

Supplementary Regulations for the FIA Trophy for Historic Regularity Rallies RALLY COSTA BRAVA HISTORIC (ESP) – 17-20/03/2016



Approved by the ASN on (01/03/2016).
Visa number (16016).

Approved by FIA on (04/03/2016);
Visa number (1THRR040316).

19/03/2016 20h00	Arrival of leg 2, Podium Lloret de Mar
19/03/2016 21h00	Publication of partial unofficial results. Rally HQ
19/03/2016 22h00	Start of leg 3, Podium Lloret de Mar
20/03/2016 03h15	Arrival of leg 3 – end Rally, Podium Lloret de Mar
20/03/2016 05h00	Publication of the provisional final results. Rally HQ
20/03/2016 11h30	Prize-giving, Podium Lloret de Mar

PROGRAMME

17/01/2016	Publication of the Regulations.
14/03/2016	Entry closing date.
17/03/2016 18h00-20h00	Optional administrative checking. Rally HQ Hotel Evenia Olympic Palace c/ Nostra Sra. Del Rosell- Lloret de Mar
17/03/2016 18h00-20h00	Optional Scrutineering Rally HQ
18/03/2016 09h00-13h00	Administrative checking. OneOcean Club Port Vell de BARCELONA c/ l'Escar, 26
18/03/2016 10h00-12h00	Scrutineering - according to detailed timetable. OneOcean Club Port Vell de BARCELONA c/ l'Escar, 26
18/03/2016 14h00	Publication of the list of crews admitted to the start. Rally HQ and OneOcean Club
18/03/2016 15h00	Start of leg 1, OneOcean Club Port Vell-Barcelona
19/03/2016 03h15	Arrival of leg 1, Podium Passeig Marítim LLORET DE MAR
19/03/2016 03h20	Publication of start times for following leg. Rally HQ
19/03/2016 04h30	Publication of partial unofficial results. Rally HQ
19/03/2016 11h00	Start of leg 2, Podium Lloret de Mar

OFFICIAL NOTICE BOARD

From 17/03/2016 to 20/03/2016

Place: **Rally HQ Hotel Evenia Olympic Palace
c/ Nostra Sra. Del Rosell
Lloret de Mar**

1 - ORGANISATION

1.1 Definition

The organiser of the XII RALLY COSTA BRAVA Històric which takes place between 17-20/03/2016 is RallyClassics.

Address of the organiser's permanent Rally Secretariat

The permanent office of the organizers, until 18:00 on March 4, will be located at Club RallyClassics: Plaça Països Catalans, 49 - 08410 Vilanova del Vallès (Barcelona) Spain. (Tel. 0034 938 458 630 & fax 0034 938 458 544).

From 10:00 on March 7 until 17:00 on March 11, will be located at Hotel Ultonia Girona (Gran Via Jaume I, 22), Tel 0034 619 121 768.

Rally Centre during the Competition:

From 10:00 on March 14 until 12:00 on March 17, will be located at Hotel Evenia Olympic Palace Lloret de Mar (Av. Rieral 55-57), tel 0034 972 374 444.

Email: rallyclassics@rallyclassics.org

Competitors Relations: Anna Vives (+34 619 121 768) from March 17.

The Competition is run in compliance with:

- the FIA International Sporting Code («the Code»),
- the national historic regulations applicable,
- the present Regulations and eventual Bulletins,
- the Highway Code of the countries covered by the Rally.

1.2 Organising Committee

Chairman: Alex Romani

Members: Ramón García (Technologies&Results)

Tere Armadans (Secretary)

Guillem Pérez (Logistics)

1.3 Officials during the Competition

Clerk of the course:	Alex Romani
Deputy clerk of the course:	Jordi Parro
FIA observer: -	Jean Claude MENUT (BEL)
Steward(s):	Jean Claude MENUT (BEL)
Scrutineers (local appointments):	Antoni Serra Josep Serra
Chief scrutineer:	Josep M ^a Ferrer.
Competitors' relations officer:	Anna Vives
Secretary of the Competition:	Tere Armadans.
Results service:	<i>Ramón García</i>
Timekeeping:	Blunik Racing

1.4 Supplements to the Regulations

The provisions of the present Regulations may be amended if necessary.

Any amendment or any additional provision is announced by dated and numbered bulletins, which form an integral part of the present Regulations.

Any bulletin issued after the beginning of administrative checking must be signed by the stewards.

These bulletins are posted in the Rally Secretariat and on the official notice boards and are also directly communicated to the participants, who must acknowledge receipt by signature unless this is materially impossible during the running of the Competition.

1.5 Application and Interpretation of the Regulations

The clerk of the course is charged with the application of the present Regulations and their provisions during the running of the Competition. Any case not foreseen in the present Regulations is judged by the stewards.

In case of any sporting dispute over the interpretation of the present Regulations, the English text is binding.

2 - ELIGIBILITY - TITLE

The results of the XIII Rally Costa Brava Històric count for the FIA Trophy for Historic Regularity Rallies 2016

3 - DESCRIPTION

The length of the FIA Historic Regularity Rally is 1.087 kms with 29 regularity test sections covering a distance of 526 km. The Competition is divided up into 3 legs and 34 sections.

The breakdown of the route as well as its time controls, passage controls, neutralisation periods etc. are described on time card and in the Road Book, which gives the crews all information they require to complete the route correctly (such as, for example, tulip diagrams, maps, etc.).

4 - ELIGIBLE VEHICLES

4.1 A Driver wishing to enter a vehicle for this Competition must ensure that, at the date of scrutineering and for the duration of the Competition, his vehicle is road-legal for the countries in which the Competition is to place.

The organiser may refuse a car not complying with the period specifications, «spirit» and aspect.
The organiser may combine and/or subdivide any class.

4.2 Freedom is given to the competitors to use trip meters and other electronic equipment.

4.3 An FIA Historic Technical Passport («HTP»), an FIA Historic Regularity "Car Pass", an Identity Card issued by an ASN or a FIVA Identity Card must be submitted at scrutineering at the latest (see also Article 10.1).

4.4 - Cars competing only under National technical regulations are eligible, but they will not be included at any of the FIA Rally classifications.

5 - ELIGIBLE CREWS - ENTRY FORMS - ENTRIES

5.1 A crew is made up of the first Driver plus one or more crew members as specified on the entry form.

The first Driver must hold a valid driving licence. Crew members may only drive the car if they are in possession of a valid driving licence.

Drivers must:

- either hold any kind of Drivers' Licence valid for the current year and the Competition,
- or obtain a "Regularity Rally Driving Permit" from the organiser. These "Regularity Rally Driving Permits" are issued during the administrative checking of the Competition, upon payment of a fee as specified under Article 6 (Entry Fees).

5.2 Anybody wishing to take part in the Historic Regularity Rally must send the attached entry form duly completed to the **Rally Secretariat, through:**

<http://rallyclassics.eu/xiii-rally-costa-brava-historic/>

The organiser must receive this entry form by 14/03/2016 at the latest.

Details concerning the crew members may be sent in beforehand and up to administrative checking. The replacement of a Driver or of the car may only be made before the beginning of the administrative checking and must be approved by the Organising Committee. All crew members may only be replaced with the agreement of the stewards.

5.3 Team Entries

No application

5.4 On submitting the entry form, all Drivers undertake to abide by to the prescriptions of the present Regulations.

6 - ENTRY FEES - INSURANCE

6.1 Individual entry:

The competition entry fee for each car is fixed at

Female Crew	340 €
Crew with 10 or more previous participations	390 €
Class E	490 €
Class F/G	590 €
Class H/I	690 €
Class J1/J2	790 €

DISCOUNTS for class E,F,G,H,I and J, to a minimum of 390 euros :

Mixt crew (male-female) or Fathers & Sons	-100 €
Papi Babler Trophy (110 years)	-
100 €	
Junior (Maximun 60 years)	-100 €
1/2/3 previous participations	-50 €
4/5/6 previous participations	-100 €
7/8/9 previous participations	-150 €

This entry fee includes Meals and Dinner on route. 2 presents, 2 collection metallic plates.

Road-book, A3 maps, BLUNIK timing.
"Finishers Award ", and prize-giving.

6.2 - The entry will only be accepted if accompanied by the total entry fees.

Payment details:

Bank: BBVA

SWIFT CODE: BBVAESMMXXX

IBAN account no: ES48 0182 9764 23 0200001717

6.3 - Entry fees will be refunded in full:

a) to candidates whose entry has not been accepted:

b) in the case of the Rally not taking place.

Organisers may refund 70% of the entry fee to those competitors who, for reasons of "force majeure", duly certified by their ASN, were unable to start in the rally .

6.4 - The organiser provides the following insurance: see details in Appendix 2.

Insurance cover will come into effect from the start and will cease at the end of the Rally or at the moment of withdrawal, disqualification or exclusion of the Competitor.

7 - ADVERTISING

The advertising provisions specified in the Code must be respected. A copy of these provisions is available from the organiser, if required.

The organiser's obligatory advertising is as follows:

- Competition numbers: Lloret de Mar.
- Rally plates: Lloret de Mar.

8 – GENERAL OBLIGATIONS

8.1 Crews

Only crews specified on the entry form are admitted to the start.

If one member retires or if an additional party is admitted on board, the car may be excluded from the Competition.

8.2 Starting Order - Plates – Numbers

8.2.1 - - The start will be given in the order of entry list for first leg, and by to the partial unofficial classification established at the end of the Leg1, for the following legs.

Any crew arriving late at the start of the Competition or of a leg or of a section (restart after a regrouping) may be penalised by the stewards, at their discretion.

8.2.2 - The Organising Committee will supply each crew with one Rally plates and two panels bearing the Competition numbers.

8.2.3 - The Rally plate, which also carry the car's Competition number, must be fixed to the front of the car in a visible position for the duration of the Rally. They must under no circumstances, cover the car's licence plates, even partially.

If used, Competition numbers provided by the organiser must appear on both sides of the car throughout the whole Rally.

In some cases, the organiser may require Competitors to temporarily remove or cover the Competition number(s).

If it is ascertained at any time during the Competition that any Competition number, if used, or Rally plate is missing, a time penalty may be imposed.

8.3 Time Card

8.3.1 - Each crew is given a time card showing the times allowed to cover the distance between two time controls. This card is handed in at the place designated by the organiser and replaced by a new one at the start of the next section. Each crew is solely responsible for their time card.

Time cards must be handled as instructed by the organiser. Competitors not handling time cards as instructed are liable for penalties.

8.3.2 - The regularity test sheets, if any, are an integral part of the time card.

8.4 Traffic laws – Repairs

8.4.1 - Throughout the entire Competition, the crews must strictly observe the traffic laws of the countries covered. Any crew which does not comply with these traffic laws is subject to penalties at the discretion of the stewards, as follows:

- 1st infringement 250€ penalty.
- 2nd infringement: possible exclusion.

Exceeding the maximum speed permitted by the traffic laws on two (2) occasions at any time during the Competition including during the regularity test section shall result in exclusion.

In the case of an infringement of the traffic laws committed by a crew participating in the Competition, the police or officials noting the infringement must inform the offender thereof in the same way as for normal road users.

When the regularity tests sections utilize closed roads where the legal speed limit does not apply, then the speed limit will be defined by the organisers and will be treated, for penalty purposes, in the same manner as the legal speed limit.

8.4.2 – With the goal to reduce costs, the rally has been planned to be run without assistance. There will be fuel stations throughout the itinerary, indicated in the Road-Book, some of them will open expressly for the rally, which will allow the crews to participate without technical support. The minimum fuel range of the cars should be 250 kms.

The motorbikes will have additional assistance points, and their minimum fuel range should be 150 kms.

Given the high number of competitors, and considering how narrow are the roads and the regrouping zones, it's strictly forbidden to service the cars outside of the permitted service areas defined by the organizer. This areas will be published on 15th March. The only points where the teams can be serviced by their teams will be in that service areas.

It's not allowed to use a service car following the rally car throughout the regularity test sections.

Any crew who is serviced in any forbidden zone will be subject to a penalty up to exclusion. For an offence of parking within a forbidden zone, a cash penalty of 250 Euros will apply.

To preserve the spirit of the secret regularity test sections, it's strictly forbidden to use an "ouvreur". Any information concerning the situation of the secret controls, or the fact of using detector devices will carry the exclusion and the non-acceptance of the competitor in other events organized by RallyClassics.org

8.4.3 - Crews are forbidden under pain of penalty which may go as far as exclusion:

- to block deliberately the passage of competing cars, or to prevent them from overtaking,
- to behave in an unsportsmanlike manner.

9 - RUNNING OF THE COMPETITION

9.1 Start

9.1.1 - The starting interval between the cars is 1 minute on leg 1, and 30 seconds on leg 2&3. The start is given in accordance with the Programme.

9.1.2 - Crews must have their passage checked at all points mentioned on their time card in the correct order, under pain of a penalty.

9.2 Controls - General Provisions

9.2.1 - All controls, i.e. passage and time controls, start and the end of regularity tests, are indicated by means of FIA

approved standardised signs (see also Appendix 1). The finish line and any intermediate time checks on the regularity test sections are not usually indicated. A sign "end of control area" is set up by the organiser at a maximum distance of 1km after the timekeeping at the finish line. This indicates to the crews that they have passed the last time control of the regularity test section.

9.2.2 - The arrival at a time or passage control from any direction other than that of the Rally or non-reporting at a time or a passage control entails a penalty.

9.2.3 - Control posts are ready to function at least 15 minutes before the target time for the passage of the first crew. They cease to operate upon instruction of the clerk of the course.

9.2.4 - Crews are obliged to follow the instructions of the marshal in charge of any control post.

9.2.5 - The distinguishing signs of the officials and marshals are as follows:

- road marshals will wear *yellow jackets* marked "Cronometrador",
- post chiefs will wear *red jackets* marked "Jefe de Tramo".

9.3 Passage and Time Controls (TC) – Withdrawal

9.3.1 - Passage Controls

At these controls, the marshals simply stamps and/or signs the time card as soon as this is handed in by the crew, without mentioning the time of passage.

The lack of such a stamp and/or signature at a passage control entails a penalty.

The organiser may establish secret passage control/s at any point on the route. He may also establish un-manned control(s).

9.3.2 - Time Controls

- At these controls, the post marshal enters the time at which one of the crew members hands the time card to the post marshal. The check-in time is the time obtained by adding the time allowed to complete the road section to the time of leaving the time control of the previous section.

- Any difference between the actual check-in time and the target check-in time is penalised as follows:

Any difference between the actual check-in time and the target check-in time is penalised as follows:

- For late arrival: **10 points per minute or fraction.**
- For early arrival: **30 points per half-a-minute or fraction.**
- No entry made at a time control, or reporting outside the maximum permitted delay: **exclusion.**
- Maximum permitted delay with regard to target time between two time controls: **up to exclusion**

9.3.3 – Catching up

Provision shall be made for a crew who, for technical reasons, has missed during a leg a time control or a passage control (which can be secret) to be re-admitted to the following leg (day) and given a penalty given a penalty of 120 seconds. The car may be subject to a further scrutineering check.

In order to be classified, the car must report to the final control.

9.4 Regrouping Controls

9.4.1 - Regrouping Controls may be set up along the route. On their arrival at these regrouping controls, the crews hand the post marshal their time card. They receive instructions as to their restart time.

9.4.2 - The purpose of these regroupings is to reduce the intervals which may occur between crews. Thus, the start time from the regrouping control, not its duration, must be taken into account.

9.5 Regularity Test Sections

9.5.1 - The crews must complete the regularity test sections at one or more average speed(s) fixed by the organisers, with the approval of the relevant ASN. These average speeds imposed by the organiser may vary for the different classes. The minimum length of a regularity test section on public roads is 3km.

Generally, regularity test sections are organised on roads open to public traffic. Should the organiser decide to close the roads of the regularity test sections, he must provide the corresponding insurance coverage required by national laws. Classification based on the times set by the crews is established as follows:

1 point per second of difference with the ideal time .

At his own discretion, the organiser may set up intermediate timekeeping points at any point on a regularity test section and should specify any more information about the organisation and running of their regularity sections.

9.5.2 - Closed circuit regularity test sections

The number of laps at closed circular regularity tests is specified by the organiser. The target time is set by the organiser. A time is set for each lap. For time below or above the target time on each lap, penalty is imposed.

9.5.3. – "Secret control Joker": In every leg, the worst secret control score of every crew will be discounted for the classification.

9.6 Parc Fermé

While the vehicles are subject to «Parc Fermé» rules, any intervention on the car (repair, servicing, refuelling etc.) is forbidden except for safety reasons.

Organisers have the possibility to establish areas where the «Parc Fermé» rules apply, as regrouping.

10 - ADMINISTRATIVE CHECKING AND SCRUTINEERING - PENALTIES

10.1 Scrutineering before the Start

10.1.1 - Any crew taking part in the Regularity Rally must arrive at administrative checking and at scrutineering in accordance with the detailed timetable given in the entry confirmation.

The following papers must be presented at the administrative checking:

- driving licence,
- car documents as required by the national laws of the country where the car originates,
- Copy of the Civil Liability Policy of the vehicle, valid for Spain / Green Card (International Motor Insurance Certificate).

10.1.2 - The scrutineering carried out before the start is of a completely general nature (checking of make and model of the car, year of construction, conformity of the car with the National Highway Code, etc.).

The relevant Identity Form (see Article 4.3) must be presented for each car at scrutineering.

The Competition numbers, if used and provided, and the Rally plates (made available by the organiser) will also be checked.

10.2 Final Control

At the finish of the Rally, the crews must make their cars available for a brief check by the scrutineers.

10.3 Summary of Penalties

Exclusion:

Art. 8.4.1:	Exceeding the maximum speed permitted by traffic laws on two (2) occasions.
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Possible exclusion: at the discretion of the stewards:

Art. 8.1:	Withdrawal of a crew member or additional party on board, except for «force majeure».
Art. 8.3.2:	Correction or amendment on the time card without approval from a marshal.
Art. 8.4.1:	2nd infringement of traffic laws.
Art. 8.4.3:	Blocking of cars, unsportsmanlike behaviour.
Art. 9.3.3:	Failing to pass the last time control of the leg.
Art.10.1:	Non-submission of the FIA/FIVA form for the car at scrutineering.

Time Penalties:

- Art. 8.2: Delay at the start of the Competition, a leg or a section:
10 points per minute or fraction up to 15 minutes
- Art. 8.2.:3: Lack of a competition number or a rally plate:
100 points
- Art. 8.4.1: 1st infringement of traffic laws: **100 points**
- Art. 9.2.3: Missing a passage or time control or arrival from wrong direction : **up to exclusion**
- Art. 9.3.1: No entry at a passage control: **up to exclusion**
- Art. 9.3.2: Late arrival at a time control: **10 points per minute or fraction, up to 15 minutes.**
- Art. 9.3.2: Early arrival at a time control: **30 points per half-a-minute or fraction.**
- Art. 9.3.2: No entry at a time control or arrival outside the maximum permitted delay: **up to exclusion.**
- Art. 9.5: For each second below or above the target time at any time check: **1 point per second**
- Art. 9.5: Secret regularity test control completed later than 5 minutes of the target time: **300 points per control.**
- Art. 9.5: Missing regularity test control: **600 points per control.**
- Art. 9.5: Stopping and/or waiting for target time on a regularity test section : **from 300 points, up to exclusion.**

11 - CLASSIFICATION - PRIZES - PROTESTS

11.1 Classification

The classification method, which is left to the appreciation of the organiser, will be as follows:

adding the penalties at all the secret controls plus the penalties at any time control, the winner will be the crew with the lowest penalties..

11.2 Prizes - Cups

11.2.1 - General Classification

The first 3 crews will receive 2 awards (driver and codriver).

11.2.2 - Class Classification

2 awards (driver and codriver) for the winner of each class.

11.2.3 - Ladies' Classification

The best all female crew in the overall classification wins the Ladies' Cup.

The organiser reserves the right to award further prizes.

11.3 Prize-Giving

The place and time of prize-giving is shown in the Programme.

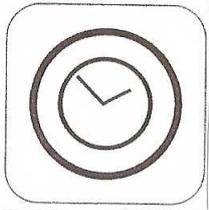
11.4 Protests

11.4.1 - All protests must be lodged in accordance with the Code.

Any protest must be lodged by one single crew and may only be lodged against one single crew or against the organiser.

11.4.2 - The decisions by the stewards are final.

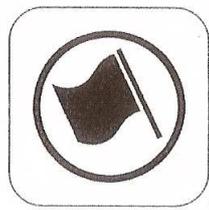
Appendix 1 : Regularity Rallies control signs



Time control



Passage control



Regularity test start



End of regularity test