

Standard Supplementary Regulations for the FIA Trophy for Historic Regularity Rallies Rally de Asturias Histórico (ESP) – 02-03/06/2017



Approved by the ASN on 03/04/2017;
Visa number 17059.

Approved by FIA on 01/05/2017;
Visa number 4THRR.ESP.01.05.2017

PROGRAMME

Monday 3 April

09h00: Opening date for entries.

Monday 1 May

20h00: Publication of the Regulations.

Wednesday 24 May

20h00: Closing date for entries.

Tuesday 30 May

From 09h00: Road Book issued to Competitors (Escudería Pravia Autocompetición, C/ Miguel Primo de Rivera sn, 33120 – Pravia).

From 09h00 to 13h00: Competition numbers and documents issued to Competitors at Rally Office. Signing on, optional administrative checking.

Wednesday 31 May

From 15h00 to 18h00: Competition numbers and documents issued to Competitors at Rally Office. Signing on, optional administrative checking

Thursday 1 June

From 09h00 to 13h00: Competition numbers and documents issued to Competitors at Rally Office. Signing on, optional administrative checking

From 15h30 to 17h30: Shakedown (AS-347)

18h00: First stewards' meeting.
Place: Hotel La Casona del Busto
C/ Rey Don Silo 1.
33120 - Pravia

Friday 2 June

8h00-12h30: Competition numbers and documents issued to Competitors. Administrative checking according to the following schedule (*) at Rally Secretariat (Rally HQ).

| | |
|---|-------------|
| 8h00-12h30 | cars 90 - 1 |
| (*) An individual timetable will be published, and a time control will check the exact time for each crew Signing on. | |

8h30-13h00: Scrutineering according to the following schedule (*) at Plaza de Porlier, Oviedo:

| | |
|---|-------------|
| 8h30-13h00 | cars 90 - 1 |
| (*) An individual timetable will be published, and a time control will check the exact time for each crew Signing on. | |

13h30: Second stewards' meeting
Place: Rally Secretariat
RIDEA (Real Instituto de estudios Asturianos)
Plaza de Porlier, 9 - Oviedo

8h30-14h00: Cars enter Start Park.
(Plaza de la Catedral, Oviedo).
14h00: List of crews admitted to start and exact start times.
14h15: Helmets and overalls check, and then, time card issued to crews.
(Start Park, Plaza de la Catedral, Oviedo).
14h30: Ceremonial Start and Start of 1st leg.
(Start Park, Plaza de la Catedral, Oviedo).
20h39: End of 1st leg - Parc Fermé
(Parque Sabino Moutas, Pravia).
22h15: Publication of partial unofficial classification of 1st leg (Rally HQ).
22h15: Publication of starting order for 2nd leg (Rally HQ).

Saturday 3 June

8h00: Start of 2nd and last leg - Parc Fermé
(Parque Sabino Moutas, Pravia).
18h47: Finish of 2nd and last leg - Parc Fermé.
(Parque Sabino Moutas, Pravia).
19h30: Final checks. (Ford Autopravia, Pravia)
20h30: Podium ceremony – Parc Fermé
(Parque Sabino Moutas, Pravia).
21h15: Publication of provisional final classification. (Rally HQ).
21h45: Publication of final results and opening of Parc Fermé.
22h00: Prize-giving.
(José Barrera Auditorium, Pravia)

OFFICIAL NOTICE BOARD

- At the website: www.rallydeasturias.com
- At the Rally Secretariat / Permanent Secretariat
Place: "HOTEL LA CASONA DEL BUSTO"

1 - ORGANISATION

1.1 Definition

The organiser of the 9^o Rally de Asturias Histórico (ESP) which takes place between 01-03/06/2017 is the ESCUDERIA PRAVIA AUTOCOMPETICION

Address of the organiser's permanent Rally Secretariat

From Saturday 3 April to Thursday 1 June:

From 19:30 to 21:00

ESCUDERIA. PRAVIA AUTOCOMPETICIÓN.

C/ Miguel Primo de Rivera sn. Edificio Biblioteca Municipal
33120 – Pravia (Asturias).

Phone: (+34) 651 83 46 10

Fax: (+34) 902 00 92 03

E-mail: escuderia@praviaautocompetición.com

Web: www.rallydeasturias.com

On Friday 2 June - From 8h00 to 14h00
RIDEA (Real Instituto de estudios Asturianos)
Plaza de Porlier, 9 - Oviedo
Phone: (+34) 651 83 46 10
Fax: (+34) 902 00 92 03
E-mail: escuderia@praviaautocompetición.com
Web: www.rallydeasturias.com

On Friday 2 June to End of Rally – From 14h00
HOTEL LA CASONA DEL BUSTO
C/ Rey Don Silo 1.
33120 – Pravia (Asturias)
Phone: (+34) 651 83 46 10
Fax: (+34) 902 00 92 03
E-mail: escuderia@praviaautocompetición.com
Web: www.rallydeasturias.com

The Competition is run in compliance with:

- the FIA International Sporting Code («the Code»),
- the national historic regulations applicable,
- the present Regulations and eventual Bulletins,
- the Highway Code of the countries covered by the Rally.

1.2 Organising Committee

President: Mr Pablo Lorenzo Menéndez
Members: Mr Ramón Abella Fernández
Mr Manuel Antonio García Carbajal
Secretary: Mrs Sonia de la Vallina Díaz

1.3 Officials during the Competition

| | |
|--------------------------------------|---|
| Clerk of the course: | Angel PANICERES (ESP) |
| Deputy clerk of the course: | Marcos VERANO (ESP) |
| FIA observer: - | Alessandro DEGAN (ITA) |
| Steward(s): | Vital C. VALLE (ESP) Ruth LAPIEZA (ESP) Marcos ALVAREZ (ESP) |
| Scrutineers (local appointments): | Francisco CASTILLA (ESP) Constantino PEREZ (ESP) Raúl ORDIALES (ESP) Miguel Ángel VALLE (ESP) Manuel ALVAREZ (ESP) Pablo ALVAREZ (ESP) |
| Chief scrutineer: | Victor VARELA (ESP) |
| Competitors' relations officer: | Enric MATTES (ESP) Julio NOVAL (ESP) |
| Secretary of the Competition: | Juan José ROSENDO (ESP) |
| Results service: | Secundino SUAREZ (ESP) |
| Timekeeping: | <i>Anube Sport</i> |

1.4 Supplements to the Regulations

The provisions of the present Regulations may be amended if necessary.

Any amendment or any additional provision is announced by dated and numbered bulletins, which form an integral part of the present Regulations.

Any bulletin issued after the beginning of administrative checking must be signed by the stewards.

These bulletins are posted in the Rally Secretariat and on the official notice boards and are also directly communicated to the participants, who must acknowledge receipt by signature unless this is materially impossible during the running of the Competition.

1.5 Application and Interpretation of the Regulations

The clerk of the course is charged with the application of the present Regulations and their provisions during the running of the Competition. Any case not foreseen in the present Regulations is judged by the stewards.

In case of any sporting dispute over the interpretation of the present Regulations, the English text is binding.

2 - ELIGIBILITY - TITLE

The results of the **9º Rally de Asturias Histórico (ESP)** count for the **FIA Trophy for Historic Regularity Rallies**;

National Title:

The **9º Rally de Asturias Histórico (ESP)** counts also for the "Campeonato de España de Rallyes de Regularidad para Vehículos Históricos".

3 - DESCRIPTION

The length of the FIA Historic Regularity Rally is :
462,71 km with **13** regularity test sections covering a distance of **150,22 km**.

The Competition is divided up into **2 legs** and **5 sections**.

The breakdown of the route as well as its time controls, passage controls, neutralisation periods etc. are described on the official Road Book which gives the crews all information they require to complete the route correctly (such as, for example, tulip diagrams, maps, etc.).

4 - ELIGIBLE VEHICLES

4.1 A Driver wishing to enter a vehicle for this Competition must ensure that, at the date of scrutineering and for the duration of the Competition, his vehicle is road-legal for the countries in which the Competition is to place.

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

The organiser may combine and/or subdivide any class.

4.2 Trip meters and other electronic equipment are free.

4.3 An FIA Historic Technical Passport («HTP»), an FIA Historic Regularity "Car Pass", an Identity Card issued by an ASN or a FIVA Identity Card must be submitted at scrutineering at the latest (see also Article 10.1).

4.4 All cars must be fitted with a safety tracking system. The installation will be checked at scrutineering. Instructions regarding collection, return and fitment will be issued by each Organiser. Any interference with the system(s) during the rally will result in the Competitor being reported to the stewards.

5 - ELIGIBLE CREWS - ENTRY FORMS - ENTRIES

5.1 A crew is made up of the first Driver plus one or more crew members as specified on the entry form.

The first Driver must hold a valid driving licence. Crew members may only drive the car if they are in possession of a valid driving licence.

Drivers must:

- either hold any kind of Drivers' Licence valid for the current year and the Competition,
- or obtain a "Regularity Rally Driving Permit" from the organiser. These "Regularity Rally Driving Permits" are issued during the administrative checking of the Competition, upon payment of a fee as specified under Article 6 (Entry Fees).

5.2 Anybody wishing to take part in the Historic Regularity Rally must send the attached entry form duly completed to the **Rally Secretariat**:

ESCUADERIA. PRAVIA AUTOCOMPETICIÓN.
C/ Miguel Primo de Rivera sn. Edificio Biblioteca Municipal
33120 – Pravia (Asturias).
Phone: (+34) 651 83 46 10

Fax: (+34) 902 00 92 03
E-mail: escuderia@praviaautocompetición.com
Web: www.rallydeasturias.com

The organiser must receive this entry form before the **Wednesday 24 May at 20h00** at the latest.

Details concerning the crew members may be sent in beforehand and up to administrative checking. The replacement of a Driver or of the car may only be made before the beginning of the administrative checking and must be approved by the Organising Committee. All crew members may only be replaced with the agreement of the stewards.

5.3 Team Entries

There are no awards for Team Entries.

5.4 On submitting the entry form, all Drivers undertake to abide by to the prescriptions of the present Regulations.

6 - ENTRY FEES – INSURANCE

6.1 Individual entry:

The competition entry fee for each car is fixed at **450 Euros**.

This entry fee includes:

- 1 Service Plate
- Insurance
- GPS
- Rally plates (including 2 Competition numbers)
- Advertising material
- 1 Road Book and Supplementary Regulations
- 2 Official diners
- *accreditation for foreign competition vehicles* (see note below).

NOTE - "Foreign Competition Vehicles"

In compliance with the national traffic instructions 15/TV-86 as issued by the Spanish Traffic Department, competitors with foreign competition vehicles are requested to complete and to submit an additional application form.

This application procedure does not require the payment of additional tax (this tax is part of the above entry fee for the competition).

Payment Details:

Escuderia Pravia Autocompetición

Bank: **Banc Sabadell**

SWIFT CODE: **BSABESBBXXX**

IBAN account nº: **ES13 0081 5400 9100 0105 2310**

6.2 Entry fees are refunded in full:

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

6.3 The organiser provides the following insurance to the crews:

- Compulsory to third parties liability under the current Spanish regulations (Law 21/2007 of 11th July).
- The payment of those sums for which participants may become civilly liable as a result of accidents or fires caused by vehicles taking part in the event,
 - up to a maximum of 70.000.000 Euros per accident for personal injuries
 - and 15.000.000 Euros for material damages.

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 of the Competitor.

7 - ADVERTISING

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

The organiser's obligatory advertising will be published in a bulletin.

8 – GENERAL OBLIGATIONS

8.1 Crews

Only crews specified on the entry form are admitted to the start.

If one member retires or if an additional party is admitted on board, the car may be excluded from the Competition.

8.2 Starting Order - Plates – Numbers

8.2.1 - The start will be given in the order of the Entry List.

Any crew arriving late at the start of the Competition or of a leg or of a section (restart after a regrouping) may be penalised by the stewards, at their discretion.

8.2.2 - The organiser shall supply each crew with **1 Rally plate** and **2 competition numbers**.

8.2.3 - The Rally plates, which also carry the car's Competition number, must be fixed to the front and if stipulated to the rear of the car in a visible position for the duration of the Rally. They must under no circumstances, cover the car's licence plates, even partially.

If used, Competition numbers provided by the organiser must appear on both sides of the car throughout the whole Rally.

In some cases, the organiser may require Competitors to temporarily remove or cover the Competition number(s).

If it is ascertained at any time during the Competition that any Competition number, if used, or Rally plate is missing, a time penalty may be imposed.

8.3 Time Card

8.3.1 - Each crew is given a time card showing the times allowed to cover the distance between two time controls. This card is handed in at the place designated by the organiser and replaced by a new one at the start of the next section. Each crew is solely responsible for their time card.

Time cards must be handled as instructed by the organiser. Competitors not handling time cards as instructed are liable for penalties.

8.3.2 - The regularity test sheets, if any, are an integral part of the time card.

8.4 Traffic laws – Repairs

8.4.1 - Throughout the entire Competition, the crews must strictly observe the traffic laws of the countries covered. Any crew which does not comply with these traffic laws is subject to penalties at the discretion of the stewards, as follows:

- 1st infringement **250 Euros penalty**.
- 2nd infringement: possible disqualification.

Exceeding the maximum speed permitted by the traffic laws on two (2) occasions at any time during the Competition including during the regularity test section shall result in disqualification.

In the case of an infringement of the traffic laws committed by a crew participating in the Competition, the police or officials noting the infringement must inform the offender thereof in the same way as for normal road users.

When the regularity tests sections utilize closed roads where the legal speed limit does not apply, then the speed limit will be defined by the organisers and will be treated, for penalty purposes, in the same manner as the legal speed limit.

8.4.2 - Repairs and refuelling are permitted throughout the Competition, except in those cases expressly forbidden by the present Regulations and/or by the official Road Book. Change of engine, gearbox or final drive during the Competition is forbidden. Failure to observe these rules may lead up to disqualification from the Rally, at the discretion of the stewards.

Service cars are forbidden to park or to assist within 300m 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 disqualification. For an offence of parking within a forbidden zone, a cash penalty of **500 Euros** will apply.

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 disqualification of the Competitor.

8.4.3 - Crews are forbidden under pain of penalty which may go as far as disqualification:

- to block deliberately the passage of competing cars, or to prevent them from overtaking,
- to behave in an unsportsmanlike manner.

9 - RUNNING OF THE COMPETITION

9.1 Start

9.1.1 - The starting interval between the cars is **1 minute**. The start is given in accordance with the Programme.

9.1.2 - Crews must have their passage checked at all points mentioned on their time card in the correct order, under pain of a penalty.

9.2 Controls - General Provisions

9.2.1 - All controls, i.e. passage and time controls, start and the end of regularity tests, are indicated by means of FIA approved standardised signs (see also Appendix 1). The finish line and any intermediate time checks on the regularity test sections are not usually indicated. A sign "end of control area" is set up by the organiser at a maximum distance of 1km after the timekeeping at the finish line. This indicates to the crews that they have passed the last time control of the regularity test section.

9.2.2 - The arrival at a time or passage control from any direction other than that of the Rally or non-reporting at a time or a passage control entails a penalty.

9.2.3 - Control posts are ready to function at least 15 minutes before the target time for the passage of the first crew. They cease to operate upon instruction of the clerk of the course.

9.2.4 - Crews are obliged to follow the instructions of the marshal in charge of any control post.

9.2.5 - The distinguishing signs of the officials and marshals are as follows:

- road marshals will wear **orange jackets** marked "Comisario",
- post chiefs will wear **red jackets** marked "Jefe de Tramo".

9.3 Passage and Time Controls (TC) – Withdrawal

9.3.1 - Passage Controls

At these controls, the marshals simply stamps and/or signs the time card as soon as this is handed in by the crew, without mentioning the time of passage.

The lack of such a stamp and/or signature at a passage control entails a penalty.

The organiser may establish secret passage control/s at any point on the route. He may also establish un-manned control(s).

9.3.2 - Time Controls

- At these controls, the post marshal enters the time at which one of the crew members hands the time card to

the post marshal. The check-in time is the time obtained by adding the time allowed to complete the road section to the time of leaving the time control of the previous section.

- Any difference between the actual check-in time and the target check-in time is penalised as follows:
 - For late arrival: **10 points per minute or fraction.**
 - For early arrival: **60 points per minute or fraction.**
 - No entry made at a time control, or reporting outside the maximum permitted delay: **up to disqualification.**
 - Maximum permitted delay with regard to target time between two time controls: **up to disqualification.**

9.3.3 – Catching up

Provision shall be made for a crew who, for technical reasons, has missed during a leg a time control or a passage control (which can be secret) to be re-admitted to the following leg (day) and given a penalty **of the points of the worst classified in the first leg plus 300 points.**

The car may be subject to a further scrutineering.

In order to be classified, the car must report to the final control.

9.4 Regrouping Controls

9.4.1 - Regrouping Controls may be set up along the route. On their arrival at these regrouping controls, the crews hand the post marshal their time card. They receive instructions as to their restart time.

9.4.2 - The purpose of these regroupings is to reduce the intervals which may occur between crews. Thus, the start time from the regrouping control, not its duration, must be taken into account.

9.5 Regularity Test Sections

9.5.1 - The crews must complete the regularity test sections at one or more average speed(s) fixed by the organisers, with the approval of the relevant ASN. These average speeds imposed by the organiser may vary for the different classes. The minimum length of a regularity test section on public roads is 3km.

Generally, regularity test sections are organised on roads open to public traffic. Should the organiser decide to close the roads of the regularity test sections, he must provide the corresponding insurance coverage required by national laws. Classification based on the times set by the crews is established as follows:

1/10 point per 1/10 second of difference with the ideal time.

At his own discretion, the organiser must set up intermediate timekeeping points at any point on a regularity test section and should specify any more information about the organisation and running of their regularity sections. The minimum number of secret checkpoint will be one (1) per three (3) kilometers.

9.5.2 - Closed circuit regularity test sections

The number of laps at closed circular regularity tests is specified by the organiser. The target time is set by the organiser. A time is set for each lap. For time below or above the target time on each lap, penalty is imposed.

9.5.3 «Secret control joker»

For every leg (2), the worst secret control scored by each crew will be discounted for the classification.

9.6 Parc Fermé

While the vehicles are subject to «Parc Fermé» rules, any intervention on the car (repair, servicing, refuelling etc.) is forbidden except for safety reasons.

Organisers have the possibility to establish areas where the «Parc Fermé» rules apply (as regrouping, Start Parc Fermé and Final Parc Fermé).

10 - ADMINISTRATIVE CHECKING AND SCRUTINEERING - PENALTIES

10.1 Scrutineering before the Start

10.1.1 - Any crew taking part in the Regularity Rally must arrive at administrative checking and at scrutineering in accordance with the detailed timetable given in the entry confirmation.

The following papers must be presented at the administrative checking:

- driving licence,
- car documents as required by the national laws of the country where the car originates,
- insurance for the car.

10.1.2 - The scrutineering carried out before the start is of a completely general nature (checking of make and model of the car, year of construction, conformity of the car with the National Highway Code, etc.).

The relevant Identity Form (see Article 4.3) must be presented for each car at scrutineering.

The Competition numbers, if used and provided, and the Rally plates (made available by the organiser) will also be checked.

10.2 Final Control

At the finish of the Rally, the crews must make their cars available for a brief check by the scrutineers.

10.3 Summary of Penalties

Disqualification:

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|-------------|---|
| Art. 8.4.1: | Exceeding the maximum speed permitted by traffic laws on two (2) occasions. |
|-------------|---|

Possible disqualification: at the discretion of the stewards:

| | |
|-------------|---|
| Art. 8.1: | Withdrawal of a crew member or additional party on board, except for «force majeure». |
| Art. 8.3.2: | Correction or amendment on the time card without approval from a marshal. |
| Art. 8.4.1: | 2nd infringement of traffic laws. |
| Art. 8.4.3: | Blocking of cars, unsportsmanlike behaviour. |
| Art. 9.3.3: | Failing to pass the last time control of the leg. |
| Art.10.1: | Non-submission of the FIA/FIVA form for the car at scrutineering. |

Time Penalties:

| | |
|-------------|---|
| Art. 8.2: | Delay at the start of the Competition, a leg or a section: 10 points per minute or fraction up to 15 minutes |
| Art. 8.2.3: | Lack of a Competition number or a Rally plate: 100 points |
| Art. 8.4.1: | 1st infringement of traffic laws: 100 points |
| Art. 9.2.3: | Missing a passage or time control or arrival from wrong direction : up to disqualification |
| Art. 9.3.1 | No entry at a passage control: up to disqualification |
| Art. 9.3.2: | Late arrival at a time control: 10 points per minute or fraction up to 15 minutes |
| Art. 9.3.2: | Early arrival at a time control: 60 points per minute or fraction up to 15 minutes |
| Art. 9.3.2: | No entry at a time control or arrival outside the maximum permitted delay: up to disqualification |
| Art. 9.5: | For each 1/10 second below or above the |

| | |
|-----------|--|
| | target time at any time check: 1/10 point. |
| Art. 9.5: | Regularity test section not completed or not started : up to disqualification |
| Art. 9.5: | Stopping and/or waiting for target time on a regularity test section : up to disqualification |

11 - CLASSIFICATION - PRIZES - PROTESTS

11.1 Classification

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

By adding the penalties at all the secret controls(counting the secret control jokers) plus the penalties at any time control. The winner will be the crew with the lowest penalties.

11.2 Prizes - Cups

11.2.1 - General Classification

The first 3 crews will receive 2 awards (driver and codriver).

11.2.2 - Period Classification

2 awards (driver and codriver) for the winner of each period if there is a minimum of 3 starters in the period.

11.2.3 - Ladies' Classification

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

The organiser reserves the right to award further prizes.

11.3 Prize-Giving

The place and time of prize-giving is shown in the Programme.

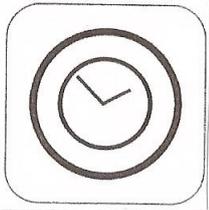
11.4 Protests

11.4.1 - All protests must be lodged in accordance with the Code.

Any protest must be lodged by one single crew and may only be lodged against one single crew or against the organiser.

11.4.2 - The decisions by the stewards are final.

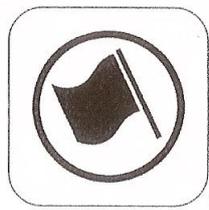
Appendix 1 : Regularity Rallies control signs



Time control



Passage control



Regularity test start



End of regularity test