	AGROTEC Group
B Competition number right door (panel 50 x 44 cm)	EAA OIL, PETRONAS
F Rear doors or fender	ONI Systém

5.2.1 Optional organiser's advertising

Additional organiser's advertising:

- D Panel 67 x 20 cm under the left side door starting number: **Jihomoravský kraj, MOSS Logistic, SPHERE, IMPULS**
- E Panel 67 x 20 cm under the right-side door starting number: **Jihomoravský kraj, MOSS Logistic, SPHERE**

Spaces on the vehicle that must be kept free:

Organiser reserves following places which must remain free: place 67 x 20 cm under starting numbers on

both sides of front doors for ERT, and MČR, RCH and Organizer's cup cars and rectangle place width 50 cm and height 14 cm on both front doors over starting numbers or 2 x 7 cm over and

under starting number by Art. 4.3.2.3 National cars - Historical rally.
Placement of advertisings proposed by organiser is given in Appendix 4 of these supplementary regulations.

6. Tyres

(see Supplementary regulations)

7. Reconnaissance

(see Supplementary regulations)

8. Administrative checking, scrutineering and sealing

(see Supplementary regulations)

9. Other procedures and regulations

9.1 Ceremonial start procedures and order

There will be no Ceremonial Start.

Rally start to Leg 1, section 1

The official start of the rally will take place at the TC 0 (Service - Out). The starting order list for Section 1 will be published on the Digital Notice Board.

9.2 Finish procedure

Finish ceremonial

Rally finish - TC 14C located at entry to holding area before finish ramp. Podium will be prepared for first three crews in the general classification of ERT, MČR, RCH. Prizes described in art. 14 SR will be given on podium during ceremonial prize giving. Crews must continue directly to Parc Fermé after finish ceremony.

9.3 Classification

The final classification will not be distributed after the event. The final classification will be published on the Digital Notice Board.

9.4 Shakedown

Registration for shakedown should be confirmed in entry form and is charged with CZK 2200 / EUR 92 for each car. Charge should be paid with entry fee. Participation on shakedown is only allowed to registered crews which passed administrative checking and scrutineering. All security rules for SS are also valid for shakedown. There is no limit in number of passes.

During Shakedown service is only permitted in the main service park. Any break of this rule will be penalized with penalty CZK 5000 / EUR 200.

9.5 Service Park organisation

Location: area MOSS logistics s.r.o., Bratislavská 21, Hustopeče

GPS Coordinates: N 48°55.525', E 16°45.329'

Opening of service area:

From 19.06.2025 17:00 till 21.06.2025 17:30

For FIA and ASN drivers will be allocated approx. 100 m2, for other drivers 80 m2.

Allocated place will be announced during entrance to the service area

Other requests:

Solving the requirement for location of service place is not guaranteed by the organizer.

Other services requests for larger service (max 120 m2) or other requests must be sent to the organizer till closing date for entries.

Car identified as „SERVIS” (service), „DOPROVOD” (auxiliary) and „SEZNAMOVACÍ VOZIDLO” (recce car) are allowed to enter the service area. All competitors must use only actually valid

stickers.

Extra requests applied after closing date for entries and secured by the organizer are additionally charged by fee CZK 2500 / EUR 110 excl. VAT.

Service Park regulations:

During the service time between the first rally car enters and the last car leaves the service park, it is strictly forbidden for all service vehicles to enter or drive inside the service park (not valid in case of transportation broken cars). Every infringement will be sanctioned by the Clerk of the Course with penalty of EUR 80. Service park traffic is one-way only - for rally cars as well as the service and auxiliary vehicles. Maximum speed inside the service park is limited to 30 km/h.

It is strictly forbidden smoking and handling open flames in the service Park!!!

Team vehicles may only park in the service area on allocated place /not on the pavements/. If anyone will not follow this rule, affected car will be towed away and penalty (fine) EUR 400 will be applied by the Clerk of the Course.

Trailers for transportation rally cars must be parked on the reserved area (Hustopeče, AGROTEC a.s., Brněnská 74 - N 48°56.95855', E 16°43.73417'), penalty (fine) of EUR 200 will be applied by the Clerk of the Course in case of braking this regulation.

All shows, exhibitions and sales events in service area without permission of organisers are strictly forbidden.

10. Media

10.1 Principles for the accreditation of journalists in 2025

Requests for accreditation must be submitted only via email: akreditace@mediadelegat.cz. Journalists gain access to the information system (IS) on the basis of a completed accreditation form available in PDF on the website of the Automobile Club of the Czech Republic (AČR) in the "motorsport" section under "automobily", "formuláře". The applicant will fill out this form only once and apply to individual events via IS.

10.2 Deadline

Closing date for media accreditation is 9. 6. 2025.

10.3 Contact

Autoklub České republiky
Opletalova 1337/29
110 00 Praha 1
E-mail: akreditace@mediadelegat.cz

10.4 Media center

Areál AGROTEC a.s.
Brněnská 74, Hustopeče
Friday 20. 6. 2025 Time: from 9:00 hod
Saturday 21. 6. 2025 Time: to 17:00 hod

11. General information

11.1 Hustopeče city

The heart of vineyards and almond trees

This town, situated in the picturesque countryside near the Pálava and Novomlýnské reservoirs, offers opportunities for active tourism and relaxation in the midst of vineyards and almond orchards.



The town has always been closely linked with viticulture. It is obvious both from the oldest seal of Hustopeče 1322 with viticultural symbols and also from the fact that the feared Horenský court was active there. In the 16th and 18th centuries, Hustopeče became the largest municipality of Moravia due to its acreage of vineyards. Together with Mikulov and Znojmo, Hustopeče formed a trio of major centres of Moravian viticulture. Today, you can find two wine-cellar lanes in the town – the streets Vinařská and Na Hradbách, where you can visit any number of wine cellars.

The town centre has two dominant features: a neo-Renaissance town hall from 1906 and the modern church of St. Wenceslaus and Agnes of Bohemia from 1994. Besides them, the main square (Dukelské Square) features a fountain from 1595, baroque plague column and above all the Renaissance House U Synků from 1579. You should not miss the opportunity to visit the Permanent Wine Exhibition.

You can visit a number of events in the town during the year. Most of them are connected with the wine culture, while others are focused on sport. One Saturday in March is dedicated to the almond trees, and almond and wine festivals are held regularly. Visitors can go on a guided walking tour through the orchards. Restaurants offer almond menus, and wines from local winemakers and the renowned Hustopeče almond brandy is another great attraction. The first weekend in October in Hustopeče is annually dedicated to federweisser.

Federweisser festivities transport the city to the Middle Ages. Ladies, esquires and knights in historic costumes can be seen at every turn, and the federweisser doesn't stop flowing. It is poured in so-called mázhouses (tap rooms) in passageways to the square. During these days full of fun and laughter you will get to know real Moravian hospitality and ease. Worthwhile events with a wine theme include the St. Martin's Wine and Goose Celebration (November), Almond and Wine Festival (March) or the unique exhibition World Wine Duel (November). Popular sports events include Wandering through the André Region (June), which combines wine and cycling, or Jumping in Hustopeče (Hustopečské skákání).



11.2 Mikroregion Hustopečsko

The heart of South Moravia

The microregion Hustopečsko is a union of municipalities in the Břeclav district with headquarters in Hustopeče. Its goal is regional development in general, tourism and the environment. It unites a total of 29 municipalities and was founded in 2002. The microregion is largely located in the Velkopavlovice wine sub-region, marginally also in the Mikulov wine sub-region, and is thus a frequent destination for wine tourism and cycle tourism in South Moravia.

11.3 Accommodation




Competitors, drivers and teams, media representatives and visitors must book accommodation individually.

Database of accommodation facilities in Hustopeče:

11.4 Traffic rules

- vehicles drive on the right
- all passengers are required to wear seat belts while driving
- it is illegal for a driver to consume any amount of alcohol or other intoxicating substances before driving
- the obligation to have turned on headlights for all the day
- it is forbidden to hold a mobile phone in any way while driving (without a hands-free kit)
- children (under 150 cm, up to 36 kg) must ride in car seats on all types of roads

Speed limits:

		 < 3,5 t	 > 3,5 t
in village	50 km/h	50 km/h	50 km/h
out of village	90 km/h	90 km/h	80 km/h
road for motor vehicles	110 km/h	110 km/h	80 km/h
highway	130 km/h	130 km/h	80 km/h

Electronic highway stamp: the obligation to purchase an electronic highway stamp applies to motor vehicles with at least four wheels, the maximum permitted weight of which is no more than 3.5 tons. The obligation does not apply to trailers and motorcycles





Prices valid from 1. 1. 2025	Year	30 days	10 days	1 day
Standard fuel	2 440 Kč	460 Kč	290 Kč	210 Kč
Biometan	1 150 Kč	210 Kč	130 Kč	100 Kč
CNG and LNG (not valid for LPG)	1 150 Kč	210 Kč	130 Kč	100 Kč
Plug-in hybrid (CO ₂ max 50 g/km)	570 Kč	100 Kč	60 Kč	50 Kč
Electromobiles	0 Kč	0 Kč	0 Kč	0 Kč
This rate applies automatically to vehicles registered in the Czech Republic. For vehicles registered abroad, it is necessary to submit an application for notification of exemption.				
> 3,5 t	Electronic toll system			

Electronic toll system: <https://mytocz.eu/>

Electronic highway stamp: <https://edalnice.cz/>

Vehicles registered outside the Czech Republic must have a green card for liability insurance.

11.5 Important phone numbers

	112	EUROPEAN EMERGENCY NUMBER
	150	FIRE BRIGARDE
	155	AMBULANCE
	158	POLICE
	156	City police

HOSPITAL

Hustopeče

Nemocnice Hustopeče, p. o., Brněnská 716/41
operator +420 519 407 311

emergency +420 519 407 310

TOWING ASSISTANCE asistenční služba ABA +420 1240

11.6 TIME

The Czech Republic falls into the same time zone as the rest of Central Continental Europe, i.e. Central European Time (GMT) + 1 hour. The Czech Republic distinguishes between summer and winter time and calculates day and night time in a 24-hour system.

11.7 Sunrise / Sunset

20. 6. 4:49 / 20:59 Leg 1

21. 6. 4:49 / 20:59 Leg 2

11.8 Holiday

Saturdays, Sundays and public holidays are the days when most offices and banks are closed, and shops are often closed on holidays and Sundays. However, most restaurants, bars and tourist attractions are open. It should be remembered that public transport services do not run as often as on normal days.

Holiday:

New Year (1.1.)

Easter (March or April)

Labor Day (1.5.)

Victory Day (8.5.)

Cyril and Methodius Slavic Annunciation Day (5.7.)

The day of the burning of Master Jan Hus (6.7.)

Czech Statehood Day (28.9.)

The day of the establishment of the independent Czechoslovak state (28.10.)

Day of the fight for freedom and democracy (17.11.)

Christmas holidays (24.-26.12.)

School holiday:

The main school holidays are in the summer (whole July and August). In addition, children have holiday at Christmas (usually 23/12 - 3/1) and in the spring (one week, it varies depending on the location of the school).

11.9 PHONE

The international prefix for incoming calls to the Czech Republic is +420

Information on telephone numbers of participants in the Czech Republic 1180

Mobile phone: +420 xxx xxx xxx

The international dialing code for outgoing calls is 00

11.10 Electricity

Voltage 230 V (Volt), 50 Hz

Sockets and plugs identical to the continental states of the European Union.

11.11 BANKS

Hustopeče:

Česká spořitelna, a.s., Dukelské nám. 123/32, telefon: 956 756 270

Komerční banka, Dukelské nám. 4/4, telefon: 955 556 361

ČSOB bankomat, Husova 1168

All banks use ATMs operating 24 hours a day.

11.12 CREDIT CARDS

All major credit/debit cards are accepted by hotels, restaurants, large shops, gas stations. Smaller shops and establishments do not accept credit/debit cards.

11.13 Exchange rate: 1 Euro = 25,50 CZK

11.14 Distances

Hustopeče - Wien	110 km	Hustopeče – Brno	33 km
Hustopeče - Bratislava	101 km	Hustopeče – Praha	232 km

11.15 Border crossings

The Czech Republic is part of the Schengen area.

On the night of December 20-21, 2007, the Czech Republic joined the countries of the Schengen area. Border barriers separating neighboring countries are a thing of the past, and traveling around Europe is a little easier. Together with the Czech Republic, Estonia, Lithuania, Latvia, Poland, Hungary, Malta, Slovakia and Slovenia expanded the current fifteen Schengen states, and now Croatia is also part of it.

11.16 Airports

Airport Praha	U letiště 161, 16100 Ruzyně - Ruzyně	tel: +420 220 113 314
Airport Brno	Letiště Brno-Tuřany 904/1, 627 00 Brno	tel: +420 545 521 310
Airport Bratislava	Ivanská cesta, 820 01 Bratislava, SK	tel.: +421 2/330 333 53
Airport Vídeň	1300 Schwechat, Rakousko	tel: +43 1 70070

11.17 CAR RENTALS

Sixt	Praha (CZ) Pražské letiště Václava Havla	+420 222 324 905
Europcar	Praha (CZ) Pražské letiště Václava Havla	+420 246 096 711
AVIS	Praha (CZ) Pražské letiště Václava Havla	+420 235 362 420

Appendix 1 – Itinerary

20. AGROTEC PETRONAS RALLY 2025

Friday / pátek 20. 06. 2025

Leg 1 / 1. etapa

SS/RZ TC/ČK	Location Místo	SS dist. RZ délka	Liasion dist. Úsek bez RZ	Total dist. Celk. úsek	Target time Jízd. doba	First car due Čas 1. vozu
0	Service/Servis out - START	–	–	–	0	16:30
	<i>Refueling zone (Hustopeče)</i> <i>Tankovací zóna (Hustopeče)</i>	45,78	47,54	93,32		
0A	Ramp/rampa	–	2,85	2,85	12	16:42
1	Starovice žebřák	–	3,26	3,26	15	16:57
SS/RZ1	Starovice - polookruh	16,37	–	–		17:00
2	V. Němčice	–	6,67	23,04	30	17:30
SS/RZ2	Vlčí Dolina - Kurdějov	13,91	–	–		17:33
3	Boleradice	–	21,24	35,15	50	18:23
SS/RZ3	Boleradice-Němčičky-V.Pavlovice	15,50	–	–		18:26
3A	Regrouping začátek - in	–	9,86	25,36	35	19:01
	Regrouping (Hustopeče) - přeskupení - Parc ferme			–	20	
3B	Regrouping konec - out	–		–		19:21
3C	Service začátek - in		3,66	3,66	10	19:31
	Service A (Hustopeče)	45,78	47,54	93,32	30	
3D	Service konec - out	–	–	–		20:01
	<i>Refueling zone (Hustopeče)</i> <i>Tankovací zóna (Hustopeče)</i>	45,78	42,92	88,70		
4	Starovice žebřák	–	5,15	5,15	20	20:21
SS/RZ4	Starovice - polookruh	16,37	–	–		20:24
5	V. Němčice	–	6,67	23,04	30	20:54
SS/RZ5	Vlčí Dolina - Kurdějov	13,91	–	–		20:57
6	Boleradice	–	21,24	35,15	50	21:47
SS/RZ6	Boleradice-Němčičky-V.Pavlovice	15,50	–	–		21:50
6A	Parc fermé/UP in	–	9,86	25,36	35	22:25
Leg 1 totals / 1. etapa celkem:		91,56	90,46	182,02	50,30%	

Section / Sekce 1

Section / Sekce 2

20. AGROTEC PETRONAS RALLY 2025

Saturday / sobota 21. 06. 2025

Leg 2 / 2. etapa

SS/RZ TC/ČK	Location Místo	SS dist. RZ délka	Liasion dist. Úsek bez RZ	Total dist. Celk. úsek	Target time Jízd. doba	First car due Čas 1. vozu
6B	Parc fermé/UP out	—	—	—	0	8:30
6C	Service/Servis in	—	3,66	—	10	8:40
Service B (Hustopeče)		0,00	3,66	0,00	45	
6D	Service/Servis out	—	—	—		9:25
<i>Refueling zone (Hustopeče)</i> <i>Tankovací zóna (Hustopeče)</i>		54,22	36,39	90,61		
7	Kurdějov	—	6,28	6,28	17	9:42
SS/RZ7 Kurdějov - H. Bojanovice - Diváky		19,12	—	—		9:45
8	Diváky	—	0,65	19,77	26	10:11
SS/RZ8 Diváky - Nikolčice - Šitbořice		14,19	—	—		10:14
9	Šitbořice	—	1,81	16,00	28	10:42
SS/RZ9 Šitbořice - Křepice		7,27	—	—		10:45
10	Popice	—	19,06	26,33	38	11:23
SS/RZ10 Popice - Uherčice - polookruh		13,64	—	—		11:26
10A	Regrouping začátek - in	—	4,93	18,57	32	11:58
Regrouping (Hustopeče) - přeskupení - Parc ferme				—	30	
10B	Regrouping konec - out	—	—	—		12:28
10C	Service začátek - in	—	3,66	3,66	10	12:38
Service C (Hustopeče)		54,22	36,39	90,61	30	
10D	Service konec - out	—	—	—		13:08
<i>Refueling zone (Hustopeče)</i> <i>Tankovací zóna (Hustopeče)</i>		54,22	34,02	88,24		
11	Kurdějov	—	6,28	6,28	17	13:25
SS/RZ11 Kurdějov - H. Bojanovice - Diváky		19,12	—	—		13:28
12	Diváky	—	0,65	19,77	26	13:54
SS/RZ12 Diváky - Nikolčice - Šitbořice		14,19	—	—		13:57
13	Šitbořice	—	1,81	16,00	28	14:25
SS/RZ13 Šitbořice - Křepice		7,27	—	—		14:28
14	Popice	—	19,06	26,33	38	15:06
SS/RZ14 Popice - Uherčice - polookruh		13,64	—	—		15:09
14A	Regrouping začátek - in	—	4,93	18,57	32	15:41
Regrouping (Hustopeče) - přeskupení - Parc ferme				—	30	
14B	Regrouping konec - out	—	—	—		16:11
14C	FINISH/CÍL	—	1,21	1,21	7	16:18
14D	Parc fermé/UP in	—	0,08	0,08	20	16:38

Leg 2 totals / 2. etapa celkem:	108,44	74,07	182,51
--	---------------	--------------	---------------

	SS dist. RZ délka	Liasion dist. Úsek bez RZ	Total dist. Celk. úsek	%
Leg 1 / 1. etapa:	91,56	90,46	182,02	50,30%
Leg 2 / 2. etapa:	108,44	74,07	182,51	59,42%
Overall totals / Celkový součet:	200,00	164,53	364,53	54,87%

Appendix 2 - RECCE TIME TABLE

Časový rozpis seznamovacích jízd / Time table			
SS/RZ	Délka km	Čtvrtek 19.06.2025	Pátek 20.6.2025
1/4 Starovice	16,37	07.00 – 12.00	NE/NO
2/5 Vlčidolina - Kurdějov	13,91	07.00 – 15.00	NE/NO
3/6 Boleradice – Němčičky- V.Pavlovice	15,50	07.00 – 15.00	NE/NO
7/11 Kurdějov-H.Bojanovice - Diváky	19,12	15.30 – 18.00	7.00-9.00
8/12 Diváky - Nikolčice- Šitbořice	14,19	15.30 – 18.00	7.00-9.00
9/13 Šitbořice-Křepice	7,27	07.00 – 18.00	NE/NO
10/14 Popice - Uherčice	13,64	12.30 - 18.00	NE/NO
SHAKEDOWN	2,96	13.00 - 15.00	NE/NO
Povolení jízdy v protisměru / Allowed drive in opposite direction			
1/4 Starovice	ANO/YES 13,84 – 13,54 km / 300 m / dále pokračuj po směru RZ na start RZ		
2/5 Vlčidolina - Kurdějov	NE/NO		
3/6 Boleradice – Němčičky- V.Pavlovice	ANO/YES 2,38 km – 0,00 km na start RZ		
7/11 Kurdějov- H.Bojanovice - Diváky	NE/NO		
8/12 Diváky - Nikolčice- Šitbořice	ANO/YES pozice č.2, 50 m okolo ostrůvku, vlevo ke startu, turn left to start 11,55 km – 11,26 km		
9/13 Šitbořice-Křepice	ANO/YES 4,64 km – 3,54 km		
10/14 Popice - Uherčice	NE/NO		
SHAKEDOWN	NE/NO		
Úseky se sníženou maximální rychlostí mimo míst daných dopravním značením (vyznačeno v itineráři) / Sections with reduced maximum speed outsider sections marked with road signs (marked in the road book):			
SS/RZ	Maximální stanovená rychlost / Maximum speed 50 km/h, 30 km/h	Od / From km	Do / To km
RZ 1,4 Starovice	ANO/YES START -STOP 50 km/h		
RZ 2,5 Vlčí dolina - Kurdějov	ANO /YES od km 4,72 do km 7,16 a od 11,65 km do STOP 50 km/h from km 4,72 to km 7,16 and from km 11,65 to STOP – 50 km/h		
RZ 3,6 Boleradice – Němčičky - V.Pavlovice	ANO /YES od km 2,38 do km 8,36 u koupaliště Němčičky 30 km/h / from km 2,38 to km 8,36 bathing place Němčičky – 30 km/h		
RZ 7,11 Kurdějov - Horní Bojanovice - Diváky	ANO/YES Od/from km 0,00 km start do/to 3,08 km 50 km/h Od/from km 6,04 km do/to 6,45 km 50 km/h Od/from km 8,90 km do/to 9,93 km 50 km/h Od/from km 9,97 km do/to 12,14 km 30 km/h Od/from km 14,64 km do/to CÍL/FINISH 19,12 km 50 km/h		
RZ 8,12 Diváky – Nikolčice - Šitbořice	ANO /YES Od/from km 7,36 km do/to 7,85 km 30 km/h Od/from km 11,55 km do/to 14,48 km 50 km/h		

RZ 9,13 Šitbořice - Křepice	ANO /YES Od/from km 4,64 km do/to 6,09 km 50 km/h
RZ 10,14 Popice-Uherčice	ANO /YES Od/from km 0,00 km start do/to 7,38 km 50 km/h

V případě poškození povrchu na šotolinových úsecích při seznamovacích jízdách, bude povrch před závodem upraven! / In case of damaged surface on the gravel parts of the stages after recce, surface will be repaired before the race.

COMPETITORS RELATIONS OFFICER

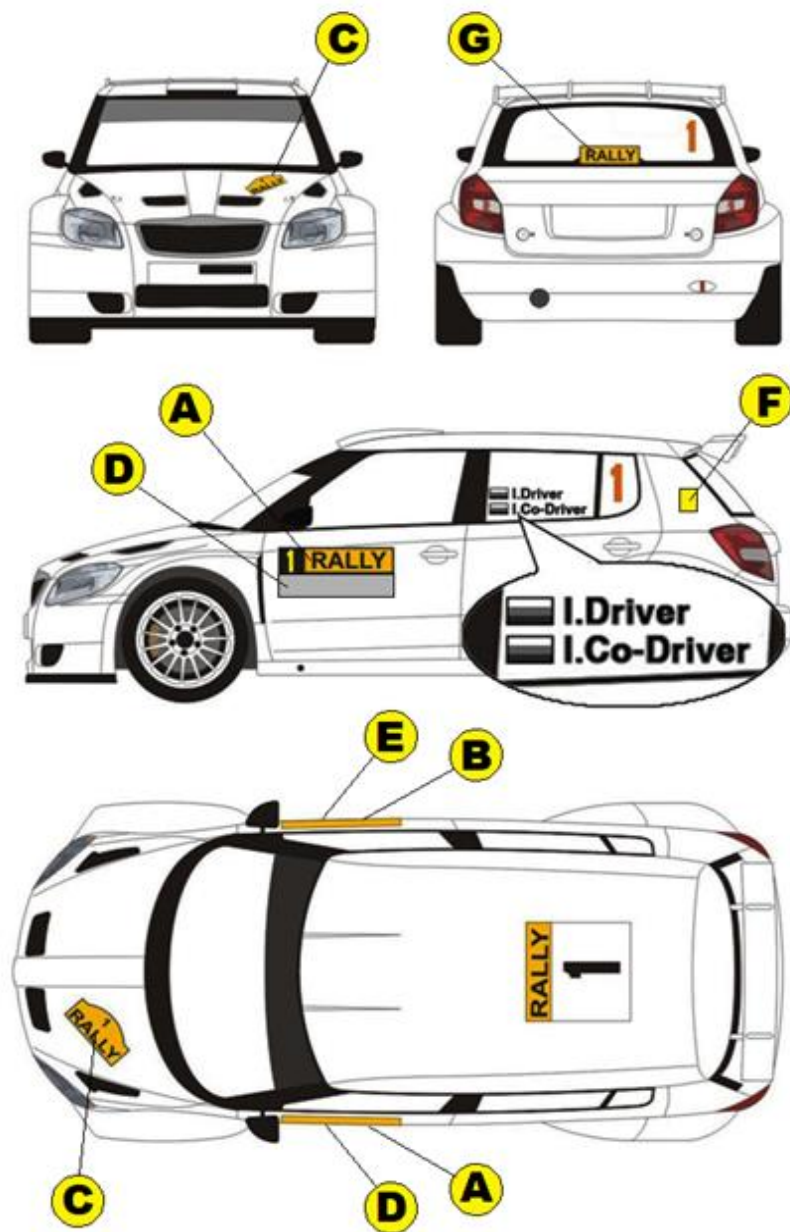


Jakub Hofbauer
Czech, English
+420 777 306 344

06:30 – 12:00	Administrative checks and scrutineering, Hustopeče (Area Agrotecu) Administrativní a technická přejímky, Hustopeče (Areál Agrotecu)
16:30 – 18:00	Start of the Rally (1 st section, Leg 1) Start rally (1. sekce, 1. etapa)
19:00 – 20:30	Regrouping (TC 3A, Hustopeče area Agrotec) Přeskupení (ČK 3A, Hustopeče areál Agrotecu)
22:20 – 24:30	Parc Fermé IN (TC 6A) Vstup do Parc Fermé (ČK 6A)
08:15 – 10:00	Parc Fermé OUT (TC 6B) Výjezd z Parc Fermé (ČK 6B)
11:20 – 12:30	Regrouping (TC 10A, Hustopeče area Agrotec) Přeskupení (ČK 10A, Hustopeče areál Agrotecu)
15:00 – 17:30	Finish of the Rally Cíl rally

Příloha 4 - DECALS AND SUPPLEMENTARY ADVERTISING

ERT, MČR, RCH and ORGANISERS CUP



A – AGROTEC Group

B – EAA OIL, PETRONAS

C – Pavéza rally

D – Jihomoravský kraj, MOSS Logistic, SPHERE, IMPULS

E – Jihomoravský kraj, MOSS Logistic, SPHERE

F – ONI Systém

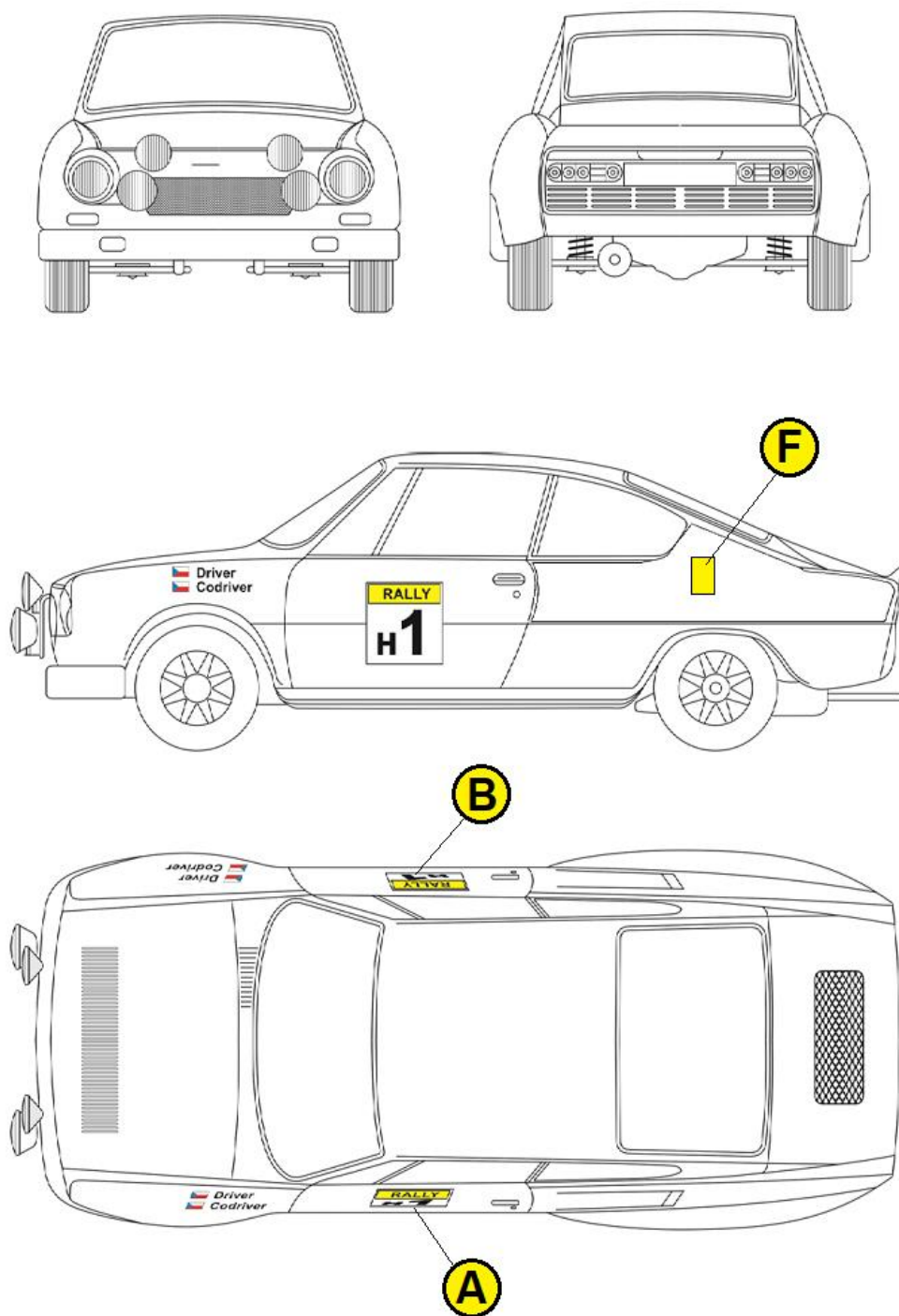
G – AGT GROUP

H – ERT Eligible vehicles

I – ERT Eligible vehicles

The organiser will provide each crew with the number identification (67x17cm), which must be affixed to their car in the stated positions prior to scrutineering. Each panel shall be placed horizontally at the leading edge of each front door, with the number at the front. The top of the plate shall be between 7 cm and 10 cm below the lower limit of the window. It is not allowed to cut the panel.

MČR HA



A – AGROTEC Group

B – EAA OIL, PETRONAS

F – ONI

Rectangle place width 50 cm and height 14 cm on both front doors over starting numbers or 2 x 7 cm over and under starting number.

Appendix 5 – Extracts from FIA ISC Appendix L relating to overalls, helmets and any other safety requirements

All competitors are reminded of Appendix L of the FIA International Sporting Code, in particular its Chapter III - Drivers' Equipment.

Helmets (Appendix L, Chapter III, Art. 1)

All crews must wear crash helmets homologated to one of the FIA standards listed in Appendix L.

Frontal Head Restraint (FHR, Appendix L, Chapter III, Art. 3)

All crews must use FIA approved FHR systems homologated to FIA standard 8858.

Approved FHRs, anchorages and tethers are listed in Technical List N° 29.

See also helmet compatibility chart in Appendix L, Chapter III, Art. 3.3.

Flame-resistant clothing (Appendix L, Chapter III, Art. 2)

All drivers and co-drivers must wear overalls as well as gloves (optional for co-drivers), long underwear, a balaclava, socks and shoes homologated to the FIA 8856-2000 standard (Technical List N°27) or to the FIA 8856-2018 (Technical List N° 74). Please pay special attention to the prescriptions of Art. 2 concerning the correct wearing of the clothing elements! See also FIA Regional Rally Sporting Regulations Article 53.1.

Any FIA-approved 8856-2018 garment customised using printing or transfers must be accompanied by a certificate from the manufacturer.

FIA Priority drivers (and accompanying co-drivers) must wear overalls as well as gloves (optional for co-drivers), long underwear, a balaclava, socks and shoes homologated to the FIA 8856-2018 standard (Technical List No 74).

Biometric Devices (Appendix L, Chapter III, Art. 2.1)

Drivers may wear a device to collect biometric data during racing.

- If the biometric device is integrated into a protective garment homologated to FIA Standard 8856, the garment shall be homologated to FIA Standards 8856 and 8868-2018.
- If the biometric device is a stand-alone device, then the device must be homologated to FIA Standard 8868-2018 only. This device must be worn in addition to the garment homologated to FIA Standard 8856.

Wearing of jewellery (Appendix L, Chapter III, Art. 5)

The wearing of any type of jewellery, such as but not limited to, neck chains, bracelets or watches is prohibited during the competition. Exceptions to this rule, providing the CMO and/or Medical Delegate do not consider that due to size or location they may delay rescue or hinder emergency care, are:

- i. the wearing of watch(es) by co-drivers, on the condition that the watch(es) is worn over the overall,
- ii. the wearing of a single band-style ring providing it does not restrict the natural range of motion of the hand, and
- iii. the wearing of body piercing(s) providing they are not worn in and/or around the oral cavity.

RELATED LINKS:

FIA International Sporting Code
and appendices (Chapter III, page 19):
FIA Technical Lists:

<https://www.fia.com/regulation/category/123>
<https://www.fia.com/regulation/category/761>

The safety equipment of the crew, the safety equipment of the car and the minimum prescribed weight must comply with the valid technical regulations of the Czech Rally Championship (MČR), Rally Challenge (RCH) and Czech Rally Championship (Czech Rally Historic Sporting Rally) for vehicles belonging to a national group/class permitted by ASN without trophy points.

NTP (National Technical Prescription) for rally: <https://www.autoklub.cz/disciplina/rally/>
NTP for rally HA: <https://www.autoklub.cz/disciplina/rally-historicky-automobilu/>

Driver safety equipment card

At the technical acceptance the competitor will hand over the details of the rider's and co-driver's safety equipment, the Card and safety equipment card is filled in via the IS of the Autoclub of the Czech Republic and the crew receives it upon acceptance the itinerary together with the technical card.

Appendix 6 – Tracking system

ONI® tracking system

1. General provisions

During the rally, all competition vehicles must be equipped with monitoring ONI® system. The ONI® monitoring equipment is the property of the Autoclub of the Czech Republic and the competitors must loaned to the competitors for a one-time fee of 160 CZK per unit (included in the entry deposit), or 530 CZK for the whole set (paid by the competitor), if he has not purchased the basic installation kit earlier. The price of the permanent installation set is 1320 CZK.

Any destruction, non-return or damage to the equipment must be paid by the competitor to the administrator according to the approved price list. Failure to return the unit immediately after the competition will result in the crew will be fined 3000 CZK. Until the unit is returned, the crew will not be allowed to start the next competition.

Return contact: +420 722 734 127

2. Distribution of the ONI® tracking system

ONI® tracking system contains following parts:

- tracking unit with display
- tracking unit holder
- power supply cable
- combined antenna roof
- control panel containing:
 - OK button to cancel the alarm / confirm red flag
 - SOS switch for calling emergency



ONI® tracking system will be installed to every rally car before each event. Detailed information will

be published no later than during roadbook issuing.

After arrival to the scrutineering, device administrator will install the tracking unit, antenna and control panel. Antenna and power supply cables can be purchased by the crew for personal ownership.

At the end of the rally or after retirement, the tracking unit or complete tracking system must be returned to the device administrator. The collection of units usually takes place in the service area before the rally finish, in front of the finish ramp or in a closed car park.

3. Installation of the unit in the car

3.1 To fit the tracking unit with display, antenna and control panel, it is necessary for the competitor to follow exactly the Installation guide, to keep the unit in good condition and to protect it against damage and fouling (especially the connectors) during the time.

3.2 Foreign and one time rally participants will receive a rental version of the set equipped with magnetic roof antenna.

3.3 Control panel with OK button and SOS switch is in one box for which the competitor has to choose a suitable place for fitting within the reach of both crew members. It is obliged to prepare everything for its installation prior to the scrutineering.

4. The unit operation during rally

To operate the unit, the crews have to meet all instructions as mentioned in the User's guide.

Operation during events on SS:

- **Accident (crash detection)**

- The unit evaluates the situation and sends info about accident to rally control. Crew cannot affect this message.
- The display shows message: **Are you OK?** Confirm.
- 10 s after this question, the siren waits for next 15 s
- If the crew pushes **OK** button, this information is sent to rally control and information about accident is not sent to the unit of following cars in the stage.

- **Stop in SS**

- When the car stops in SS, it is counted as an obstacle. Unit signals to the crew by sound siren and text, that they have stopped. This signal takes 15 s.
- If the crew doesn't push OK, warning message is sent to the rally control and also to other cars, which are currently in the stage arriving to the obstacle.
- With pushing the OK button the crew confirms that they are okay, on the display is shown message OK and information about obstacle is not sent to the unit of next cars in the stage.

- **Request for help**

- Changing the switch is confirmed by SOS message on display, also the siren sounds.
- The siren sound can be cancelled by pushing OK button.

- **Red flag**

- When the rally control hangs out the red flag, the display shows big message RED FLAG (with red background) and the siren sounds.
- Crew has obligation to confirm receiving the red flag by pushing the OK button and to reduce the speed according to the sporting regulations.
- The siren sound can be cancelled by pushing OK button.
- The red flag on display can be cancelled only by rally control.

5. Speed checking during reconnaissance

During reconnaissance the crew is obliged to follow traffic rules of the Czech Republic. Not respecting this rule, especially exceeding the speed limits, will be monitored via ONI® tracking system. This checking doesn't exclude other checks, i.e. police controls according to their standard procedures.

ONI® tracking system for reconnaissance

Tracking system is checking the speed in every moment during the reconnaissance.

Every crew will pick up the ONI® recce tracking unit together with roadbook. Installation of the unit and its using during reconnaissance is obligatory for all crews during the whole schedule of reconnaissance according to the art. 3 Reconnaissance schedule. For speed checking during the reconnaissance, NCL 21 units are used.



NCL21 unit is started during roadbook issuing before starting of reconnaissance. For whole reconnaissance the unit is working on its own battery. It is not necessary to plug the unit to any power supply.

It is possible to place the unit on metal surfaces - magnets are implemented in the unit.

Not using the unit in a rally car during reconnaissance will be fined.

Every attempt to falsify, manipulate or infringe the unit for reconnaissance or any device, which will make impossible to collect data because of external interference will be reported to the stewards who can penalize the crew up to refusing the start.

Decision regarding seriousness of the offence and its repeating is in Clerk of the Course's authority. For exceeding the speed limit, sanctions can be given according to supplementary regulations or championship regulations.

6. Manuals and other information: www.onisystem.cz/rally