



## THE ARCTIC CIRCLE

Saturday 12 to Sunday 27 June 2021

These Regulations are divided into three parts – Event regulations (Articles 1-17), Technical Regulations (Articles 18-22) and the Sporting Regulations (Articles 23-29).

### EVENT REGULATIONS

#### 1. ANNOUNCEMENT

1.1 The **"ARCTIC CIRCLE"** Classic Regularity Rally will be held between the 12<sup>th</sup> and 27<sup>th</sup> of June 2021. The event is organised by Classic Events bv., hereafter referred to as the Organisers, with the approval of the:

KNAF Sectie Historische Rally's, Approval number: BSHR/19/10/01 Date: 21-10-2019  
KNAC Nationale Autosport Federatie (KNAF), Permit number: 0486.19.317 Date: 24-10-2019

The event will be run in compliance with:

These Regulations and any Official Bulletins

The FIA Code Sportif International (CSI)

The KNAF Regulations Book (KRB)

The KNAF Regulations for Historic Regularity Rallies

The Road Traffic Laws of the various countries crossed.

1.2 The address of the Organisers office is:

Classic Events BV

Postbus 94, NL – 8170 AB Vaassen.

The Netherlands.

Tel: +31 (0) 578 561 115

Email: [info@classicevents.nl](mailto:info@classicevents.nl)

Website: [www.classicevents.nl](http://www.classicevents.nl)

## 2. WARNING

All Motor Sport is potentially dangerous. The **"Arctic Circle"** uses remote roads which may be hazardous and are intended to present those taking part with a driving challenge. Competitors should not enter the event unless they accept that there is an element of risk to themselves and their car. Competitors are expected to drive safely within the limitations of their vehicles and to show due consideration to other road users at all times. Classic Events bv, their staff and Officials and their representatives on the event accept no responsibility whatsoever for any accident, loss or injury happening to competitors and do not undertake to provide security, rescue or assistance of any kind.

## 3. PERMIT and AUTHORISATION

Application has been made for the necessary permits and route authorisations. These documents and any other permissions will be displayed on the Official Notice Board at Signing On.

## 4. EVENT DESCRIPTION

- 4.1 The **"Arctic Circle"** will be a sixteen day 7000 kilometre navigational trial for Vintage and Classic cars. The event will start at Potsdam, Germany, on Saturday 12 June and finishes at Sundvollen Norway, on Sunday 27 June 2021, followed by a Prize Giving dinner.
- 4.2 A comprehensive Route Book will provide competitors with the information necessary to follow the mandatory route. This will be issued before the start of the event. The route will include Regularity and Test Sections timed to the second on public and private land using both surfaced and unsurfaced roads. There may also be Route Checks, Passage Controls and Secret Checks to check adherence to the correct route. Competitors will be issued with a Time Card and a Time Schedule indicating the specific times at which they must check-in to the Time Controls to avoid penalties.
- 4.3 The Route Book will give details of the overall route and time schedules, the locations of the Main and Time Controls, Passage Controls, Route Checks, and the Regularity and Test Sections. The route may be defined by a variety of methods - marked maps, route descriptions, tulip diagrams, and test diagrams, some of which may be kept secret until just before the relevant section. Competitors must only use the official maps issued by the organiser, or advised by them. Large scale maps and similar information downloaded from the internet are not permitted. Reconnaissance of the route in anyway whatsoever by competitors or third parties is forbidden and will be penalised under Art 9.3.

An accurate trip meter and a stop watch will be useful. Distances will be shown in kilometres and miles. The Organisers' times and distances are deemed to be correct and not subject to query, protest or appeal. An official measured distance for calibration purposes will be provided near the start location.

## 5. PROGRAMME

1 <sup>st</sup> October 2018	:	Entries open
1 <sup>st</sup> June 2021	:	Entries closing date
11 <sup>th</sup> June 2021	:	12:00 – 16:00 Hrs. Scrutineering and documentation - Potsdam
	:	18:00 Hrs. Publication of the start list
	:	20:00 Hrs. Welcome Dinner
12 <sup>th</sup> June 2021	:	08:00 Hrs. Day 1 – Potsdam (D) to Torun (PL)
13 <sup>th</sup> June	:	08:00 Hrs. Day 2 – Torun to Birstonas (LT)
14 <sup>th</sup> June	:	08:00 Hrs. Day 3 – Birstonas to Riga (LV)
15 <sup>th</sup> June	:	08:00 Hrs. Day 4 – Riga to Tallinn (EST)
16 <sup>th</sup> June	:	Rest day. Day 5 – Ferry to Helsinki (FIN)
17 <sup>th</sup> June	:	08:00 Hrs. Day 6 – Helsinki to Jyvaskyla (FIN)
18 <sup>th</sup> June	:	08:00 Hrs. Day 7 – Jyvaskyla to Vuokatti (FIN)
19 <sup>th</sup> June	:	08:00 Hrs. Day 8 – Vuokatti to Rovaniemi (FIN)
20 <sup>st</sup> June	:	08:00 Hrs. Day 9 – Rovaniemi to Arjeplog (S)
21 <sup>nd</sup> June	:	08:00 Hrs. Day 10 – Arjeplog to Mosjoen (N)
22 <sup>rd</sup> June	:	08:00 Hrs. Day 11 – Mosjoen to Trondheim (N)
23 <sup>th</sup> June	:	Rest day. Day 12 – Trondheim (N)
24 <sup>th</sup> June	:	08:00 Hrs. Day 13 – Trondheim to Geiranger (N)
25 <sup>th</sup> June	:	08:00 Hrs. Day 14 – Geiranger to Balestrand (N)
26 <sup>th</sup> June	:	08:00 Hrs. Day 15 – Balestrand to Geilo (N)
27 <sup>th</sup> June 2021	:	08:00 Hrs. Day 16 – Geilo to Sundvollen (N)
	:	13:00 Hrs. Finish of the event
	:	18:00 Hrs. Publication of the provisional results
	:	20:00 Hrs. Gala prize-giving dinner.

## 6. EVENT OFFICIALS

6.1 The Organising Committee comprises :

Clerk of the Course	Timo Rietbergen (NL), Licentie 8157
Deputy Clerks of the Course	Margit Brunet (NL), Licentie 49135
Secretary of the Event	Remco Luksemburg (NL), Lic. 47408
Hospitality Co-ordinator	Menno Brauckmann (NL)
Chief Marshal	Bennie Roetgerink (NL)
Eligibility Scrutineer	Ruud Stam (NL)
Results	Bas van Alphen (NL)/ Guus Rietbergen (NL)/ Eize Rinsema (NL)
Official Assistance Crews	Gerard van Pelt (NL) / Rudy Stam (NL)
Route Designer	Keith Baud (GB)
Marshals	Arne Eikaasen (N) / Helen Jakobi (DE) / Wendy Brown (GB) / Tom Granli (N) / Boy Visser (NL) / David Brown (GB) / Gerard Kuiper (NL) / Freek Slaghekke (NL)

## **7. ELIGIBLE VEHICLES, CATEGORIES and CLASSES**

7.1 Cars of a model type in production up to the end of 1967 will be accepted for "The Arctic Circle". The organisers may allow cars of a model type in production at later date only if they are considered to be within the spirit of the event. These cars will run in Category S and will only qualify for awards in that category, and not overall awards. All cars must be road legal in accordance with the rules of the country in which they were registered.

7.2 Categories: Cars will be divided into the following age related categories:

**V – Vintage** – up to 31<sup>st</sup> December 1948

**C – Classic** – up to 31<sup>st</sup> December 1967

**S - Special** – any car not eligible under Article 7.1 or having non-period modifications.

7.3 Classes: Each category will be divided into the following capacity classes:

Vintage –       Class 1: up to and including 1600ccm  
                    Class 2: 1601 up to and including 3000ccm  
                    Class 3: over 3000ccm

Classic -        Class 4: up to and including 1600ccm  
                    Class 5: 1601 up to and including 2000ccm  
                    Class 6: over 2000ccm

Special -        Class 7: All capacities

The Organisers reserve the right to combine or sub-divide any class depending on the number of entries received. The final class structure will be confirmed by the Official start list.

7.4 All cars must be of a type exclusively designed to carry passengers with either saloon or sports bodywork. Estate cars and station wagons may be considered but any commercial or military vehicles such as light trucks, vans, ambulances, pickups and utility 4x4 vehicles are not eligible.

7.5 The acceptance of an entry is subject to pre-event scrutineering. The Entrant must ensure that, at the date of scrutineering and for the duration of the event, the car is road-legal for the countries in which the event takes place and that it complies with the Event Regulations.

See the Technical Regulations, Articles 18-22, for further information on the mechanical specification of the cars and the equipment allowed or required.

## **8. ENTRIES, FEES and INSURANCE**

8.1 Entries are by invitation only and anyone wishing to take part must send their application, duly completed, to the Organisers Event Office (see art. 1.2) before 1<sup>st</sup> June 2020 at the latest, together with the full payment.

8.2 A competing crew shall consist of two persons unless otherwise agreed with the Organisers. All crew members who intend to drive must hold a valid driving licence, both be over the age of 17, be covered by valid insurance whilst driving on the event, be in the car during all the timed sections of the event and must have completed the Indemnity and Documentation procedures.

8.3 All crew members must either:

- Hold a valid competition licence issued by a ASN member of the FIA.
- Or obtain a "Rally Pass" from the Organisers upon a payment of € 25 per crew member. This is valid for the duration of the event and will be issued at Event Documentation in Potsdam.

8.4 The details of each crew member must be submitted on a fully completed and signed entry form. By submitting the entry form the crew undertake to abide by these Event Regulations and any subsequent Official Bulletins issued by the Organisers. Once an entry has been accepted any subsequent change of car or crew member is at the discretion of the Organisers.

#### 8.5 **Insurance of the participants.**

The owner of the vehicle must have a valid insurance covering them against liability for both personal injury to and damage to the property of, third parties on public roads. The cover must be eligible for the countries crossed. It is the responsibility of the owner of the vehicle to arrange such insurance and/or extend existing insurance as necessary. The owner of the vehicle must have a personal accident insurance for the crew and it is also strongly recommended to take out a "get-you-home" rescue cover.

##### **Insurance of the organiser**

The entry fees include the costs of the insurance of the organiser which is summarized as follows:

- The organiser has arranged an insurance which covers participants against third parties;
- The maximum sum of this insurance is € 7.500.000,00 per incident/accident;
- The own risk for the owner of the car is € 500,00 per incident/accident;
- The vehicle insurance of the owner, as legally established, will always prevail
- The insurance will come into effect at the first time control of the event and will cease at the last time control of the event or at the moment of retirement or exclusion.

All competitors will be required to sign the following indemnity clause which will be printed on the entry form.

##### ***Declaration and indemnity clause***

I have read the present Regulations of the Arctic Circle 2021 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 the 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 the use on public roads.

I declare as driver of the entered car that I am in the possession of a valid driving licence.

The FIA, members of FIA, the KNAF, section board and members, promotor, organisers, sponsors, members of the organising team, 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, the KNAF, section board and members, promotor, organiser, organising team, sponsors, officials and marshals of the event decline liability caused by riots, vandalism, natural catastrophes, etc.

The FIA, members of FIA, the KNAF, section board and members, promotor, organisers,, sponsors, officials and marshals of the event also decline any liability for breach of the laws and Regulations of countries by competitors in which the event will take place.

Competitors will be held responsible for the consequences (material-, immaterial-, injury- or consequential damages) of any incident or accident or violation of the Laws and Regulations in which they may be involved.

Competitors will not be able to claim against the FIA, members of FIA, the KNAF, section board and members, promotor, organisers, sponsors, officials and marshals of the event which is a result of activities of the said legal entity or persons so far as the organisational activities for the benefit of the event.

8.6 All event documentation and instructions will be in English.

8.7 Applications for entries open on 1<sup>st</sup> October 2018 and close on 1<sup>st</sup> June 2021. The entry fee for a crew of two people is as follows: - Fully paid before 31<sup>st</sup> December 2020: € 14.950,--  
- Fully paid after 1<sup>st</sup> January, before 1<sup>st</sup> June, 2021: € 15.950,--

The entry fee includes all accommodation in a twin/double room, including breakfast and dinner, from 11 to 27 June inclusive, on-rally lunches, emergency breakdown assistance, the ferry from Tallinn to Helsinki, a Welcome Dinner in Potsdam, and a Prize-Giving Dinner in Sundvollen including Finishers, Overall and Class Awards. Competitors will also be supplied with Rally Plates, Door numbers, Identity badges, Route Books and other documentation.

To secure an entry, a non-refundable deposit of € 1500 must be paid, which is part of the total entry fee.

Single Room Supplements may be available at an extra cost of € 3750

**Refunds:**

- In full, to candidates whose entry has not been accepted.

- a minimum of 20% in the case of the rally being cancelled because of events beyond the control of the organizers.

- Withdrawal of the entry: Up to 1 <sup>st</sup> January 2019	full amount less € 2.500, --
From 1 <sup>st</sup> January to 1 <sup>st</sup> August 2020	full amount less € 3.500, --
From 1 <sup>st</sup> August to 1 <sup>st</sup> January 2021	full amount less € 4.500, --
After 1 <sup>st</sup> January 2020	no entry fees refunded.

**9. APPLICATION of the REGULATIONS**

9.1 The Organisers reserve the right to change the provisions of these Regulations at any time by issuing an Official Bulletin or any other Official Instruction. Each Official Bulletin will be numbered, dated and signed by the Clerk of the Course or their Deputy. These may be sent to competitors prior to the event, or be posted on the Official Notice Board at the Rally HQs. During the running of the event they may be directly communicated to the competitors at any point that all competitors are required to visit and competitors must sign to acknowledge receipt of the information.

9.2 The Clerk of the Course is responsible for the application of these Regulations and their provisions during the running of the event and has the power to decide on any matter not provided for in these Regulations or subsequent Official Bulletins.

- 9.3 If a specific penalty is not detailed in the Regulations or if a penalty of 'up to and including Exclusion' is specified, the Clerk of the Course will have the discretion to penalise a breach of the Regulations by imposing a penalty ranging between 5 minutes and Exclusion.
- 9.4 The Clerk of the Course has the right to exclude from the event or otherwise penalise at any time any competitor who has breached any civil law, any traffic regulations, acted in a fraudulent or unsporting manner or behaved in a manner that is not conducive to the smooth running of the event or may bring the event into disrepute. Such decision is at the sole discretion of the Clerk of the Course and not subject to appeal

## **10. COMPETITOR OBLIGATIONS**

- 10.1 Competitors named on the entry form will be responsible for all liabilities and obligations before and throughout the event. If the owner of the car is not part of the competing crew, the driver will be held entirely responsible for all liabilities and obligations.
- 10.2 Competitors are responsible for payment of any costs they incur during the event. In particular, extras at hotels, mechanical services, breakdown transportation and charges at garages must be paid in full on demand. Failure to do so may place the competitor in breach of Article 9.4.
- 10.3 Competitors who retire from the event must ensure that officials at the Rally HQ know of their decision to withdraw. At the point when the competitor retires or is excluded all rights and benefits of a competitor are relinquished. However, the Organisers may at their discretion allow on-going hotel accommodation to be used provided the competitor is not in breach of Article 9.4.
- 10.4 The Organisers decline liability in any accident or incident caused by or to competitors and/or the competing cars during the event. Competitors shall be held responsible for any accident or breach of the laws in which they may be involved and must inform the Organisers, as soon as practicable, with full details of any such incident from which liability may arise. Competitors shall have no claim against the Organisers arising out of any act or omission of the Organisers, their servants, agents or Officials during the course of the event. The Organisers accept no responsibility for assisting competitors in difficulties of any kind and will not accept any claim for expenses of any sort however incurred.
- 10.5 Competitors must not drive at excessive speed or in a dangerous or negligent way and must always conduct themselves in a manner which does not bring the sport into disrepute. Failure to do so may place the competitor in breach of Article 9.4.
- 10.6 Competitors are obliged to comply with the instructions of an Event Official and to make themselves aware of any Official Bulletins or notices posted on the Official Notice Boards at the Rally HQs.
- 10.7 Competitors will be issued with an identity badge, to be worn at all times during the event. Both crew members must be in the car throughout the event, except when the car is stationary or in the vicinity of a Control. Any absence or change of a crew member must be authorised in advance by the Organisers.
- 10.8 Competitors must make every effort to ensure they do not delay other crews. If caught by another car, it is obligatory for drivers to pull over or even stop to let the other car pass. Failure to do so may place the competitor in breach of Article 9.4. No time allowance will be granted for delays, baulking or force majeure.
- 10.9 At every overnight halt competitors must use a non-porous sheet or drip tray to stop oil and other fluids from contaminating the ground under the car.
- 10.10 Competitors agree to be filmed and/or photographed by agents accredited by the Organisers during the event. The Event logos and name remain the copyright of the Organisers. Their use for commercial purposes is forbidden without written permission from the Organisers.
- 10.11 Competitors undertake, as a condition of entry, to abide by the requirements of the Event Regulations. A breach of any of the Competitors Obligations listed in Article 10 may result in a refused start or a penalty 'up to and including Exclusion' at the discretion of the Clerk of the Course.

## **11. JUDGES OF FACT and DRIVING STANDARDS OBSERVERS**

- 11.1 All named event Officials and all persons signed on as marshals will be deemed to be Judges of Fact for the purpose of ensuring compliance by competitors with the provisions of these Regulations and for any regulations relevant to the point at which they are officiating.
- 11.2 Driving Standards Observers will be present on the route to adjudicate on excessive noise, excessive speed, non-compliance with special restrictions e.g. Quiet Zones and Give Way junctions, and driving in a manner likely to bring motor sport into disrepute.
- 11.3 Infractions for any of the above will be penalised from 5 minutes up to and including Exclusion.

## **12. VEHICLE IDENTIFICATION and ADVERTISING**

- 12.1 The Organisers will provide two rigid rally plates, which must be fixed to the front and rear of the car in a visible position, but not obscuring the vehicle licence plates plus larger numbers for each side of the car. These plates and numbers must be in place for scrutineering and throughout the event.
- 12.2 Space on the door numbers and rally plates is reserved for the organisers' advertising and cannot be refused and may not be changed. The organisers' obligatory advertising and their locations on the car will be published in a bulletin.

Participants' advertising is allowed providing it does not conflict with the organisers' advertising or is not appropriate to the spirit of the event. All non-current advertising, with the exception of the vehicles period livery, must be removed.

Drivers' names and relevant country flags may appear on each side of the car (no blood groups).

## **13. TEAM ENTRIES**

- 13.1 Competitors may choose to form a team of three cars. An individual car may be in any number of teams but the same two or three cars may not be in more than one team. The winning team will be the one with the lowest aggregate penalties of the three team members, all of whom must be classified as finishers. Teams may be nominated up until the start of the event by completing a Team entry form.

## **14. SCRUTINEERING**

- 14.1 All crew members must attend pre-event Scrutineering with their cars at the time and location to be advised in an Official Bulletin. The inspection of the car before the start is of a completely general nature (checking of make and model, year of construction, conformity with the road traffic laws, competition numbers, rally plates, advertising, etc.).
- 14.2 The acceptance of a car at Scrutineering does not imply compliance to National Vehicle Laws or these Regulations should any subsequent inspection find otherwise. Competitors may be required to re-present their cars for further inspection at any time during the event up until the results being declared Final.
- 14.3 Any crew who fail to successfully complete Scrutineering and Signing On will be deemed non-starters and will forfeit their entry and entry fee.



## 15. SIGNING ON and DOCUMENTATION

- 15.1 Following a successful completion of Scrutineering both crew members must present their documentation and 'Sign On'. The following papers must be provided for inspection:
- A valid competition licence issued by a ASN (if not a Rally Pass will be issued)
  - The registration documents for the car
  - An International insurance certificate for the car (*i.e.*, *Green Card*);
  - Authorisation to drive the car if it is not the property of a crew member.
- 15.2 Further event documentation will be issued at Signing On including Time Cards, latest event news and examples of all Official signs and boards will be on display.

## 16. STARTING ORDER

- 16.1 The starting order for each Day will be displayed on the Official notice board. The starting interval between the cars will be 1 minute unless advised otherwise by the Clerk of the Course.
- 16.2 Competition numbers will be allocated at the Organisers' discretion.

## 17. ASSISTANCE and EMERGENCIES

- 17.1 Competitors should be self-sufficient and able, where possible, to repair their own cars. The Official Assistance Crews will follow the route to assist with emergency road-side repairs. The Official Assistance Crews will not be expected to provide a towing service nor to work late hours at the end of the Day. All repairs carried out by them are entirely at the risk of the competitor who having accepted the assistance cannot make any claim regarding the quality of the repairs or for any consequences resulting directly or indirectly from any such repairs.
- 17.2 Pre-arranged outside assistance, other than that provided by the Official Assistance Crews as outlined in 17.1, is forbidden during the period between a crews check-in time at the start and finish MTC of each Day. Competitors should be aware that any non-competing vehicle accompanying their car, or seen on any part of the official rally route each Day, will be regarded as providing pre-arranged outside assistance, whether or not they are actually working on a competing car. In these circumstances the Clerk of the Course may impose a penalty based on the report from a Judge of Fact. Articles 9.3 and 11.1 refer.
- 17.3 Towing by another competing car or by a breakdown vehicle is permitted but only for a reasonable distance to where assistance may be obtained. The Clerk of the Course will be the arbiter of what is a reasonable distance. The towing or transporting of a competing car in the vicinity of a Control will be penalised from 5 minutes up to and including Exclusion.
- 17.4 All Event Officials are considered to be Judges of Fact for compliance with Article 17. Non-compliance will be penalised 'up to and including Exclusion'.
- 17.5 **Emergencies** The organisers cannot guarantee to provide immediate medical assistance to crews who may be injured or fall ill. If needed, participants must use the normal emergency services of the country concerned. In an emergency, the next car along will be probably that of another crew, therefore every car must carry a first aid kit to the events' specifications. Crews who are substantially delayed during the event must inform the secretary of the event of their whereabouts at the earliest possible moment.

## TECHNICAL REGULATIONS

### 18. ELIGIBLE CARS

The Organisers reserve the right to accept cars manufactured after the cut off dates provided they are to the original period design and all components are of appearance, design, materials and dimensions known to have existed during the period for which the car is entered, apart from any exceptions allowed within these Regulations. Period modifications may be permitted provided the competitor can supply authenticating documents to the Organisers prior to acceptance.

The Organisers reserve the right to amalgamate classes depending upon the number of entries received.

- 18.1 All cars must be of a type exclusively designed to carry passengers with either saloon or sports bodywork. Estate cars and station wagons may be considered but any commercial or military vehicles such as light trucks, vans, ambulances, pickups and utility 4x4 vehicles are not eligible.
- 18.2 The Organisers may decline or re-categorise the entry of a car if it does not comply with the period in spirit or appearance, if it is considered to be of inadequate performance or does not comply with the requirements of these Regulations. Once an entry has been accepted the entrant may only change the Category or Class of the car entered with the written permission of the Organisers.
- 18.3 The acceptance of an entry is subject to pre-event scrutineering. The Entrant must ensure that, at the date of scrutineering and for the duration of the event, the car is road-legal for the countries in which the event takes place and that it complies with the Event Regulations.
- 18.4 Any car failing to comply with these Technical Regulations at pre-event Scrutineering will be refused a start. However, at the discretion of the organisers it may be transferred to Category S.
- 18.5 A car or a competitor failing to comply with these Technical Regulations during the event will be penalised at the discretion of the Clerk of the Course - see Sporting Regulations, Article 9.3.

### 19. MECHANICAL MODIFICATIONS

- 19.1 To maintain the spirit of the event, the organisers expect all competing cars to conform as closely as possible to their original production specification. Therefore, equipment and modifications using non-period and modern components that make a significant difference to the performance of the car may result in it being re-classified (Art 7.1 and Art 18.4). For instance:
  - Non period modifications to the suspension and steering such as replacing leaf springs with coils, solid axle to independent, conversion to rack and pinion or power steering.
  - Limited slip differentials unless available as original equipment within period.
  - Replacement engines or gearboxes from a different manufacturer or model.
  - Fuel injection or forced induction unless available within period.
  - Engine management systems and crank sensors
  - LED or Gas discharge lighting
  - Radio Transmitters
  - Modern racing overalls and helmets
- 19.2 There will be no limit to the quantity or the range of spares that can be carried in the car but trailers are **NOT** permitted.

## 20. UPGRADED EQUIPMENT

20.1 In the interests of, reliability, comfort and performance the following upgrades to the original production specifications **ARE** permitted :

- Under-body protection for the engine sump, gearbox, rear axle, brake and fuel lines, fuel tank and exhaust system.
- Strengthening of chassis and suspension components.
- Up-rating of engine, gearbox and radiator mountings. Fitting an electric cooling fan.
- Additional or enlarged fuel tanks ( fitted to a professional safety standard ), no fuel is to be carried in the passenger compartment
- Changed or modified fuel and air filters.
- Overdrive and final drive ratio
- Replacement of charging circuit components with an alternator
- Replacement front seats and steering wheel, back seats can be removed.
- Tyres of different specification.
- Roof racks of a period design and material (must not overhang the roof area).
- Additional instruments, switches, controls and accessories
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## 21. SAFETY EQUIPMENT

21.1 The following modifications and equipment are strongly recommended:

- 1) Full harness seat belts fitted and used at all times
- 2) Roll over bar with at least a single hoop and two back stays
- 3) Fire and liquid proof bulkheads separating the passenger compartment from the engine and fuel tank.
- 4) Up-rated brake friction material, brake hoses and pipes.
- 5) Laminated windscreen or aero-screens
- 6) Two spare tyres and wheels.
- 7) Fuel range of at least 400 kilometres or 250 miles.

21.2 The following equipment **is mandatory**:

- 1) Fire extinguisher of at least 2kg securely fitted and within easy reach within the car.
- 2) Warning triangle; a tow rope; high visibility jackets; spare light bulbs.
- 3) Comprehensive first aid kit.
- 4) A non-porous sheet or drip tray to contain fluid leakages from the car.

## 22. NAVIGATION and COMMUNICATION EQUIPMENT

- 22.1 Mechanical, semi-mechanical and electronic and digital trip meters are permitted up to a limit of two displays (i.e. 2 trip meters with single displays or a single trip meter with a dual display)
- 22.2 A maximum of one compass and two electronic clocks or stopwatches (maximum 4 displays) are allowed.
- 22.3 Competitors are **NOT** allowed to use the functions on any devices (e.g tripmeters, Satnav, GPS, Smart phone applications, average speed calculators), whether fitted to the car or hand-held, that incorporate any functions to aid the maintenance of a set average speed, or display any kind of digital mapping, in an attempt to gain a competitive advantage. If they are found to be used the Clerk of the Course may impose a penalty based on a report from a Judge of Fact, Sporting Regulations Articles 9.3 and 11.1 refer.
- 22.4 The Organisers will supply each car with a Logger System.
- 22.5 No electronic means of communication may be used between Main Controls each day. However you may have a mobile phone in the car **for emergency use only**.

# SPORTING REGULATIONS

## 23. CONTROLS and SECTIONS

### 23.1 SECTIONS – There will be four types of Section:

**Road Section** – During each Day, starting and finishing at a Main Control, there will be a number of Time Controls at which competitors must check-in at their Scheduled Time.

**Navigation Section** – A section that will have a number of checks that have to be visited only once in the correct sequence and direction. The checks will be at clearly defined points but there will be no control boards or markers. The correct passage of each car through these checks will be registered automatically using the Logger system which the organisers will issue every morning at the MC-out.

**Regularity Section** – A section throughout which a constant speed(s) must be maintained to check-in to the secret Timing Point(s) at the correct time.

**Test Section** – A timed test of driving skill and manoeuvrability on private land or a Lap Consistency Test on a closed circuit.

### 23.2 CONTROLS – All controls will be indicated by means of FIA standard signs. Controls may be established inside café's, fuel stations, etc. Crews are obliged to follow the instructions of the marshal in charge.

Controls are ready to function at least 15 minutes before the scheduled time for the passage of the 1st car. They close 30 minutes after the scheduled time of the last car unless stated otherwise. Crews must have their passage checked at all controls, in the correct order.

There will be ten types of Control:

**Main Control (MC)** A timed Control at the start and finish of each Day with timing to the previous full minute.

**Road Section Time Control (TC)** A timed Control at intervals along the route with timing to the previous full minute.

**Passage Control (PC)** An untimed Control to check adherence to the correct route.

**Route Check (RC)** An untimed and unmanned Control where competitors must record information to verify adherence to the correct route.

**Secret Check (SC)** A Control at an undisclosed location to check adherence to the correct route or to observe driving behaviour.

**Logger Check (LC)** An untimed and unmanned check made by the logger system to ensure compliance with the correct route on Navigational Sections.

**Regularity Section Start Control (RS)** A timed Control at the start of a Regularity Section. The Start Control may be manned or unmanned (Self Start). Timing at a Regularity Start is on a whole minute or a half minute.

**Regularity Section Timing Point (TP)** A timed Control at an undisclosed location during a Regularity Section. There may be one or more Timing Points at which timing will be on sight to the previous full second. Cars must stop at the marshal point immediately after the "sight" point to have the time recorded.

**Test Section Start Control (TS)** A timed Control at the start of a Test of driving skill and manoeuvrability on private land. Timing at a Test Start is on a whole minute or a half minute.

**Test Section Finish Control (TF)** A timed Control at the end of a Test at which timing will be to the previous full second at the time the car stops at the finish line.

**Lap Consistency Control (CC)** An unmanned Timing Point on a Lap Consistency Test Circuit. This will normally be on the Start/Finish line but in all cases will be clearly marked.

- 23.3 Competitors will receive information and documentation to enable them to locate these Controls, to visit them in the correct order and to complete the route correctly. Their check-in times will be recorded on their Time Cards and penalties will be applied for variance from the event requirements.

#### **Road Section Time Controls (MC, TC)**

- 24.4 Time Controls will be located by the roadside or inside buildings such as cafes or hotels, their locations being clearly identified by a flag or Control board prominently displayed by an Event Official.

- 24.5 Time Controls will open at least 15 minutes before the due time of the first car and close 30 minutes after the due time of the last car. Competitors are due at these Controls at their Scheduled Times and penalties will be applied for taking more or less than the time allowed between Controls.

- 24.6 Competitors will be penalised for missing a Time Control, checking in early or late at a Control, approaching or departing a Control in the wrong direction, visiting Controls out of sequence or more than once, or not complying with the instructions of an Event Official in charge of a Control Point.

#### **Road Section Passage Controls (PC), Secret Checks (SC), Route Checks (RC)**

- 24.7 At a Passage Control or a Secret Check the Control Official will stamp or sign the Time Card. In the case of an unmanned Passage Control or Route Check competitors will be required to write on their Time Card the requested information that will be clearly visible at that location. Crews failing to collect a stamp/signature, not recording the correct information, or approaching or departing a Control Point in the wrong direction will be deemed to have missed the Control or Check and will be penalised.

#### **Navigation Section Logger Checks (LC)**

- 24.8 The location of these checks will be at a clearly identified point on a map such as a road junction or bridge. The checks will be unmarked and unmanned and the cars correct passage through each will be recorded automatically by the Organisers Logger system. Failure to pass through each of these checks in the correct order and in the correct direction will result in a penalty of 10 seconds per check.

#### **Regularity Sections (RS & TP)**

- 24.9 Regularity Sections will be held on roads open to normal traffic. The Regularity Start and Regularity Timing Point(s) will be included within a Road Section between two Time Controls.

- 24.10 Competitors may check-in to the Regularity Start Control at any time it is open. Competitors will be started at 1 minute or 30 sec intervals. Regularity Sections will be timed to the previous full second.

- 24.11 There will be two types of Regularity Start Controls:

Manned Start: a Control Official will be present at the Regularity Start Control.

Self Start: no Control Official will be present and the start will be at an easily identified landmark such as a village or road sign. Competitors will be assigned a Start Time at the previous Time or Passage Control and should start the Regularity Section at that time.

- 24.12 Competitors will be issued with time and distance information to enable them to maintain as closely as possible the set average speed(s) throughout the Section. As the location of any Timing Point will not be disclosed there will be no advance warning board at these points and the time of

reporting will be the exact time, to the second, that the car passes a specific point within sight of the Timing marshal. Competitors must then stop at the marshal to have their time recorded on the Time Card. Penalties will be applied at the rate of one second for each second before or after the ideal time up to a maximum of 120 seconds at any one Timing Point visited.

- 24.13 Timing will be continuous from the start to the end of the Section. A competitor early or late at a Timing Point must still be on time at the next Timing Point in the section to avoid penalty. A time penalty at one Timing Point will also apply at the next Timing Point unless the time early is lost or the time late is made up.
- 24.14 Competitors will be penalised for missing a Regularity Section, missing a Passage Control within the Section, missing or stopping in sight of a Timing Point, visiting a Timing Point more than once, visiting Timing Points out of sequence, approaching or departing a Timing Point in the wrong direction or not complying with the instructions of an Event Official in charge of a Control Point.

### **Test Sections (TS & TF)**

- 24.15 Test Sections will be held on private land to test driving skill, conducting manoeuvres under observation, and/or driving at consistent speeds. Competitors will be issued with a description and diagram of the Test in order to complete it correctly, the course being defined by markers such as traffic cones and arrows if necessary. Both crew members must be in the car for the duration of the Test.
- 24.16 Competitors may check-in to the Test Start Control at any time it is open. Competitors will be started at 1 minute or 30 sec intervals. Tests will be timed to the previous full second.
- 24.17. For each Test Section a Maximum Time will be published. Any competitor taking a longer time than the Maximum will be credited with the Maximum Time. Otherwise, the actual time taken will count.
- 24.18 The Official will give the competitor a countdown at the start. At the end of the Test competitors must 'stop astride' a clearly defined finish line when the Official will stop his clock and record the time taken for the Test. If there is already a car at the Stop Line the second crew must stop immediately behind the car on the line and they will be given the time at which their car stops. A crew coming to a halt in a careless manner, or driving in a way that puts event Officials or other persons at risk, will be penalised 'up to and including Exclusion'.
- 24.19 Competitors will be penalised for missing a Test Section, jumping the start, not performing the Test correctly, touching or passing the wrong sides of course markers, driving against rally traffic, failing to stop at lines or within boxes as required and not complying with the instructions of an Official in charge of the Control point. A crew taking the wrong course but then correcting the error will not be penalised.
- 24.20 **Providing a competitor has not incurred a Maximum Penalty,** Test sections will be scored on a class based system on the time taken plus any additional test penalties.

*Best in class 0 seconds*  
*Second in class 2 seconds*  
*Third in class 4 seconds*  
*Fourth in class 5 seconds*  
*Fifth in class 6 seconds*  
*Sixth in class 7 seconds*  
*Seventh in class and over 8 seconds*

Equal times within each class will each receive the penalty of the position placing. e.g. If three competitors tie for second place they will each be penalised 2 seconds, the next crew in fifth place will be penalised 6 seconds and the sixth place crew 7 seconds.

### **Lap Consistency Test (CC)**

- 24.21 Lap Consistency Tests will take place over a specified number of laps on a closed circuit. The competitors first complete lap must be completed within a specified time "window" and then all subsequent laps to be completed in exactly the same (ideal) time as that set on the first timed lap. The final lap of the sequence will be the "exit" lap. The timing point will normally be the circuit

start/finish line but in all cases it will be clearly marked. Timing will be done remotely and therefore competitors do not have to stop at any point to have their times recorded.

- 24.22 Time penalties will be applied on each lap of 1 second per +/- second difference to the "ideal" time set on the 1<sup>st</sup> lap.
- 24.23 Competitors will also be penalised for missing a Lap Consistency Test Section, not performing the Test correctly (too few or too many laps), failing to set an "ideal" time, touching or passing the wrong sides of course markers, driving against rally traffic, or not complying with the instructions of an Official in charge of the Test.

Competitors must not stop or slow down unduly whilst on the test, nor baulk or endanger any other competitors. The penalty for non-compliance is 5 minutes up to exclusion as specified in Art 9.3

## **25. TIMING and TIME CARDS**

### **Timing**

- 25.1 The Scheduled Timing system will be used for the Road Sections comprising the overall route, and within that different timing systems may be used for Regularity and Test Sections.
- 25.2 The Scheduled Time is the time of day that each competitor is required to check-in at each Time Control (MC,TC). It can be calculated by adding the competitor's daily starting position to the StandardTime shown on the Time Card. For example, if the Standard Time at MC1 for Car '0' is 08:00 hours then the competitor who is sixth on the start list will have a Scheduled Time of 08:06 hours.
- 25.3 Competitors will be due at Main and Time Controls at their Scheduled Time (or Due Time if running late), but may report to Regularity and Test Sections at any time that the Start Control is open.
- 25.4 At all Controls where times are recorded this will be by Officials' clocks. At Main and Time Controls this will be to the previous full minute (i.e. 11:44:56 seconds will be recorded as 11:44:00). At Regularity Section Timing Points and Test Section Finish Controls this will be to the previous full second (i.e. 11:44:56.8 seconds will be recorded as 11:44:56).
- 25.5 A crew may arrive early at Time Control but should only give their Time Card to the Control Official at their check-in time, unless early check-in is specifically allowed. The Control Official will enter the time on the Time Card at the time it is handed to them.
- 25.6 Early check-in may be allowed at some Time Controls without penalty. At the Main Control at the end of a Day there will be 30 minutes Penalty Free Lateness (PFL) and no penalty for early check-in.
- 25.7 Competitors checking-in early at a Time Control (MC,TC) will be penalised two minutes per minute and if early again at the following Time Controls will be penalised again. Competitors who then take longer than the time allowed to the next Control and get back to their Scheduled Time will not be penalised again.
- 25.8 Competitors checking-in late at a Time Control (MC,TC) will be penalised one minute per minute but can be the same amount late at the following Time Controls that Day without further penalty (PFL) provided they are within Maximum Permitted Lateness.
- 25.9 The Maximum Permitted Lateness (MPL) will be 15 minutes at the MC at the start of each Day, 30 minutes at a Time Control, and 60 minutes at a MC at the end of each Day. A crew reporting to any of these Controls outside these times will be deemed to have missed the Control and will be penalised accordingly. The Clerk of the Course may modify the MPL at any Control
- 25.10 Competing cars must be capable of being driven through the Control location in order to obtain a time at that Control.

### **Time Cards**



- 25.11 Each crew will be issued with a set of Time Cards showing the Standard Time for Time Controls (MC, TC) and the opening and closing times for the Regularity and Test Sections (RS,TS). From these competitors can calculate their own Scheduled Time.
- 25.12 Competitors are responsible for presenting these Time Cards at the correct time for completion by Event Officials at the various Control Points, and for ensuring that the cards are stamped or signed, and the times recorded accurately. The time recorded will be the time that the Time Card is personally presented to the Official by a member of the crew. Officials at Controls cannot offer any advice concerning the correct check-in time for individual competitors.
- 25.13 Competitors expected to be delayed by the Officials at the start of a Regularity or Test Section for more than five minutes may request to have their arrival time recorded on their Time Card by the Official in charge of the Control. A Delay Allowance will be given for any difference in excess of five (5) minutes between the arrival and the actual start time. At the following Time Control competitors may be late without penalty to the extent of their Delay Allowance. All Delay Allowances will be cancelled at the next Main Time Control and no retrospective claims will be allowed
- 25.14 Loss of the Time Card or any alteration or amendment made to the Time Card will be penalised 'up to and including Exclusion', unless such alteration or amendment has been approved and authenticated by an Event Official.

## **26. PENALTIES**

- 26.1 Overall penalties will be expressed in Hours, Minutes and Seconds. The maximum time penalty any competitor can incur in any one Day is 4 hours.

### **Start Refused, Car Re-classified, Exclusion**

Article

8.1- 8.7	Non-compliance with Entry requirements
14.1-14.3	Non-compliance with the Scrutineering requirements
18.1-18.5	Non-compliance with the Car Eligibility requirements
19.1-19.2	Non-compliance with the Technical requirements

### **From 5 minutes up to and including Exclusion (as defined in Article 9.3)**

4.3	Use of non-authorized maps, information or reconnaissance
10.1-10.11	Non-compliance with the Competitor Obligations
10.6 and 11.3	Non compliance with the instructions of an Event Official
12.1-12.2	Non-compliance with identification and advertising regulations
14.1-14.3	Non-compliance with on event scrutineering
17.1-17.4	Non-compliance with assistance regulations
24.6 and 24.14	Non compliance with the instructions of an Event Official
9.4	Unsporting behaviour as ment in this article
24.18	Driving that puts persons at risk
24.19	Driving against rally traffic on a Test Section

24.23	Stopping or baulking during a Lap Consistency Test	
25.14	Loss or unauthorised alteration of Time Card	
22.1–22.5	Use of non-permitted functions and electronic devices	

### Control Time Penalties

25.9	Failure to check-in to a start of the Day Main (Time) Control (MC) within MPL	60 minutes
25.9	Failure to check-in to an end of the Day Main (Time) Control (MC) within MPL	60 minutes
25.9	Failure to check-in at a Time Control (TC) within MPL	30 minutes
25.7	Early check-in at a Main (Time) Control (MC) or Time Control (TC)	2 minutes per minute
25.8	Late check-in at a Main Control (MC) or Time Control (TC)	1 minute per minute
24.6	Checking-in to a TC out of sequence, from the wrong direction, or more than once	5 minutes
24.7	Failure to check-in or wrong direction at a Passage Control (PC) or Secret Check (SC)	2 minutes
24.7	Failure to record the correct information at a Route Check (RC)	1 minute
24.8	Failure to visit a Logger Check (LC) or visiting out of sequence, from the wrong direction or more than once.	10 seconds per check

### Regularity Time Penalties

24.12	Each second before or after the ideal time at a Timing Point, to a maximum of 120 seconds at any timing point visited	1 second
24.14	Failure to check-in to or start a Regularity Start (RS)	5 minutes
24.14	Failure to check-in to a Regularity Timing Point (TP)	5 minutes
24.14	Visiting a TP out of sequence, from the wrong direction, or more than once	2 minutes
24.14	Stopping within sight of a Regularity Timing Point (TP)	1 minute
24.14	Maximum penalty on a Regularity Section, if started.	5 minutes

### Test Time Penalties

24.19	Failure to check-in to or start a Test Section	10 minutes
24.19	Failing to finish or short cutting part of the Test (wrong test)	Maximum Time
24.19	Passing the wrong side of a cone or marker (but not correcting)	Maximum Time
24.19	Maximum Penalty on test (if attempted)	Maximum Time

Providing a Maximum Penalty has not been incurred as above, the following Test Penalties will be added to the time a competitor takes to complete the test and then the total converted into a class based system as specified in Art 24.20.

24.19		False or Jumped Start	10 seconds
24.19		Touching a cone or marker	10 seconds per offence
24.19	10 seconds per offence	Failure to Stop Astride a line or within a box as required	10 seconds per offence
24.19		Failure to check-in to a Passage Control (PC)	2 minutes
24.19		Following an incorrect route but correcting the mistake	No Penalty

### Lap Consistency Test Penalties

24.22		Each second before or after the ideal time at a Timing Point <b>per lap</b> ,	1 second
24.23		Failure to start Test	10 minutes
24.23		Not completing test correctly (wrong number of laps, wrong route etc)	5 minutes
24.23		Maximum penalty on a test, if started	5 minutes

## 27. RESULTS

- 27.1 The Overall and Class Awards will be determined by adding together all the penalties incurred during the event, the winners being those with the lowest penalties.
- 27.2 The Team Award will be based on the performances from the three nominated cars, all of whom must be classified as finishers.
- 27.3 Ties will be decided by giving preference to the older car (based on the declared age of the car) and then on the total penalties on the Regularity Sections.
- 27.4 Finishers Awards will be presented to all crews who report to the Main Control at the start of each Day and the Main (Finish) Control at Sundvollen, all within maximum permitted lateness and without having incurred a penalty of Exclusion.
- 27.5 A Daily Classification will be posted at Rally HQ as soon as possible after the end of each Day.

## 28. QUERIES and PROTESTS

- 28.1 Crews should check their penalties promptly and submit any queries in writing to the Event Secretary. Queries relating to penalties incurred on any day must be submitted before the closing time of Main Time Control at the end of the following day. Queries submitted after this time will not be considered. Replies will be available for collection at the subsequent MC (Start) control the next day.
- 28.2 After publication of the provisional results at the end of the event a period of 30 minutes will be allowed for queries. Only queries submitted before the end of this period and relating to penalties incurred during the final day of the event will be considered. A further 30 minute period may be allocated during which the Organisers may adjust and republish the results. During this period no further query or protest will be accepted. Once the amended results have been republished a further 30 minute period will be allowed for protests. After this the results will be declared Final.
- 28.3 Any protest must be submitted in writing to the Clerk of the Course before the results are declared Final. If his decision is not accepted the competitor may appeal to the Rally Steward who will adjudicate as appropriate.

## 29. AWARDS

29.1 Awards will be presented as follows:

Overall Classification – 2 awards for First, Second and Third excluding Special class.

Class Awards – 2 awards for First and Second including Special class.

Team Award – 6 awards for Best Team of three cars

Mixed Crew - 2 awards for best mixed crew

Spirit of the Rally Trophy - (Presented at the Organisers' discretion)

29.2 Crews winning an Overall award do not also qualify for a Class award, which then passes to the next highest placed finisher in that Class.

29.3 All competitors are invited to the Prizegiving but those not attending will forfeit their awards, which will not be reassigned. The time and place of the Prizegiving will be notified in an Official Bulletin.

*These Supplementary and Technical Regulations, published in October 2019, are subject to revision or amendment by Official Bulletin*