

VI. CON-WALL JIZERA RALLY

SPECIAL PROVISIONS

6. – 7. March 2026



General partner



Main partners



With the support of municipalities



Obec Záhoří



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www.rallyejizera.cz

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1.

Rally characteristics

1. **Rally classification**
The rally is included in: Czechia-Moravia Rally Cup 2026
2. **Rally date:** **March 6-7, 2026** Friday-Saturday
3. **Venue:** **Železnobrodsko**
4. **Total length of the track:** approx. 102 km
5. **Number of special stages:** 3 special stages, each with 2 passes, special stage 3;6 semi-circular (2 laps)
6. **Special stage length / total:** **SS 1;4 7.4 km SS 2;5 10.5 km SS 3;6 17.7 km / 71 km**
7. **Number of stages / sections:** **1 / 2 (I. – 3 SS, II. – 3 SS)**
8. **Track surface:** **98.5% asphalt, class II and III roads, local roads**
9. **Point conversion coefficient:** **1.3**
10. **Rally information:** www.rallyejizera.cz; App: SPORTITY – password: RJ2026

2.

Rally registration

1. Registration

The registration form will be available online at www.rallyejizera.cz. After filling in all the details, you will receive an email with payment details. The crew will appear in the list of registered participants on the rally website after paying the deposit with the correct variable symbol.

By submitting an online application, the driver confirms acceptance of all rules, obligations, knowledge, and understanding of these ZU for the entire crew and team. The driver accepts responsibility arising from these regulations.

2. **Start and deadline for registration**

Start date and time: Saturday, January 10, 2026, 8:00 p.m.
Registration deadline: Friday, February 27, 2026, 8:00 p.m.

Upon receipt of the completed application form and payment of the entry fee, the organizer will confirm the crew's acceptance to the rally by publishing the crew on the Rallye Jizera website (www.rallyejizera.cz) within 48 hours.

Entries that do not meet the vehicle category or crew requirements will not be accepted.

If the maximum number of registered crews is exceeded, **priority will be given to crews who are regular participants in the ČMPR series.**

The organizer reserves the right to reject an application with justification.

2.3 **Maximum number of crews accepted:** 120

3
Entry fee

1. **Entry fee amount:**

The entry fee includes all fees, including liability **insurance** for participants with vehicles on the closed section of the special stage.

Entry fee, including insurance, credited to the account by **February 27, 2026**, inclusive:

for classes: **Leader - P st.č. 0,00,000, Leader - P 4x4, A1, A2, A3, A5, A6, S2. (Rally5, Rally4), H3, H4, H5, H6, H7, H8, H Clas** **CZK 12.900**

For classes: **A4, S3, S1 4x4 (R5, Rally 2, etc.)** **CZK 13.500**

For classes: **H1, H2, Lead Driver P** **CZK 9.500**

The entry fee is CZK 1.500 higher if paid after February 27, 2026:

The date on which the deposit is credited to the account is decisive.

The entry fee is exempt from VAT by law.

2. **Entry fee amount if the organizer's advertisement on the vehicle is refused**

- see section 3.1. + CZK 2.000

This means refusal to affix the advertisement, affixing it outside the prescribed area in the PU, or loss during the race.

3. **Method of payment of the entry fee**

- by bank transfer to the organizer's account

For domestic payments:

FIO Banka Jablonec nad Nisou, account no.: 2901499573 / 2010

IBAN CZ98 2010 0000 0029 0149 9573

For international payments:

FIO Banka Jablonec nad Nisou, account no.: 2701567092 / 2010

IBAN CZ15 2010 0000 0027 0156 7092

BIC/SWIFT: FIOBCZPPXXX

The variable symbol will be sent to the crew by email after the application is submitted.

4. **Additional fees:**

Service zone: Free competition vehicle, 1 support vehicle, and 1 vehicle for familiarization drives. The standard size of the service zone is 50 m². The crew can purchase additional space at a price of CZK 100/m². This must be specified no later than when submitting the application. **Unmarked vehicles are not allowed to enter the premises under penalty of CZK 2.000 + towing costs and a time penalty of 0:30 min added to the crew's rally time.**

5. **Refund of entry fee**

If the rally is canceled by the organizer before the start and the crew apologizes for their non-participation before the closing of registrations, the organizer will refund 100% of the entry fee to the competitors, as in the case of rejection of the application by the organizer.

The organizer will refund at least 80% of the entry fee to competitors who, due to force majeure, were unable to attend the start of the rally and apologized in writing for their non-participation 48 hours before the start of the administrative check. Registered crews who fail to attend the rally without a valid excuse or whose driver fails to provide proof of a medical examination before the administrative check will forfeit their deposit in full to the organizer.

4.

Vehicle classification

1. **Displacement classes**

The displacement class is determined by the actual displacement of the naturally aspirated (petrol) engine.

In the case of a supercharged spark ignition engine (turbocharger, mechanically driven supercharger), the displacement of the engine is multiplied by the appropriate coefficient (see ČMPR Technical Regulations).

In the case of a diesel engine and a supercharged diesel engine, the displacement of the engine is multiplied by the relevant coefficients (see ČMPR Technical Regulations).

2. **Classification**

Contemporary and historic vehicles (more precisely in paragraph 8.2 of these ZU) corresponding to the **ČMPR Technical Regulations** are divided into classes as follows:

Classes	engine parameters	Specifications	note
	Contemporary vehicles from model year 1992 to model year 2017		
A1	up to 1400 cm ³		1)
A2	from 1401 cm ³ to 1600 cm ³		1)
A3	from 1601 cm ³ to 2000 cm ³		1)
A4	from 2001 cm ³	4WD only	1)
A5	from 2001 cm ³	2WD only	1)
A6	up to 2000 cm ³ (supercharged) from 2001 cm ³ (atmospheric)	2WD and diesel only	2)

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Note 1) When supercharging, regulate the air flow through the turbocharger with a restrictor with an internal diameter of 34.0 mm.

Note 2) When supercharging, it is necessary to place a restrictor with an internal/external diameter of 48.0/54.0 mm in front of the turbocharger.

	Contemporary vehicles from 2013 onwards		
S1	homologated vehicles Rally2, R5, Rally3	4WD only	
S2	homol. Rally4, Rally5 cars	2WD only	
S3	vehicles not complying with the above classes		1)
<p>Note 1) When overfilling the engine, it is necessary to place a restrictor with a maximum internal diameter of 34.0 mm in front of the turbocharger.</p>			

	Historic vehicles manufactured before 1991		
H1	up to 750 cm ³	only 2-stroke engines	
H2	from 751 cm ³ to 1200 cm ³		
H3	from 1201 cm ³ to 1600 cm ³		
H4	from 1601 cm ³	2WD only	
H5	up to 1400 cm ³	front-wheel drive with carburetor – e.g., Š Favorit, Wartburg, Fiat, Renault, Ford, etc., according to the homologation sheet	
H6	from 1601 cm ³	4WD only	
	Historic vehicles manufactured between 1992 and 1996		
H7	up to 1600 cm ³	2WD only	
H8	from 1601 cm ³ to 2000 cm ³	2WD only / over 2000 cm ³ -A5	
H Classi c	regardless of engine capacity	does not meet the requirements of classes H1-6, e.g. sequential gearbox is used, continuously programmable electronic ignition, engine capacity greater than 100 cc ³ compared to the original condition in the homologation sheet, etc.	

Crews in other categories may also participate in the ČMPR Cup rally:

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TWRC

Note: If vehicles participating in ČMPR events are also participating in TWRC, , then clarification of the regulations is the responsibility of the TWRC promoter.

Women's Cup

If three or more women's crews participate, where there will be a two-member women's crew, or a mixed crew if the woman is the driver of the vehicle, the ranking will be based on the absolute ranking.

Specifications for the classification of vehicles in classes S1 and S2

Vehicles with specific modifications that do not comply with or exceed the regulations of groups A1 – A6. In the case of supercharged engines, the obligation to install a restrictor and maintain dimensions remains – no tolerance applies. R2T, Rally3, 4, and 5 specification cars will also be classified in **S**, even if, after recalculation with a coefficient of 1.7, they could occupy a higher class based on engine displacement.

Clarification for the classification of vehicles in the H Classic class

If the vehicle has a sequential gearbox that only shifts up and down (this does not apply to pseudo-sequential shifting of a classic gearbox, nor to non-synchronous Hewland, or if it was homologated with the vehicle before 1991)

If the engine is equipped with electronic fuel injection

If the ignition is electronic in a separate control unit and the ignition maps use more variables than just engine speed and intake manifold vacuum to regulate ignition (e.g., throttle position, engine temperature, mixture richness sensor, atmospheric air pressure, etc.) (if an electronic Favorit distributor is used, contactless and possibly programmed with an ignition advance curve dependent only on engine speed and intake manifold vacuum, the vehicle remains in H3 or H2.

Vehicles whose bodywork does not correspond to the drive unit and axle design of the period (e.g., MB 1000 with FAV engine, Hewland transmission, and angular axles with slanted swing axles...).

3. Number of cars in the class:

A minimum of **2** vehicles must start in each class; if this number is not met, the class is discontinued and only the absolute ranking is evaluated.

4. Reassignment from a class:

If the information provided in the application form does not correspond to the actual facts, the vehicle will be reclassified by the technical commissioner into the appropriate class. The crew will be punished with a fine of **CZK 1.000** for providing false information in the application form. If the fine is not paid, the crew will be refused entry without the right to a refund of the entry fee.

5.

Important dates

1. Start of registration

Date: **Saturday**, January 10, 2026, 8:00 p.m. Publication on www.rallyejizera.cz

5. Application deadline

Date: **Friday**, February 27, 2026, 8:00 p.m.

3. Service zone

Location: **Service zone** – Železný Brod, former ŽBS premises and surrounding area

A detailed map showing the location of the crews will be published on the website after the registration deadline on Monday, March 2, 2026, at 8:00 p.m.

Date: **Friday**, March 6, 4:00 p.m. to **Saturday**, March 7, 7:00 p.m.
Any earlier arrival must be consulted with the service manager.

Crews arriving with their race cars earlier may park them in the parking lot at the swimming pool N 50°38.41082', E 15°16.34988'.

4. Distribution of itineraries and ONI system units

Location: **Železný Brod Municipal Office, náměstí 3. května č.p. 1**
Date: **Friday, March 6, 2026**
Time: **8:00 a.m. – 11:00 a.m.**

5. Administrative acceptance

Location: **Železný Brod Municipal Office, náměstí 3. května č.p. 1**
Date: **Friday, March 6, 2026**
Time: **8:00 a.m. – 11:00 a.m.** (when the itinerary is handed out)

6. Introductory rides

Date: **Friday, March 6, 2026**
Time: **8:00 a.m. – 4:00 p.m.**

Minimum 1 pass, maximum 3 passes on each SS 1;4 and 2;5; maximum 2 passes on the semi-circular SS 3;6. **GPS speed checks see 7.1-7.7**

We recommend the following passage times for the special stages:

No. 1-30	SS 1;4 8:00 a.m. – 11:00 a.m.	SS 2;5 10:00 a.m. – 1:00 p.m.	SS 3;6 12:00 p.m. – 3:00 p.m.
No. 31-60	SS 2;5 8:00 – 11:00	SS 3;6 10:00 – 13:00	SS 1;4 12:00 p.m. – 3:00 p.m.
No. 61-	SS 3;6 8:00 – 11:00	SS 1;4 10:00 – 13:00	SS 2;5 12:00 – 15:00

7. Technical inspection

Location: **Service area**
Date: **Friday, March 6, 2026**
Time: **4:30 p.m. – 7:30 p.m.** – to be specified according to start numbers

8. Discussion with riders

Location: **Service area TC0**
Date: **Saturday, March 7, 2026**
Time: **8:30**

9. Ceremonial presentation of crews

Location: **Start and finish ramp – 3rd May Square**
Date: **Friday, March 6, 2026**
Time: **6:00 p.m. – 8:00 p.m.** according to the ceremonial start schedule

10. Start of the rally

Location: **Service area TC0**
Date: **Saturday, March 7, 2026**
Time: **10:00 a.m.** first car, others according to the starting order for the rally

11. Training – for crews participating in the rally for the first time

Location: **Service area TC0**
Date: **Saturday, March 7, 2026**
Time: **8:00 a.m.** The crew is required to notify the organizer that they are starting for the first time no later than when the itinerary is issued.

12. Rally finish

Location: **Finish ramp, 3. května Square, return of ONI units**
Date: **Saturday, March 7, 2026**
Time: **2:00 p.m. – 3:45 p.m.**

13. Posting of unofficial final results

Location: www.rallyejizera.cz
Date: **Saturday, March 7, 2026**
Time: **4:00 p.m.**

14. Announcement of winners

Location: **Finish ramp, 3rd May Square**
Date: **Saturday, March 7, 2026**
Time: **4:00 p.m. – 6:00 p.m. (according to the announcement schedule)**

15. Official notice board

Location: www.rallyejizera.cz the SPORTITY app, password RJ2026

16. Competition headquarters

Location: **Železný Brod Municipal Office, náměstí 3. května č.p. 1**
Date: **Friday, March 6, 2026, 8:00 a.m. – 8:00 p.m.**
Saturday, March 7, 2026, 8:00 a.m. – 6:00 p.m.

6

Organization

Rally name: VI. CON-WALL Rallye Jizera
Organizer: CON-WALL racing with the assistance of
ABS s.r.o.

Secretariat address: Labe 184, 468 22 Malá Skála
tel.: 605 168 331
e-mail: info@rallyejizera.cz

1. Organizing Committee:

Honorary Chairman: Pavel Hornych
Members: Vladislav Rázek, Victor Trnka, Jan Šrámek, Marcel Havrda, Pavel Vydra, Petr Havel,
Martin Bartoníček, Josef Urban, Martin Řehák, Tomáš Brzek.

2. Rally officials

Rally Director:	Vladislav Rázek
Communication with partners:	Pavel Hornych
Chief Technical Commissioner:	Jiří Donát
Safety:	Vladislav Rázek and special stage manager
Rally dispatch:	732 732 969
Special stage 1 manager:	Petr Havel
Special Stage 2 Manager:	Martin Bartoníček
Head of RZ 3:	Josef Urban
Driver Affairs:	Jan Šrámek
results processing:	Victor Trnka
web master:	Ladislav Kvasnička
dispatch:	Marcel Havrda
Administrative acceptance:	Marcel Havrda, Kateřina Hartlová
Track organizers:	as per the safety plan list
Press spokesperson:	Pavel Vydra
Service manager:	Martin Řehák
Motorsport consultant:	Věroslav Cvrček

3. **Organizational affiliation:**

The rally is organized based on **the** established **rules of the ČMPR**, which are an integral part of these ZU and published at: <http://www.cmpr.cz/>

These **ZU** specify and supplement certain rules specific to this rally known on the date of publication **of the ZU**. Any further changes or additions will be listed in **the PU - Implementing Provisions**, published on the official notice board before the start of the rally.

7.

Reconnaissance

1. **Reconnaissance drives** serve to inspect the SS route in the direction of travel, turning points, speed bumps, the profile and quality of the road surface, and dangerous spots due to high speeds during timed sections. For this purpose, it is necessary to make notes in your own itinerary. Under no circumstances is this a speed training session, and **the speed limit of 40 km/h must not be exceeded on any section of the special stage in a built-up area, or 30 km/h in specially marked places in the itinerary or where indicated by vertical traffic signs directly on the road. The speed limit of 80 km/h must not be exceeded on any section of the special stage outside the village!**

In some sections of the route, the maximum speed limit may be marked in the organizer's itinerary or by vertical traffic signs (see above).

Each individual speeding violation (including those measured by the municipal police or other entities) will be punished with an additional non-monetary fine imposed by the organizer:

more than 15 km/h penalty to the times from the rally special stage +10 seconds

o more than 30 km/h penalty 120 seconds, or even exclusion from the rally

The organizer has the right to refuse the start of the offending crew without the right to a refund of the deposit

2. **Vehicle monitoring during reconnaissance runs will be carried out using the GPS ONI SYSTEM:** The crew will receive a unique monitoring unit (registered under the start number, requiring no additional installation in the vehicle) when the itinerary is issued at the place and time of administrative acceptance. **From that moment on, the crew is required to place the unit in the vehicle designated and marked for reconnaissance drives** until it is returned to the organizer. This will be randomly checked on the special stages and possibly outside of them, and **the crew is required to present the unit to the organizer's official upon request for inspection. The ONI unit must not be shielded in any way; illegibility on the ONI system map means that the crew will not be allowed to start the rally. During the SJ, the crew is not allowed on the track with an unmarked vehicle or without a monitoring unit.**

Outside the SJ period, they are not allowed on the SS track at all – disqualification.

Speed checks are performed automatically and data is sent continuously in electronic form to the organizer. Crews will be kept informed of individual violations via SMS, and evaluation will take place jointly after the end of the SJ, after technical inspection, in the evening when the start times for ČK 0 are set (expected between 8 p.m. and 11 p.m.). **Disqualified crews will be notified of this decision after the start times have been issued in the form of a PU** (published on the website, in the Sportity app).

After the SJ, the crew will use the ONI unit to monitor the competition vehicle the following day during the competition part of the rally for safety reasons. The crew must demonstrably ensure the return of the GPS ONI monitoring unit to the competition headquarters after the end of the rally or upon withdrawal from the rally.

3. **Reconnaissance runs** will take place **in full traffic**, and mainly **in one direction!!!** It is forbidden to turn around, reverse, or return even to part of the section, as well as to join at a location other than the start of the special stage specified in the itinerary.

Please exercise extreme caution. The organizer does not organize the security or closure of the track, but only checks the passages of participants. You are fully responsible for your actions! Failure to comply

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with these instructions may result in exclusion from the competition without the right to a refund of the entry fee, or a time penalty added to the driving time.

4. **The number of passes** will be limited to 3 passes (SS 1;4 and SS 2;5) and 2 passes (SS 3;6), registration will not be recorded in the Familiarization Run Card. Crews that exceed the number of passes will be penalized in accordance with paragraph 7.7. At the same time, a minimum number of passes applies – 1. If this is not met, the crew will not be allowed to start. Any presence of a driver or co-driver on the SS route at the time of the release of the SS (on foot, on another means of transport, in a vehicle not notified to the organizer) is considered an unauthorized reconnaissance drive. (This does not apply to crews who have their permanent residence near the SS and the journey is part of a single trip away from home).
5. **Vehicles used for reconnaissance drives** must be production vehicles that comply with the conditions of the applicable road traffic regulations (in particular, without modifications that increase noise). It is prohibited to complete the reconnaissance drive in a racing vehicle or commercial van, motorhome, etc.!
The vehicle must be marked in the upper right corner of the windshield (from the driver's perspective = on the passenger side) with the start number assigned to the rally. It is not permitted to drive on the track with an unmarked vehicle – penalty is exclusion from the rally.
6. Crews must adhere to the specified schedule for reconnaissance runs, see paragraph 5.6. of these Special Regulations.
7. A crew that, for any reason, fails to complete the reconnaissance runs within the specified time or violates the rules for reconnaissance runs, for which the crew is punished with a financial penalty, see previous paragraphs, in the event of non-payment, failure to fulfill the obligations under point 7.2, or in other serious cases, **will not be allowed to continue in the rally**. They will not be entitled to a refund of the entry fee.

8.

Participants

8.1 **Persons - crew:**

Governed by **ČMPR rules**.

An exception for participants aged 17–18 may only be granted if the passenger's legal guardian (father, mother) is part of the vehicle crew, or in other cases if the minor's legal guardian agrees to this in writing.

The driver of the vehicle must undergo a medical examination by a sports doctor and send the results of the examination in digital form to the organizer no later than 48 hours before the start of the administrative check-in or, in the case of regular participation, send them to the ČMPR registration email: simikm@autoin.cz to facilitate administrative check-ins at individual events. For drivers under 55 years of age, the examination is valid for 2 years. This does not apply to participants – crews of the organizer's vehicles for road closures and track inspections.

Recommendation: send an email in good time, as in the event of discrepancies during administrative checks, there is no chance of completing the medical examination! This means you will not be able to start.

During the movement of the vehicle between the control points, the crew must be complete, i.e., two members, as registered at the administrative check-in, and no third person may be taken into the car (except in exceptional life-threatening situations). During the rally, after the administrative check, it is not possible to change the co-driver – the crew will be excluded from the rally. It is possible to change the driver and co-driver, not only for health reasons.

All rules also apply to crews with start numbers: 0, 00, 000.

Each participant is required to study the ZU, related ČMPR regulations, Implementing Provisions, and follow the instructions of officials during the rally.

A crew may participate in the rally if, at the time specified for administrative acceptance (Article 5.5 of these ZU), it has demonstrated compliance with all the requirements of these ZU and related ČMPR regulations.

The crew or one of the crew members driving in their first rally in **2026** is required to attend driver training (see Article 5.11 of the ZU).

All participants (crews and their team members) **participate in the rally at their own risk and waive any claims against the organizer** for any damage to property, injury, or other compensation in connection with the rally!

8.2 Competition vehicles:

Contemporary vehicles modified for this purpose and **historic vehicles** complying with ČMPR rules may participate in the rally. Including 000, 00, 0 pace cars.

Vehicles that do not comply will not be included in the cup standings.

Furthermore, **unmodified production vehicles of the organizer that are not competing** (track organization, safety, rescue system, rally guests, etc.). These vehicles do not have to undergo technical inspection.

Cars marked **P1, P2, P3**, etc. do not have to undergo technical inspection and have a protective frame in the car. Recommendation for at least 1 x RHP.

The above-mentioned vehicles may be accepted for participation in the rally under the following conditions:

- if they arrive for technical inspection within the specified time limit
- the chassis number (VIN) must match the technical certificate and OTP
- Must be valid: RZ (registration number) or SPZ (state registration number), MOT inspection at your own request (emissions are not measured, no sticker is issued, but a vehicle condition report is issued).
- Valid insurance for "Liability for damage - green card" caused in normal road traffic must be provided.
- If it passes the technical inspection and the conditions of the Technical Regulations according to the rules of the ČMPR are met, the chief technical commissioner will decide on the compliance of the vehicle with the required technical regulations by confirming the Technical Card.
- Mandatory equipment must be presented in accordance with Act No. 56/2000 Coll. on road traffic and in accordance with the requirements of the ČMPR regulation as follows:
 - 1 warning triangle
 - 1 first aid kit in accordance with the decree of the Ministry of Transport of the Czech Republic
 - 2 reflective vests
 - 1 spare wheel, wheel wrench, and jack
 - 1 "OK/SOS" sign (minimum A4 format, color)
 - 1 x 2 kg hand-held fire extinguisher (properly secured) in addition to the fire extinguishing system or 2 x 2 kg RHP
- Vehicle safety equipment and crew safety equipment must be presented in accordance with ČMPR rules (protective helmet, fireproof clothing, seat belts, etc.)

Changes made to the car after technical inspection, especially those in violation of the regulations, are not permitted and may be grounds for exclusion from the competition or evaluation.

9.

Insurance and liability for damages

1. Accident insurance

It is recommended that each crew member take out accident insurance for the relevant sport for the rally. Each participant arranges this insurance independently.

2. Compulsory liability

Each competition car must have valid liability insurance for road traffic (so-called compulsory liability insurance), which covers damage caused to third parties during road traffic (i.e., in normal traffic outside closed sections). This insurance is arranged by the crew separately. A "green card" will be required at the administrative check-in.

3. Rally insurance

All crews are covered by liability insurance with SRC (Special Risk Consortium GmbH Cologne, brokered by Raceinc. Krefeld) up to an insurance limit of EUR 7.500.000. This covers damage caused by the crew (competition car) to third parties on a closed track (special stage). The fee for this insurance is included in the entry fee for crews.

Please note: In the event of damage to a third party up to CZK 5.000 or in the event of higher damage and insurance coverage, **a deductible of CZK 5.000** will be deducted **from the crew, i.e., the driver, who is obliged to pay it to the organizer within 10 days of the occurrence of the damage.** Failure to comply with this obligation will result in interest on arrears of 8.6% of the amount owed. Damages up to this amount shall be paid by the perpetrator at their own expense to the organizer or directly to the injured party within the same period.

4. Responsibility:

The crew (driver and co-driver) is responsible:

- for the behavior and conduct of the team during the rally
- for order in the service area and elsewhere, see Appendix I.
- for damage caused on the rally track, especially on closed sections of the special stage
- **for immediately reporting any damage to the rally control center via radio communication** at the radio point, or by calling 605 168 331, and in writing within 24 hours, or by e-mail. Concealing damage is a criminal offense with all the consequences that entails.
- **for compensation for damage caused**, in particular cooperation with the organizer in reporting the damage to the insurance company, provision of all necessary documents
- **for payment of the excess**
- In the event of injury and transport to hospital, the crew is obliged to designate a person who will secure personal documents, means of payment, replacement clothing, and handle the formalities associated with treatment.
- for participation in the Drivers' Meeting
- **for monitoring information in the continuously issued PU implementation provisions and complying with the instructions issued.**

In the event of damage to third-party property on closed special stages, the crew is required to immediately

report this fact to the rally control center (**732 732 969**) and in writing to the organizer's address within 24 hours

the organizer. The crew is responsible for damage caused on closed special stages, where damage to third parties will be covered by track insurance taken out between the insurance company and the organizer. Damage caused outside the special stages will be covered by the vehicle's motor vehicle liability insurance (compulsory insurance). The crew is obliged to cooperate with the insurance company and the injured party.

The competing crew is responsible for the behavior of its mechanics and its entourage and is responsible for monitoring the information posted by the organizer at the designated location.

The crew participates in the competition at their own risk!

The crew is required to designate a person who will secure personal documents, means of payment, spare clothing, and handle matters related to treatment in the event of injury and transport to the hospital.

In the event of withdrawal due to an accident or technical failure, the crew is obliged to immediately report this fact to the rally control center (**732 732 969**), stating the reason for withdrawal and specifying the special stage and location of the incident. At the same time, the crew is obliged to mark the place of the accident or withdrawal with a warning triangle at a sufficiently effective distance in front of it.

10.

Course of the rally

1. The crew must first complete the administrative check, where they will submit:
 - Technical card + OTP or sports license
 - Document from the STK at their own request (does not apply in the case of a sports license with valid testing)
 - Proof of valid POV
 - ID cards and driver's licenses of crew members, **provided that a medical examination by a sports doctor has been submitted in digital form, see Article 8.1**, and they announce the car's RZ for the reconnaissance runs. After fulfilling all conditions, they will receive at least the following at the administrative check:
 - a set of start numbers, including car markings for the familiarization drives, and mark these vehicles immediately
 - an ONI system unit for monitoring during the SJ
 - **An itinerary** that will enable them to complete the reconnaissance runs (see Articles 7.1 to 7.7 of these Special Regulations) and subsequently guide them through the entire rally along the marked route, an integral part of which is **the Time Record Sheet** for recording the fulfillment of time limits, which they will receive at SC 0 at the start of the rally.

The crew can then start the SJ and, during the course of the SJ, undergo a technical inspection, where they will submit:

 - Technical card + OTP or sports license
 - Document from the STK at their own request and proof of valid POV

10.2 Technical cards

Each crew is required to submit the completed first part of the simplified technical card (in which they confirm the information provided with their signature) to the technical commissioner during the technical inspection. See Appendix No. 2 of the ČMPR Technical Regulations. When starting for the first time with a vehicle not registered with the ČMPR Technician, also submit the card according to Appendix No. 1.

The technical card is used by the technical commissioner to record any non-compliance with the technical regulations (see Article 8.2 of these ZU).

Technical defects are always recorded and must be remedied before the start of the rally or by the deadline set by the technical commissioner. If the technical defect is not remedied, the technical

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commissioner has the right to refuse to accept the vehicle for participation in the rally without the right to a refund of the entry fee.

Note: The fire extinguisher must have a valid inspection (not older than 2 years)!!!

2. After successfully passing the technical inspection, the vehicle can be officially accepted for participation in the rally. This is confirmed by the publication of the official starting list and starting times for the first stage/section, where at the given time ČK 0 at the start of the rally, the crew will also receive **a driving report**.
3. **For safety reasons, the crew is required to carry** an ONI monitoring unit in the vehicle, similar to the familiarization runs. The unit is used to identify movement on the special stage for the control center. Failure to comply with this rule = same as missing driving record - its loss, see chapter 11.5 Penalties.
4. The crew is required to participate in **the ceremonial start** in the order according to the ceremonial start list published on the competition website. Failure to comply with this condition may result in refusal to start the rally without entitlement to a refund of the entry fee or a penalty.
5. The essence of the rally is to complete the route described in the itinerary within the prescribed time from one time control (TC) to the next TC without penalties and to complete the measured sections in the shortest possible time.
Important points on the route are marked with symbols that define their character.
The crew is required to follow the marked route – shortening or deliberately leaving the route is not permitted.
The crew is required to comply with traffic rules, with the exception of closed sections of the SS.
Throughout the entire route (between closed sections of the special stage), dimmed headlights and orange safety beacons located on the roof of the vehicle in its center must be turned on so that it is visible to other road users.
No windows may be open on the vehicle when driving through the special stages. In class H, the triangular side windows in the rear doors may be opened.
The crew must wear safety helmets when driving through the special stages.
Under no circumstances may a third person be in the car while driving the course.
The crew must not leave the competition route without permission.

Time controls

The activities of the TC and the crew are governed by **the rules of the ČMPR**.

Detailed explanation of the nature of the TC and the procedure during passage:

All TCs in the start and finish areas of special stages, service zones, regrouping areas, and UP are marked with panels with clock symbols (see Standard marking of controls).

The beginning of the control area is marked with a sign panel with a yellow background. At a distance of approximately 25 meters, there is a control station marked with a panel with a red background and the same symbol as the sign.

Each control area, i.e., the area between the panels, is considered a closed parking lot, and no repairs or servicing may be carried out in the control area.

The time spent in the control area must not exceed the time necessary to perform the control tasks.

The crew itself is responsible for the ideal time for recording at any control, but it can compare the time with the official clock at the control point.

The control commissioner does not provide crews with any information about their ideal time for recording.

At each control, crews are required to follow the instructions of the control manager.

Procedure in the TC area

The crew may enter the TC area (yellow panel) no earlier than 1 minute before their ideal arrival time, i.e., the time from the starting (previous) TC plus the driving time indicated in **the Road Book**.

The crew must not stop between the sign panel and the control point, unless the control point manager clearly indicates otherwise.

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The time may only be recorded in the time card if both crew members and the vehicle are in the control area and one of the crew members submits the time card to the commissioner. The recorded time corresponds exactly (to the nearest minute) to this moment.

The marshal shall mark the actual time at which the time card was presented in the crew's time card and the organizer's control sheet.

The crew is not subject to any penalty for early arrival if they enter the control area at the ideal minute for recording or in the preceding minute. If they arrive earlier, they will still receive a penalty without submitting **the time card** to the commissioner.

The crew shall not be penalized for being late if the time of submission of the time card to the commissioner corresponds to the ideal minute for recording.

Exception: In the event of a suspension of the SS, so many vehicles may accumulate that it is technically impossible for the vehicle to arrive at the control area. In this case, one of the crew members shall exit the car at the point where the suspension allowed them to do so and bring the Time Card for recording on foot. Again, the time recorded is the time at which the form is handed over to the marshal.

Example: The crew leaves the control point at 10:00 a.m. and the driving time for the given section is 22 minutes.

It should therefore arrive at the next checkpoint at 10:22 a.m., and the record must be made between 10:22:00 and 10:22:59.

If the crew enters behind the yellow panel at 10:20 a.m. or earlier, they will receive a penalty for early arrival.

If the crew enters behind the yellow panel at 10:21 a.m. and submits **the driving record** at the red panel before 10:22 a.m., they will also receive a penalty for early arrival.

If the crew arrives at the panel with a red background at 10:23:00 or later, they will receive a penalty for late arrival.

Any difference between the actual and ideal time will be penalized as follows:

- For late arrival, 10 seconds for each minute or part thereof
- For early arrival, 60 seconds for each minute or part thereof

The section from the control point to the start of the special stage is an area with closed parking rules – repairs and modifications to the vehicle are prohibited. The only activity that the crew is allowed to perform on the vehicle is the application and adjustment of safety features (seat belts, helmets, communication devices, checking the security of the hood, video recording devices, etc.).

6. Individual time data (arrival at the control point, start and finish times in the special stage, penalties, PK) are recorded by the organizer in **the driving record**. The crew may only record the calculated arrival time at the control point (the time from the starting control point plus the driving time). The crew is obliged to check the organizer's record against the actual facts and, in the event of a discrepancy, resolve the issue on the spot or file a protest (appendix to the itinerary). Later complaints or protests not signed by the organizer will not be taken into account.

Loss **of the JV** or rewriting of data means termination of participation in the competition. The sum of times and penalties determines the placement in the rally.

10.6 Closed parking lot

No closed parking area will be set up before the start of the stage. After reaching the finish line, it is necessary to remain in your service pit for 30 minutes after the last time control. It is forbidden to repair or modify the vehicle in the UP. The decision may be clarified in the PU.

7. Special stages (SS)

The crew is required to:

- use the mandatory equipment according to **the ČMPR rules**,
- use properly tightened and fastened seat belts,
- use dimmed headlights in all weather conditions,
- keep the front side windows closed (rear side or hinged windows may be used for ventilation).

Start process for the special stage:

After passing through the control point, the crew usually has 3 minutes to use and check safety equipment (fireproof balaclava, protective helmet, seat belts, H.A.N.S., etc., gloves, etc.). In the area between the control point and the start location, it is prohibited to repair the vehicle except for actions to ensure the safety of the crew or the drive itself. For example, a flat tire or underinflated tire may be replaced for a penalty of 120 seconds.

The front bumper must be positioned close to the pole on the starting line according to the starter's instructions. The starter will then point to the starting clock, where the countdown is running. The crew must watch the countdown on the starting clock, where a red light is lit at the same time. In the last 5 seconds, the light flashes, and when the full minute = 60 seconds is reached, a green light comes on and the crew can start. The starter does not signal this moment in any other way.

The crew is required to start within 20 seconds. If they fail to do so, they must push the car behind the start zone in the direction of the special stage and have 15 minutes to repair it in a safe place. If they fail to do so, their participation in the rally ends.

If the car is pushed back before the start line, it is an immediate withdrawal from the rally.

In a semi-circular SS, the crew does not start at the top of the minute, but depending on the situation on the track, the crew starts at the starter's signal, who points to the starting light and simultaneously starts a countdown from 5 seconds to zero. After the start, the same rules apply as for a normal SS.

SS finish:

It is marked on the track, where the time is measured. It is a flying finish, i.e. the crew slows down behind it so that they arrive at the STOP point at a speed that does not endanger the organizers or spectators at the site and in the vicinity. In this section, it is forbidden to stop before reaching the STOP position, turn around, reverse, or overtake – see penalties.

Time measurement in speed trials will be carried out with an accuracy of 1 tenth of a second.

For safety reasons, **retarders** are artificial obstacles on the track designed to reduce driving speed (usually marked schematically in the itinerary, including the direction of passage, on the track with the letter R and marking of reference points on the road). Crews are required to follow the route specified in the itinerary and pass through the Retarder in the marked direction so that the vehicle does not come into contact with the R elements. If such contact occurs, the violation of the rules will be penalized. The decision will be made based on the interpretation/record of the organizer at the given location – the referee (RF). There will be two people at each retardation device to correctly assess contact with the element.

Penalty:

Incorrect passage through a chicane due to insufficient braking or inaccurate maneuvering is considered to be the displacement of the marking object from its original position in such a way that it does not completely leave the ground base when displaced.

The penalty for this violation **is 5 seconds**. If multiple elements are hit in this way, the penalty will be added for each such contact.

Incorrect passage between elements associated with contact with a marking element and its displacement from its position completely outside the base plane, or knocking over the element.

The penalty for this violation **is 20 seconds**. If multiple elements are affected in this way, the penalty will be added for each impact of this magnitude. If there is minor contact with another element, 20 seconds will only be counted once.

30 seconds - bypassing (skipping) the chicane - failure to pass through all elements of the chicane (e.g., completely from the other side without contact) after a visible attempt at intense braking, when the final speed is high and the driver has time and space to steer the car around the outside of the chicane elements and prevent damage to the vehicle and the chicane.

If the crew **does not react by slowing down** before the Retarder and does not pass through it in the specified direction between the marking elements, **they will be excluded from further participation in the rally**.

Under no circumstances may the crew drive in the opposite direction, reverse, stop in a blind spot, or stop in the Finish – Stop area on the special stage.

Radio points are marked locations of the organizers (with a sign with a lightning bolt) ensuring radio communication with the control center. If, during the passage of the SS, the crew discovers a serious fact that threatens the health of the crews, spectators, or organizers, they are obliged to stop at such a location and report everything to the organizer. Similarly, in the event of a serious accident, the first competition car at the scene stops at the accident, assesses the severity of the accident, passes on the information to the rally control center by telephone, provides first aid to the injured, and directs rescue work until the arrival of the appropriate services. The second competing car to arrive at the scene shall assess the extent and severity of the accident and immediately proceed to the nearest radio point to report the incident and call the emergency services.

Procedures in the event of an accident: see separate appendix – it is necessary to study it, think through each situation, and imagine your role; keep it in your vehicle for safety. I recommend weighing the value of health and life against the possible gain of a few seconds, often only tenths of a second.

8. Movement of vehicles outside the special stage

Vehicles are regular participants in road traffic, crews are required to comply with all traffic rules and exercise increased caution towards other participants, especially spectators.

According to Decree 56/2001 Coll., the movement of sports vehicles is not permitted unless the event is part of the FAS calendar in the AČR. For this reason, the relevant transport department and the Czech Police have issued a decision on the special use of roads intended for movement between special stages. The decision stipulates that **all such sports vehicles must have a flashing orange beacon approved for road use on the roof at all times when traveling between special stages or from the STOP point after completing a special stage to the next special stage.** Without this measure, the vehicle cannot be admitted to the start of the competition (this also applies to transfers from the service zone to any ceremonial start, other technical inspection locations, etc., and back).

9. Withdrawal from the rally

If a crew withdraws from the rest of the competition, **they are obliged to IMMEDIATELY notify the dispatch center of their intention by calling 732 732 969 - DISPATCH CENTER** (save this number in your mobile phone now) and submit **the driving record** to the nearest checkpoint, in the service zone, at the rally headquarters. Failure to comply with this point may result in the crew being required to pay a penalty of up to CZK 5,000 to the organizer. (For health and safety reasons, the dispatch center will stop the rally and arrange for the surrounding area to be searched, which will significantly disrupt the schedule. Communication with the crews is recorded chronologically by the dispatchers).

10. Continuing the competition after a technical failure

If the crew wishes to continue in the rally after repairing a technical fault, this is **only possible up to a delay of 10 minutes** from the scheduled ideal arrival time at the control point. Once this limit has been exceeded, the crew is excluded from the classification. The crew is required to consult with the rally director before continuing from another section.

11. Service zone

The crew is required to use an impermeable tarpaulin under the competition vehicle to prevent the leakage of petroleum substances, and still have a basic set of fire extinguishers ready to localize any fire that may occur. Any leakage of petroleum substances must be removed immediately at their own expense, the site secured with a suitable absorbent, and reported **in writing** to any rally official (keep a signed copy).

Fuel may only be refilled during the rally in the service zone or at a filling station, in the refueling zone, if marked in the itinerary on the designated route and if conditions are suitable for such activity.

It is not permitted to provide service by a third party or to accept material assistance at locations other than those designated for this purpose; such activity is considered outside assistance = penalty. **The crew may only carry out repairs on the track by themselves and with the means they carry in the vehicle** (including spare parts, wheels, tools, etc.). **The maximum speed in the service zone is 30 km/h. If this is exceeded, the crew may receive a fine or a time penalty.**

12. Checkpoints

There may be a PK – passage control on the route that is not marked in the itinerary. A missing entry in the logbook means a **30-second penalty**.

13. Symbols used to mark controls on the route

Časová kontrola začátek zóny	Časová kontrola konec zóny	Konec zóny	Start začátek zóny	Start konec zóny	Cíl začátek zóny	Cíl konec zóny	Radiobod	Stop	Průjezdni kontrola	Servisní zóna
										
žlutá	červená	běžová	žlutá	červená	žlutá	červená	modrá	červená	červená	modrá

14. Signaling during the rally

If a **red** flag is displayed by an official at any point on the special stage, the track is closed and racing vehicles are prohibited from continuing or entering the section; the rally is suspended. This does not apply to the special stage leader, rally director, and rescue services.

If a **closing car with red flags** passes **through the SS route**, this means for officials and route organizers that the route is closed to vehicles, cyclists, pedestrians, and other participants in public traffic, entry to the track is prohibited, and the highest level of caution against passing race cars applies.

If a **closing car with green flags** passes **along the SS route**, this means for officials and track organizers that the track is freely accessible to vehicles, cyclists, pedestrians, and other participants in public traffic.

If an official displays a yellow flag at any point on the special stage, the crew is required to slow down because there is an obstacle on the track that threatens safe passage. The crew must pay increased attention and visually assess the situation. The crew will be assigned a replacement time.

If an official displays a yellow flag at any point on the special stage while waving, the crew is required to slow down or, depending on the situation, stop. This means that the special stage is canceled.

waving it, the crew is required to slow down or, depending on the situation, even stop. This means that the special stage is canceled

(immediate danger on the track – no solution to remove it, the risk is too great)

S. O. S.

first aid (displayed by the crew if first aid is needed)

O. K.

everything is OK (must be displayed in a visible place for other crews in case of withdrawal without the need for medical first aid)

11.

Other

1. Advertising

The organizer has the right to require the placement of mandatory sponsor advertising on competition vehicles participating in the event organized by them. The crew is obliged to place the advertising according to the organizer's instructions. Detailed in the PU.

The loss or removal of advertising signs provided by the organizer will be punished with a financial penalty of CZK 1,000 or a 60-second penalty for each missing sign.

2. Start numbers

The organizer will provide each crew with start numbers during administrative checks, and the crew is required to place them on the vehicle according to the scheme specified in the PU no later than the technical checks.

Loss of start numbers or relocation to another vehicle after technical inspection or during the competition means termination of participation in the rally.

3. Crew comments on the organization of the rally in terms of safety

If the crew has any comments about the track during the reconnaissance runs, they must submit them in writing and deliver them immediately to the safety officer or competition director.

Location: Competition headquarters
Date: **no later than Friday, March 6, 2026**
Time: by 4:00 p.m.
Official: Safety officer or director

During the rally, each crew is required to avert any danger that arises, and if this is not possible, to prevent injury or damage to the health or property of other participants by all possible means and to report this

to the DISPATCH tel. no. – 732 732 969

4. Protests:

Protests against the time from the special stage or the penalty imposed must be submitted **in writing** to the competition director within 30 minutes of the unofficial results being posted and will be accepted after payment of CZK 2,000, which will be refunded if the protest is justified. If the crew discovers an irregularity later, but no later than 24 hours after the results are published on the website, they may request a review of the time and entries in the JV. In the event of a positive finding, the ranking will be adjusted, but any material awards will not be further addressed by the organizer.

A protest against the engine capacity or other serious violation of the technical rules by an opponent will be accepted after payment of CZK 15,000. The protester undertakes to pay in full the costs associated with the dismantling and assembly of the engine if, after inspection and measurement, the protest is found to be unjustified. If the protest is justified, the amount of CZK 15,000 will be refunded. Otherwise, the entire amount will be forfeited to the affected crew.

Regardless of the protest, the winners will be announced according to the schedule.

Any changes to the order in the event of a justified protest will be made subsequently. A crew found to have a different engine content or other serious violation of technical regulations than stated in the application and technical card will be disqualified. In the event of adjustments to the results based on a justified protest, the disqualified crew is obliged to return the prizes to the organizer at their own expense.

Protests are resolved according to **ČMPR rules**.

5. Penalties:

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Penalties are governed by **the rules of the ČMPR.**

Furthermore, penalties are imposed in accordance with the relevant articles of the ZU.

Penalties	
Reassignment to another class by the technical commissioner	1 min. or CZK 1.000 (at the crew's discretion)
Early arrival at the finish line	60 seconds for each minute started
Late arrival at the control point	10 seconds for each minute started
Late arrival at the start of the special stage (more than 3 minutes from the control point of the given special stage)	10 seconds for each minute or part thereof
Early start to the SS	10 seconds
Contact with a RET element (tire, cone, barrel, bale, etc.)	5 seconds
Moving a RET element outside its base, knocking it over, even repeatedly	20 seconds
Open window when passing through the special stage	10 seconds (class H – triangular window permitted)
Failure to drive with low beam headlights on	20 seconds
Failure to comply with the requirement for functional fire extinguishers and protection against oil spills, failure to follow instructions in the service zone.	60 seconds
Violation of the ban on servicing and repairing vehicles outside the service zone in the case of vehicle repairs in the area from the control point to the start of the special stage	180 seconds
Unsportsmanlike conduct	up to 10 minutes - at the discretion of the race director

Disqualification	
Failure to comply with the provisions during familiarization runs, see Chapter 7	
Two or more traffic violations during reconnaissance runs and during driving on connecting sections of the race	
Failure to start within 20 seconds and return before the START line	
Failure to start the SS (within 15 minutes of the SS control point)	
Failure to pass through the RET in the designated direction but straight ahead, intentionally or unintentionally	
Failure to respect the display or waving of a yellow flag	
Intentionally shortening the SS route	
Driving in the opposite direction of the special stage	
Stopping, overtaking, reversing, and turning between the FINISH and STOP positions	
Failure to wear appropriate protective helmets during the special stage	
Failure to use safety belts	
Participation of a third person or animal in the car, change of passenger after AP	

Failure to complete the special stage before the opening vehicle passes through

Failure to stop at the STOP point - "time recording"

Overtaking while passing through a canceled special stage

Omitting PK, ČK - according to the decision of the race director

Exceeding the time limit +15 min. between checkpoints

Exceeding the time limit by 30 minutes in one stage

Loss of the trip report

Altering the organizer's information on the route sheet

Removal of the organizer's mandatory advertising during the entire race

Arbitrary abandonment of the vehicle and creation of an obstacle on the rally track

Service intervention by a third party outside the service zone

Breach of discipline, unsportsmanlike conduct - as decided by the race director

Failure to provide assistance in the event of an accident involving another crew

Failure to follow the instructions of the organizers - according to the decision of the race director

Penalty: 1 minute	
<p>One traffic violation (during timed runs, on connecting sections, or according to these ZU - according to the director's decision)</p> <p>Failure to follow the route, driving outside the specified connecting section (listed in the itinerary) except in cases of alternative routes in the event of cancellation of the special stage</p>	

6. Awards:

Crews will be awarded as follows: First three places in each class. First place for the overall winner of contemporary vehicles and first place for the overall winner of historic vehicles.

Women's Cup – the first three places will be awarded according to the shortest time at the end of the rally, regardless of class, if the vehicle is occupied by a female or mixed crew, but driven exclusively by a woman throughout the rally. A minimum of 2 crews must participate.

In Železný Brod on January 10, 2026

Vladislav Rázek
Rally Director

Appendix I.

SERVICE ZONE INSTRUCTIONS FOR COMPETITION PARTICIPANTS VI. CON-WALL RALLYE JIZERA

Service zone:

-is intended for the crew of the competition vehicle, its mechanics according to the list of registered participants, and any spectators. Each person is required to provide identification upon request.

-allows parking of vehicles and maintenance of competition vehicles before and during the race, only on paved/unpaved areas covered with a tarpaulin preventing the leakage of petroleum substances, with 100% fluid retention.

Each crew is entitled to approximately the same area of 50 m² on a paved surface. If anyone needs more space, they must indicate this on the application form and pay for the additional meters with the application fee. Requests made after the application deadline will not be considered. Crews will place their trailers in the designated area if they do not fit in the crew service area.

All participants are required to behave properly and considerately towards other people's property and the environment.

All participants must be aware of the increased risk of fire. For this purpose, each team is required to have a fire extinguisher and a basic kit for localizing a fire and to know how to use the equipment.

Waste must be handled in such a way as to avoid contamination of any area of the premises and the immediate vicinity, and the removal and disposal of waste produced must be arranged. The organizer will provide each crew with a plastic bag.

Each participant in the service zone is responsible for themselves and hereby waives any claim for possible damage to personal property or health from the owners of the premises, regardless of the cause.

The driver is responsible for the actions of the team members and undertakes to inform all members of these conditions. The driver confirms these facts by signing the application form.

The following is also prohibited in the service zone:

Parking more than one vehicle for familiarization drives, one competition vehicle, and one support (service) vehicle; placing a tow truck for transport in the designated area. Failure to comply may result in towing at the crew's expense.

Handling fuels in open spaces – fire hazard (transferring to different containers, use as degreasers, etc.).

Handling other petroleum substances outside the containment (absorption) area = no handling outside closed containers.

No open fires, barbecuing on hot coals, etc.

Handling substances that could cause a thermal reaction or explosion.

Entering or driving onto foreign land, damaging it in any way, etc.

Driving in places other than the main entrance.

Using any place other than the provided mobile public toilet for personal needs! (even for easier personal needs)

Violation of any of the above is considered a violation of the rules and will result in a penalty or exclusion from the competition.