



# Regulations

Stand 27.02.2017

## Time table

### Friday May 12<sup>th</sup> 2017

3.00 pm – 6.00 pm Documents control, getting start numbers and rally plates

### Saturday May 13<sup>th</sup> 2017

7.00 am – 8.30 am Documents control, getting start numbers and rally plates

8.30 am – 8.45 am Briefing

9.00 am Begin issuing the road books

9.15 am Start 1. car, 1<sup>st</sup> leg

0.15 pm Arrival 1. car at lunch break

1.15 pm Restart 1. car for 2<sup>nd</sup> leg

5.00 pm Arrival 1. car at the finish

7.00 pm Dinner

8.00 pm Price giving and publishing the final results

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## 1. Organisation

### 1.1 Organiser

British-Classic  
c/o Marcus Pieper  
Zur Warthe 37a  
33106 Paderborn  
Germany

### 1.2 Rally office (Head Quarters)

Up to May 11<sup>th</sup> 2017  
Marcus Pieper  
Zur Warthe 37a  
33106 Paderborn  
Tel. +49 (0)171 6854228  
E-Mail : marcus.pieper@t-online.de

During the rally, the rally office will be located at the start- and finish location:

Gut Redingerhof  
Renkerweg 1  
33175 Bad Lippspringe

### 1.3 Officials

Chairman : Marcus Pieper  
Clerk of the course : Dieter Seidel  
Results centre : Wolf-Dieter Klemz  
Scrutineering : Dieter Seidel

## 2. Discription of the event

The British Classic is a navigational rally open for british cars built before 1988. It is not a high-speed event, and you have to recognize the traffic rules at any time.

There are two classes: Sport class (average speed 45km/h) and the touring class (average speed 40 km/h)

### 2.1 Overall distance

The overall distance of the ideal rally route is about 250 km in the sporting class and about 220 km for the touring cars divided in two legs.

## 2.2 Number of competitors

The number of competitors is restricted up to 50 teams

## 2.3 Rules of the event

- the german traffic rules ( STVO )
- the german rules for „cars on the road“ ( STVZO )
- rules of the local authorities
- rules of the organisers of the event

# 3. Cars

3.1 There are only british produced three- and fourwheelers permitted which have to confirm with this regulations and the regulations in there home countries.

## 3.2 Technical equipment, stop watches, measuring tools

Mechanical or electro mechanical measuring tools and electronic stop watches are allowed. Laptops, navigation instruments or something like that are prohibited.

Mobile phones are only allowed to use in case of emergency

## 3.3 Changing the car

If the car or a member of the crew has to be changed, for what ever reason, the organizers have to be informed not later then 1 day before the rally.

## 3.4 Switching driver and navigator during the event

Driver and navigator are allowed to change the wheel at any time during the event if they both own a valid drivers license.

## 3.5 Teams

A team consists of a car and at least 2 persons.

The co-driver needs to be at least 14 years old and, if younger than 18 years, he or she has to show an assent of the parents.

## 3.6 Advertising

Too big decals or those causing offence on the car are not allowed. In doubt the scrutineerer will decide together with the team.

## 3.7 Rally plates, competition numbers, and organizers advertisement

Each team gets two starting numbers for the doors (left and right) and two rally plates which have to be fixed in the front and the back of the car without overlapping the license plate.

## 3.8 Scrutineering

We may have a scrutineering

## 4. Entries

### 4.1 Entry form

The entry form has to be send by e-mail to Marcus Pieper before April 1<sup>st</sup> 2017   marcus.pieper@t-online.de

### 4.2 Entry fee

The entry fee is 150€ for a team with 2 people and one car. It has to be paid to the bank account of Marcus Pieper:

IBAN: DE 36 2501 0030 0449 8803 08

BIC : PBNUEFF

Please state the name of the driver.

4.3 The entry fee includes : Road book, rally plates and decals, lunch and Dinner on Mai 13<sup>th</sup> for two persons and awards up to the fifth position in each class.

### 4.4 Acceptance

By sending in the entry form the team accepts all the regulations of this event.

### 4.5 Refund of the entry fee

The entry fee will be refunded:

-in case of a refusal of a team by 100 %

-in case the event will be cancelled by 80%.

### 4.6 Withdrawn of an entry

In this case there will be no refund of the entry fee.

### 4.7 Confirmation

The confirmation of the entry will be send by e-mail after March 31th 2017

### 4.8 Bulletins

Changes and additional will be announced by „ bulletins“ in numerical order. They will be part of this regulations and will also be published on the notice board

## 5. Running of the event (Implementing provisions)

### 5.1 Notice board

There is a notice board at the start park. All announcements, starting lists and results will be published there, as well as the bulletins.

### 5.2 Schedule

All time schedules published before the event are provisional. The final timetable will be announced on the official notice board.

### 5.3 Document requirement

*The following valid documents must be submitted:*

Driver's license

Vehicle documents

Certificate of insurance (green card)

Confirmation

Vehicles registered in Germany must be insured with the legally required minimum insurance sums. Vehicles registered in other countries must have liability (3rd party) insurance cover of at least € 1,000,000. When submitting the entry, the driver declares that the vehicle is sufficiently insured.

After the acceptance of the complete required documentation the organizer will issue the following : Rally plates, start numbers

### 5.4 Briefing

The driver briefing will be on Saturday, May 13, 2017, after the official welcome.

***Participation is obligatory.***

### 5.5 Start procedure and Start parc

15 min before the individual start time each team will get the road book at the starters table.

Start by start number (ascending - lowest first). The vehicles will be started in 1 minute intervals.

The respective start times of all teams will be announced on the official notice board at least one hour before the start of the first vehicle.

A so-called Start parc is set up directly before the start time control "ZK" (see Road book). Teams must have joined the Start parc in their respective Positions at least 5 minutes before their allotted start time.

At the start, each team will be handed a board card with their respective start time.

### 5.6 Restart second leg (*after the lunch break*)

The restart time will be communicated to the teams on arrival at the lunch break time control.

The predefined restart times must be observed according to the rules of a time control (see point 7.5).

At the restart time control "ZK" the actual start time will be recorded in the new control card.

### 5.7 Time controls

Teams arriving at the time controls later than their ideal time to a maximum of 45 minutes late are subject to penalties listed in point 12.

### 5.8 Evening - Awards ceremony

The awards ceremony will take place during evening of the event.

The awards are an integral part of the event.

## 6. Driving instructions

### 6.1 Organiser time

Only the "Organiser time - Official clock" is valid during the event.  
An official clock can be viewed at the time controls (ZK).

### 6.2 Traffic regulations

By submitting the nomination, all drivers undertake to comply with the applicable road traffic regulations during the entire rally. In the event of noncompliance, the organizer reserves the right to penalise the participant according to point 12 of the regulations or to exclude him completely from the event.

### 6.3 Failure to finish first leg - Restart

If a team cannot finish the first leg due to technical reasons, it is possible to continue the rally, re-joining at the beginning of the second leg. All unchecked controls and test results will be penalised according to the table set out in point 12.

### 6.4 Route closures diversions

In the case of a closed road, the participants follow the diversion signs until they are back on the original route. If the organiser is informed in time the changed route will be marked with directional arrows from the organisers. You have to follow them until one of these signs points vertical to the ground. From this point on you have to find and drive the particular road that brings you to the point of the ideal road from where you can drive the most of the ideal road further on.

In the case extended travel times due to such a diversion resulting impossibility of reaching controls (DK's) and/or time controls (ZK's) within the opening time specified in the Road book, the organizer will decide about a possible cancellation of the control and the related penalty points and inform the participants accordingly. Participants are always obligated to comply with the applicable road traffic regulations.

### 6.5 Environmental rules

Participants must ensure that parking spaces are not contaminated with oil, gasoline or other liquids. Suitable materials for absorbing environmentally hazardous substances should be carried by the teams, this includes oil binding materials or tarpaulins (4x2m) which are to be used when the vehicle is at a standstill and liquid loss is apparent.

In the case of repairs every precaution should be taken to ensure that the environment is in no way contaminated, this applies particularly to ground water contamination. Each participant is personally responsible.  
For verified contamination of surfaces or environmental damage the individual responsible for causing the damage or the vehicle owner is liable.

### 6.6 Service vehicles

In order to ensure fair competition throughout the rally, no service or other accompanying vehicles is allowed to use the rally route. (except in the case of assistance for breakdowns)

## 6.7 Unsporting behaviour

Participants who behave in an unsporting manner in relation to other road users, other rally teams, spectators, passers-by and/or the organisation team—marshals and others - will be penalised at the discretion of the arbitral tribunal.

If an official complaint is lodged with the organiser against a participant, after reviewing the case, the arbitral tribunal may penalise the participant with a minimum of 333 points.

If the complaint was justified, additional penalties may be imposed up to immediate exclusion from the event.

## 6.8 Speed checks

The organiser may make secret speed checks. In the event of speed violations, the team will be penalised with penalty points.

In the case of speed measurements, the organiser will allow a tolerance of 10% to the permitted speed.

In the case of the measured speed exceeds 50% over the permitted speed, in accordance with point 12 of the regulations, the team will be excluded from the event.

Speed measurements made by the police or other authorities remain unaffected.

Infringements, reported to the organiser by the authorities, will be dealt with by arbitration. Additionally, participants will be penalised according to point 12 of the regulations without tolerance.

In residential areas, the rally speed is always 30km/h, even if 50km/h is allowed.

# 7. Road book and board card responsibilities

## 7.1 Road book

The road book will be issued 15 min prior to the start of a team at the starting table. It contains the special rules, all the details of the route, the transit and time controls as well as special tests.

The entire route is depicted by "Tulip diagrams" and map excerpts.

Distances are given both in kilometres and in miles.

## 7.2 Board cards (Control cards)

For both stages (morning and afternoon leg) there is a separate board card.

The respective board card will be handed to the teams at the appropriate time control (ZK) by the timekeeping marshal.

The names of the driver and the co-driver must be entered on the board card.

The allotted start times for each team are published on the notice board, or given in case of the lunch break by a marshal. The actual start time is entered on the board card by this timekeeping marshal (see 7.5).

The participant is obliged to check this time entry and, if incorrect, ensure that it is corrected by the marshal.

The ideal driving time to the next time control (ZK) is indicated in the board cards and should be added to the actual start time and entered in the appropriate field on the board card by a team member.

Any manipulation in the board card by the team will be penalised at the discretion of the arbitration board. Board cards which are not collected at midday and/or destination time controls cannot be considered for evaluation. Accordingly, all previously completed controls (DK's) and time controls (ZK's) will not be considered for evaluation.

### 7.3 Manned route passage controls (DK)

The manned route passage controls (DK's) are marked with a yellow and red shield ( with a stamp symbol).

At these DK's the participant's passage is confirmed by a stamp in the board card. The control can be approached without regard for the time, however, a stamp can only be given within the time window specified in the Road Book. The penalty for not visiting a DK is according to the table in item 12.

### 7.4 Unmanned route passage controls (DK)

Unmanned route passage controls (DK's) are orange signs with a black letter or a stamp symbol. They are 30cm x 30cm in size always good visible fixed at the right side of the ideal road.

The letters are to be entered in the appropriate boxes in the board card clearly and legible **with ball-point pens only** continually from the top left to the bottom right (without empty boxes) in the order in which they are visited.

At DK's with a stamp symbol sign the board card must be stamped in the next free box (stamp and stamp pad are each under the respective sign).

Subsequent changes in the board card are forbidden. Apparent changes to the respective DK entries will be evaluated as penalty points.

Unmanned DK's are possible at any time along the entire route. They are not shown in the

Road book. However there are no route passage controls placed in areas marked with a circle.

### 7.5 Time controls (ZK)

Time control tables are marked with a clock symbol on a red sign, after a yellow sign. The actual time will be written on the control card by a marshal in the moment the control card is given to him.

The ideal driving time from time control to time control is shown in the control card. The individual times – when to reach the time controls – have to be calculated by the teams. (see 7.2)

### 7.6 Opening and closing of route passage controls (DK) and time controls (ZK)

The manned route passage controls (DK) and the time controls (ZK) will be opened 15 min. prior to the sheduled time of the first competitor and will be closed 45 min. after the sheduled time of the last competitor. Each team has to reach the controls during this time window otherwise it will penelised with the maximum of penalty points for this control.

## **8. Special stages**

There are special stages during the event. You will find all the informations you need for this in the road book.

Opening times of the special stages: 15 min prior to the shedueld time of the first car to 45 min after the shedueld time of the last car.

### **8.1 Purpose at the special stage**

Matching a given time on this course as exactly as possible. (regularity)

## **9. File an objection**

To file an objection against the time keeping is not possible. In all other cases we provide a special page in the road book were you can write your protest on. Please give it to the organizers not later than 30 min after your arrival at the finish.

### **9.1 Jury**

After the event, a jury will decide about protests.

In doubt, the german text of this regulation is binding.

## **10. Results**

The results will be published as soon as possible on the notice board

### **10.1 Winner**

Winner of each class is the team with the lowest amount of penalty points.

### **10.2 Ex aequo**

In the case of equality the team with the better result on the special stage will be in front. If there is, still equality the oldest car is the winner.

## **11. Disclaimer**

See for disclaimer the website [www.british-classic.com](http://www.british-classic.com)

## 12. Penalty points

### *Special stage*

Deviate from the given time per 10 <sup>th</sup> oh a second	5 points
Knock over a pylon	50 points (max 400p)
Driving around a pylon in the wrong direction	100 points (max 400p)
Not correct driving a special stage	400 points
Not driving a special stage	800 points

### *Time control*

Too late per minute	20 points
Too early per minute	50 points
More than 45 min too late	800 points
Max penalty points	800 points

### *Route passage controls*

Missing a route control	300 points
Missing a manned route control	300 points

*Other reasons for penalties* : see german text