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# **Motorcycle Hillclimb Julbach**

## **Supplementary Regulations**

**EUROPEAN Hill Climb Racing Championship 2025 IMN 123/03**

**EUROPEAN Hill Climb Vintage Race Championship 2025 IMN  
758/02**

**AUSTRIAN Hill Climb Race Championship 2025**

**AUSTRIAN Vintage Hill Climb Race Championship 2025**



## General conditions

MSC Julbach organizes the Hill Climb Race in Julbach from June 14<sup>th</sup> to June 15<sup>th</sup> 2025, an event counting for the FIM Europe Hill Climb Championship 2025, the FIM Europe Vintage Hill Climb Race Championship 2025, the Austrian Motorcycle Hill Climb Championship 2025 and Austrian Vintage Hill Climb Race Championship 2025 of the Austrian Motorsport Federation (shortly named AMF afterwards).

### 1. Event

The events listed in the resp. championship documents of the AMF for Motorcycle Hill Climb Championships 2025 and Austrian Vintage Hill Climb Race Championship 2025 are open for license holders of the FIM/FIM Europe and count to the above-mentioned championships.

#### 1.1 Organizer

DI. Michael Hölzl  
Hanriederstrasse 16  
4152 Sarleinsbach

Tel.: +43 (0) 699 120 500 01

E-Mail: [info@bergrennen-julbach.at](mailto:info@bergrennen-julbach.at)

#### 1.2 Timetable

Tu. 27.05.2025		1 <sup>st</sup> entry deadline (mandatory vor EHC)
Tu. 03.06.2025		2 <sup>nd</sup> entry deadline
Fr. 13.06.2025	13:00 – 19:00	administrative checks, technical scrutineering
Sa. 14.06.2025	08:00 – 10:00	administrative checks, technical scrutineering
Sa. 14.06.2025	11:00	riders briefing
Sa. 14.06.2025	12:30 – ca. 18:00	official practice, 1 <sup>st</sup> and 2 <sup>nd</sup> practice
Su. 15.06.2025	08:30 – ca. 12:00	official practice, 3 <sup>rd</sup> practice
Su. 15.06.2025	12:30 – ca. 17:00	race (heat 1+2)
Su. 15.06.2025	ca. 18:00	prizegiving

#### 1.3 Officials

FIM EUROPE Jury President:	Jesper Holm	FIM Lic. No. 100050105
FMNR-Sporting Steward:	Martin Suchý	FIM Lic. No. 100050110
Clerk of the Course:	Martin Hejduk	FIM Lic. No. 100015724
Deputy Clerk of the Course:	Bernhard Deschka	FIM Lic. No tba
Chief Technical Steward:	Manfred Märzinger	FIM Lic. No. 790050087
Secretary of the event:	Markus Kern	MSC Julbach
Chief Medical Officers:		tba
Chief Timekeeper:	Stefan Leitner	FIM Lic.No. tba
Environment Steward:	Thomas Suchý	FIM Lic.No. 620050004

#### 1.4 Official Notice Board

The official notice board is the app Sportity with password bergrennenjulbach.



#### 1.5 Classifications, this event is counting to:

- EUROPEAN Hill Climb Race Championship 2025
- EUROPEAN Hill Climb Vintage Race Championship 2025
- AUSTRIAN Hill Climb Race Championship 2025
- AUSTRIAN Vintage Hill Climb Race Championship 2025

## **2. Venue**

L 1553, Nebelberger Bezirksstraße from Filzmühle to Vorderschiff, length 2570 meters, average gradient 6,5%.

## **3. General Conditions**

**3.1** The races will be held under the FIM EUROPE General Rules, the specific rules for Hill Climbing Races (CR08 & CR08T-2025), the technical rules of FIM and FIM EUROPE, the national rules of the AMF, these supplementary regulations, the specific data given in the data sheet enclosed and bulletins eventually published.

**3.2** All participants declare their acceptance of all regulations mentioned above by entering this event. They declare to renounce the right to all legal proceedings before a civil court, which is not provided for in the Disciplinary and Arbitration Code of the FIM/FIM Europe.

**3.3** Each person or group of persons, who organizes an event or participates in it and who does not pay attention to the valid regulations may be disqualified from that event.

## **4. Categories and Classes**

### **4.1 Championship classes**

#### **FIM EUROPE Hill Climb Race Championship 2025**

[https://www.fim-europe.com/wp-content/uploads/2025/03/CR08\\_FIM-EUROPE\\_SportingTechnical\\_Rules\\_Hill-Climb-Racing\\_20250318.pdf](https://www.fim-europe.com/wp-content/uploads/2025/03/CR08_FIM-EUROPE_SportingTechnical_Rules_Hill-Climb-Racing_20250318.pdf)

- 250 GP/open
- Supersport 300
- Supersport (incl. Superstock 600)
- Superbike (incl. Superstock 1000)
- Supermoto open

#### **FIM EUROPE Hill Climb Vintage Race Championship 2025**

<https://www.fim-europe.com/wp-content/uploads/2025/04/2025-FIME-VC-Hill-Climb-Regulations-1-1.pdf>

### **Classes 1-5**

#### **Austrian Hill Climb Race Championship 2025**

<https://www.austria-motorsport.at/reglement/>

- Superstock 600
- Supersport
- Superstock 1000
- Superbike
- Supermoto

#### **Austrian Vintage Hill Climb Race Championship 2025**

### **Classes 1-4**

### **4.2 Support classes**

See german document of the supplementary regulations, not eligible for the FIM Europe Championships

**4.3** All motorcycles and their safety devices must be in conformity with the technical regulations of the FIM/FIM Europe and the national technical regulations of the AMF. If regularity classes are authorized to participate: See German part of these Supplementary Regulations, not eligible for the FIM Europe Championships.

**4.4** Motorcycles, who do not fulfill the technical regulations and/or the safety prescriptions will not be allowed to participate or will be excluded from the event.

**4.5** Only gasoline in acc. with the technical regulations of this event may be used.

**4.6** Tyre and/or rim warming at the start/pre-start area is forbidden and may be sanctioned.

## **5 Riders protection**

**5.1** The use of a helmet in conformity with the current FIM/FIM Europe recognized standards is mandatory during all practices and heats.

**5.2** Riders must wear a complete leather suit with additional leather padding or other protection on the principal contact points, knees, elbows, shoulders, hips etc. during all practices and heats.

### **5. Riders protection**

**5.1** Helmets must be of the full-face type and must conform to one of the recognised international standards:

- Europe: ECE 22-05 or 22-06 (only "P" type)
- Japan: JIS T 8133:2007; JIS T 8133:2015 (only type 2 "Full Face")
- USA: SNELL M 2010; SNELL M 2015

Helmets with double D-Ring fasteners are mandatory!

New FIM helmet standards FRHPhe-01 or 02 are highly recommended: (FRHPhe-01 until 31/12/2025)

**5.2** Riders must wear a complete leather suit with additional leather padding or other protection on the principal contact points, knees, elbows, shoulders, hips etc. during all practices and heats. Riders must also wear leather gloves and boots, which with the suit provide complete coverage from the neck down.

Race Airbag: The use of race airbags during all event(s) Practices and races will be compulsory for all riders from 2026 onwards. It has to be activated and with the cartridge(s) fully charged in every moment the rider during on-track activity. The race airbag must pass the FIM Requirements for Grand Prix Airbags 2018 available on [www.fim-moto.com/en/documents](http://www.fim-moto.com/en/documents). The updated list of race airbags can also be downloaded from [www.fim-moto.com/en/documents](http://www.fim-moto.com/en/documents).

**5.3** Back Protector: Must be certified to EN1621-2:2014 or prEN1621-2:2010. May be full back or central back configuration. Chest Protector: Full chest protectors (protector designed as a single piece) and Divided chest protectors (protector designed in two separate halves) are permitted. All types of chest protectors (Full or Divided) must have a minimum protection area of no less than 230 cm<sup>2</sup>. Only protectors in conformity with prEN1621-3 (level 1 or 2) are permitted.

## **6 Eligibility of riders and competitors**

**6.1** Only riders and legal persons in possession of a valid license, published by the AMF or a member FMN of the FIM/FIM Europe are allowed to start. Riders and legal persons in possession of a valid license, published by the AMF or a member FMN of the FIM Europe are eligible in the Austrian Hillclimb Championship.

**6.2** Riders must be in possession of a valid rider's license following the prescriptions in art. 6.1.

**6.3** Foreign riders and legal persons must be in possession of a written starting permission of their FMN (print on the backside of their license).

**6.4** Riders as well as passengers must be in possession of a valid and signed Promotional Continental license of the FIM Europe (one year or one event).

## **7 Entry, Entry Fee**

**7.1** Entries must be sent in written form on the official entry form to the organizer not later than May 27<sup>th</sup> 2025, together with the entry fee (€ 150,--).

**7.2** A change of motorcycles after the closing of the entries is only permitted, if the new motorcycle meets the classification criteria of the original one (class, capacity, see art. 3.2).

**7.3** A change of a competitor after the closing of the entries is not allowed, a change of a rider is permitted, following the prescriptions of the sporting code. The reserve rider must be in possession of a valid license and of a written starting permission of his FMN, notice must be given before the administrative checks.

**7.4** Riders may participate only once per class and in a maximum of two classes. If there are less than 5 riders participating in the first heats of the classes SST 600 and SSP 600 or SST 1000 and SBK, a general result for both of those classes will be established. If there are still less than 5 starters in those classes or in the class Supermoto, no points for the Austrian Championship will be awarded to the participants.

**7.5 Entry Fee € 150,-.**

**7.6** Entries will be accepted only, if the entry fee has been received until the date given in art. 7.1.

**7.7** The entry fee covers the insurance fees and the starting numbers.

**7.8** The organizer will, in acc. with the general Austrian Championship Regulations, inform all competitors after the closing of the entries about the acceptance of their entries. **Each motorcycle can be entered only once** and has to start in its category and its class according to its engine capacity (exceptions see data sheet).

**7.9** The organizer holds an insurance certificate for third parties, covering a min. amount of € 10 Mio. for damages conc. personal or material damage. Property damage is included in this insurance up to a sum of € 20.000.

**7.10** The third-party insurance will come into effect two days before the event and will terminate two days after the last race and covers all official practices and races and all regrouping passages from the parking spaces to the race track.

**7.11** AMF license holders are insured as follows: Sums: € 20.000 in case of death, € 25.000 for permanent disability and € 18.000 for rehabilitation costs.

**7.12** Foreign riders must be insured by the insurance of their license publishing FMN.

**7.13** The organizer also signed an insurance for passengers, officials and media staff with official accreditation.

Coverings: € 15.000 in case of death, € 15.000 for permanent disability and € 10.000 for rehabilitation costs.

**7.14** See enclosed "non liability clause".

## **8 Official text**

**8.1** The organizer reserves the right to complete these Supplementary Regulations or to publish additional regulations, which will be a part of these supplementary regulations. After authorization of the data sheet, this needs also the authorization of the AMF as a bulletin. Additionally, the organizer reserves the right to cancel or stop this event in the case of an insufficient number of participants or force majeure without the duty to reimburse parts of the entry fee.

**8.2** All modifications or bulletins will be communicated to the participants as early as possible by officially published, dated and numbered messages.

**8.3** All unforeseen circumstances, which might arise, will be settled by the sporting stewards.

**8.4** Only the German version of these supplementary regulations is binding.

## **9 Administrative Checks & Scrutineering:**

### **9.1 Administrative checks**

**9.1.1** The administrative checks take place at

**Friday, June 13<sup>th</sup>, 01:00 pm – 07:00 pm & Saturday, June 14<sup>th</sup>, 08:00 am – 10:00 am.**

**9.1.2** Each rider has to be present at the check personally.

**9.1.3** The following documents have to be presented:

Competitors-/rider's license. Foreign riders: written starting permission, if not enclosed to the entry (a print on the license is sufficient).

## **9.2 Scrutineering**

**9.2.1** The scrutineering takes place at: see administrative checks.

**9.2.2** Each rider has to be present at the scrutineering. He is responsible to be present in time.

The following items have to be submitted to the technical scrutineers:

**9.2.3** Control sheet (received at the administrative checks).

**9.2.4** Helmets: The helmet has to be put on and closed in front of the stewards. If the helmet does not fit, is damaged or not approved, it will be immediately confiscated and returned after the event. Approved helmets will be marked.

**9.2.5** Passing of the scrutineering does not state, that the motorcycle in question is in conformity with the technical regulations.

**9.2.6** After the scrutineering the vehicles will be marked, the control sheet will be kept by the steward. No rider and no motorcycle is allowed on the racetrack without having passed the scrutineering.

## **10 Obligations**

### **10.1 Starting numbers**

**10.1.1** A set of 3 starting numbers will be given to you by the organizer **free of charge** and must be mounted on the front, on the left and right side of the motorcycle, following the decision of the scrutineers (readable for the timekeeping).

No admission to the practice or race will be given without fulfilling this obligation.

**10.1.2** The allocation of the starting numbers is decided by the organizer.

**10.1.3** The starting numbers have to be removed from those motorcycles, which enter the public traffic, after leaving the parc fermé or the paddock after the race.

### **10.2 Starting grid**

**10.2.1** The riders must be present in the paddock at least one hour before their scheduled starting time.

The riders are self-responsible for all information conc. changes of the regulations or the schedule, which might be decided upon during the time before their starts.

**10.2.2** The riders must be present at the starting grid at least 5 minutes before their starting times. Lately arriving riders may be disqualified from the heats.

### **10.3 Advertising**

Advertising is permitted under the following conditions:

the regulations of the FIM, FIM Europe and AMF are respected.

### **10.4 Flag signals & riding conduct**

**10.4.1** During all practices and heats, the following signals might be given and have to be followed strictly:

Red Flag	Indicates that the race or practice is being interrupted. Riders must stop racing and wait for instructions of the CoC
Yellow Flag	Immediate danger, overtaking is forbidden
Yellow Flags double-waved	Serious incident, be prepared to stop
Yellow and red striped Flag	Oil or another substance is affecting the adhesion of the track
White Flag	Assistance cars on the track
Green Flag	Free track
Blue Flag	Shown waved to a slower rider(s) who is (are) about to be overtaken by a faster rider.

Black & white chequered flag      Finish, end of practice or race.

**10.4.2** If a rider will be overtaken by another rider, this rider must allow the following rider(s) to pass him at the earliest opportunity to avoid any hindering. Violation of this rule results in a disqualification of the results in the practices or races where this takes place.

**10.4.3** It is strictly forbidden to ride in the opposite direction of the race, except the marshals or the clerk of the course definitely demands it. Violators will be immediately excluded from the event, subject to further penalties by the AMF.

**10.4.4** If a rider cannot continue the course due to mechanical or other damages, he has to immediately clear the track and follow instructions of the marshals.

## **11 Conduct of the event:**

### **11.1 Start, finish, timekeeping**

**11.1.1** Standing start with running engine. The Sporting Stewards and the CoC may adopt the starting order.

**11.1.2** A start outside the scheduled group is only allowed with the consent of the Sporting Stewards.

**11.1.3** Each motorcycle that started the timing system will be regarded as having had started.

No restart is allowed.

**11.1.4** Any refuse or delay of a start results in a disqualification of the practice or heat.

**11.1.5** The practice or heat is finished by the crossing of the finish line. After the finish line, the speed must be reduced significantly.

**11.1.6** The timing is managed by a light barrier (1/100 sec.).

### **11.2 Practice**

**11.2.1** Riding on the racetrack outside the specific practice times with race motorcycles is strictly forbidden.

**11.2.2** Scheduled practices: see data sheet.

**11.2.3** Only motorcycles having passed the scrutineering with properly fitted starting numbers are permitted to the practice.

**11.2.4** Each rider has to complete successfully 2 practice sessions. Double starters have to complete 2 practice sessions in one class and 1 in the other class successfully. If these requirements are not fulfilled, the Clerk of the Course decides together with the Jury about the permission to race. The motorcycles will also be checked before the start due to road safety and damages caused at the practices after the sessions.

### **11.3 Heats**

**11.3.1** The heats will be started at: see data sheet

### **11.4 Number of heats**

The event may cover 2 or 3 heats (see data sheet), the first two heats of an event will be held per class separately, only in these heats points for the Austrian championship will be allocated.

### **11.5 Outside assistance**

**11.5.1** Outside assistance in any form leads to a disqualification of the heat in question.

**11.5.2** Motorcycles, which do not reach the finish line, will be removed on order of the CoC only.

## **12 Parc Fermé and final scrutineering**

### **12.1 Parc Fermé**

**12.1.1** At the end of the last heat, the space between the finish line and the parc fermé entry will be under parc fermé conditions. The parc fermé covers the whole area of the paddock until the protest time has expired.

**12.1.2** Beginning with the end of the last heat, all classified motorcycles remain in the parc fermé, until it will be released by the CoC on order of the Sporting Stewards. The earliest time for this will be the end of the protest time.

### **12.2 Additional verifications**

**12.2.1** All motorcycles can be scrutineered to all times of the event, especially in the parc fermé, by the scrutineers and with the agreement of the Sporting Stewards.

**12.2.2** On request of the Sporting Stewards or after a protest may be ordered a complete control and dismantling of motorcycles after the finish line, including a confiscation of the motorcycle in question.

**12.2.3** Special controls take place after the finish line.



**13 Points allocation, protests, appeals:****13.1 Points allocation**

In all classes, points will be allocated following the scheme below:

Place 1	Points 25	Place 6	Points 10	Place 11	Points 5
Place 2	Points 20	Place 7	Points 9	Place 12	Points 4
Place 3	Points 16	Place 8	Points 8	Place 13	Points 3
Place 4	Points 13	Place 9	Points 7	Place 14	Points 2
Place 5	Points 11	Place 10	Points 6	Place 15	Point 1

Per event, 2 or more heats can be organized, the first two heats of an event will be awarded with points as shown above.

The minimum number of starters per class is 5 for the first heat. If the number of starters is less than 5 in the classes SST 600 and SSP 600 or in the classes SST 1000 and SBK, the results of these classes will be combined. If the number of starters is then still less than 5, or if the number of starters is less than 5 in the class Supermoto, no points will be allocated.

In case of a tie the better average placements will be taken into account. The point allocation for the European Championships follows the specific FIM Europe regulations.

**13.2 Protests**

Protests, following the procedures of the sporting codes of AMF or FIM Europe and accompanied by the fees foreseen therein, must be handed over to the CoC or to the Sporting Stewards in the absence of the CoC not later than 30 minutes after the publication of the results.

**13.2.2**

If a dismantling is requested, the expected costs must be granted by paying a deposit to the Sporting Stewards.

The payment of this deposit within the time limit set by the Sporting Stewards is indispensable for the dismantling.

**13.3 Appeals**

**13.3.1** The lodging of an appeal and its time limits follow the disciplinary codes of AMF or FIM Europe.

**13.3.2**

The fee for a national appeal is € 900,--. For the European Hillclimb Championship see FIM Europe Annuaire.



## 14 Prices

### 14.1 Prices and trophies

Class results: following the overall classification and the table below

Class	1 <sup>st</sup> place	2 <sup>nd</sup> place	3 <sup>rd</sup> place	4 <sup>th</sup> place	5 <sup>th</sup> place
Solos to 250 cc 250 GP open Supermoto open	€ 80,00	€ 60,00	€ 40,00	€ 20,00	-
Superstock 600 Supersport Seitenwagen modern	€ 120,00	€ 90,00	€ 70,00	€ 50,00	€ 30,00
Superstock 1000 Superbike	€ 160,00	€ 120,00	€ 100,00	€ 70,00	€ 50,00

**14.1.2** Not collected ware prizes become property of the organizer one month after the event. A distribution of prizes by mail is not possible.

**14.1.3** Prize money must be collected personally, otherwise they become property of the organizer.

**14.1.4** Accumulation of prizes: not foreseen

### 14.2 Award ceremony

**14.2.1** it is the duty of all riders to participate at the award ceremony.

**14.2.2** Place and time: Mühlthalstraße, 4162 Julbach, Sunday, June 15<sup>th</sup> 2025, 6:00 pm

## 15 Special Regulations

There is no tyres limit, the brand of tyres is free. MX tyres are not allowed.

Slick tyres may be used. All tyres must be a fully moulded, street legal tyres must carry all size and sidewall marking of the tyres as used for the sale to the public.

In case of use of rain tyres the profile must cover the whole surface to drain the water.

The use of hand cut tyres is not allowed.

It is mandatory to respect the minimum pressure indicated by the tyre manufacturer.

### 15.1 Return to the start

**15.1.1** During the return from the finish parking/parc fermé to the paddock, all riders are obliged to wear their helmets. Furtherly it is strictly forbidden to accept passengers at the return. The return procedure will be held in accommodate speed, no kind of stopping is allowed.

Only immatriculated vehicles are allowed to move in the paddock (beside the racing motorcycles). The minimum age of riders or drivers of such vehicles must be in conformity with the national traffic regulations. Not paying attention to these regulations will be penalized by the Sporting Stewards and may result in a disqualification from the event.

**15.1.2** Further special regulations: see data sheet.

## **15.2 Non-Liability Clause and Arbitration Agreement**

The participants are aware of, understand and fully accept the risks and dangers involved in motor racing. Should a participant be injured during an event, he explicitly declares through his entry for the event that he approves all medical treatment, rescue and transportation to hospital or other emergency facilities. Such measures will be adopted by personnel appointed specifically for this purpose by the promoter, to the best of the personnel's knowledge and following their assessment of the participant's condition. The participants undertake to assume all related costs, provided such costs are not covered by the license accident insurance or other insurance policies.

The participants hereby waive all direct and indirect claims for compensation from AMF, its officials, the promoter and/or organizer or the racing circuit owners, from any other person or association linked with the event (including all officials and authorities or bodies who have granted licenses for the event), and from other entrants and drivers/riders, hereinafter referred to as "the parties". The participants do so for themselves and their legal successors, and consequently for any insurance company with whom they may have concluded additional policies.

In submitting their entries for this event, the participants hereby declare that they irrevocably and unconditionally waive all rights, appeals, claims, demands, acts and/or proceedings which they themselves might institute or which might be instituted by third parties acting on their behalf against "the parties". The participants do so in connection with injury, loss, damage, costs and/or expenses (including lawyers' fees) which they may incur due to an incident or accident as part of the event. In submitting their entries for this event, the participants declare irrevocably that they discharge, release and relieve "the parties" for all time from any liability for such losses, and that they shall guard them against such losses and hold them harmless.

In submitting their entries for this event, the participants declare that they understand the full significance and repercussion of the present declarations and agreements, that they are entering into such obligations of their own free will, and in doing so irrevocably waive all right of action for damages against "the parties", insofar as permissible as Austrian law currently stands. The participants in any case renounce for themselves and their legal successors all claims against "the parties", therefore in particular against the AMF, its officials, the promoter and/or organizer or the racing circuit owners, and against the authorities or bodies who have granted licenses for the event, regarding damage, loss, harm or injury of any kind connected with a typical sports risk, in particular any typical and foreseeable damage, loss, harm or injury. This applies also in the event of minor negligence on the part of "the parties".

- a) Any dispute arising between the participants and the AMF or its officials, and the promoter and/or organizer, and between the AMF or its officials and the promoter and/or organizer, as a result of claims (personal injury, damage to property or financial damage) in connection with the motor-racing event, training sessions or races shall be settled definitely by an arbitration tribunal to the exclusion of the courts of general jurisdiction.
- b) The arbitration tribunal shall consist of three arbitrators, namely the umpire and two assessors. The umpire shall be a lawyer or former judge and have experience of liability matters in connection with motor racing.
- c) Each party shall appoint an assessor within two weeks of notification of the intent to initiate arbitral proceedings. Should the dispute be referred by several claimants or be levelled at several defendants, the arbitrator shall be appointed by agreement between the joined parties. The assessors shall elect the umpire.
- d) Should the assessors be unable to agree on the person of the umpire within two weeks, the umpire shall be appointed by the President of the Vienna Chamber of Lawyers upon application by an assessor, with due regard to clause b). The assessors shall however be free at any time to replace the umpire appointed in this way by another umpire by mutual agreement.
- e) Should a party fail to appoint its assessor within two weeks of receiving the written request from the opposite side, or should several joined parties be unable to agree on an assessor within that period, the assessor shall be appointed by the President of the Vienna Chamber of Lawyers on the motion of the other party. The same shall apply should an assessor withdraw from office and the party concerned not appoint a successor within two weeks.

Should an arbitrator not assume office, refuse to discharge his duties, cause improper delay or become unfit to act, the aforementioned provisions shall apply accordingly for the appointment of a replacement. The arbitrator concerned shall be dismissed at the same time.

f) The arbitration tribunal shall in principle be free to conduct its proceedings as it sees fit, with due regard for the subsidiary legal provisions. The tribunal shall sit in Vienna. The arbitration tribunal may also investigate without petition any circumstances which it deems necessary to clarify the facts of the case, and take evidence.

g) The arbitration tribunal shall decide by simple majority. The tribunal shall state the full reasons for its award. It shall also decide on cost apportionment for the costs of both the arbitration proceedings and the legal representation. The arbitrators shall be remunerated in accordance with the provisions of the Austrian lawyers' scale of charges.

h) The arbitration tribunal shall also be entitled to the exclusion of the courts of general jurisdiction to issue injunctions, provided the opposing party is first given an opportunity to express its views. An injunction may also be lifted upon petition in the event of a significant change in circumstances.

i) Sports jurisdiction shall remain unaffected by the present Arbitration Agreement.

**Chief Organizer**



**DI. Michael Hölzl**

Genehmigt  
in Verbindung mit dem Schreiben der AMF vom **xx.xx.2025**  
unter der Eintragungs-Nr. **RR 02/2025**  
Österreichischer Automobil-, Motorrad- und Touring Club  
Austria Motorsport Föderation  
Der Vorsitzende  
Univ.-Prof. Dr. Harald Hertz

*Approved FIM Europe on 09/04/2025*

A blue ink signature is written over the text 'Circuit Racing Commission Chairman Cristian Farinelli'.  
**Circuit Racing Commission Chairman**  
**Cristian Farinelli**