



## Supplementary Regulations for the FIA Trophy for Historic Regularity Rallies **XVI RALLY COSTA BRAVA HISTORIC (ESP) – 25-28/04/2019**

(Words in *italics* are to be replaced as indicated)

<p>Approved by the ASN on (<i>date</i>); Visa number (<i>specify</i>).</p> <p>Approved by FIA on (<i>date</i>); Visa number (<i>specify</i>).</p>
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The Supplementary Regulations must also be written in the English language.

<b>27/04/2019 10h00</b>	Start of following leg, Podium, Passeig Maritim Palamos
<b>28/04/2019 00h30</b>	Arrival of following leg, Podium, Passeig Maritim Palamos
<b>28/04/2019 03h00</b>	Publication of the provisional final results.
<b>28/04/2019 11h00</b>	Prize-giving, Podium, Passeig Maritim Palamos

### PROGRAMME

<b>25/04/2019</b>	Publication of the Regulations.
<b>18/04/2019</b>	Entry closing date.
<b>23/04/2019</b>	Entry List Publication ( <a href="http://www.rallyclassics.org">www.rallyclassics.org</a> )
<b>25/04/2019 16h00 – 19h00</b>	Optional Administrative checking. Hotel Trias, Palamos
<b>25/04/2019 16h15 – 19h15</b>	Optional Scrutineering Port Marina, Palamos
<b>26/04/2019 8h45 – 12h15</b>	Administrative checking Hotel Trias, Palamos
<b>26/04/2019 9h00 – 12h30</b>	Scrutineering - according to detailed timetable. Port Marina, Palamos
<b>26/04/2019 13h00</b>	Time limit for Pre - Start Zone entry Passeig Maritim, Palamos
<b>26/04/2019 13h00</b>	Road Book delivery 1 <sup>st</sup> Leg Hotel Trias, Palamos
<b>26/04/2019 14h00</b>	Publication of the list of crews admitted to the start. Official Notice Board, (Hotel Trias, Palamos) ( <a href="http://www.rallyclassics.org">www.rallyclassics.org</a> )
<b>26/04/2019 14h40</b>	Welcome Briefing Podium, Passeig Maritim Palamos
<b>26/04/2019 14h50</b>	Time Card Delivery Podium, Passeig Maritim. Palamos
<b>26/04/2019 15h00</b>	Start of 1st leg, Podium, Passeig Maritim Palamos
<b>27/04/2019 02h30</b>	Arrival of 1st leg and delivery of the road book for 2 <sup>nd</sup> Leg. Podium, Passeig Maritim Palamos
<b>27/04/2019 02h30</b>	Publication of start times for following leg. Official Notice Board ( <a href="http://www.rallyclassics.org">www.rallyclassics.org</a> )
<b>27/04/2019 05h00</b>	Publication of results of Leg 1 Official Notice Board ( <a href="http://www.rallyclassics.org">www.rallyclassics.org</a> )
<b>27/04/2019 09h50</b>	Time Card delivery 2nd Leg Podium, Passeig Maritim Palamos

### OFFICIAL NOTICE BOARD

From 25/04/2019 to 28/04/2019;  
Place: Hotel Trias, Palamos

### 1 - ORGANISATION

#### 1.1 Definition

The organiser of the XVI RALLY COSTA BRAVA HISTORIC which takes place between 25/04/2019 and 28/04/2019 is CLUB RALLYCLASSICS.

#### Address of the organiser's permanent Rally Secretariat

until 24/04/2019: Plaça Països Catalans 49, 08510  
VILANOVA DEL VALLÈS (BARCELONA – SPAIN)  
Phone: +34 938 458 630

Email: [rallyclassics@rallyclassics.org](mailto:rallyclassics@rallyclassics.org)

Rally Centre during the Competition between 25/04/2019 and 28/04/2019 will be at Hotel Trias (Passeig del Mar s/n, PALAMOS (GIRONA – SPAIN)).

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: Ramon Garcia  
Tere Armadans  
Jordi Parro Vidal  
Emili Colls

### 1.3 Officials during the Competition

Clerk of the course:	Tere Armadans
FIA observer: -	(TBA)
Steward(s):	Josep Rial Jordi Parro Vidal
Scrutineers (local appointments):	David Martinez Albert Verdaguer Santi Montero Josep Maria Iglesias
Chief scrutineer:	Josep Maria Ferrer
Competitors' relations officer:	Lluís Palli
Secretary of the Competition:	Anna Ferrer
Results service:	Chrono Blunik
Timekeeping:	Ramon Garcia

### 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 XVI RALLY COSTA BRAVA HISTORIC count for the FIA TROPHY FOR HISTORIC REGULARITY RALLIES.

## 3 - DESCRIPTION

The length of the FIA Historic Regularity Rally is 1059,593 km with 25 regularity test sections covering a distance of 556,370 km. The Competition is divided up into 2 legs and 5 sections.

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

The route of Leg 1 will remain secret until April 26, at 19h00, but the Road Book will be handed out the April 27, at 13h00, when the car enters the Pre – Start Area after Scrutineering.

Leg 2 will remain secret until the end of Leg 1. The Road Book will be handed out to the competitors when the car enters the Parc Ferme.

The entire route is covered by Michelin Map 147 zoom Esc. 1:150.000, "Costa Brava, Barcelona y alrededores".

## 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.

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

### FIA Trophy for Historic Regularity Rallies

Period E:

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

Period F:

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

Period G:

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

Period H:

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

Period I:

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

Period J1:

Cars manufactured between 1st January 1982 and 31st December 1985

Period J2:

Cars manufactured between 1st January 1986 and 31st December 1990.

The following Categories are allowed to participate in the event but will NOT count for the FIA Trophy for Historic Regularity Rallies:

Category M: Motorcycles manufactured prior to 20th April 1993

Category K: Cars manufactured between 1st January 1991 and 20th April 1994 \*

\* Class K vehicles will have their class trophy but they won't be eligible for the overall rally Final Classification trophies.

**4.2** Trip meters and other electronic equipment are allowed.

**4.3** A FIA Historic Technical Passport («HTP»), a 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) for all cars participating in the FIA Trophy for Historic Regularity Rallies.

**4.4** All cars must be fitted with a safety tracking system. The installation will be checked at scrutineering. Instructions regarding collection, return and fitment will be issued by each Organiser. Any interference with the system(s) during the rally will result in the Competitor being reported to the stewards.

**4.5** It is totally forbidden to use of "LED" or Xenon lights, except on motorbikes.

## 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) and their use and validity are limited to that sole Competition.

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

[www.rallyclassics.org](http://www.rallyclassics.org)

a) The following information should be provided:

- Names, email address and telephone number of the driver and the co-driver.
- Make, model and year of manufacture of vehicle.
- Information required for insurance (Company, policy number and expiry date)
- If a competitor of period G with a car with less than 1300 cc wish to choose the Low average speed, must declare it before the closing of entries period.
- Classes E and F will run on Low average speed.

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.

The organiser must receive this entry form by April 18 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.

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:

**Individual entry:**

Class M	290 €
Class E/F	490 €
Class G/H	590 €
Class I/J1	690 €
Class J2/K	790 €
PPP insurance per crew	70 € (35 driver + 35 co-driver)

During the technical scrutineering, transponders will be placed on the car: each team shall deposit of 50€, that will recover once the transponder is returned to the organisation.

### DISCOUNTS to a minimum of 390 euros:

First 20 entries paid	-150 €
Registrations paid before 31-12-2018	-125 €
Registrations paid before 14-02-2019	-100 €
Mixt crew (male-female), female team or Fathers & Sons	- 50 €
Papi Babler Trophy (110 years)	- 50 €
Junior (Maximum 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 (Golden Packs)**, with 3 hotel nights 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)	1.350 €
If paid before 31-12-18	1.200 €
Golden Pack Europe	1.950 €
If paid before 31-12-18	1.750 €
Golden Pack UK	2.500 €
If paid before 31-12-18	2.250 €

The only discount applicable for the Golden Pack is -150€ only for the 20 first entries.

### 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 or Italy to Palamós, and return transport.
- > Shuttle service from the airports of Girona or Barcelona to Palamós; and from Palamós to the airports.
- > Support team, offered by the school of mechanics RS Grup: 4 people and 1 equipped vehicle.
- > Collection of drivers and vehicle in the event of withdrawal.

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

United Kingdom: Peter Collier

France and Portugal: Francisco Alves

### 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 dinners on Friday
- 2 lunches on Saturday
- 2 food during the rally on Saturday
- Party (with light food) on Saturday for 2 persons
- 2 presents RCBH
- 2 metal plates of collection
- Road books legs 1 and 2
- 2 side numbers
- 1 Rally plate sticker
- 2 small rally plate stickers
- Maps in A3 format
- Blunik Timekeeping
- Souvenir photo, 2 finisher medals and trophies for the winners.

### 6.2 Entry fees are refunded in full:

- to candidates whose entry has not been accepted,
- in the case of the Rally being cancelled completely.
- 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. A maximum of 100 cars will be accepted.

**6.3** The organiser provides the following insurance to the crews: 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 co-driver must contract an insurance, through the organizer, if they don't have any FIA license. (35 € each person)

## 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: Palamos, Ecotur, Diputació de Girona, Generalitat de Catalunya, Marina de Palamos.
- Rally plates: Palamos

## **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.

**8.1.2.** 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.

**8.1.3.** 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.

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

**8.1.5.** 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.

**8.1.6.** 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.

**8.1.7. 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.9.5.1.6).**

**8.1.8.** In the Parc Fermé, and the Pre – Start Area which will be open to the public, the organizers will not be responsible for objects in the vehicle, nor for the vehicles themselves. The competitors will be responsible for securing their vehicle, and to remove any objects of value from the interior.

**8.1.9.** After Leg 1, 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 provision of returning 30 minutes before their next departure time. The organisers will do a special card to drive out a car from the Parc Fermé. This card must be shown by the crew to drive out their rally car from the Parc Fermé.

### **8.2 Starting Order - Plates – Numbers**

8.2.1 - The start will be given in the order of the entry list for the 1<sup>st</sup> Leg.

In Leg 2, the order will be done with a partial classification after the Leg 1, Section 1, with exceptions at the discretion of the organisation.

The first cars in the list will be always the cars with a higher average speed.

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 organiser shall supply each crew with one Rally plate.

8.2.3 - The Rally plate 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.

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

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 in the regroupings.

Competitors not handling time cards as instructed are liable for penalties.

### **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 500 points penalty.
- 2nd infringement: possible disqualification.

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 disqualification.

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 - 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 25th. 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 disqualified, and will be banned from entering any further event organized by RallyClassics.

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

- 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. 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 intermediate time checks on the regularity test sections are not indicated. A sign "end of regularity test" is set up by the organiser 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:

- Yellow and orange tabards with the mention "Comisario"

### 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).

Failure to report at a Pass Control will be penalized with 100 points for each occasion.

#### 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:

- For late arrival: 5 points per minute or fraction.
- For early arrival: 10 points per minute or fraction.
- No entry made at a time control, or reporting outside the maximum permitted delay: 75 points.
- Maximum permitted delay with regard to target time between two time controls: 15 minutes.

- 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.

#### 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 75 points for each missing TC, 100 points for each missing PC, and 100 points for each missing secret control in every regularity section.

The car may be subject to a further scrutineering.

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:

**9.5.1.1.** 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 disqualification "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 disqualification.

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.

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

**9.5.1.3.** At his own discretion, the organiser must 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. The minimum number of secret checkpoint will be one (1) per three (3) kilometres.

**9.5.1.4.** 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.

**9.5.1.5.** No Secret Controls will be positioned within 2km after leaving any town/village, and 500 m. after a STOP sign, to allow competitors time to regain any time lost by respecting road traffic regulations in those locations.

**9.5.1.6.** 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 disqualification.

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

**9.5.1.8.** 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.

**9.5.1.9.** 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.

**9.5.1.10.** In some Regularity Tests like slaloms or held in special conditions like gravel roads, only the best 10 classified will keep the points that they really get. All the other competitors will have the same points as the 10th classified.

**9.5.1.11.** 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.

**9.5.1.12.** Exceeding by 30% the average imposed between two secret controls inside a section of regularity will entail a penalty of 500 points, and recidivism will cause the disqualification.

**9.5.1.13.** Cars of Class E and F will have a lower average speed in some Regularity Test Sections. Cars of Class G with less than 1300 cc may choose if they want to have a lower average speed in some Regularity Test Sections. Anyway, if they want to do so, they must declare it before the closing of entries.

9.5.2 - Closed circuit regularity test sections  
Not applicable.

9.5.3 «Secret control joker»

For every section, the worst secret control scored by each crew will be discounted for the classification, except in specific Secret Controls (pre-established and kept inside a sealed envelope in hands of the FIA Observer) where the Joker will not apply.

## 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.

## 9.7 Calibration Route

A calibration route of between 2 and 10 km. will be published a few days prior to the event on [www.rallyclassics.org](http://www.rallyclassics.org)

## 9.8. Regularity Free Self-Start ("Montecarlo" style)

**9.8.1.** 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 time of each crew.

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

## 9.9 Timekeeping

### 9.9.1. 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.

### 9.9.2. 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.

### 9.9.3. Manipulation of the transponder

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

## 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,
- Vehicle Registration Document.
- Insurance certificate for normal road use for the car.

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

#### Disqualification:

Art. 8.4.1:	Exceeding the maximum speed permitted by traffic laws on two (2) occasions.
Art. 9.5.1.12	Exceeding by 30% the average imposed speed between two secret controls inside a Regularity Stage on two (2) occasions.

#### Possible disqualification: 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.
Art. 9.5:	Stopping and/or waiting for target time on a regularity test section: Up to Disqualification.

### **Time Penalties:**

Art. 8.2:	Delay at the start of the Competition, a leg or a section: 5 points per minute or fraction.
Art. 8.2.3:	Lack of a Competition number or a Rally plate: Up to the Stewards
Art. 8.4.1:	1st infringement of traffic laws: 500 points
Art. 9.3.1:	Missing a Passage Control or arrival from wrong direction : 100 points
Art. 9.3.2:	Late arrival at a time control: 5 points per minute or fraction
Art. 9.3.2:	Early arrival at a time control: 10 points per minute or fraction
Art. 9.3.2:	No entry at a time control, arrival from the wrong direction or arrival outside the maximum permitted delay: 75 points
Art. 9.5:	For each time below or above the target time at any time check: 1 point per each second and 0,1 points for each tenth of second (Maximum 50 points per Control)
Art. 9.5:	Regularity test section not completed or not started: 100 points for each missing secret control.
Art. 9.5.1.12	Exceeding by 30% the average imposed between two secret controls inside a regularity section (1 <sup>st</sup> time): 500 points.

### **11.2.5. – Junior Trophy.**

Two trophies for the best team in which the members accumulate 60 years maximum.

### **11.2.6. – Fathers and Sons Trophy**

Two Trophies for the best team in which the members are from the same family, but from different generations.

### **11.2.7. – Team Trophy**

To promote the values of teamwork, the Team Trophy (Trofeo Escuderias) 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 winner team will be awarded with the Team Trophy and 6 replicas.

### **11.2.8. – Gentlemen Classic Trophy**

The **Gentleman Classic Trophy** will be a classification between the teams using classic measuring systems, either mechanical measuring systems or only indicating distances

### **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.

## **11 - CLASSIFICATION - PRIZES - PROTESTS**

### **11.1 Classification**

The classification method will be as follows:

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.

### **11.2 Prizes - Cups**

#### **11.2.1 - General Classification**

A pair of trophies will be awarded to the first three crews classified.

#### **11.2.2 - Class Classification**

A pair of trophies will be awarded to the first three crews classified in each of the vehicle periods/categories (M, E, F, G, H, I, J1, J2).

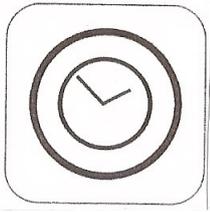
#### **11.2.3 - Ladies' Classification**

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

#### **11.2.4. – “Papi Babler” trophy**

Two trophies for the highest placed crew whose combined age is 110 or more.

**Appendix 1: Regularity Rallies control signs**



Time control



Passage control



Regularity test start



End of regularity test