



Supplement HC Regulations and
technical supplements

Formel Renault 2.0
Classic Austria 2023

open for vehicles with car pass or car documents
safety regulations according to appendix J of the respective period

Salzburg, March 2023

Business Consulting

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Formel Renault 2.0 Classic Austria

The promoter "Business Consulting GmbH", 5026 Salzburg, Ignaz Rieder Kai 83, writes in the context of the Histo Cup and the formula Historic the

"Formula Renault 2.0 Classic Cup Austria 2023"

under the following conditions:

0. Principle

Basis is the int. sport law of the AMF or the respective ASN as well as the circuit regulations of the AMF and the FIA and all appendices of the currently valid FIA yearbook, especially if they refer to the safety and the technical equipment as well as the bases of the series organizers.

1. Compulsory entry - conditions of participation

Each driver has to fill in a registration form and the disclaimer at the promoter before his first competition (online registration at www.histocup.com) and pay the registration fee. The registration fee is, depending on the date of payment, EUR 540,00 to 720,00 and has to be paid to the account of Business Consulting GmbH at Salzburger Sparkasse (deadlines: until 31.12.2022 EUR 600,00, until 31.01.2023 EUR 540,00 and from February 2023 EUR 720,00)

IBAN: AT22 2040 4000 4183 8186, BIC: SBGSAT2SXXX

All drivers with a valid driver's license (at least L-17) and with a valid D-license or C-license, (depending on the power weight) of an ASN from the EU or Switzerland are eligible to participate. Holders of higher licenses are also eligible to start. The BC reserves the right to reject registrations and entries (giving reasons) or to allow "guest drivers" to start.

Up to two drivers per vehicle can be entered and will be listed as a team in the results list. If both drivers are used on one race weekend, then both drivers must also start in the qualifying. The faster time will be used for the starting grid. At the timekeeping the first driver must be announced immediately after the last qualifying. If there is only one qualifying only one driver can participate.

The driver must compete in the race with the named and approved vehicle. A substitute vehicle or a vehicle exchange is not permitted!

Registered drivers

- Receive announcement/information via e-mail or fax
- Undertake to display Cup advertising in original colors and size
- will be counted for the overall ranking

1.1. Proof of racing experience / racing driver course:

Each newly registered driver must either prove that he has already had racing experience in the past (4-wheel or 2-wheel) or he must complete a racing driver course with certificate recognized by the AMF. The proof has to be provided by presenting

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official results of events that were registered in the motorsport calendar of the respective national organization (ASN) or the FIA.

1.2. FHR safety system for the driver

The FHR safety system (e.g. HANS) is prescribed by the FIA for all circuit series.

1.3. Bord- Pit raddio:

Radio is generally allowed. Teams are responsible for any registration with the respective competent authority.

2.0 Entitled vehicles - categories, period and class division

Eligible are drivers/applicants with the following vehicles or types:

Formula Renault 2.0 liters of the periods from 1.1.2000 to 31.12.2009 (sequential shift) and 1.1.2010 to 31.12.2018 (paddle shift) manufactured and having a car pass of the FIA/AMF or a car pass of the AMF, as well as complying with the provisions of Annex J of the last year of the corresponding periods and the exceptions granted under point 8 of this invitation to tender in one of the periods listed below. Vehicles with a wagon pass are also eligible for a short period of time. The Formula Renault 2.0 Eurocup regulations of the corresponding period are decisive.

2.1. Periods:

Period 1: 1.1.2000 to 31.12.2009 - FR 2000 Tatuus (Trophy)

Period 2: 1.1.2010 to 31.12.2018 - FR 2.0 Caparo, FR 2.0-13 (Cup)

Appendix J of the respective period applies.

2.2. Class division:

Period 1: 1.1.2000 to 31.12.2009

Period 2: 1.1.2010 to 31.12.2018

2.3. Weight of the vehicles:

According to the respective Renault regulations from 2000 to 2018, they point 14, technical designs. Vehicles with paddleshift in the period 1 +10 kg.

2.4. Appearance:

In terms of safety, the current AMF regulations apply to all vehicles.

3. Tires:

For both periods slick tires of the brand Hankook, on the front axle 180/550/13 and on the rear axle 240/570/13 of the medium compound. The tires can be purchased at the agreed special price for registered Formula Renault participants by stating the starting

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number at the tire partner: RSC - Race Service Center, 5321 Koppl, Habach No. 9a -
Mail: info@reifen-steffny.at.

Size	Compound	Rim Size		Overall Diameter (mm)	Section Width (mm)	Tread Width (mm)
		Permitted	Optimum			
180/550R13	C7	8	9	551	239	200
240/570R13	C7	10	11	574	290	250
VA entspricht dem Pirelli	200/540-13					
HA entspricht dem Pirelli	250/575-13					

The RSC is also on site as a racing and service service at the race tracks. The tires are delivered marked and only these may be used. The driver / team must hand in the "tire list" (listed numerically) to the series TC before qualifying.

4. Technical expert

In addition to the AMF technical commissioner, there will be a judge of fact who will take care of the compliance with the technical regulations and will also provide appropriate "support". The instructions of the technical judge must be followed at all times during the event.

He is subordinate to the AMF-technician or discusses all technical matters with him. Decisions can only be made by the sports commissioner.

Please observe the additional technical regulations (nat. homologation)!

5. Scoring

All registered participants in the point ranks will be included in the classification. All results will be taken into account for the overall classification or for each class.

Points are awarded in the periods according to the following scheme:

1. place	10 points	2. place	8 points
3. place	6 points	4. place	5 points
5. place	4 points	6. place	3 points
7. Platz	2 points	8. place	1 point

Guest driver:

Are eligible in principle, they pay an increased entry fee. No points will be awarded for the overall classification. If a participant pays the registration fee at a later date, his points will be included in the overall classification only from the date of payment of the registration.

6. Starting Grid:

For the starting grid of the first race and the second race, a separate qualifying session will be held.

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Alternatively, only one qualifying session can be held, which will then result in the starting grid for both races.

In addition, a separate free practice session for formula cars will be offered on Friday. If, for whatever reason, qualifying cannot take place, the current ranking in the results table will be used for the starting grid.

7. Starting procedure:

The starting grid will be in the pit lane or on a predefined place. For all races, a rolling start (Indianapolis start) must be performed. Traffic light on red, then red off or green. Each participant is responsible for the correct starting position. After the warm-up lap has been released, it will not be stopped because of a wrongly placed vehicle. If, in deviation from this, the starting grid should be set up in the conventional way, then this will be done in accordance with Art. 7 of the AMF circuit regulations.

8. Parc Fermé:

For the Formula Renault Classic Cup, a Parc Fermé may be set up at each event after qualifying and after the race heats. All vehicles that have taken part in the practice or the race must enter the Parc Fermé (location will be announced at the drivers' briefing). Failure to comply with this regulation will result in disqualification. After parking the vehicles, all drivers must leave the Parc Fermé immediately. Strangers are not allowed to enter. The driver has to stay nearby to be able to answer possible questions of the technician. Vehicles that have broken down or that have finished the practice/race prematurely can also be waved into the Parc Fermé.

The lifting of the Parc Fermé takes place at the earliest after the expiration of the protest period (1/2 hour after the official posting of the results) and is announced by the race director.

9. Technical review:

The race director has the right - in coordination with the technical expert and the chief technician of the AMF - to order technical inspections - especially the inspection of the cubic capacity, the control unit and the vehicle weight. The costs of an ordered disassembly have to be paid by the applicant or the driver.

10. Events:

There will be eight events with two race heats each.

Race dates 2023 (subject to change):

April	14 to 16	Pannoniaring (H)
April	28 to 30	Mugello (IT) □ only for the series: Histo STW / YT / TCO
May	12 to 14	Brno (CZ)
May	26 to 28	Red Bull Ring (AT)
June	16. to 18.	Rijeka (HR)
July	21 to 23	Misano (IT) □ only for the series: BMW / Mini / Histo K / Formula / FR2.0
August	11 to 13	Slovakiaring (SK)
September 1	5. to 17.	Salzburgring (AT)

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October 06. to 08 Most (CZ)

The promoter reserves the right to exchange dates or to insert new dates. The participants will be informed online or by mail at least four weeks before a new event.

For each event there will be at least one qualifying session of at least 20 minutes each and two race runs of approx. 50km each (usually 12 laps) or race duration defined by time (e.g. 22 minutes). For the starting grid of the first race the respective qualifying results are valid. For the second race the results of the first race. Alternatively, two qualifying sessions and two races can be organized.

Test days:

March 27 Pannoniaring (H)

March 30 Salzburgring

April 14 Pannoniaring (H)

May 12 Brno (CZ)

May 26 Red Bull Ring (AT)

June 16 Rijeka (HR)

July 21 Misano (IT) only for the series: BMW/Mini/K/Formula/FR2.0

August 11 Slovakiaring (SK)

15. September Salzburgring (AT)

06. October Most (CZ)

11. Prize Award

There are two separate evaluations (Trophy and Cup) The participant who has scored the most points at the end of the season is the "Trophy or Cup Winner".

In case of a tie in points, the number of class wins will decide, in case of a further tie in points, the number of second places and so on.

In both periods the first three drivers in the overall ranking will be awarded.

It is also possible to create an "overall ranking" - across periods - at the end of the year.

12. Entry to the individual events

Principle:

Each participant is responsible for his own entry. The BC publishes the entry form on the internet and will, as far as possible, forward the announcements of the respective organizers to all interested parties.

The entries have to be made generally via the BC by online entry. The entry is considered confirmed when the participant appears on the entry list for the respective event.

Entry fee:

The entry fee is EUR 600,00 for registered drivers, for guest drivers it is EUR 750,00) and has to be paid to the account of Promotor Business Consulting GmbH at Salzburger Sparkasse IBAN: AT22 2040 4000 4183 8186, BIC: SBGSAT2SXXX.

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The entry fee includes the legal VAT. The entry fee includes guard rail damages on Saturday and Sunday. The deductible for the causer is 20% of the incurred and charged costs of the respective race track. The free driving on Friday is not included in this regulation, because the free driving is not part of the official event. Each driver is responsible for the damage caused by him.

Entries are only valid if the entry fee has been paid in time. The payment receipt has to be presented at the administrative scrutineering. Payment at the race track is only possible in exceptional cases, at the full amount.

Permanent-Transponder

For the cars participating in the Histo Cup (Appendix-K and STW, BMW, Porsche, Young Timer Austria, TCO) permanent transponders of the brand MyLaps, which are connected to the on-board network, are mandatory.

MyLaps has changed the generation of permanent transponders and only the X2 transponders are available. However, the old transponders will remain valid and will continue to work without any problems.

Every newly registered driver has to order a permanent transponder of the MyLaps brand for his race car from us.

The transponder can be ordered with the request form (at the downloads) by fax or by e-mail at the Histo Cup which is open for 5 years. This costs from 2023 EUR 500,00 plus VAT.

After this period the functionality of the transponder can be extended again. This is possible for one season, two seasons or again for 5 seasons. This is then done online.

Attention: Since 2022, EUR 50.00 will be charged for rental transponders per event, as these must be rented.

13. Driving regulations and rules of conduct

The AMF circuit regulations in the valid version are valid.

13.1. Kollisionen

Gefährliche Überhol- und Bremsmanöver, rücksichtsloses Fahren (z.B. Zick-Zackfahren, Abdrängen, usw.), Unfälle, etc. sind zu unterlassen und werden grundsätzlich der Rennleitung gemeldet und ziehen Strafen durch die Sportkommissare nach sich, die bis zum Ausschluss geahndet werden können.

Bei einer Kollision müssen die Beteiligten unaufgefordert in die Rennleitung kommen und den Sachverhalt schildern. Der Verursacher einer Kollision kann von den Sportkommissaren aus der Wertung ausgeschlossen werden. Ist der Verursacher nicht klar zu identifizieren, dann kann es bei einer Kollision zwischen zwei (oder mehreren) Fahrzeugen für alle beteiligten Fahrer, unabhängig von der Schuldfrage, zu einem Ausschluss aus der Wertung kommen. Ausnahme: einer der betroffenen

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Fahrer gibt schriftlich ein Schuldeingeständnis ab, dann kann sich der Ausschuss nur gegen diesen Fahrer richten, letztlich entscheiden die Sportkommissare.

Sollte ein Fahrer während eines Trainings oder Rennens durch einen technischen Defekt oder Unfall ausfallen, so hat er schnellstmöglich die Rennstrecke / Ideallinie zu verlassen und das Fahrzeug neben der Rennstrecke abzustellen und unverzüglich zu verlassen, wenn die Boxenstraße nicht mehr erreichbar ist. Den Anweisungen der Streckenposten ist unbedingt Folge zu leisten. Bei einem Motorschaden und dem damit verbundenen Austritt von Flüssigkeiten ist die Rennstrecke / Ideallinie sofort frei zu machen und das Fahrzeug außerhalb der Fahrbahn abzustellen. Ein weiteres, langsames Fahren auf der Rennstrecke ist in diesem Fall unbedingt zu unterlassen.

Das Vornehmen von Reparaturen außerhalb des Fahrerlagers und der Boxengasse – insbesondere auf der Rennstrecke – ist strikt verboten. Ein Verstoß wird an die Sportkommissare der jeweiligen Veranstaltung gemeldet.

13.2. Drive Through Substitute penalty

If a drive through penalty is no longer feasible, an alternate penalty - time penalty of 30 seconds - will be assessed. This applies to all events.

13.3. Clerk of the Course & Race Director

There is a dedicated Clerk of the Course for all events. The Clerk of the Course is primarily the contact person for the organization of the training and racing runs. Questions of the sporty regulations, are discussed if necessary in co-operation with the sport commissioners.

Furthermore he has the following duties:

To ensure the readiness of all marshals and to ensure that all marshals are in possession of all instructions necessary for the performance of their duties (In consultation with the Head of Track Safety).

To control the competitors and their vehicles and to prevent disqualified, withdrawn or excluded competitors or drivers from participating in a competition for which they are not eligible.

To ensure that all vehicles, and if necessary all competitors, bear the correct starting numbers in accordance with those in the official program.

To ensure that each vehicle is driven by the correct driver and that the vehicles are assigned to the required categories and classes.

To bring the vehicles to the starting line in the correct formation and, if necessary, to give the starting signal.

To submit modifications of the official program to the stewards or to report to them the incorrect behavior or the violation of a regulation by a participant.

To receive possible protests and to forward them immediately to the sports commissioners, who will take the necessary action.

To collect the reports of the timekeepers, technical commissioners and track marshals, together with other official information that may be necessary for the determination of the results.

To prepare the documents of the event for which they were responsible for the final report of the sports commissioners or to instruct the secretary of the event to do so.

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Furthermore, a race director can be appointed for each event. The Clerk of the Course works in permanent coordination with him.

In the following matters the Clerk of the Course has superior authority:

Supervision of training sessions and races.

Adherence to the timetable or drafting of amendments thereto, which may be approved by the stewards by means of an executive order.

Stopping of vehicles according to the competition rules or the sport law.

Stopping or interrupting trainings and races and restarting them.

Execution of the start

Use of the safety car and release of the race after safety car phases.

Holding of the drivers' meetings.

The following penalties may be given by the Clerk of the Course /Race Director:

- Failure to score individual laps or lap times.
- Drive through penalties or substitute penalties for this purpose
- Stop & Go penalties or substitute penalties for this purpose
- Warnings

All offences, which can be punished with sanctions exceeding the above mentioned penalties, must be reported to the stewards for further action.

13.4. Drivers meeting

Participation in the official drivers' meetings is obligatory for all drivers; representatives can be sent by arrangement.

One additional trusted person per team may attend the meeting.

14. further technical designs and supplements/explanations

History:

Since 1968, the Renault company has been promoting motorsport enthusiasts with affordable one-make cups! Since then, there are both entry-level touring cars (Renault 5, Clio) and entry-level formula racing cars, Formula Renault. Especially in Formula Renault we distinguish 2 eras.

Era 1 - Formula Renault 1968 - 1999 vintage formula cars made of tubular frame, suitable for historic motorsport - eligible to start in Austria at the Formula Historic

Era 2 - Formula Renault 2000 - 2018 Young Timer for FR 2.0 CA formula cars with carbon monocoque. The company Tatuus developed at the turn of the millennium this successful entry-level formula racing car in collaboration with Renault Sport (technology).

Until 2013, this model was constantly developed with upgrades. Thus, the type FR2.0/13 is the most mature of this model series. Production was discontinued at the end of 2014, until 2018, a few vehicles of this model series were still sold as replacements for accident cars. (FR2.0/13 from 2013 - 2018)

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Eligible Formula Vehicles: In principle, all Formula Renault 2.0 of era 2, years of construction 2000-2018 are eligible for the FR 2.0 CA. These vehicles will be divided into two classes:

Period 1: FR 2.0 Classic Trophy
Period 2: FR 2.0 Classic Cup.

Period 1:

Formel Renault 2.0 Classic Trophy / FR2.0 CT

for all Formula Renault 2.0 Tatuus of the years of construction 2000 - 2009:

Technical: all cars registered for the FR2.0 CT 2021 must comply with the technical regulations of the FR 2.0 Eurocup 2008 and the FIA Appendix J (safety tank, fire extinguishing system, safety belts); upgrades from model 2000 - 2009 are allowed; engine: Renault Sport Type F4R-FRS, displacement: 1998cm³.

Race weight = vehicle weight

The race weight must be at least 580 kg ready for use incl. driver with complete race equipment (overall, helmet, HANS, etc.). Vehicles with Paddleshift gear + 10 kg.



Period 2:

Formel Renault 2.0 Classic Cup / FR2.0 CC der Baujahre 2010 – 2018:

Technical: FR2.0 of the years of construction 2010-12 type "Caparo" must comply with the technical regulations of the Formula Renault NEC 2010. FR 2.0 of the years of construction 2013 to 2018 must comply with the technical regulations of the FR2.0 /13 - 2018.

For both models, the provisions of FIA Appendix J regarding safety tank, fire extinguishing system, seat belts, etc. apply. Technical upgrades of vehicles built from 2013 up to the latest version of the Tech. FR2.0 - 2018 are allowed. Engine: Renault Sport Type F4R- 832, capacity: 1998cm³.

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Race weight = vehicle weight

The race weight must be at least 590 kg ready for use including driver with complete race equipment (overall, helmet, HANS, etc.).



Tires:

Standard tires of the brand Hankook F200 C7 Dimension: VA: 180/550-13 Rim: 9" HA: 240/570-13 Rim 10,5" Number of tires: max. 2 sets of dry tires from qualifying; Rain tires: Hankook brand, number optional; Anyone taking part in the official qualifying, warm-up laps or scoring runs with tires that do not comply with the regulations will be taken out of the scoring.

Any mechanical, chemical and thermal treatment of both the dry tires and the rain tires used is prohibited.

Vehicle equipment:

Every FR2.0 has been equipped with a data logger since the 2000 model. The applicant is responsible for ensuring that this original data recording is functioning and must allow the technician to inspect or analyze the data at the technician's request. FR2.0 Classic Trophy: AIM data recording FR2.0 Classic Cup: PI/Cosworth data recording. This is recommended for period 1, obligatory for period 2.

Furthermore, each car should be equipped with a working video camera. This helps in case of disagreements or protests brought to the race director. The technician also has the right to inspect this video data.

Security checks:

All safety checks according to FIA Appendix J are carried out by the AMF (Austrian Motorsport Federation).

Technical controls:

a technician designated by the HC organization is authorized to perform technical checks at any time during the event, based on the technical regulations of the respective vehicle.

The following technical upgrades are allowed: FR2.0 Tatuus model 2000 - 2009
FR2.0 Caparo model 2010 - 2012 FR2.0/13 model 2013 - 2018.

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In the case of technical issues, the following procedure must be followed: technical judge - technical commissioner - race director (the TC is obliged to report to the race director!) and, if necessary, sports commissioner.

Coordinator:

will be determined by the HC organization if necessary; He is responsible for general matters of Formula Renault 2.0 Classic Austria and liaison between the organizer and the participants of the FR2.0 CA. This includes organizational tasks, administrative tasks as well as updated implementation rules.

15. Additions

15.1. Advertising:

Generally optional, but must not be contrary to public decency.

For the organizer's advertising, 2 spaces of 15 x 40 cm each must be kept free on the left, right and front of the front wing.

The organizer's advertising must be in the original color and size. Logos must not be changed.

Vehicles with missing organizer advertising will not be eligible for the race or may be taken out of the points classification.

15.2. Red rear light:

All vehicles must be equipped with an FIA LED rear light at the rear. The LED rear light must be switched on in "wet race" conditions.

16. General information

The promoter reserves the right to issue more detailed implementing regulations for this competition, which require the approval of the AMF. After the start of the event, the sports commissioners are entitled to issue implementing regulations in coordination with the promoter and the RL/RD, which are necessary due to force majeure or due to safety measures. Force majeure releases the organizer from the compliance with his obligations.

By submitting the application form, the applicant and driver waive any claims for damages of any kind and for any reason against the organizer, insofar as this waiver is permissible under applicable law. In case of a safety or other serious concern against a driver/applicant, the organizer and the RL/RD have an overriding authority.

16.1. Violations of rules in championship-like competitions of the AMF:

A violation of a driver/competitor in a championship-like competition of the AMF, which has been legally punished with exclusion or dismissal, can be taken into account in the

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scoring of the affected competitor as follows, if this procedure has been defined in the series announcement:

- At the first violation in the current season no points will be awarded
- In case of the second violation in this season, the deletion from the relevant classification of the championship-like competition of the AMF will take place.

A decision to this effect is to be brought to the attention of the driver/competitor concerned in writing at the same time as the decision regarding the exclusion/removal and a corresponding instruction on legal remedies is to be carried out. The right of the driver/applicant excluded/dismissed in this way to appeal to the national appeal court remains unaffected.

16.2. Liability disclaimer:

Participants understand and fully accept all risks and dangers of motorsports. Should a participant be injured during an event, he/she expressly declares by submitting his/her entry for this event that he/she approves of any medical treatment, rescue, transport to hospital or other emergency places. All these measures will be taken by personnel assigned by the organizer for this purpose in their best knowledge as well as in their estimation of the participant's condition. The participants undertake to pay all related costs, unless they are covered by the license accident insurance or other insurance contracts.

The participants therefore waive for themselves and their legal successors, also for any insurance company with which they may have concluded additional contracts, any direct and indirect claims for damages against the AMF, its officials, the promoter or organizer or race track owner, as well as any other person or association involved in the event (including all officials and authorities or organizations issuing permits for the event), as well as other competitors and drivers, collectively referred to as "Parties".

Participants, by submitting their entry to this event, irrevocably and unconditionally waive any and all rights, remedies, claims, demands, actions and/or proceedings that may be brought by them or on their behalf against the "Parties". This in connection with any injuries, losses, damages, costs and/or expenses (including attorneys' fees) incurred by the participants as a result of any incident or accident arising out of this event. Participants, by submitting their entry to this event, irrevocably agree to release, discharge, exonerate, protect and hold harmless the "Parties" from liability for such losses for all time.

By submitting their entry for this event, the participants declare that they understand the full meaning and effect of these declarations and agreements, that they freely enter into these obligations and thereby irrevocably waive any right to sue for damages against the "Parties", insofar as this is permissible under Austrian law. The participants waive for themselves and their legal successors in any case against the "parties", therefore in particular against the AMF, its officials, the promoter, organizer or race track operators, or against the authorities or organizations issuing permits for this event, all claims regarding damages of whatever kind associated with the typical sporting risk, in particular all typical and foreseeable damages. This also applies to the case of slight negligence of the "parties".

16.3. Arbitration agreement:

- a) All disputes between the participants and the AMF or its officials, as well as the promoter and organizer, as well as between the AMF or its officials with the promoter or organizer from cases of damage (personal injury, property damage, or financial loss) in connection with this motorsport event, training or race are to be finally decided by a court of arbitration under exclusion of the ordinary courts.
- b) The arbitration court consists of three arbitrators, namely the umpire and two assessors. The umpire must be a lawyer or former judge and must be experienced in liability issues related to motor sports.
- c) Each party shall appoint one assessor within two weeks from the announcement of the intention to start an arbitration dispute. If the dispute is brought by more than one claimant
If the dispute is brought by more than one claimant or is directed against more than one defendant, the arbitrator shall be appointed by agreement between the parties to the dispute. The assessors shall elect the umpire. If they cannot agree on the person of the umpire within two weeks, the umpire shall be appointed by the President of the Vienna Bar at the request of one of the co-arbitrators, taking into account point b). The assessors may, however, replace the umpire appointed in this way by another person by mutual agreement at any time.
- d) If a party does not appoint its assessor within two weeks after receipt of the written request of the opposing party, or if several parties to the dispute cannot agree on an assessor within this period, the assessor shall be appointed by the President of the Vienna Bar at the request of the other party. The same shall apply if an assessor resigns from office and the party concerned fails to appoint a successor within two weeks.
- e) If an arbitrator does not accept the office, refuses to exercise it or is unduly delayed or becomes incapable of acting, the foregoing shall apply mutatis mutandis to the replacement appointment. At the same time, the arbitrator concerned shall be recalled.
- f) The arbitral tribunal shall in principle be free to conduct its proceedings in accordance with the subsidiary legal provisions. The arbitral tribunal shall meet in Vienna. The arbitral tribunal may investigate the circumstances it deems necessary to clarify the facts of the case and take evidence even without a request to do so.
- g) The arbitral tribunal shall decide by simple majority. Detailed reasons shall be given for the arbitral award. The arbitral tribunal shall also decide on the bearing of the costs of the arbitral proceedings as well as the costs of legal representation. The arbitrators shall be remunerated in accordance with the provisions of the Austrian lawyers' tariff.
- h) The arbitral tribunal shall also be entitled, to the exclusion of the ordinary courts, to issue interim injunctions, provided that the opposing party has

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previously been given the opportunity to make representations. An interim injunction may also be revoked upon application in the event of a substantial change in circumstances.

i) The sports jurisdiction remains unaffected by this arbitration agreement.

17. Address of the organizer/promoter

Business Consulting Marketing- & Eventmanagement GmbH



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5026 Salzburg

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Fax: +43 662 620 533
e-mail: info@histocup.com
homepage: www.histocup.com

Genehmigt in Verbindung mit dem AMF-Schreiben vom 09 03 2023
vorbehaltlich behördlicher Genehmigungen und Auflagen unter Eintragungs-Nr. SE 12/2023

Österreichischer Automobil-, Motorrad- und Touring Club
Austria Motorsport

Der Präsident
Univ.-Prof. Dr. Harald Hertz