

Supplementary Regulations for the FIA Trophy for Historic Regularity Rallies 5th RALLY POLAND HISTORIC (POL) – 01-04/09/2016



Approved by the ASN on 20.05.2016;
Visa number RPH/5/BSPZM/150326

Approved by FIA on 18.07.2016;
Visa number 5THRR180716.

03.09.2016 20h00	Publication of provisional final results - <i>Official Notice & Result Board</i>
03.09.2016 21h00	Commander's Ball, Prize-giving, Place: Hotel Soray in Wieliczka

PROGRAMME

30.06.2016	Publication of the Regulations.
01.08.2016	Entry closing date.
31.08.2016 15h00-22h00 01.09.2016 08h00-15h45	Administrative checking. Place: Rally Secretariat, Hotel Soray in Wieliczka, 14c Krakowska Street, Wieliczka
31.08.2016 16.00-22.00 01.09.2016 08.00-16.00	Scrutineering, GPS installation - according to detailed timetable. Place: Rally Secretariat, Hotel Soray in Wieliczka, 14c Krakowska Street, Wieliczka
01.09.2016 15h00	Entry closing date for team entries.
01.09.2016 16h30	Publication of the list of crews admitted to the start - <i>Official Notice & Result Board</i>
01.09.2016 18h00	Start of 1 st leg, Honorary Start of the Rally Place: Main Square, Krakow
01.09.2016 23h30	Arrival of 1 st leg, Place: Hotel Soray in Wieliczka
02.09.2016 01h30	Publication of partial unofficial results of 1 st leg and start times for 2 nd leg - <i>Official Notice & Result Board</i>
02.09.2016 09h00	Start of 2 nd leg, Place: Solne Miasto in Wieliczka
02.09.2016 18h45	Arrival of 2 nd leg, Place: Hotel Soray in Wieliczka
02.09.2016 20h45	Publication of partial unofficial results of 2 nd leg and start times for 3 rd leg - <i>Official Notice & Result Board</i>
03.09.2016 07h30	Start of 3 rd leg, Place: Solne Miasto in Wieliczka
03.09.2016 18h15	Arrival of 3 rd leg, Place: Museum of Municipal Engineering in Krakow

OFFICIAL NOTICE BOARD

From 31.08.2016 to 04.09.2016

Place: Rally Secretariat - Hotel Soray in Wieliczka, 14c Krakowska Street.

1 - ORGANISATION

1.1 Definition

The organiser of the 5th RALLY POLAND HISTORIC which takes place between 31.08-04.09.2016 is the AUTOMOBILKLUB KRAKOWSKI.

Address of the organiser's permanent Rally Secretariat until 30.08.2016:

Automobilklub Krakowski 1 Klasztorna Street, 31-979 Krakow.
Phone/Fax: +48 12 4129319; Mobile: +48 606 447 723

Email: office@rallypolandhistoric.eu

Rally Secretariat during the Competition:

Between 31.08.2016 and 5.09.2016, shall be located in Hotel Soray, 14c Krakowska Street, Wieliczka
Phone: +48 606 447 723; +48 600 301 411

e-mail: office@rallypolandhistoric.eu

Official Rally website – www.rallypolandhistoric.eu

The Competition is run in compliance with:

- The FIA International Sporting Code («the Code»),
- The Regulations of Polish Cup for Historic Cars Regularity Rallies («the PPPZ Regulations»),
- The present Regulations and eventual Bulletins,
- The Highway Code of Poland.

1.2 Organising Committee

Chairman: Małgorzata Dybczyk – Automobile Club of Krakow
Board Secretary

Members: Erwin Meisel – Clerk of the Course
Grażyna Hołojuch – Deputy CoC
Bogusław Sajdak – Deputy CoC

1.3 Officials during the Competition

Clerk of the course:	Erwin MEISEL (POL)
Deputy clerk of the course:	Grażyna HOŁOJUCH (POL)
Deputy clerk of the course:	Bogusław SAJDAK (POL)
FIA observer:	George PAVLOPOULOS (GRC)
GKSS PZM Observer:	Tomasz BRZEZIŃSKI (POL)
GKPZ PZM Observer:	Bartosz BALICKI (POL)

Steward(s):	Chairman: George PAVLOPOULOS (GRC) Members: Tomasz BRZEZIŃSKI (POL) Paweł OWCZYŃSKI (POL)
Scrutineers:	Bogusław GRUDNIK (POL) Piotr WRÓBEL (POL)
Chief scrutineer:	Janusz SEBZDA (POL)
Competitors' relations officer:	Maciej TRZEBIATOWSKI (POL) +48 883-396-936
Secretary of the Competition:	Tomasz SAJDAK (POL)
Results service:	SMOK GPS Sp. z o.o.
Timekeeping:	Anna HOŁOJUCH (POL)
Route Manager:	Grzegorz HOŁOJUCH (POL)
Marshals Manager:	Anna DE LORME (POL)
Chief Medical:	Jerzy KEKUŚ (POL)
Press Officer/Public Relations:	Monika KOŁODZIEJCZYK (POL)

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 **5th RALLY POLAND HISTORIC** count for FIA Trophy for Historic Regularity Rallies (FIA THRR) – round 5, and Polish Cup for Historic Cars Regularity Rallies (PPPZ) – round 4.

3 - DESCRIPTION

The length of the FIA Historic Regularity Rally is **900,00 km** with **17** regularity test sections covering a distance of **538,66 km**. The Competition is divided up into **3 legs and 8 sections**.

The breakdown of the route as well as its time controls, passage controls, neutralisation periods etc. are described 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 Poland.

The organiser may refuse a car not complying with the period specifications, «spirit» and aspect.

Cars eligible to participate in a FIA TROPHY FOR HISTORIC REGULARITY RALLIES must be produced between 1.01 1905 and 31.12.1981 and will be divided into FIA periods.

Only Drivers and Pilots registered with the FIA Historic Motor Sports Department receive points (see Article 9 of the FIA THRR Sporting Regulations).

During the 5th RALLY POLAND HISTORIC cars will be divided into the following:

a) Groups:

I – manufactured before 31.12.1961 (*period B, C, D, E*)

II – manufactured between 01.01.1962 and 31.12.1971 (*period F, G*)

III – manufactured between 01.01.1972 and 31.12.1981 (*period H, I*)

IV – manufactured between 01.01.1982 and 31.12.1990 (*period J1, J2*)

b) Classes

Every Group will be divided in three Classes, depending on the cylinder capacity:

Class 1 - below 1300 ccm

Class 2 - from 1301 to 2000 ccm

Class 3 - above 2000 ccm.

In case of cars equipped supercharged Or turbo-charged or rotary engine(of the type covered by the NSU Wankel patents), the nominal cylinder capacity of cars (up to and including Period J1) will be multiplied by 1.4 in order to establish proper engine Class. Car must pass into the class corresponding to the fictive volume thus obtained. The car must be treated in all respects as if its cylinder capacity thus increased were its real capacity. In case of cars with rotary engines equipped with supercharging, the nominal cylinder capacity shall be multiplied by 2.5 in order to establish proper cylinder capacity Class.

Group or Class is recognized when there is at least 4 entered cars in such Group or Class.

In case of fewer cars in Class 1 and 2, the cars shall be classified in a respectively higher Class.

In case of fewer cars in Class 3, cars shall be classified in their respective Group only.

In case of fewer cars in a Group, cars shall be classified in their respective Class in a younger Group.

Is forbidden to use lighting (headlights extra) incompatible with the epoch

4.2 The Organizer permits the use of:

- Additional mechanic or electronic trip meters with any number of counters/displays, as long as they do not indicate average speed of the vehicle,
- Any number of chronometers/stopwatches, either mechanic or electronic,
- Speed tables, either electronically or paper,
- Any types of speed sensors, in any number.

Use of forbidden measurement devices will be penalized as follows:

- First infringement – 600 points,
- Second infringement – exclusion from the Rally.

„Traditional Group”, competing in the regularity driving competition of the Polish Cup for Historic Cars Regularity Rallies, can only use equipment permitted by the PPPZ Regulations.

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).

Only for PPPZ the Organizer might issue a one-time permit to participate in the Rally upon payment of a fee mentioned in article 6.1.3.

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 6.1.3. (Entry Fees).

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

Official Rally Website <http://www.rallypolandhistoric.eu/>

The organiser must receive this entry form by **01.08.2016** 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

A Team consists of at least three Crews entered to the Rally. Teams are awarded points for their Crew's positions in the General Classification:

1st place = 1 point,

2nd place = 2 points,

etc.

The winning Team is the one accumulating the least amount of points. In case of a dead heat – the rule for deciding between the teams is:

- a Crew at a higher place in the General Classification. For any Team member that does not finish the Rally, the Team is awarded an amount of points equal to the number of members participating in the Rally + 5 points.

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 entered car (two person) is fixed at:

6.1.1 All Inclusive:

- for Crews accepting the organizer optional advertising – 2500 PLN,
- for Crews non accepting the organizer optional advertising – 5000 PLN,
- costs per second Co-driver (third Crew member) – 1500 PLN, including stay in a single hotel room.

This entry fee includes:

- Full documentation of the Rally, including competition numbers and rally plate,
- Guarded parking for the car participating in the Rally + one service car,
- 3-night stay in a 2-person hotel room, breakfast included, from Thursday, 1.09.2016, till Sunday 4.09.2016,
- Supper - buffet (1.09.2016 Thursday),
- Meals during the Rally – 2 suppers and 2 snacks (Friday, 2.09.2016 and Saturday, 3.09.2016),
- Supper 2.09.2016; – Friday,
- Participation in the official Commander's Ball on Sunday, 3.09.2016.

6.1.2 Standard:

- For Crews accepting the organizer optional advertising – 1500 PLN,
- For Crews non accepting the organizer optional advertising – 3000 PLN.
- Costs per second Co-driver (third Crew member) – 800 PLN.

This entry fee includes:

- Full documentation of the Rally, including competition numbers and rally plate,
- Supper - buffet (1.09.2016 Thursday),
- Meals during the Rally – 2 suppers and 2 snacks (Friday, 2.09.2016 and Saturday, 3.09.2016),
- Participation in the official Commander's Ball on Saturday, 3.09.2016.

6.1.3 Additional fees:

The cost for a Regularity Rally Driving Permit allowing to participate in the 5th RALLY POLAND HISTORIC is set to 100 PLN.

The cost for a one-time permit (only for PPPZ) allowing the car to participate in the 5th Rally Poland Historic is set to 200 PLN.

6.1.4. Entry fee must be paid to the below Organizer's bank account, until 1.08.2016

City Handlowy

Account number: PL 33 1030 0019 0109 8530 0028 1993

Swift code: CITIPLPX

The participant must bear the cost of bank transfers.

6.2 Entry fees are refunded in full:

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

The organizer can return up to 50% of the entry fee to those participants who submit a written resignation within 01.08.2016.

6.3 Insurance:

6.3.1 Of the Organizer: Civil insurance amounting to PLN 50.000 , extended by clause No. 16 of Policy Insurance (The policy will be presented at the Official Notice Board) – Extension of insurance scope to claims referring to damages occurred during the time of insurance to participants of a non-mass event subjected to mandatory civil liability insurance.

6.3.2 Of the Crew: Every Crew must be in possession of a valid (throughout the whole duration of the rally) civil liability insurance for owner of a car registered in country or abroad, according to actual law regulations. Casco insurance with sport extension is also recommended.

6.3.3 The organizer is not responsible for any damages and/or losses and/or harms of drivers and/or crew members and/or members of participants personnel and/or their accompanying persons, occurred during the Rally. Each participant takes part in the Rally at their own risk. By signing of the Entry Form the driver and all crew members of the entered crew, renounces all rights to enforce any compensation for any damages and/or losses and/or harms, which might be result of accidents occurred during the Rally. This renouncement refers to FIA, PZM, the organizer, the rally officials and other drivers and crew members. The participant is solely responsible for his personnel. The organizer is not responsible for participant personnel and caused by them damages and / or losses and / or harms."

7 - ADVERTISING

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

Advertising stickers provided by the Organizer are mandatory and must be placed at parts of the vehicle indicated by the Organizer. Such parts shall be announced by a separate Bulletin.

Improper or incomplete display of advertisements on the car shall be treated as participation without advertisements of the Organizer.

The Organizer reserves rights to display advertisements at the Start and Finish of the Rally, in the Secretariat of the Rally, in the Rally Base and throughout the entire track of the Rally. Any advertisement activities of Participants must first be agreed with the Organizer.

Use of any promotional materials, including flags, banners, umbrellas, as well as distribution of leaflets by Participants is strictly prohibited.

Crews are allowed to place advertisement in the boundaries of their parking spot at the Rally HQ.

- Competition numbers: see Article 8.2. Any further details to be announced by bulletin.
- Rally plates: see Article 8.2. Any further details to be announced by bulletin.

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 Starting Lists. For safety reasons, this order may be modified at the request of the clerk of the course.

Any crew arriving late at the start of the Competition or of a leg or of a section (restart after a regrouping) may be penalized by the stewards as their discretion, but not less than 120 points.

8.2.2 - The organiser shall supply each crew with one Rally plate 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 (engine hood) 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.

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 or Rally plate is missing, a penalty (100 points) 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. Time Cards will be provided at the beginning of 1st Leg and are valid throughout the entire Rally.

Time cards must be handled as instructed by the organiser. Crews are allowed to fill in only the grey rubrics in their Time Cards. Competitors not handling time cards as instructed are liable for penalties. Any arbitrary changes or losing the Time Card may be penalized up to exclusion from the Rally

8.3.2 - The regularity test sheets, 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 Poland. Any crew which does not comply with these traffic laws is subject to penalties at the discretion of the stewards, as follows:

- 1st infringement:
 - penalty of 600 points on Road Sections and Regularity Tests,
 - a fine of 500 PLN , during the reconnaissance of the route (imposed regardless of any official administrative penalties imposed by the authorities responsible for controlling the traffic (i.e. police fines) and must be paid directly to the Organizer of the Rally),
- 2nd infringement: possible exclusion.

These rules apply to Regularity Test Sections also, in particular on the sections of a change to a lower speed.

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.

8.4.2 - Repairs and refuelling are permitted during the Rally only in places not causing disruption with the traffic.

Service is authorised, but service cars or help cars must not enter zones of Regularity Test Sections at any time of the Rally. Towing is strictly prohibited at all times of the Rally.

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. The start is given in accordance with the Starting List.

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 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.

- Time Control – 2000 points;
- Passage Control -1000 points.

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: green vest.

9.2.6 - If the route of the rally at some point prove to be impassable, event participants are required to make a detour returning to continue the rally route shortest route.

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 – 1000 points.

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:
 - 1 min or fraction of minute = 120 points.
- For early arrival:
 - 1 min or fraction of minute = 240 points.
- No entry made at a time control, or reporting outside the maximum permitted delay: 2000 points
- Maximum permitted delay with regard to target time between two time controls: 20 min.

9.3.3 – Catching up

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) by submitting a written request to the Clerk of the Course and given a point penalty. Such Crew will be penalized with a point penalty for every missing RT and lack of PC and TC logs.

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, different for each Test, however never exceeding 50 km/h. The minimum length of a regularity test section on public roads is 3km.

9.5.2 All Regularity Test sections are organised on roads open to public traffic.

9.5.3 Regularity Test Sections are marked according to FIA regulations.

9.5.4 The Organizer might introduce changes to the initially set average speed at any point of an RT. Places of the average speed changes would be marked in the itinerary as „beginning of speed change” and „end of speed change”, indicating thereby new average speed required from the Participants. After having passed the „end of speed change” mark, the valid average speed is as set at the start of a given RT. The Organizer might mark the places of speed change with special signs „change of speed”.

9.5.5 On track of every RT, the Organizer is allowed to place undisclosed checkpoints measuring Crews' performance with the use of both chronometer and GPS. Accuracy of such reads shall be rounded to one full second.

9.5.6 For every RT, the Organizer accepts two kinds of average speed levels: regular and low.

The right to choose low average speed level is available only to cars from Group I and cars from Class 1, belonging to Group II, III and IV.

A Crew willing to compete at a lower speed has to indicate such decision on the entry form. Once chosen speed level applies throughout the entire Rally and cannot be altered.

9.5.7 Every Crew shall receive average speed limits for RTs at the beginning of each Leg.

9.5.8 RT penalties:

- Time below or above the target time at every checkpoint: 1 second = 1 point.
- Failing to complete an RT or not started to RT – 3000 points;
- Missing an RT checkpoint – 500 points;
- Maximum amount of points available per RT – 3000 points.

9.5.9 Crews consisting of two co-drivers receive an additional penalty of 5 seconds (5 points) at the end of every RT.

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.

Organizers applied «Parc Fermé» during the Regrouping brakes:

Honorary Start between TC 0 - TC 1 Kraków

1st Leg between TC 2- TC 3 Kraków - Modlniczka

2nd Leg between TC 6 – TC 7 Żegocina

TC 8 – TC 9 Bukowina Tatrzańska

3rd Leg between TC 12 – TC 13 Czchów

TC 14 – TC 15 Nowy Sącz

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 announced until 19.08.2016.

The following papers must be presented at the administrative checking:

- original entry form, signed by driver and crew members
- valid driving licence,
- license valid for participation in historic regularity rallies or issued from the organizer of the Rally "Regularity Rally Driving Permit" (Art. 5.1 and 6.1.3. of these Regulations);
- valid car documents - as required by the Polish law,
- valid insurance for the car (OC – civil liability) as required by the Polish law.

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, advertising plates and the Rally plate will also be checked.

10.1.3 In Poland, every car is supposed to be equipped with a 1kg fire extinguisher, a car warning triangle, a first aid kit and reflective vest.

10.1.4 Organizer's GPS devices (GPS logger) must be installed in all cars during Scrutineering.

10.1.5 Each crew that reports to the Scrutineering with a delay exceeding 5 minutes in relation to scheduled time will be penalized with a fine of 200 PLN.

10.2 Final Control

At the finish of the Rally, the crews must make their cars available for a brief check by the scrutineers and GPS de-installation.

10.3 Summary of Penalties

Exclusion:

Art. 4.2:	Use of forbidden measurement devices (second infringement)
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. 8.3.1:	Correction or amendment on the time card without approval from a marshal or lose the time card.
Art. 8.4.3:	Blocking of cars, unsportsmanlike behaviour.
Art. 8.4.3:	Behave in an unsportsmanlike manner.

Time Penalties:

Art. 4.2:	Use of forbidden measurement devices (first infringement): <u>600 points</u>
Art. 8.2.1:	Delay at the start of the Competition, a leg or a section: <u>no less than 120 points</u>
Art. 8.2.3:	Lack of a Competition number or a Rally plate: <u>100 points</u>
Art. 8.4.1:	1st infringement of traffic laws: <u>600 points</u>
Art. 9.2.2:	Missing a passage or time control or arrival from wrong direction: <u>Time Control – 2000 points</u> <u>Passage Control – 1000 points</u>
Art. 9.3.1	The lack of such a stamp and/or signature at a passage control entails a penalty: <u>1000 points.</u>
Art. 9.3.2:	Late arrival at a time control: <u>120 points for each minute or fraction of minute</u>
Art. 9.3.2:	Early arrival at a time control: <u>240 points for each minute or fraction of minute</u>
Art. 9.3.2:	No entry at a time control or arrival outside the maximum permitted delay: <u>2000 points</u>
Art. 9.5.8:	For each time below or above the target time at any time check: <u>1 point for each 1 second</u>
Art. 9.5.8:	Regularity test section not completed or not started : <u>3000 points</u>
Art. 9.5.8:	Missing an RT checkpoint: <u>500 points</u>
Art. 9.5.9:	Crews consisting of two co-drivers: 5 points at the end of every RT.

Cash Penalties:

Art. 8.4.1:	1st infringement of traffic laws during the reconnaissance of the route: <u>500 PLN</u>
Art. 10.1.5:	Reports to the Scrutineering with a delay exceeding 5 minutes in relation to scheduled time: <u>200 PLN</u>

11 - CLASSIFICATION - PRIZES - PROTESTS

11.1 Classification

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

- the winning Crew is the one obtaining the least amount of points,
- in case of equal amounts of points, final classification shall be determined by, consequently:
 - Least amount of points for breaking traffic regulations, Smaller delays at TCs,
 - Competing with an older car.

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

- 1st, 2nd and 3rd place in each Group – 2 cups
- 1st, 2nd and 3rd place in each Class – 2 cups

11.2.3 - Ladies' Classification

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

11.2.5. Team Classification

General Classification – 1st place – 3 cups

11.2.6. Classification of the Polish Cup for Historic Cars Regularity Rallies

- Traditional Group - 1st, 2nd, 3rd place - 2 cups each
- Sports Group - 1st, 2nd, 3rd place - 2 cups each

11.3. Prize Giving

3.09.2016 at 21.00

Commander's Ball, Hotel Soray, Wieliczka

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.

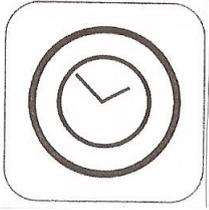
Protests and explanations regarding misconduct of Rally participants are accepted in the Rally Secretariat up to 30 minutes after crossing the finish line by the protesting Crew.

Protests regarding inscriptions in the Time Card or time measures shall not be accepted. Explanations regarding such matters are not treated as a protest.

Participants of the Rally have the right to lodge a protest only after payment deposit 100% of the paid entry fee. The deposit will be returned if the protest is proven right.

11.4.2. The decisions by the stewards are final

Appendix 1: Regularity Rallies control signs



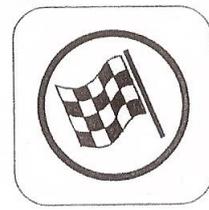
Time control



Passage control



Regularity test start



End of regularity test