



## **XV RALLY COSTA BRAVA HISTORIC** Supplementary Regulations ENGLISH (V1, 11-11-2017)

### **Art. 1. ORGANISATION**

#### **1.1. ANNOUNCEMENT**

**Club RallyClassics** will organise a Regularity Rally: the **XV Rally Costa Brava Històric** to be run from Thursday **19th** to **Sunday 22th April 2018**.

The event will be run with the “Servei Català de Trànsit” authorisation, in accordance with the Circulation Code, and with these Supplementary Regulations and their Bulletins.

#### **1.2. EUROPEAN REGULARITY TROPHY**

The XV Rally Costa Brava Historic is a round of the **FIA TROPHY HISTORIC REGULARITY RALLIES 2018**.

#### **1.3. REGULARITY**

The competitors must respect the average speeds imposed by the organisers (up to 50 km/h), and will be penalised for either early or late arrival at secret controls, measured to the tenth of second. The team that accumulates the fewest penalties (either by early or late arrival) will be proclaimed the winner. The measurement will be done by electronic timing devices and stewards.

#### **1.4. ORGANISATION TEAM**

Rally Director: Alex Romani Balcells  
Chief of Results: Ramon Garcia  
Event Secretary: Tere Armadans  
Chief of Controls and Security: Jordi Parro Vidal  
Competitor Relations Officers:

### **Art. 2. VEHICLE ELIGIBILITY**

The cars will be allowed to participate in the following FIA Categories:

Category E: Cars manufactured between 1st January 1947 and 31st December 1961.

Category F: Cars manufactured between 1st January 1962 and 31st December 1965.

Category G: Cars manufactured between 1st January 1966 and 31st December 1971.

Category H: Cars manufactured between 1st January 1972 and 31st December 1976.

Category I: Cars manufactured between 1st January 1977 and 31st December 1981.

Category J1: Cars manufactured between 1st January 1982 and 31st December 1986

Category J2: Cars manufactured between 1st January 1987 and 18th April 1993 (\*).

And also:

Category M: Motorcycles manufactured prior to 18th April 1993

(\*) Category J2 can participate and win the class trophies, but they will not have option to win the Rally general classification Trophies.

All Vehicles are required to meet all road traffic regulations for their use on public roads, and the driver must hold a valid driving licence. Before the event Signing On will take place, during which competitors must provide proof of: Vehicle Registration Document, Insurance Certificate for normal road use, and Driving Licence.

On Friday 20th April scrutineering will take place at Port Marina Palamós (or optional on Thursday 19 afternoon). This scrutineering will include, but not be limited to, tyres, warning triangles (2), safety vests (2), other equipment required for driving on the public road, and the correct positioning of rally numbers and event sponsor decals. The transponders will be placed on the car: each team shall deposit a €50, that will recover once the transponder is returned to the organization.

### **Art. 3. ENTRIES**

Participants for the XV Rally Costa Brava Historic will be selected by the organizers from the entry requests that have been correctly received and paid in full. The event is limited to **120 entrants**. Rally numbers, and starting order for Leg 1, will be appointed in the following order: VIPS, age of the vehicles, entry fees payment date. The start order will be maintained throughout Leg 1. In Leg 2, the order will be done with a partial classification of the Leg 1, with exceptions at the discretion of the organization.

The organizing committee reserves the right to reject any entry, refunding any entry fee paid. If the event is oversubscribed the organizing committee may allocate reserve entries.

#### **3.1 REQUIREMENTS FOR ENTRY REQUESTS**

Dates for registration are from **November 17th, until April 14th, 2018.**

##### **Entry includes:**

- 3 nights at the Hotel Trias (Golden pack only)
- Assistance and breakdown recovery (Golden Pack only)
- Welcome bag of Palamós
- 2 Walking Tapas Rally with wine tasting on Thursday evening to welcome participants
- 2 food on Friday
- 2 picnics on Friday
- 2 food during the rally on Friday
- Party (with light food) on Saturday for 2 persons
- 2 present RCBH
- 2 metal plates of collection
- Road books legs 1 and 2
- 2 Side Numbers
- 1 Adhesive plate for the car
- 2 Small adhesives plate collection
- Maps 3D
- Timekeeping Blunik
- Photo souvenir, medal "Finishers" and trophies for the winners

##### **ENTRY FEE:**

Class M	290 €
Class E/F/G	590 €
Class H/I	690 €
Class J1/J2	790 €
PPP insurance per crew	70 € (35 driver + 35 co-driver)

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

First 20 entries paid	-150 €
Registrations paid before 31-12-2017	-125 €
Registrations paid before 14-02-2018	-100 €
Mixt crew (male-female), female team or Fathers & Sons	- 50 €
Papi Babler Trophy (110 years)	- 50 €
Junior (Maximun 60 years)	- 50 €
1 to 4 previous participations as driver	-50 €
5 to 9 previous participations as driver	-100 €
10 or more previous participations as driver	-150 €

**Premium inscription**, with 3 nights hotel at the base of the Rally (double room with breakfast), car transport, assistance, crane, pilot and co-pilot participation permission and airport shuttles:

Golden Pack Spain (or EU without transport)	1.250 €
Golden Pack Europe	1.750 €
Golden Pack UK	2.250 €

## **GOLDEN PACK:**

RallyClassics will organize for a limited number of teams in Europe, a "Golden Pack", whose prices will be announced through its delegate. The Golden Pack includes:

- > 3 Hotel nights (AD) at the base of Rally, double room.
- > Transport vehicle from Belgium, France, England and Italy to Palamós, and return transport.
- > Shuttle service from the airports of Girona or Barcelona to Palamós and Palamós airports.
- > Support team, offered by the school of mechanics RS Grup: 8 people and 2 equipped vehicles.
- > Collection of drivers and vehicle in the event of abandonment

The delegates of the Rally Costa Brava to inform and organize transportation from Europe, are:

Central Europe: Joseph Lambert [lambert@pt.lu](mailto:lambert@pt.lu) 00352993414

United Kingdom and France: Peter Collier [histcostabrava@btinternet.com](mailto:histcostabrava@btinternet.com) tel 00 33 (0)4 68 24 72  
13 or 00 33 (7) 81 36 84 52)

Italia: TBA

The entry list with the 120 teams will be published on April 16th, and will be unequivocal. Entry fees will be refunded to non accepted entries. Golden Pack entrants will have priority.

## **ENTRY PROCEDURE:**

A). Complete the on-line entry form at [www.rallyclassics.org](http://www.rallyclassics.org) and send via the website:

- Names, email address and telephone number of the driver and navigator.
- Make, model and year of manufacture of vehicle.
- Information required for insurance (Company, policy number and expiry date).

B). Send entry fee by bank transfer to Club RallyClassics account number: IBAN ES48 0182 9764 2302 0000 1717, SWIFT CODE BBVAESMMXXX, (and optionally send copy of transaction receipt by fax to (+34) 938 458 544), showing the NAME OF THE 1<sup>ST</sup> DRIVER.

## **Art. 4. COMPETITOR ELIGIBILITY, INSURANCE**

Eligible participants:

Drivers possessing a valid driving licence appropriate for their vehicle, and valid for driving on Spanish territory. Navigators over 18 years old, or between 12 and 18 years old provided parental consent is given in writing.

Only the registered crew will be allowed to occupy the vehicle (driver and navigator). The participants must at all times obey the Highway Code, as well as any instructions given by the members of the organizing team. Failure to comply will result in exclusion from the event.

In addition to the obligatory normal road insurance that each driver must possess, the organizers will provide supplementary insurance cover against third party losses that could occur as a result of the competition, with a limit of € 600.000.

Both driver and navigator must contract an insurance, through the organizer, if don't have any FIA License.

## Art. 5. RESPONSIBILITIES OF COMPETITORS

**5.1** By entering this event, participants will uphold their own civil responsibility to third parties, and agree to save harmless and indemnify the organisation against any responsibility derived from the use of their own vehicle, property or bodily damages of those who might be victims or authors, for the mere fact of registering in this event.

**5.2** The participants must be conscious that any problem during the rally must be solved by themselves (breakdowns, losses in the itinerary, accidents, punctures, running out of petrol, etc.). It is recommended that competitors equip themselves with maps, mobile telephones, documentations, cold weather clothing, information of petrol stations, etc.

**5.3.** The management of alternative routes or retirement is the responsibility of the participating crew.

**5.4** The organisation can include in some stages an organisation car that will pass after the entry field to confirm the situation of any retired entrants (especially in zones without mobile phone coverage).

Additionally the organisation will be able to include a car with the exclusive function of transmission of messages and, if it is viable, to solve contingencies.

**5.5** If, in a regularity or link section, the organisation finds a vehicle with neither member of the team present, the entrant will be considered retired and that it does not require any kind of assistance.

**5.6** ***Entrants are reminded that it is obligatory to communicate their retirement or their intention of continuing in the rally after not attempting any one of the regularity sections, calling to the emergency telephone number S.O.S. 0034 669 005 335 (art.6.6.5).***

**5.7** In the Parc Ferme, which will be open to the public, the organizers will not be responsible for objects in the vehicle, nor for the vehicles themselves; competitors will be responsible for securing their vehicle, and to remove any objects of value from the interior.

**5.8.** Once the vehicle is in the Parc Fermé, it won't be possible to take it out till the following leg individual start time. Only an authorisation from the Clerk of the Course could be given, through the Competitors Relations Officer. Crews located in the hotels outside of Paseo Marítimo, will be able to take their cars with the proviso of returning 30 minutes before their next departure time. The organisers will do an special card to drive out a car from the Parc Ferme. This card must be shown by the crew to drive out their rally car from the Parc Ferme.

**5.9** It is totally forbidden to use "LED" lights.

## Art. 6. EVENT FORMAT

### 6.1 DESCRIPTION

**6.1.1.** The rally will consist of 2 legs (Friday and Saturday), with a total route of approx. 1,000km of which approx. 500km will be regularity sections.

**6.1.2.** The route of leg 1 will remain secret until April 20th at 19h00, but the road-book will be handed out the April 21st, when the car into Parc Fermé.. Legs 2 will remain secret until the end of

leg 1. The entire route is covered by Michelin Maps 147, zoom Esc. 1.150.000, "Costa Brava, Barcelona y alrededores".

**6.1.3.** Crews will start at intervals of 1 minute on leg 1, and 1 minute or 30 seconds on leg 2..

**6.1.4. Exceeding by 30% the average imposed** between two secret controls inside a section of regularity will entail a penalty of 50 points, and recidivism will cause the exclusion.

**6.1.5.** Motorcycles teams must be formed by two motorbikes, which will come out in pairs, accounting for all controls the second motorcycle.

**6.1.6.** Official rally time will be displayed at the Start Podium.

## 6.2 CONTROLS

A certain number of controls (schedules, secrets and passing) makes it possible to ensure that the teams have followed the proposed itinerary well and determine the penalties to be imposed. These controls will be dismantled 15 minutes after the last vehicle.

It is imperative to cover the entire itinerary, at the time fixed in the road book, at an average speed of less than 50 km / hour

## 6.3 CALIBRATION ROUTE

A calibration route of between 5 and 10 Km. will be published a few days prior to the event on [www.rallyclassics.org](http://www.rallyclassics.org).

## 6.4. TIME CONTROLS

**6.4.1.** At these controls a marshal will record the time of passage of each competitor on his record sheet. This record will be indisputable.

If a competitor arrives late, the marshal will record **the new arrival time**, from which the competitor must recalculate their scheduled time for the rest of the leg.

**6.4.2** Each competitor should enter the control (pass the control board) within their scheduled arrival minute (e.g. if their scheduled arrival time is 16h34, the competitor may enter during the 60 seconds between 16h34'00" and 16h34'59"; if their scheduled arrival time is 19h15'30", the competitor may enter between 19h15'30" and 19h16'29").

**6.4.3.** At Time Controls there are penalties for early arrival (10 points per half-minute or fraction) and late arrival (5 points per minute or fraction). At the end of a leg, only late arrival will take penalty of 5 points per minute or fraction.

**6.4.4.** Late arrival of more than 15 minutes at any Time Control will incur a penalty of 75 points.

**6.4.5** If **20% or more of the competitors receive lateness penalties at any one Time Control**, all penalties incurred at this control will be **cancelled** automatically.

## 6.5 REGULARITY FREE SELF-START (MONTE-CARLO STYLE)

**6.5.1** At the regularity stages start, there will be no Time Control. Teams won't have previously any start time on the regularity stages, so they can make a self-start when they are ready. A Marshal will take note of the exact start time of each crew.

**6.5.2** At each Leg start, all the teams will receive a Time Card, with the time allowed between two time controls. Between these TC, there may be one or several regularities, with free Self-Start.

## 6.6 REGULARITY SECTIONS

**6.6.1.** Competitors must absolutely respect road traffic regulations. To this end Driving Standards Observers will be in force and, as "Judges of Fact", can enforce immediate exclusion "in situ". Sections of regularity passing through villages will be especially observed. Failure to extinguish high beam and/or spot lamps when meeting oncoming traffic is also grounds for immediate exclusion. In the interests of the future running of the rally it is **VERY IMPORTANT** that crews demonstrate good road manners at all times, particularly in respect to the use of lights, including

spot-lamps, excessive noise and excessive speed. It is critical that historic rally crews portray a responsible attitude at all times – the future of the rally depends on it.

**6.6.2.** It is completely forbidden for supporting vehicles (team, friends, etc) to enter the Regularity Sections, under pain of immediate exclusion and a ban on entering any event organised by Rallyclassics.

**6.6.3.** The Secret Controls located in the Regularity Sections will record the time of passage to the accuracy of one second (when controlled by stewards) or the tenth of second (when controlled by transponders). The penalties will be one point per second, and one tenth of point per tenth of a second, early or late.

**6.6.4.** No Secret Controls will be positioned within 2km after leaving any town/village, to allow competitors time to regain any time lost by respecting road traffic regulations in those locations.

**6.6.5.** Any competitor that does not attempt a Regularity Section will be allowed to continue in the event providing that they contact, **within one hour of their scheduled start time for the section**, the S.O.S. number **(0034) 669 005 335**, in which case they will incur a penalty of 100 points for each Secret Control missed. Failure to make contact within this hour will incur a penalty to be decided by the Stewards, up to and including exclusion.

**6.6.6.** Secret Controls will close 15 minutes after the scheduled time of the last competitor, unless otherwise indicated by the Rally Director.

**6.6.7.** It is completely forbidden for competitors to stop within a Regularity Section, except on grounds of vehicle breakdown force majeure; also it is forbidden to drive any part of a Regularity Section in the opposite direction to that indicated in the Road Book.

**6.6.8.** The organizers are able to apply “handicaps” to the different Regularity Sections. These handicaps will be determined by the organizing team and will be announced at the start of each section. By default the handicap will be 1.

**6.6.9.** The organizers may provide **average speed tables** at the start of any Road for compulsory use during certain Regularity Sections.

**6.6.10.** The maximum penalty applied at a secret control (before closing) will be 50 points. Failure to pass the above mentioned controls will incur a penalty of 100 points.

**6.6.11. “Secret control Joker”:** at each section, the worst score in a secret control for late of each competitor, will be cancelled for classification

## **6.7 PASSAGE CONTROLS**

Passage controls will be indicated by a control board. Failure to obtain proof of passage at these controls will incur a penalty of 100 points.

## **6.8 SUPPORT CREWS AND FUEL HALTS**

In the spirit of reducing costs the rally has been designed so that it is possible to compete without a support crew. During the itinerary there will be fuel halts, indicated in the Road Book, some of them opening specifically for the event, which will remove the necessity for support. Vehicles will need to be able to cover 250km between fuel halts.

Additional Attendance Points will be provided for motorcycles, and therefore they will need to be able to cover only 150km between halts.

Given the large anticipated number of competitors, the narrowness of the roads, and the limited space at regrouping points, **it is completely forbidden to receive service support outside of the zones explicitly authorized by the organizers.**

The authorized service zones will be indicated on April 18th. The only place where competitors can receive external aid will be in these service zones. It is forbidden for pursuit vehicles to enter the Regularity Sections.

In order to preserve the spirit of the secret checks in the Regularity Sections, it is specifically forbidden to use ‘management, chase or any method to locate secret controls” cars. Any crew found to be benefiting from information about the location of secret controls, or to be using detectors of any type will be excluded from the event, and will be banned from entering any further event organized by RallyClassics.

## 6.9 TIMEKEEPING

### 6.9.1 INTERRUPTION OF A STAGE

If, for reasons beyond the control of the organizers, a Regularity Section cannot be attempted by some crews, the Stewards can give the penalties to the 9 best crews, and then the 10th lowest penalty (maximum) to the rest of the crews.

### 6.9.2 TIME ADJUDGED BY STEWARDS

If, for whatever reason, the time of a crew cannot be taken, the Stewards will decide the fairest time to be given to the crew. This decision will be final and it will not be possible to protest it.

### 6.9.3 MANIPULATION OF THE TRANSPONDER

Any manipulation in the transponder or in its working will be penalized with an exclusion, and ban on entering any further events organized by RallyClassics.

## 6.10 TROPHIES:

The **Gentleman Classic Trophy** will be a classification between the teams using classic measuring systems, either mechanical measuring systems or only indicating distances (no averages or measures of time), as Halda, Retro trip, simple Branz. Drivers who sign up for wish to fall into this section, declare, under oath of honor, "Only use measuring equipment mechanics or that they can only show distances". GPS, computers, Smartphone, etc are not allowed in this category.

And to promote the values of teamwork, the **Team Trophy** (Trofeo Escuderías) has been created, to be awarded to the team with the three highest placed members. Once a team entry has been made, the entrant or team can't be modified.

The "**Papi" Babler Trophy**" will be awarded to the highest place crew whose combined age is 110 or more.

The "**Junior Trophy**" will be awarded to the highest place crew whose combined age is maximum 60.

The "**Fathers & Sons" Trophy**" will be given to the best of those crews whose members are from the same family, but from different generations.

The "**Ladies Award**" will be given to the best crews whose members are female.

## 6.11 RESULTS

The winning crew will be the one that accrues the least penalty points, being the combined penalties incurred during regularities (applying, in each case, the relevant handicap) and at Time Controls and Passage Controls. After publication of the provisional results there will be a period of 30 minutes for protests (to be given in writing with a deposit of € 300) after which the results will be declared final.

6.12 AWARDS.  
A pair of trophies will be awarded to the first three crews classified in the following categories:

General Classification  
The Gentleman Classic Trophy  
Each of the vehicle age categories  
FIA TROPHY

2 "Papi Babler" Trophys for the highest placed crew whose combined age is 110 or more  
2 "Junior Trophys" for the best team in which the members accumulate 60 years maximum  
2 "Fathers & Sons" Trophys  
2 "Ladies Award" Trophys for the best female crew.

The Team Trophy and 6 replicas for the highest placed team

## 7. PERMANENT OFFICE and COMPETITORS RELATIONS

The permanent office of the organizers, until 18:00 on April 18th 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 16:00 on April 19th until 12:00 on April 22rd, will be located at Hotel Trias (Passeig del mar, s/n, Palamós), Tel 0034 972 374 444.

Competitors Relations: (+34 619 121 768) from April 20th at 10h00.

### SUMMARY OF PENALTIES

Each tenth of a second early or late at a Regularity Secret Check.	1 tenth of a point (max 50 points per Control)
Exceed 30% the average, 1st time	50 Points
Exceed 30% the average, 2nd time	Up to EXCLUSIÓN
Failure to respect the Highway Code; failure to used dipped beam when passing oncoming traffic; failure to observe speed limits in towns and villages.	POSSIBLE IMMEDIATE EXCLUSION
Late departure from a Time Control	5 points per minute or fraction
Early arrival at a Time Control.	10 Points per half-minute or fraction
Exceeding maximum lateness at a Time Control (15 minutes).	75 Points
Maximum at a Regularity Secret Check (10 min or more)	50 Points
Failure to pass through a Time Control or through a Regularity Secret Check (per occasion).	100 Points
Stopping without justification on a Regularity Section.	Up to EXCLUSION
Failure to report at a Passage Control (per occasion).	100 Points
Failure to contact the S.O.S. number within 1 hour of the scheduled start time when not attempting a Regularity Section.	Up to EXCLUSION
Servicing outside of authorized Service Zones.	Up to EXCLUSION
Presence of chase car, service vehicle or similar in a Regularity Section.	EXCLUSION and ban on entering any further events organized by RallyClassics.
Manipulation of the transponder	EXCLUSION and ban on entering any further events organized by RallyClassics.

