



Standard Supplementary Regulations for the FIA Trophy for Historic Regularity Rallies

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

Approved by the ASN on *(date)*;
Visa number *(specify)*.

Approved by FIA on *(date)*;
Visa number *(specify)*.

The Supplementary Regulations must also be written in the English language.

PROGRAMME

- (Date)*: Publication of the Regulations.
- (Date)*: Entry closing date.
- (Date, time and place)*: Administrative **checking**.
- (Date, time and place)*: Scrutineering - according to detailed timetable.
- (time)*: Entry closing date for team entries.
- (time)*: Publication of the list of crews admitted to the start.
- (Date & time)*: Start of 1st leg, Place *(specify)*.
- (time)*: Arrival of 1st leg, Place *(specify)*.
- (time)*: Publication of partial unofficial results and start times for following leg.
- (Date & time)*: Start of following leg, Place *(specify)*.
- (time)*: Arrival of following leg, Place *(specify)*.
- Etc.*
- (Date & time)*: Publication of the provisional final results.
- (Date & time)*: Prize-giving, Place: *(specify)*.

OFFICIAL NOTICE BOARD

From *(date)* to *(date)*; Place: *(specify)*.

1 - ORGANISATION

1.1 Definition

The organiser of the *(specify the name of the Historic Regularity Rally)* which takes place between *(date)* and *(date)* is *(give the name of the organiser)*.
Address of the organiser's permanent Rally Secretariat (until *[date]*): *(specify the address)*.
Phone: *(give the number)*, Fax: *(give the number)*.
Rally Centre during the **Competition** between *(date)* and *(date)*.

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: *(name)*.
Members: *(names, functions)*.

1.3 Officials during the Competition

FIA-appointed international observer: *(name)*
- this post may also be combined with that of steward.
Steward: *(name)*.
Scrutineers (local appointments): *(names)*
- minimum of 2, further scrutineers may be appointed by the organiser).
Chief scrutineer: *(name)*.
Clerk of the **course**: *(name)*.
Deputy clerk of the **course**: *(name)*.
Competitors' relations officer: *(name)*.
Secretary of the **Competition**: *(name)*.

Results service: *(name)*.
Timekeeping: *(name)*.

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 *(name of the Historic Regularity Rally)* count for the *(if applicable, specify one or several FIA and/or national championships)*.

3 - DESCRIPTION

The length of the *(name of the Historic Regularity Rally)* is *(specify the length)* km with *(specify the number)* regularity test sections covering a distance of *(specify the length)* km. The **Competition** is divided up into *(specify the number)* legs and *(specify the number)* sections.
The breakdown of the route as well as its time controls, passage controls, neutralisation periods etc. are described on *(specify)* 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 organisers to decide on trip meters and other electronic equipment *(specify)*.

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).

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: *(specify the address)*. The organiser must receive this entry form by *(date)* 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 *(specify)*

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 *(specify)*. This entry fee includes *(details of social events...)*. *(Additional services may also be proposed to the entrants – accommodation, meals... - specify the details and the additional fees)*.

6.2 Entry fees are refunded in full:

- to candidates whose entry has not been accepted,
- in the case of the Rally being cancelled *(specify)*.

6.3 The organiser provides the following insurance to the crews: *(details of insurance cover and amounts)*.

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: *(specify if applicable)*.
- Rally plates: *(specify if applicable)*.

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 *(specify)*.

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 or two)* Rally plates.

8.2.3 - The Rally plates, which also carry the car's Competition number, must be fixed to the front and if stipulated to the rear 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. *(Specify the rules)*.

Time cards must be handled as instructed by the organiser *(specify)*. 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 *(specify the penalty)* 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 - Repairs and refuelling are permitted *(specify)*.

Service may be authorised *(specify)*.

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 *(specify)*. 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 (*specify*). 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: (*specify these signs, their colours, etc.*).

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:
 - For late arrival: (*specify*).
 - For early arrival: (*specify*).
 - No entry made at a time control, or reporting outside the maximum permitted delay: (*specify*).
 - Maximum permitted delay with regard to target time between two time controls: (*specify*).

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 (*specify*).

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:

(*specify*).

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.

9.6 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 (*specify*).

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,
- insurance for the car (*specify*).

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.

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:

- Art. 8.2:3: (specify)
Lack of a Competition number or a Rally plate:
(specify)
- Art. 8.4.1: 1st infringement of traffic laws: (specify)
- Art. 9.2.3: Missing a passage or time control or arrival
from wrong direction : (specify)
- Art. 9.3.1: No entry at a passage control: (specify)
- Art. 9.3.2: Late arrival at a time control: (specify)
- Art. 9.3.2: Early arrival at a time control: (specify)
- Art. 9.3.2: No entry at a time control or arrival outside the
maximum permitted delay: (specify)
- Art. 9.5: For each time below or above the target time
at any time check: (specify)
- Art. 9.5: Regularity test section not completed or not
started : (specify)
- Art. 9.5: Stopping and/or waiting for target time on a
regularity test section : (specify)

11 - CLASSIFICATION - PRIZES - PROTESTS

11.1 Classification

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

11.2 Prizes - Cups

11.2.1 - General Classification

(explain which prizes will be awarded).

11.2.2 - Class Classification

(explain which prizes will be awarded).

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