

# Regulations The Great Race (Cars)

From Saturday June 20<sup>th</sup> to Sunday June 21<sup>st</sup> 2015

Approved by the KNAF/BSHR on: .....

Visa number: .....

## GENERAL CONDITIONS

### 1 PROGRAMME

- 19<sup>th</sup> June, 2015 Drive in of competitors  
15:00-17:00 Hrs, administrative checks and control of the car (see art. 10)
- 20<sup>th</sup> June, 2015 09:00 Hrs, publication of the list (with start times) of crews admitted to the start and briefing  
10:00 Hrs, start of the event, leg 1  
12:00 Hrs, end of leg 1, start lunch halt  
14:00 Hrs, end of lunch halt, start of leg 2  
16:00 Hrs, end of leg 2
- 21<sup>st</sup> June, 2015 09:00 Hrs, Publication of the list (with start times) of crews admitted to the start and briefing  
10:00 Hrs, start of leg 3  
12:00 Hrs, end of leg 3, start lunch halt  
14:00 Hrs, end of lunch halt  
16:00 Hrs, prize giving

The Official Notice Board will be in the Skydeck Hangar on the main stage.

### 2 ORGANISATION.

#### 2.1 Definition.

The 2<sup>nd</sup> Great Race is organised by Classique BV, under the care of the KNAF.

The address of the Event Office, until 7<sup>th</sup> June is: Classique BV

Tel.: +31 (0) 578 575 100

Post Box 50

NL – 8170 AB Vaassen.

E-mail: [info@thetrial.nl](mailto:info@thetrial.nl)

The locations of the Event Headquarters during the event will be in the Skydeck Hangar.

- The event is run in compliance with:
- the FIA International Sporting Code;
  - the KNAF General Regulations (ASJ), if applicable;
  - the KNAF Standard Regulations Historic Regularity Rallies;
  - the present Regulations and eventual Bulletins (the Dutch text is binding);
  - the Highway Code of the Netherlands.

#### 2.2 Organising Committee and Officials during the event.

Clerk of the Event:	Timo Rietbergen
Deputy Clerk/ Secretary of the Event:	Rudy Stam
Route designer	Timo Rietbergen
Chief Marshal:	Bennie Roetgerink
Eligibility scrutineer:	Ruud Stam
Results services/Timekeeping:	Guus Rietbergen
Competitors' Relations Officer:	Bart Rietbergen
Hotel co-ordinator:	Jan-Peter Nijmeijers

### 3 DESCRIPTION

The Great Race 2015 for cars is a navigation event, on roads open to the public, for vintage and historic cars taking into account that the ultimate speed is not decisive. The most important factor is to implement the navigation instructions. The event may include regularity test sections.

### 4 ELIGIBLE VEHICLES

#### 4.1 Eligible cars

The car must be in conformity with the Dutch Traffic Regulations. The event is open to any 2-wheel drive car, first produced up to and included 31<sup>st</sup> December 1950. A FIA or Fiva identity card is not compulsory.

#### 4.2 Equipment.

- 4.2.1 All cars must be equipped with: a warning triangle, non porous groundsheet, fire extinguisher (minimum content 2 kg. and fit for fuel fires), a tow rope.
- 4.2.2 No electronic means of communication (mobile phone) may be used during the running of the legs. Although you may have a mobile phone for emergencies in the car, but it must be switched off during the running of the legs.
- 4.2.3 The Clerk of the Event reserves the right to search the car by officials of the event or their assistants.

- 4.2.4 The organiser will supply each car with a track & trace system (so-called "logger"), which will be used for timing purposes and to control the maximum speed.

## 5 ELIGIBLE CREWS

A crew is made up of the first driver and co-driver as specified on the entry application form. The driver must hold a valid driving licence.

## 6 ENTRIES / ENTRY FORMS

### 6.1 Individual entries

Entries are by invitation only and anybody wishing to take part must send the entry form, duly completed to the organisers Event Office (see art. 2.1), before 1<sup>st</sup> June, 2015, at the latest, together with the full payment. The acceptance or refusal of the entry will be notified on 1<sup>st</sup> June, 2015. Details concerning the crew or car may be sent in up to the end of the control of documents.

### 6.2 Teams

A car and a plane will form a team during the event. All points scored by any member of a team will be added up and count for the final results.

## 7 ENTRY FEES / WITHDRAWELL

### 7.1 Entry fees

- A- Individual entry: - Fully paid before 10<sup>th</sup> April: € 3.450,--  
Together with submitting of the entry, a deposit of € 750, -- must be paid, which is part of the total entry fee and is not refundable.
  - B- Make or club team entry: - € 25, -- for each car.
  - C- Event Registration Permit: - € 25,-- per driver and per co-driver (see article 5)
  - D- Single room supplement: - € 1.250,--
- The entry fee includes:
- five nights accommodation (inclusive pre start), breakfast, lunches and dinner for 2 persons during the event.
  - insurance premium, road books, time cards, competition numbers, rally plates, finishers awards, prize-giving dinner.

### 7.2 Entry fees are refunded:

- In full, to candidates whose entry has not been accepted.
- In full, minus € 500, -- in the case of the rally has been cancelled.
- In case a competitor withdraws his entry, the following refund scheme will be in force:
  - \* Before 31<sup>st</sup> December, 2014 full amount less € 1.500, -- (inclusive non refundable deposit)
  - \* Between 1<sup>st</sup> Januari and 31<sup>st</sup> March, 2015 full amount less € 2.100, -- (inclusive non refundable deposit)
  - \* After 1<sup>st</sup> April, 2015 no entry fees will be refunded.

## 8 INSURANCE / DECLARATION-INDEMNIRY

### 8.1 Insurance.

Crews must have a valid insurance for the car, covering them against liability for both personal injury to, and damage to the property of, third parties on public roads, inclusive regularity (test) sections. It is the responsibility of competitors to arrange such insurance and/or extend existing insurance as necessary.

### 8.2 Declaration / Indemnity clause.

By signing the entry form, entrants agree to the following conditions of the declaration/indemnity clause.

*"I have read the present regulations of the 2<sup>nd</sup> Great Race and agree to be bound by them.*

*I declare that I am physically and mentally fit to take part in the event and I am competent to do so.*

*I acknowledge that I understand the nature and the type of the event and the potential risk inherent with motor sport and agree to accept that risk.*

*I declare that the car hereby entered is suitable and roadworthy for the event and that it is in conformity with the traffic laws and regulations for use on public roads. I declare that the use of the entered car is covered by insurance as required by the law which is valid for such part of this event as shall take place on roads as defined by the law, inclusive regularity test sections. The driver declares that he is in the possession of a valid driving licence.*

*The FIA, members of FIA, promoter, organisers, sponsors, officials and marshals of the event decline liability in any incident or accident caused by or to competitors and competing cars during the event. The FIA, members of FIA, promoter, organisers, sponsors, officials and marshals of the event also decline liability for breach of the laws and regulations of the countries by competitors in which the event will take place.*

*Competitors shall be held responsible for any accident or breach of laws and regulations in which they may be involved and shall declare to the organisers particulars of any incident from which liability may arise and shall have no claim against the the FIA, members of FIA, promoter, organisers, sponsors, officials and marshals of the event arising out of any action of the FIA, members of FIA, promoter, organisers, sponsors, officials and marshals during the course of the event.*

## 9 ADVERTISING

Advertising of the organisers and their locations on the car will be published in a bulletin. **No** other advertising is allowed. Drivers' names (3cm high) and relevant county flags may appear on each side of the car (No blood groups).

## 10 CONTROL OF DOCUMENTS / CONTROL OF THE CAR

The control of the documents and the car will be on Friday 19<sup>th</sup> June, 2015, from 15:00 to 1700 hrs. at the Skydeck, De Zanden 167, Teuge.

The following papers must be presented for inspection:

- Registration papers of the car,
- International insurance certificate for the car,
- Authorisation to drive the car if it is not the property of a crew member.

The control of the car before the start is of a completely general nature.

## 11 CLASSIFICATION – QUERIES – PROTESTS - AWARDS – PRIZE-GIVING

### 11.1 Classification

11.1.1 Penalties will be calculated in hours, minutes and seconds and will be determined by adding together penalties incurred. The Great race is divided into 3 legs. In one of the legs the co-driver will navigate in the airplane of his team. Only teams who have swapped will be qualified for the overall classification.

11.1.2 At the end of each leg, results and/or classifications will be posted at the Results Board. These results and/or classifications will be provisional up to 1 hour after arrival of the last car of that same leg, after which they will be declared final.

11.1.3 At the end of the event, all penalties incurred in the various preceding legs will be added together. In case of a tie, the best time recorded at the last regularity section or the last test of the last leg will be decisive, this going back as far as necessary. The provisional final classifications will be published as soon as possible at the finish of the event for a period of 30 minutes after posting, after which they will be declared as final. The crew with the lowest overall total penalties will be declared as winners, and so on.

### 11.2 Queries

Any query must be made in writing only at the daily results sheet and handed in at the attention of the Clerk of the Event. Crews must submit queries relating to a leg up to the start of the next leg, at the latest. Replies will be published on the Official Notice Board.

### 11.3 Protests

11.3.1 Any protest may only be lodged by one crew and may only concern one single crew or the organiser. All protest must be lodged in writing and handed in at Rally headquarters for the attention of Clerk of the Event together with the sum of € 250,-, which will not be returned if the protest is judged to be unfounded. The decision by the Organising Team is final.

11.3.2 In case a crew cannot implement the original route instructions of the organiser, this cannot be a subject of protest if the organiser can prove that the cause is not a result of an organiser's failure. The accuracy of the distances and the timings schedule calculated by the organisers are not open to protest.

### 11.4 Awards.

Overall classification: - 2 awards for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> place in each category.

### 11.5 Prize-giving.

The prize-giving ceremony will be on 21<sup>st</sup> June at the Goggles Club Paviljon from 16:00 Hrs.

## 12 SUMMARY OF PENALTIES

### Start refused

Car not road legal  
Car produced after 31-12-1950  
Missing one of the equipment tools  
Crew not in conformity/no valid driving licence  
Entry form sent in too late or not signed or no payment of the entry fee  
No valid insurance for the car  
Did not sign the declaration / indemnity clause  
Did not pass the control of documents or control of the car

### Penalties in time

Using GPS driven, per leg	5 minutes
Using electronic means of communication, per leg	5 minutes
Track & trace system not in the car or not in operation, per leg	1 hour
Missing organisers' advertising	1 hour

### Penalties left to the decision of the Clerk of the Event, up to exclusion

Car not road legal  
Refuses to search the car.  
Missing or changed organisers' advertising  
Driver name not correct or blood groups displayed  
In case of exclusion, all forward hotel bookings will be cancelled and no kind of refund will be made.

# COMPETITION RULES

## 20 ROUTE INSTRUCTIONS

Route instructions will be issued to crews at the start of a leg. The route and control locations will be described in the route instructions, the time allowances will be given on the control cards. If the itinerary cannot be followed, for whatever reason, the organiser can make a deviation. This deviation can be arrowed by orange arrows or given in a route bulletin.

## 21 TRAFFIC – REPAIRS - START – CONTROLS - EXCLUSION

### 21.1 Traffic

Any crew which does not comply with the traffic laws or exceed the maximum permitted speed at any time during the event by more than 10 km/hrs. will be penalised. Crews are forbidden:

- to block deliberately the passage of competing cars, or to prevent them from overtaking.
- to behave in an unsporting manner and/or dangerous driving.

### 21.2 Repairs

Any kind of organised service, except assistance arranged by the organiser, is not allowed. A ground sheet must be used during repairs and overnight halts.

### 21.3 Starting order – Start - Plates / Numbers

21.3.1 The start of the 1<sup>st</sup> leg will be given in order of the competition numbers. During the event the starting order may be changed. The starting interval between the cars is 1 minute, unless the Clerk of the event decide to change this interval.

21.3.2 The organiser shall supply each crew with 2 rally plates and 2 competition numbers. The rally plates must be fixed to the front and to the rear of the car. The competition numbers must appear on both sides of the car.

### 21.4 Control card

21.4.1 The control card, showing standard times for a fictive car -0-, shall be handed out at the control of documents.

21.4.2 Any correction or amendment made to the control card will be penalised. The crew is responsible for submitting the control card at the different controls at the correct time and to check that the time has been correctly entered.

### 21.5 Controls – General provisions

21.5.1 All controls are indicated by means of FIA standardised signs

21.5.2 Crews must have their passage checked at all controls. The arrival at a control from any direction other than given in the route instruction or non-reporting at a control will be penalized. Crews are obliged to follow the instructions of the marshal in charge.

Control posts are ready to function at least 15 minutes before the scheduled time for the passage of the 1<sup>st</sup> car. They close 30 minutes after the scheduled time of the last car, unless the Clerk of the Event decides otherwise.

21.5.3 In the event of one or more controls being cancelled, it is up to the Clerk of the Event to decide as follows:

- A) Cancel penalties at that control, or
- B) Take the results of the cars which were able to pass the section in accordance to the regulations, and penalise the remaining cars with an average of these results.

### 21.6 Passage controls (PC)

The marshal simply stamp and/or sign the control card as soon as it is handed. The organiser may establish secret passage or un-manned controls (for example by the track & trace system (logger)) at any point on the route..

### 21.7 Time controls (TC)

21.7.1 The marshal shall chip and/or enter the time on the control card as soon as it is handed in. Crews do not incur any penalty for checking in if they hand in the time card during the scheduled check-in minute.

21.7.2 Any difference between the actual check-in time and the scheduled check-in time will be penalised. If crews are late at one time control, they are allowed to be an equivalent amount late at the next time control visited without penalties, within the maximum permitted lateness (MPL). Visiting outside maximum permitted lateness (MPL) will be regarded as having missed that control. The MPL at any control is 30 minutes.

21.7.3 The maximum penalty per leg is 2 hours.

### 21.8 Main Time Controls (MTC)

Maximum permitted lateness (MPL) at the 1<sup>st</sup> control of each leg is 15 minutes. Maximum permitted lateness at the last control of each leg (MTC-IN) is 30 minutes of which 15 minutes will be penalty free. Missing the last control of each leg (MTC-IN) will be penalised. Crews will not be penalised for early arrival at the last time control of a leg (MTC-IN).

### 21.9 Catching-up / Exclusion

21.9.1 If a crew interrupts the event for technical reasons, it may be re-admitted to the following leg provided that it informs the Clerk of the Event of its intention to continue

21.9.2 A competitor will be excluded from the event:

- if they have not started and not finished the same leg.
- if they have missed the final (finish) control of the event.
- if the car has not passed the finish line of the event on its own power.
- if the car is not roadworthy / road-legal.

### 21.10 Penalties in time

2 <sup>nd</sup> infringement of traffic rules or speeding, up to	15 minutes
Missing time card(s)	3 hours
Missing a passage control / secret passage or un-manned control	15 minutes
Passing controls not in correct direction	15 minutes
Each minute late at a time control	1 minute
Each minute early at a time control	2 minutes
Missing a time control – outside MPL	30 minutes
Maximum penalty per leg	1 hours
Each minute late at start of event or leg	1 minute
More than 15 minutes late at start of event or leg	30 minutes.

	Early arrival at last time control (MTC-IN) of a leg	0 minutes
	Interrupting the rally, up to	4 hours
<b>21.11</b>	<b>Penalties left to the decision of the Clerk of the Event, up to exclusion</b>	
	1 <sup>st</sup> or 3 <sup>rd</sup> infringement of traffic rules or speeding.	
	Dangerous driving and/or non sporting behaviour and/or blocking of the road.	
	Use and/or presence of pre-organised assistance and/or assistance crew.	
	Not using ground sheet.	
	Rally plates and/or competition numbers not correctly fixed	
	Missing rally plate(s) and/or competition number(s) during the event	
	Correction or amendment made to the control card	
	Not following instructions of official or marshals.	
	Passing controls not in correct direction	
	Withdrawal / car not road legal, missed last control of the event / car not roadworthy.	

## 22 REGULARITY TEST SECTION (Regularity)

- 22.1** Information about regularity will be handed out at the start of a leg or the preceding control post and it is the crews' responsibility to ensure that they have the necessary information. The start location of a regularity will be given by the road book. The crews must complete the regularity at one or more average speed(s) set by the organiser.
- 22.2 Regularity Start Logger (RSL)**  
A regularity start logger is much like a regularity self start and it is the crews' responsibility to start at the correct time and in the correct direction. On a regularity start logger, the competitor can leave the start location at his own time, but only on the whole minute. Starting in the same minute as a previous car will be penalised. The actual start time will be taken by the track & trace system (logger) at the moment the car leaves the start line of the Regularity. The start time will be rounded down to the whole minute.
- 22.3 Timing Procedure**  
A regularity start is also a passage control. Regularity may have one or more timing points. Timing will be done by hand or by the track & trace system (logger). An intermediate manned timing point will be indicated by a yellow control sign where the car must stop for recording the passing time. However, once the crew sees a manned timing point they must not stop, slow down or overtake another moving car in sight of the control post. The last timing point will be indicated by a red control sign where the car must stop (except at a logger point) for recording the time. If the last timing point is unmanned, then the car must not stop. Timing will be done between the regularity start (RS) and each of the timing points. The organiser will set for each timing point a target time (ideal time), each second below or over the target time will be penalised. *For example:*  
*if there are 3 timing points, A, B and C, then the times will be measured from RS to A, from RS to B and from RS to C.*  
The penalty per second early or late can be different per leg. If these penalties will change, this will be published in an Official Bulletin before the start of the leg concerned. The penalty for not running the regularity depends on the number of missed timing points; however the maximum penalty per regularity will be 30 minutes plus 15 minutes for missing the start of the regularity.
- 22.4** Route reconnaissance or practising of a regularity is not allowed.
- 22.5 Penalties**
- |  |                 |
|--|-----------------|
| - starting in the same minute as a previous car (RSL)                  | 15 minutes      |
| - missing regularity start   | 15 minutes      |
| - each second early / late on a timing point                           | 1 second        |
| - overtaking, slowing down, stopping in sight of finish                | 10 minutes      |
| - missing timing point / maximum penalty per timing point, day 1 and 2 | 5 minutes       |
| - maximum penalty per regularity section                               | 30 minutes      |
| - Reconnaissance or practising regularity section.                     | Up to exclusion |

## 23 CLOSED CIRCUIT REGULARITY TEST (Lap consistency test)

- 23.1** Details about the closed circuit regularity test will be handed out at the start of the leg (MTC-OUT) or at the preceding control post or at the start of the test. It is the crews' responsibility to ensure that they have the necessary information.
- 23.2** Each crew must set his individual lap time by its first timed lap. Subsequent laps must be completed in an identical time. Each second below or over the individual target time, on each lap, will be penalised. This penalty will be between 1 and 10 seconds and will be specified in the test details. A penalty will be given if a crew completes too few or too many laps. The maximum penalty of the test is 6 minutes. Crews who do not take part in the test will be penalised.
- 23.3** Route reconnaissance or practising of a lap consistency test is not allowed.
- 23.4 Penalties**
- |  |                  |
|--|------------------|
| - each second below or over individual target time | 1 - 10 second(s) |
| - too few or too many laps                         | 3 minutes        |
| - maximum penalty                                  | 6 minutes        |
| - not started the test                             | 15 minutes       |
| - reconnaissance or practising                     | up to exclusion  |

## 24 DRIVING TEST

- 24.1** The track will have to be driven according to the test instructions which will be given in the route instructions (road book). The objective is that the driving time of the competitor will be as close as possible to the driving time given by the organiser (Bogey time).

- 24.2** A driving test will have a manned start. The marshal will enter the start time at the crews' control card and he/she gives the crew the start signal "GO" after countdown of the final seconds. Any car leaving the start before the start signal will be penalised.
- 24.3** A driving test may have one or more manned intermediate stops astride. Failing to stop, overshooting or reversing will be penalised. Touching a cone or course maker will be penalised. If a car passes a cone or course marker on the wrong side, it will be regarded as a wrong test and a penalty of 3 minutes will be allocated to the driven time.
- 24.4** Cars must stop astride at the finish of the test and must then immediately move forward, to have their time registered. If the car overshoots the finish line, it must not reverse. If a car reverses back to the finish line or fails to attempt to stop astride, this will be regarded as a wrong test and a penalty of 3 minutes will be allocated to the driven time.
- 24.5** The maximum penalty of the test will be based on the time taken plus an additional penalty of 6 minutes. Crews who do not take part in the test will be penalised.
- 24.6** Route reconnaissance or practising of a driving test is not allowed.
- 24.7 Penalties**
- |   |                 |
|---|-----------------|
| - starting before start signal                        | 20 seconds      |
| - failing to stop astride (overshooting)              | 10 seconds      |
| - failing to attempt to stop astride, time taken plus | 3 minutes       |
| - each second over the bogey time                     | 1 second        |
| - touching a cone or route marker                     | 10 seconds      |
| - did not follow the correct route (wrong test)       | 3 minutes       |
| - reversing in case of overshooting finish line       | 3 minutes       |
| - maximum penalty, time taken plus                    | 6 minutes       |
| - not started the test                                | 15 minutes      |
| - reconnaissance or practising                        | up to exclusion |

## 25 NAVIGATION SECTION

- 25.1** Route information about the navigation section will be handed out at the first time control of the leg (MTC-OUT). It is the competitors' responsibility to ensure that they have the necessary information for the navigation section.
- 25.3** A navigation section will have a number of Route Checks (RC), which have to be visited as instructed and in the correct order. Close to these Route Checks, code boards will be placed at the right side of the road for the convenience of the competitors only. The Track&Trace system (logger) will register the passage. Only the first passage will be used to define the visiting order.
- 25.4** Route reconnaissance of a navigation section is not allowed.
- 25.5 Penalties**
- |   |                 |
|---|-----------------|
| - missing a Route Check, or not visiting in the correct order | 5 minutes       |
| - maximum penalty or not running the navigation section       | 60 minutes      |
| - reconnaissance  | up to exclusion |