

Reglement / Supplementary Regulation

9. CLASSIC RALLYE

TRIEST - WIEN

21. – 24. September 2011

Einleitende Bemerkung 1: Dieses Reglement ist vorläufig bis zur Freigabe durch die OSK

Einleitende Bemerkung 2: Im 2011 soll eine Index-Wertung zusätzlich zur herkömmlichen Wertung gerechnet werden, die den unterschiedlichen Kräfteverhältnissen der Fahrzeuge Rechnung trägt; diese Wertung muß zwingend auf FIA Vorgaben basieren. Diese werden derzeit noch recherchiert.

Introductory Remark 1: This regulation is preliminary until endorsed by OSK

Introductory Remark 2: It is desired in 2011 to introduce an additional rating based on age and power of the competing cars to give credit to teams with weaker engines; this rating, however, must only be based on FIA regulations, which are still being evaluated at this time.

1- REGISTRATION-PERIODS AND - FEES

10.06.2010: Opening date for entries.

15.01.2011 Closing date for entries - € 1.750,00

30.06.2011 Closing date for entries - € 2.350,00

21.08.2011 Closing date for entries - € 2.650,00

2-PROGRAMME

21.9.2011, 10:00 - 15:00 hrs, Portoroz:

Road book issued to competitors, sporting checks and scrutineering

21.09.2011 – 24.09.2011: Reconnaissance SS1- SS14 ahead of the start of the 1st run of each SS

21.09.2011: Competition numbers and documents issued to competitors at the rally office. Signing in, administrative checks and scrutineering of cars

21.09.2011 15:15 hrs, Portoroz: First steward meeting

15:30 hrs: List of crews admitted to start and start time

17:00 hrs: Start of day 1, **Strunjan (SS 1/2)**

21:00 hrs: End of day 1, **Portoroz**

21:30 hrs: Publication of partial unofficial classification of day 1

21:30 hrs: Publication of starting order for day 2.

22.09.2011:

09:00 hrs: Start of day 2, **Portoroz.**

18:00 hrs: Finish of day 2, **Pörtschach**

20:30 hrs: Publication of partial unofficial classification of day 2

20:30 hrs: Publication of starting order for day 3.

23.09.2011:

09:00 hrs: Start of day 3, **Pörtschach**

18:00 hrs: Finish of day 3, **Ybbs**

20:30 hrs: Publication of partial unofficial classification of day 3

20:30 hrs: Publication of starting order for day 4

24.09.2011:

09:00 hrs: Start of day 4, *Ybbs*

17:00 hrs: Finish of day 4, *Downtown Vienna; exact location tba*

Directly after the finish ramp: Final checks

19:30 hrs, (venue – tba): Publication of provisional final classification.

20:00 hrs: (venue – tba follow with bulletin no. 1) Prize-giving

3 - ORGANISATION

This rallye will be run in accordance with the OSK Rallye Sporting Regulations (and its appendices), the National Sporting Regulations (and its appendices) and the present Standard Supplementary Regulations for OSK Historic Rallyes.

3.1 - Definition

Name of the rallye: *9. OCC Classic Rallye Triest - Wien*

Name of the organising club: *MSC Wolfsberg*

Name of the National Sporting Authority: *OSK*

ASN visa number: *tba* issued on *OSK*

3.2 - Organising Committee:

Gerhard Leeb , Dr. Thomas Keller

Rallye Office / Permanent Secretariat:

OCC Events GmbH

Zieglergasse 67 / Hoftrakt

A-1070 Wien,

Email: office@occ-events.eu

Fax: +43 1 23 66 258-9

Tel: +43 1 23 66 259

Official Notice Board

On the start/finish area of the days

Press room

Not relevant

3.3 - Officials of the Rallye

Steward of the Meeting: *Wilhelm Singer, Austria*

Chairman of the Stewards: *not relevant*

ASN - Observer: *not relevant*

ASN - Eligibility Delegate: *not relevant*

Clerk of the Course: *Gerhard Leeb, Austria*

Assistant Clerk of the Course: *Rainer Werner, Austria*

Safety Officer: *tba – several on the different stages*

Secretary of the Meeting: *Claudia Bidlas, Austria*

Scrutineer: *tba, Austria*

Competitors' Relations Officers: *Caterina Leeb, Austria*

Press Officer: *tba*

Medical Officer: *tba*

Chief Road Marshal: *not relevant*

Public Relations Officer: *not relevant*

Chief Timekeeper: *Daut Damarija, Δ TIMING, HR*

Radio communications: *tba*

3.4 - Amendments to the Regulations - Bulletins

The provisions of the present regulations may only be amended according to Art. 66 and Art. 141 of the

International Sporting Code. Any amendment or additional provision will be announced by a dated and numbered bulletin which will

be an integral part of the present regulations. These bulletins will be posted on the official notice board and will be directly

communicated to the participants, who must acknowledge

receipt by signature, unless this is materially impossible during the running of the event. Any bulletin issued by the organisers before

the start of the rallye (first steward meeting or beginning of scrutineering) must have received written OSK approval. Any bulletin

issued after the start of the rallye must have received the prior approval of the Steward.

3.5 - Interpretation of the regulations

3.5.1 - The Clerk of the Course is responsible for the application of the present regulations and their provisions during the running of the rallye.

3.5.2 - Any protest concerning this application must be sent to the Steward for deliberation and decision (Chapter XII of the ISC).

3.5.3 - Similarly, any case not provided for in the

aforementioned regulations will be deliberated by the Steward of the Meeting, who alone has the authority of decision (Art. 141 of the ISC).

4 - ELIGIBILITY

4.1 - FIA Title not relevant

4.2 - National Title not relevant

5 - DESCRIPTION

5.1 - Total distance of the course including the special stages

tba km

5.2 - Number of special stages

14 special stages

5.3 - Total distance of the special stages

tba km

5.4 - Number of days

4 days

5.5 - Interval between cars

1 min.

Throughout the rally, the official time will be CEST (given by the Austrian Phone No. 0810 001503). The itinerary, time controls, passage controls, neutralisation periods, etc. are described on the time card and in the road-book. In case of discrepancy, the time specified on the time card is binding.

6 - ELIGIBLE VEHICLES

6.1 - Eligible vehicles are those listed in "appendix K 2010" of the FIA and the "Historic Rallye Staatsmeisterschaft der OSK 2010" regulations.

6.2 - The cars are divided into the classes stated in the "appendix K 2010" of the FIA and the valid regulation of the "Historic Rallye Staatsmeisterschaft der OSK 2010."

6.3 - At scrutineering, the competitor must present the FIA (or from one ASN's of the FIA) Historic Technical Passport (HTP) to the Technical Scrutineer who may keep it until the end of the event.

6.4 - Any disputes shall be decided by the Steward of the Meeting, following a report from the Scrutineers.

6.5 - All cars must be in conformity with the National Highway Code in their countries of registration.

6.6 Studded tyres: not relevant

7 - ELIGIBLE COMPETITORS - ENTRY FORMS – ENTRIES

7.1 - Any person or legal entity holding a FIA International Competitor's licence valid for the current year is eligible.

7.2 – In case the competitor is a legal entity, or is not part of the crew, the first driver named on the entry form will be held entirely responsible for all the liabilities and obligations of the competitor throughout the competition.

7.3 - Any incorrect, fraudulent or unsportsmanlike behaviour by the competitor or members of the crew will be judged by the Steward of the Meeting, who will impose penalties which may go as far as exclusion.

7.4 - Anybody wishing to take part in the Rallye must send the attached entry form, duly completed, to the rallye secretariat, **OCC Events GmbH, Zieglergasse 67 / Hoftrakt A-1070 Wien the 1st of August 2011** at the latest. Details concerning the co-driver can be completed up to the start of scrutineering. The entry form must be accompanied by a photocopy of the 1st page of the car's FIA (or from one ASN's of the FIA) Historic Technical Passport clearly showing its class and category, as attributed to the car by the issuing ASN. No change of competitor may be made after entries have closed (specify when). One member of the crew may be replaced with the agreement of:

- the Organisers, before the start of the administrative checks;
- the steward, after the commencement of these checks and before the publication of the list of crews eligible to take the start.

Only the OSK can authorise the replacement of both crew members.

7.5 - For foreign competitors/entrants, drivers and co-drivers, authorisation must be given in accordance with Article 70 of the ISC.

7.6 - No amendment may be made to the entry form except in cases provided for by the present regulations. However, the competitor may replace the car declared on the entry form by another from the same Period and class up to the start of scrutineering.

7.7 - At scrutineering, if a vehicle does not correspond in its presentation to the category and/or class in which it was entered, this vehicle may, on proposal of the OSK Scrutineer, be transferred to the appropriate class after decision of the Steward of the Meeting.

7.8 - By signing the entry form, the competitor and all crew members undertake to comply with all sporting prescriptions specified in the International Sporting Code and to those of the present regulations.

7.9 - The number of entries is limited to **60** vehicles.

8 - ENTRY FEES - INSURANCE

8.1 – For entry fees see section Registration-Periods and -Fees" above

8.2 - The entry will only be accepted if accompanied by the total entry fees.

8.3 - Refunds:

Registration Fees will be refunded

a) in full to candidates whose entry has not been accepted

b) partly in the case of the Rallye not taking place, for reasons of "force majeure", duly certified by their ASN; the amount refunded will then depend on the actual amount already spent by the organizer

c) at the organizer's discretion if a team does not take part in the rally.

8.4 - The Organiser provides the following insurance:

8.4.1. - a group-accident insurance (valid for all people taking part in the event, especially officials), for co-drivers and drivers with foreign driver's licences, in the case that they are not yet insured at a foreign or domestic insurance company with a valid accident insurance for the following coverages: € 10.910,- in case of death € 10.910,- in case of lasting disability € 3.634,- for medical treatment

8.4.2. - Organiser's third party liability insurance: This insurance is compulsory for all motor sport events. The coverage is € 10.000.000,- for physical or material damages and includes the damage of property up to € 20.000,- . For vehicles registered in Austria, the normal third party liability insurance covers those parts of the rallye route, which pass along public roads (acc. to the Austrian Highway Code). Moreover, coverage on special stages (for competing cars registered abroad also on public routes) is given based on the organisers third party liability insurance. For this reason in 2010, all competitors must provide proportionate costs for this insurance, which will be included in the entry fee. Insurance cover will come into effect from the start and will cease at the end of the rally or at the moment of withdrawal, disqualification or exclusion.

8.5 - In case of accident, the competitor or his representative must notify the clerk of the course within 24 hours.

8.6 - On arrival at each day the competitor must sign a declaration concerning any accident he may have had on route.

8.7 - The Organising Committee declines all liability due to consequences of the breach of laws, regulations or prescriptions by competitors in the countries they will cross, those consequences will be solely the liability of those who have incurred or committed them. The Organising Committee also declines all liability in case of riots, demonstrations, vandalism, natural disasters etc. from which competitors or crew-members could suffer, or from the consequences thereof. Any damages, fines or penalties will be borne by them.

9 - ADVERTISING

Must comply with Appendix K (art. 5.2).

10 - GENERAL OBLIGATIONS

10.1 - Crews

10.1.1 - Only crews made up of two persons shall be admitted to the start. The two members of the crew will be nominated as first driver and co-driver. All members of the crew may drive during the event, and each must possess an FIA/OSK driver's licence valid for the current year.

10.1.2 - The full crew must be on board the car throughout the entire duration of the event, with the exception of the cases provided for in the present regulations. If one member leaves the car, or if a third person is admitted on board (unless this is to transport an injured person) the car shall be excluded from the event.

10.1.3 - *not relevant.*

10.2 - Starting order - Plates - Numbers

10.2.1 - The start of the day 1 will be given on the **PORTOROZ (SLO)**. For safety reasons, this order may be modified at the request of the Clerk of the Course.

10.2.2 - The starting order for each of the following days shall be determined according to the partial unofficial classification established at the end of the previous day. For safety reasons, this order may be modified at the request of the Clerk of the Course.

10.2.3 - Any car reporting late for the start of the event, day or section, shall be penalised by 10 seconds for every minute's delay. Any car arriving over 15 minutes late shall not be allowed to start. Catching up may apply (see art. 11.3.6).

10.2.4 - The Organising Committee will supply each crew with one rally plate and two panels bearing the competition numbers.

10.2.5 - The rallye plate must be fixed to the front of the car in a visible position for the duration of the rally. The rallye plate must not cover, even partially, the car licence plate. Any covering of the licence plate at any time during the event will incur a penalty.

10.2.6 - The number panels supplied by the organisers must be displayed on both sides of the car for the duration of the rally.

10.2.7 - If it is ascertained at any time during the event that: - any competition number or rallye plate is missing, a penalty will be imposed; - any two competition numbers or one rallye plate are missing at the same time, exclusion will be pronounced.

10.2.8 - The rallye plate and the competition numbers will be available to all participants at the Rallye Office at the 26th of August. The competitors must go to scrutineering only after having fixed the rallye plate and the competition numbers. Cars not in conformity will not be verified.

10.2.9 - The names of the crew plus their national flags must appear on both sides of the wings at the front of the car (max size 10 cm x 40 cm). Any car failing to comply with this rule shall be subject to a penalty.

10.2.10 - *not relevant*

10.3 - Time card

10.3.1 - At the start of the rallye, each crew will be given a time card, on which the times to cover the distance between time controls will be shown. The time card will be handed in at the finish time control of a section and will be replaced by a new one at the start of the next section. Each crew is solely responsible for their time card.

10.3.2 - The time card must be available at all times for inspection on demand, especially at the control posts where it must be presented personally by a member of the crew for stamping.

10.3.3 - Any correction or amendment to the time card which has not been approved by an official will result in exclusion from the event.

10.3.4 - The absence of a stamp from any control, or failure to hand in the time card at the specified control (time or passage control, regrouping halt control or at the finish) will result in exclusion from the event, except where the provisions of art. 9.3.6 - Catching Up, are applied.

10.3.5 - The crew alone is responsible for presenting the time card at the different controls and for the accuracy of the entries on the card.

10.3.6 - It is therefore up to the crew to submit the time card to the officials at the correct time and to check that the time is correctly entered. The time-keeper is the only person permitted to enter the time on the card.

10.4 - Traffic - Repairs

10.4.1 - Throughout the rally, competitors must strictly observe the traffic laws. The penalties for infringement of traffic laws will be as follows: - 1st infringement: cash penalty of € 750,-, 2nd infringement: 5 min. time penalty, - 3rd infringement: exclusion from the rally. Should the police decide against stopping the offending driver, they may ask the organisers to apply the penalties set out in the present regulations, subject to the following: - notification of the infringement reaches the organisers through official channels and in writing, before posting the current results, - the statements are sufficiently detailed for the identity of the offending driver to be established beyond all doubt, as well as the place and time of the offence, - the facts are not open to different interpretations.

10.4.2 - Repairs and refuelling are freely permitted throughout the event, except in those cases expressly forbidden by the present regulations and/or by the official road-book. Failure to observe these rules may lead up to exclusion from the rally, at the discretion of the Steward of the Meeting.

10.4.3 - Service cars are forbidden to park or to assist within 300 m of a control point. Any crew who is serviced in any forbidden zone defined in the road book will be subject to a penalty up to exclusion. For an offence of parking within a forbidden zone, a cash penalty of € 100,- will apply.

10.4.4 - Service cars are forbidden to enter a special stage or any area that the organisers specify as prohibited, on a pain of penalty up to the exclusion of the competitor.

10.4.5 - It is forbidden, under pain of penalty up to exclusion, to tow or transport the cars or to have them pushed, except in order to bring them back onto the road, or to clear the road.

10.4.6 - Crews are also forbidden, under pain of exclusion: a) to deliberately block the passage of competing cars or to prevent them from overtaking, b) to behave in an unsportsmanlike manner.

10.5 - Route reconnaissance

10.5.1 - Duration and conditions:

a) route reconnaissance may be performed by the entered crews after receipt of the road book – before the 1st run of the respective Special Stage.

b) reconnaissance must always be made in accordance with the Highway Code.

10.5.2 - Speed limit: in accordance with the Highway code of the country.

10.5.3 - Reconnaissance cars: the competition cars or recce cars comply with art. 23.2 of the "OSK Rally Sporting Regulations 2010"

10.5.4 - Sanctions: Drivers who fail to respect these instructions may be sanctioned up to refused start or exclusion. The entry fees will not be reimbursed by the Organising Committee.

11 - RUNNING OF THE RALLY

11.1 - Start

11.1.1 - The crews must present the car at the **start area Portoroz (SLO) on 21st September** at the time to be notified during scrutineering. The start area will be made available at the time scheduled in the programme. Any delay will be penalised with a fine of € 150,-.

11.1.2 - The cars will be started in 1 minute intervals as stated in the rally programme. Except the start of the circuits there will be an Indianapolis start. Any crew reporting late at the start of the event, day or section shall be penalised by 10 seconds for every minute late. Cars arriving more than 15 minutes late will not be allowed to start. Since the crews have 15 minutes within which to report to the start of the event, day or section, if they report within these 15 minutes, the exact starting time shall be stamped on the time card.

11.1.3 - Crews are obliged to have their passage checked at all points mentioned on their time card, and in the correct order. The target time for covering the distance between two time controls will be shown on the time card.

11.1.4 - Hours and minutes will always be shown from 00.01 to 24.00. Throughout the event the official time will be that indicated in art. 3.5.

11.1.5 - Each crew will be provided with a road book, which will detail the compulsory route to be followed throughout the rally.

11.2 - Controls - General provisions

11.2.1 - All controls, i.e. passage and time controls, start and finish of special stages, regrouping and neutralisation zone controls, will be indicated by means of FIA-approved standardised signs (see Appendix 1).

11.2.2 - The beginning of the control area is marked by a warning sign (description, colour). At a distance of about 25 m the position of the control post is indicated by a final sign (Control pre sign, yellow). The warning finish sign at the end of special stages will be placed at about 300 m before the finish line.

11.2.3 - All control areas (i.e. the area between the first warning sign and the final sign are considered to be "parcs fermés" (see art. 9.6).

11.2.4 - The stopping time within a control area must not exceed the time necessary for carrying out control operations.

11.2.5 - It is strictly forbidden, under pain of penalty up to exclusion: a) to enter a control area in any direction other than that of the rally, b) to cross over or re-enter a control area once checking-in has taken place at this control.

11.2.6 - The target check-in time is the responsibility of the crews alone, who may consult the official clock on the control table. The post marshals may not give them any information on this target check-in time.

11.2.7 - Control posts shall be ready to function 15 minutes before the target time for the passage of the 1st crew. Unless the clerk of the course decides otherwise, they will cease to operate 15 minutes after the target time for the last crew, plus exclusion time.

11.2.8 - Crews are obliged to follow the instructions of the marshal in charge of any control post. Failure to observe this may lead to exclusion at the discretion of the Steward of the Meeting.

11.2.9 - Road marshals and post chiefs shall be distinguished as follows: - road marshals will wear jackets marked with a radio-symbol or "Ordner", - post chiefs will wear jackets marked with "SP-Leiter" or "Sicherheitschef".

11.3 - Passage Control - Time Control - Exclusion

11.3.1 - Passage Control At these controls, the post marshals must simply stamp the time card as soon as this is handed in by the crew, without mentioning the time of passage. The absence of a stamp from a passage control may result in exclusion, except where the provisions of art. 11.3.6.1 apply.

11.3.2 - Time controls

At these controls, the post marshals shall mark on the time card the time at which the card was handed in. The absence of a stamp from a time control may result in exclusion, except where the provisions of art. 11.3.6.1 apply. To be classified for the rally, the driver has to pass the last time control of the event (tba, Vienna) - final arrival.

11.3.3 - Check-in/out procedure

11.3.3.1 Check-in procedure begins the moment the vehicle passes the zone entry sign. Between the zone entry sign and the control post, the crew is forbidden to stop for any reason or to drive at an abnormally slow speed.

11.3.3.2 Clocking the card can only be carried out if the two crew members and the car are in the control zone and in the immediate vicinity of the control table.

11.3.3.3 The check-in time corresponds to the exact moment at which one of the crew members hands the time card to the time keeper. Then, either by hand or by means of a stamp, the time-keeper marks on this card the actual time at which the card was handed in.

11.3.3.4 The target check-in time is the time obtained by adding the time allowed to complete the road section to the start time for this section, these times being expressed to the minute.

11.3.3.5 The crew does not incur any penalty for checking in before time if the vehicle enters the control zone during the target check-in minute or the minute preceding it.

11.3.3.6 The crew does not incur any penalty for being late if the act of handing the card to the time-keeper takes place during the target check-in minute; e.g. a crew who is supposed to check in at a control at 18h 58' shall be considered on time if the check-in takes place between 18h 58' 00" and 18h 58' 59".

11.3.3.7 Any difference between the actual check-in time and the target check-in time shall be penalised as follows: a) for late arrival: 10 seconds per minute or fraction of a minute, b) for early arrival: 1 minute per minute or fraction of a minute.

11.3.3.8 Finally, if it is found that a crew has not observed the rules for the check-in procedure as defined above (and especially by entering the control zone more than a minute before the actual check-in time) the Chief Marshal at the control post must make this the subject of a written report to be sent immediately to the Clerk of the Course.

11.3.4 - Time of leaving control

11.3.4.1 If the next road section does not start with a special stage, the check-in time entered on the time card shall constitute both the arrival time at the end of the road section and the starting time of the following one.

11.3.4.2 Conversely, when a time control is followed by a start control for a special stage, the following procedure shall be applied: a) These two posts shall be included in a single control area (see art. 9.2) whose signs shall be as follows: - (time control pre sign, yellow): beginning of zone, - (Time control sign, red): time control post at a distance of approx. 25 m, - (SS start sign, red): start of special stage at a distance of 50 to 200 m, - ((End of control sign, beige): end of control sign 50 m further on. b) At the time control at the finish of a road section, the post marshal will enter on the time card the check-in time of the crew together with its provisional start time for the following road section. There must be a 3 min gap to allow the crew to prepare for the start. c) Immediately after checking in at the time control the crew will go to the start of the special stage. The marshal in charge of this post will enter the provisional time for the start of the stage on the stage sheet, which usually corresponds with the provisional starting time for the road section. He will start the crew according to the procedure laid down in the regulations (see art. 9.5.4).

11.3.4.3 If a difference exists between the two entries, the starting time of the special stage will be binding, unless the Steward of the Meeting decides otherwise.

11.3.5 - Exclusion

11.3.5.1 Any delay exceeding 15 minutes at the target time between two time controls, or a total delay exceeding 30 minutes at the end of each section and/or day of the rally, will result in the exclusion of the crew except where the provisions of art. 9.3.6 apply.

11.3.5.2 Under no circumstances may crews having exceeded their maximum delay attempt to reduce this delay by arriving early at controls, neither shall penalties for early arrival be taken into account when calculating any delay exceeding the maximum permitted delay which results in exclusion. For example: Road section A Start 12h00 - target time 1h00 - check-in time 13h10' Penalty for late arrival: 100" Delay counting towards exclusion: 10 minutes Road section B Target time 1h30' - check-in time 14h20' Penalty for early arrival: 1200" Delay counting towards exclusion: 10 minutes (not combined) Road section C Target time 2h00' - check-in time 16h30' Penalty for late arrival: 100 additional seconds Delay counting toward exclusion: 10 minutes Total road section controls A + B + C Total penalties (for late and early arrivals): 100" + 1200" + 100" = 1400 seconds Total delay counting toward exclusion: 10' + 10' = 20 minutes

11.3.5.3 The exclusion time may be increased at any point by the Steward of the Meeting, upon the proposal of the Clerk of the Course. The crews concerned shall be informed of this decision as soon as possible.

11.3.5.4 Exclusion for exceeding the maximum permitted delay may only be announced at the end of a section or at the end of a day.

11.3.6 - Catching up (not applicable to the last day or section)

11.3.6.1 Provision shall be made for a driver who has missed, during a day, a special stage or a circuit event and/or who did not arrive at the last time control of the day, to catch up and be re-admitted to the following day. He will be given the worst overall time achieved in that particular day, increased by a penalty of 60 seconds for each special stage missed plus 600 seconds for missing the last time control of the day or section. He may be re-admitted to the following day if, within the 30 minutes following the posting of the classification for that day, he informs the Clerk of the Course in writing of his intention to continue the event. In this case, he must report to the parc fermé 30 minutes before the start of the next day. Each case will be decided by the Steward of the Meeting who may also order that the car be re-scrutinized. This catching up is not applicable for the last day of the event and in order to be classified, the car must have passed the last time control of the event within the time allowed. 9.3.6.2 The starting order for the newly admitted cars will be at the discretion of the Clerk of the Course.

11.4 - Regrouping controls

11.4.1 - Regrouping controls will be set up along the route. Their entry and exit controls shall be subject to the general rules governing the control posts (art. 11.2).

11.4.2 - The purpose of these regroupings will be to reduce the intervals which may occur between crews as a result of late arrivals and/or withdrawals. Thus the starting time from the regrouping control and not its duration must be taken into account. For example: 120 cars at the start of the rallye - first regrouping of 4 hours - starting time from the regrouping control: 12h01: a) target time for the arrival of car no. 1 at the regrouping control: 8h01, target time for the arrival of car no. 120 at the regrouping control: 10h. b) actual arrival time of car no. 1 at the regrouping control: 8h45, actual arrival time of car no. 120 at the regrouping control: 11h50 (60 cars have withdrawn during this part of the rally). c) starting time of car no. 1: 12h01, starting time of car no. 120: 13h00. The respective duration of stopping times should therefore have been: - 3h16' for car no. 1 - 1h10' for car no. 120. 9.4.3 - On their arrival at these

regrouping controls, the crews will hand to the post marshal their time card. The crews will receive instructions on their starting time. They must then drive their cars immediately and directly to the parc fermé. Engines must be stopped.

11.5 - Special Stages

11.5.1 - Special Stages are tests on roads closed specially for the event.

11.5.2 - During these events, all those in the car must wear, under pain of exclusion, approved crash helmets and flame-resistant overalls, according to Appendix L, Chapter III, article 2 specifications.

11.5.3 - Crews are forbidden to drive in the opposite direction to that of the rally, under pain of exclusion.

11.5.4 - Starts of special stages will be given as follows: when the car with its crew on board has stopped in front of the starting control, the marshal will enter the time scheduled for the start of the car in question on the stage sheet, and he will hand this document back to the crew. The start will be given by the marshals. A penalty of 2 minutes shall be imposed on any crew which fails to start within 20" of the starting signal.

11.5.5 - During the rallye, one "Slalom" stage may be run. The time stated in the present regulations will be allocated to the crews, plus a penalty of 2" for each displaced bollard.

11.5.6 - The start of the special stage may only be delayed in relation to the scheduled starting time by the post marshal in a case of "force majeure". In the event of a crew being late, the chief post marshal will enter a new time and the delay will then be considered as the delay recorded on a road section. It will therefore be taken into consideration for the calculation of the exclusion time.

11.5.7 - A false start, particularly one made before the signal has been given, is penalised as follows: 1st offence: 10 seconds, 2nd offence: 1 minute, 3rd offence: 3 minutes. Further offences: at the Stewards' discretion. These penalties do not prevent the Steward from imposing heavier penalties if they judge it necessary.

11.5.8 - Special Stages will end in a flying finish, stopping between the warning sign and the stop sign being forbidden on pain of exclusion. Timing will be done on the finish line, which must have print-out equipment backed up by stop watches. At a distance of 200 to 300 m after the finish, the crew must report to a control (Point Stop) indicated by a red 'STOP' sign to have its finishing time entered on the time sheet. If the timekeepers cannot give the exact finishing time to the marshals immediately, the latter will only stamp the crew's sheet and the time will be entered at the next neutralisation zone or regrouping control.

11.5.9 - If, due to a fault of the crew, the time entry cannot be made, the following penalties shall be imposed: a) at the start: exclusion; b) at the "STOP" (Stop Point): 300" time penalty.

11.5.10 - The times recorded by the crews in each special stage, expressed in hours, minutes and seconds, shall be added to their other penalties expressed in time.

11.5.11 - During a special stage, assistance is forbidden. Any breach of this rule will result in the offending competitor being automatically excluded from the event by the Panel of the Steward of the Meeting.

11.5.12 - The start intervals for special stages must comply with the same dispositions as those laid down for the start of the day in question.

11.5.13 - Termination of a special stage When a special stage has to be definitively stopped for any reason whatsoever before the last crew has covered it, the results for the stage may be established by allocating to each crew who has been unable to complete the stage, the slowest time set before the termination. These results may be drawn up even if only one crew has been able to cover the stage in normal racing conditions. Only the Steward of the Meeting may apply this disposition after the Clerk of the Course has given the reasons for the termination. Should the Steward consider the slowest time set as abnormal, they may take as the scratch time one of the four slowest times which seems the most suitable. However, no crew who is totally or partially responsible for stopping a stage may benefit from this measure. This crew will be given the time which it might have made if this is greater than the scratch time awarded to other crews.

11.5.14 - Any crew refusing to start in a special stage at the time and in the position allocated to it shall be given a penalty of 300".

11.5.15 - On special stages, the following rules apply:

a) If, during a special stage, a competitor is caught up by a faster competitor who gives headlight or horn signals, the slower competitor is obliged to let the faster one pass, even if he has to stop on the right or left side of the road, showing with the appropriate indicator that he is ready to be overtaken. Infringement may result in a fine or exclusion, depending on the decision of the Steward of the Meeting,

b) Stopping on or directly before or after a bend, or moving the car across the course or in a direction other than that of the rally, is strictly forbidden. Drivers who have to stop for an emergency must stop their car at the side of the road and warn the drivers following by appropriate means (e.g. red triangle), at - 07.05.06 6c) If the road is blocked because of an accident, it must be cleared as soon as possible to allow safety vehicles or ambulances through. Damaged cars must be kept clear of the road until Rally officials have re-opened the stage to traffic. Each infringement will result in a penalty which may go as far as exclusion.

11.6 - Parc fermé

11.6.1 - Cars shall be subject to parc fermé rules: a) from the moment they enter the starting area, a regrouping area or an end of day, until they leave, b) from the moment they enter a control area until they leave it, c) from as soon as they reach the end of the rally until the time for lodging protests has expired.

11.6.2 - While the vehicles are subject to parc fermé rules: a) any repairs or refuelling are strictly forbidden, under pain of exclusion, b) however, if the scrutineers note that a vehicle seems to be in a condition which is not compatible with the normal road use, they must immediately inform the Clerk of the Course thereof who may request that the car be repaired, c) in this case, the minutes used to carry out the repairs will be considered as the same number of minutes' delay recorded in a road section. After repairs, the crew will possibly be given a new starting time.

11.6.3 - As an exception, and under the supervision of the competent marshal, the crew may, while in the parc fermé at the start, regrouping zone or end of day: - change a punctured or damaged tyre using the equipment on board, - change the windscreen with the possibility of outside help. These repairs must be completed before the starting time. otherwise a penalty shall be imposed in accordance with the provisions stated in art. 11.6.2.c.

11.6.4 - As soon as they have parked their cars in the parc fermé, the drivers will leave the parc fermé and no crew member will be allowed to re-enter.

11.6.5 - To leave a parc fermé for the start, regrouping halt or end of day, the crew shall be allowed to enter the parc fermé 10 minutes before their start time.

11.6.6 - If a vehicle is unable to move under its own power: At a parc fermé at a start, regrouping halt or end of day, only the officials on duty or the members of the crew are authorised to push a competing vehicle inside or at the entrance to or exit from a parc fermé at a start, regrouping halt or end of day. An additional battery may be used to help to start the car but cannot be carried on board the car.

11.6.7 - Any infringement of the parc fermé regulations shall (or, in the case of catching up, may) result in exclusion from the rallye.

11.6.8 - After the Rally, all cars which have crossed the last time control shall be driven, under the supervision of the officials of the event, to a Parc Fermé where they shall remain for at least 30 minutes after the posting of the provisional results and until the Steward of the meeting order his release. Any classified car which is unable to cross the line and/or reach the Parc Fermé under its own power will immediately upon such disability occurring be placed under the exclusive control of the marshals and scrutineers who, as soon as this is possible, will conduct the car to the Parc Fermé. Cars which have not been placed in the Parc Fermé will not be classified.

12 - ADMINISTRATION AND CHECKING – PENALTIES

12.1 - Checking before the start and during the rally

12.1.1 - Any team taking part in the rallye, must arrive at scrutineering with its full crew and car in accordance with the published timetable. Any car reporting to the scrutineering area outside the prescribed time limits will not be allowed to start, except in the case of "force majeure" duly recognised as such by the Steward of the Meeting. The crew must present the FIA (or from one of the ASN's of the FIA) Historic Technical Passport to the FIA Eligibility DOSK Scrutineer who may keep it until the end of the event. If this is not submitted, the car may not start.

12.1.2 - The checks carried out before the start will be of a completely general nature (checking licences, driving licences, make and model of the car, apparent conformity of the car with its Historic Technical Passport, essential safety items, conformity of the car with the National Highway Code, etc.). This shall be followed by: - identification of crew. Each member must have with him one recent identity photo: - identification of the vehicle, the chassis and cylinder block of which may be "marked", at the organiser's discretion.

12.1.3 - To be allowed to start, all cars must be equipped with one (total minimum contents 2.5 kg) or two (total minimum contents 3 kg) fire extinguishers and other safety devices as specified by the FIA.

12.1.4 - No car will be allowed to start unless it complies with the FIA safety regulations. At any time during the event, additional checks may be carried out regarding the crew or the vehicle. The competitor is responsible for the technical conformity of his car throughout the entire duration of the rally, under penalty of exclusion.

12.1.5 - Should identification marks (art. 12.1.2) be affixed, it is the responsibility of the crew alone to see that these are protected until the end of the rally. If they are missing, the car will be excluded from the event immediately.

12.1.6 - Any fraud discovered, and in particular showing as intact identification marks which have been altered, will result in the exclusion of the crew from the event. as well as any competitor or crew who has helped or been involved in carrying out the infringement. This will not prejudice the fact that the National Sporting Authority (ASN), to which competitor or accomplice belongs, may be asked to impose heavier sanctions.

12.1.7 - The following documents will be checked: a) competitor's licence, b) licences of both drivers, c) driving licences of both drivers, d) car registration papers, e) car insurance papers, f) identity card with recent photos of both drivers, g) authorisation to compete abroad for competitors with licences issued by the ASN of a country not a member of the European Union, h) FIA (or from an ASN's of the FIA) Historic Technical Passport for the vehicle, in compliance with art. 2 of appendix K. The organiser will retain this Form for the duration of the event.

12.1.8 – It is forbidden for the crew to take part at the rallye with number plates which are not permanently valid (like Austrian blue number plates...)

12.1.9 – It is not allowed to change the competition car after the administrative and technical checks.

12.2 - Final control

12.2.1 - As soon as each crew reaches the finish, they shall drive their car to the parc fermé. A check shall be made to verify: - its conformity with the car submitted at initial scrutineering, - if there is any reason to impose any of the penalties specified under art. 8.2.

12.2.2 - Without it being compulsory, scrutineering involving the dismantling of the vehicles may be carried out at the absolute discretion of the Steward of the Meeting ex-officio or following a protest or upon the decision of the Clerk of the Course. If this dismantling does not follow a protest, the competitor will have to pay the reasonable expenses which exercise of the powers mentioned herein may entail. In case of dismantling following a protest, article 11 of these regulations will apply.

12.2.3 - Should the above mentioned dismantling be the result of a protest, an appropriate deposit, to be paid in advance and covering all the costs incurred by the operation, shall be demanded from the claimant. If the protest turns out to be founded the deposit shall be reimbursed to the claimant and charged to the defaulting competitor.

12.2.4 - Those vehicles which are to be subjected to final scrutineering, as ordered by the Steward of the Meeting, should be announced by a notice at the entrance to the parc fermé.

12.2.5 A car not conforming to Appendix K and/or its Historic Technical Passport may be excluded from the event.

12.2.6 The HTP will be returned to the competitor at the parc fermé and at the latest after the final control.

13 - PROTESTS - APPEALS

13.1- All protests shall be lodged in accordance with the stipulations of the International Sporting Code (see Art. 171 and following)

13.2 - All protests must be lodged in writing and handed to the Clerk of the Course together with the sum € 250,- which shall not be returned if the protest is judged unfounded. If the protest requires the dismantling and re-assembly of different parts of a car, the claimant must pay an additional deposit, the amount of which will be decided by the Steward of the Meeting.

13.3 - The expenses incurred by the work and by the transport of the vehicle shall be borne by the claimant if the protest is unfounded, or by the competitor against whom the protest is lodged if the claim is upheld.

13.4 - If the claim is unfounded and if the expenses incurred by the protest (scrutineering, transport etc.) are higher than the deposit amount, the difference shall be borne by the claimant. Conversely if the expenses are less, the difference shall be returned to him.

13.5 - The entrants may lodge an appeal against the decisions of the Steward of the Meeting, in conformity with the stipulations of Art. 182 of the International Sporting Code (ISC).

14 - FINAL RESULTS

14.1 - Penalties shall be expressed in hours, minutes and seconds. The final results shall be determined by adding the times obtained in the special stages and the penalties incurred during the road sections and any other penalties expressed in time. The crew with the lowest total shall be proclaimed the overall winner, the next lowest second and so on. The Period and Class results shall be determined on the same basis. To be classified for the Rallye, the car has to pass the last time control of the event (place of final arrival). 14.2 - In the event of a dead heat, the competitor who accomplished the best time for the first special stage will be proclaimed the winner. If this is not sufficient to be able to decide between the competitors, the times of the 2nd, 3rd, 4th and 5th

special stages shall be taken into consideration. **14.3** - An independent general final result and class final result will be issued for each category of eligible cars.

14.4 - The results shall be posted in accordance with the programme of the rallye.

14.5 - The final result can be protested until 30 minutes after the results are posted and approval by the panel of the Steward of the Meeting. However, a provisional result will be issued at the end of the day 1 to establish the starting order of the day 2.

14.6 – not relevant

15 - PRIZES - CUPS

Prizes will be awarded according to the final results of the rally at the absolute discretion of the Organiser.

16 - PRIZE-GIVING

The prize-giving will take place on **24th September 2011, at 20:00 hrs venue - tba**. All the members of the crew must be present at the prize-giving. Crews who are not present at the prize-giving may forfeit their prizes; however, the final results will not be modified.

*Genehmigt in Verbindung mit dem Schreiben der OSK vom
unter der Eintrags - Nr.:
Österreichischer Automobil-, Motorrad- und Touring Club
Oberste Nationale Sportkommission f. d. Kraftfahrtsport
Der Vorsitzende: Univ.- Prof. Dr. Harald Hertz*