



10-11 jun 2022  
CIRCUITO DE NAVARRA

classic festival  
**navarra**

## 2º NAVARRA CLASSIC RAID

Supplementary Regulations ENG (01/06/2022) in case of doubt, the spanish version will be valid

### Art. 1.- ORGANIZATION

1.1.- The Rallyclassics Club with the collaboration of the Navarra Circuit organizes the 2nd NAVARRA CLASSIC RAID, a regularity event for classic vehicles, on June 10-11, 2022. This Raid will be carried out with the authorization of the Gambling and Public Shows Section of the Government of Navarra, in accordance with the current Traffic Code, with the FEVA Regulation of Regularity rallies for Historic Vehicles, with these Supplementary Regulations and their possible supplements. and annexes.

#### 1.2.- DIRECTION

Raid Director: Tere Armadans

Timing Manager: Joao Procopio (MiRally SmartControl System)

Secretary of the event: Albert Verdaguer (Tf: 669005335)

Rel. Contestants: Nacho Rozas (Tf: 687511773)

#### 1.3.- STEWARDS PANEL

Alex Romani Balcells

Ramon Garcia

Anna Ferrer

#### 1.4.- AVERAGE AND REGULARITY

The teams must circulate respecting the traffic regulations at all times and comply with the average imposed by the organization. On dirt tracks, the imposed average will be limited to the authorized speed on each track.

#### 1.5.- EVENT FORMAT

The 2nd NAVARRA CLASSIC RAID will be made up of two Legs, and 14 Regularity sections on dirt tracks and on the Autocross Circuit.

1.5.1.- The first Leg will be held on Friday afternoon, starting and finishing at the Navarra Circuit.

1.5.2.- The second Leg will consist of 2 sections (one until lunch, and another until the end of the event), starting and finishing at the Navarra Circuit.

1.5.3.- The Raid has been measured with sensors on the rear wheels.

Timing will be done by GPS to the tenth of a second.

1.5.4.- The raid will have a test in the Autocross circuit, and tests of regularity, navigation, orientation (with compass bearings) and skill (some small trialera) along its route. Pedestrians or people on bicycles (Camino de Santiago) and tractors that are working have full priority.

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## Art. 2.- ADMITTED VEHICLES

### 2.1.- CATEGORIES

Classic vehicles manufactured until 12/31/1997 or with special interest (similar to the Dakar Classic) until the year 2000 will be admitted to participate.

- Category 4X4
- Category 4X2
- Category MOTORCYCLES
- TRUCKS category

### 2.2.- ADMINISTRATIVE CHECKS

Vehicles must comply with current regulations for their circulation on public roads (Circulation Permit, Compulsory Vehicle Insurance, ITV). Participants must sign a sworn statement of truthfulness of the data completed on the registration form, during the administrative checks. Foreign participants must prove the validity of their insurance and driving license in Spain.

### 2.3.- TECHNICAL CHECKS

Before departure there will be a mandatory technical verification. The technical control of the vehicles will consist of verifying, among other things, the tires, the triangles (2) or homologated V-16 emergency light and mandatory bibs (2), and the correct placement of the bibs and the mandatory advertising of the raid. The use of lower protectors (crankcase, differential, etc.), a fire extinguisher of at least 2 kg is mandatory, and skirts are recommended to prevent stones from being thrown from the drive wheels. It is recommended to carry slings to tow or be towed if necessary.

A deposit of €50 will be deposited for the two MiRally GPS/Transponder devices, an amount that will be refunded when they are returned.

### 2.4.- GPS

Each team will carry two MiRally GPS/Transponder necessary for the safety monitoring and timing of all participants.

These MiRally GPS are installed on the front windshield. On the motorcycles they will be indicated the most appropriate place for their placement.

The participating team is responsible for the correct use of the MiRally devices and for keeping them placed in the indicated place. Also to return them to the MiRally team at the end of the test or in case of abandonment.

## Art. 3.- ADMITTED PARTICIPANTS

Drivers with a valid driving license, valid for Spanish territory, will be admitted to participate; in the case of cars or trucks, boaters must be over 18 years old (or between 12 and 18 years old with written parental authorization).

Only registered members may occupy the vehicle. Participants are obliged, at all times, to respect the traffic code and these regulations, as well as the instructions of the members of the organization. Failure to comply with this or any other rule may result in the exclusion of the participant.



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#### **Art. 4.- INSURANCE**

In addition to the Compulsory Insurance that is required for each vehicle, the Organization has contracted insurance, guaranteeing the civil responsibilities that may incumbent on it arising from the holding of the event, with a limit of 600,000, - Euros.

#### **Art. 5.- REQUESTS FOR REGISTRATION**

##### **5.1.- REGISTRATION DEADLINES AND PRICES**

The registration application deadline will be May 31, 2022, or until the capacity is exhausted.

Registration includes:

- Rabbit Regularity Course
- 1 digital road-book\* (for motorcycle teams, 2 will be delivered in roll format)
- 2 dorsal
- 1 adhesive raid plate
- 2 small adhesive plates
- GPS
- Computerized classifications
- Trophies for the winners

\*To use the digital roadbook you have to download the Rabbit Rally 2.0 application, available on Google Play and the Apple Store

Basic registration €345

Extras: Printed roadbook car €19

##### **5.2.- LIMITATION AND ORDER OF REGISTRATION**

The number of participants is limited to 90 teams, per selection, among the correctly received and paid registration applications. The organizing committee may reject any registration, with the sole duty of reimbursing the registration rights to the team. The organizing committee may designate some of the registration requests as reserves. Among the selected applications, there will be some first numbers assigned by the organizing committee, and the rest of the numbers will be assigned with the following criteria: by the age of the vehicle, and then by strict order of receipt of payment of registration fees.

In the event that the raid must be postponed or suspended, due to force majeure, participants may choose the following formulas:

- a) Save the full registration until the date of the actual celebration of the event
- b) Recover 100% of the registration if the suspension occurs more than 3 weeks in advance; 75% if the suspension is between 1 and 3 weeks before the event; or 50% if the suspension is the same week as the event.

The list of teams admitted to participate will be announced on May 28, and will be final. Teams not admitted will have their registration fees returned.

##### **5.3.- PROCEDURE**

1. Fill out and send the registration request form on the website [www.RallyClassics.Org](http://www.RallyClassics.Org)
2. Make a transfer in favor of Club RallyClassics in the account number. From BBVA, ES48 0182-

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9764-23-0200001717, indicating the name of the first driver in the concept.  
The bank details for foreign teams are: IBAN: ES48 0182-9764-23-0200001717  
SWIFT CODE: BBVAESMMXXX.  
3. Send the receipt by e-mail to [rallyclassics@rallyclassics.org](mailto:rallyclassics@rallyclassics.org)

All this must be received by RallyClassics before the registration closing date.

#### 5.4.- RESPONSIBILITIES AND COMMITMENTS OF THE TEAMS

The participants will be personally liable for their own civil liability or against third parties, and declare that they release the organization from all liability arising from the use of their vehicle, both for material or bodily damage of which they could be victims or authors, by the mere fact of sign up for this test.

Participants are recommended to have an EMERGENCY KIT consisting of: mobile phone, gloves, slings, and try to carry as much fuel as possible in the vehicle's tank.

It is recalled that the teams must communicate their abandonment or their intention to continue in the rally raid after not disputing any of the regularity sections by calling the S.O.S. (0034) 669 005 335 (article 6.8.3).

The participating teams must be aware that any problem that arises during the rally raid must be resolved by the team itself (breakdowns, losses on the itinerary, accidents, punctures, lack of gasoline, etc.), preparing the rally raid conscientiously.

The management of alternative routes or abandonment must be carried out by the participating team itself. The function of the broom car arranged by the organization is to know the situation of the teams that leave (especially in areas without telephone coverage) and, if feasible, solve eventualities. If there is no member of the team next to a vehicle found within a regularity section or liaison sector, it will be considered that the team has abandoned and does not need any type of help.

In the closed parks, as they are areas open to the public, the organization will not be responsible for the objects that could be left in the vehicles, nor for the vehicles themselves; Each team will be responsible for locking their car properly and removing any valuables from inside.

#### Art. 6.- DEVELOPMENT OF THE EVENT

##### 6.1.- DESCRIPTION

The raid will consist of 2 Legs, described in Art 1.5.

The total route will be approximately 300 kilometers, with 14 regularity sections on land, which will add up to a total of about 240 km.

Participating teams must follow the route indicated in the digital road-book (a printed copy can be ordered in the registration form).

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## 6.2.- INTERVAL BETWEEN THE TEAMS and START ORDER

The interval between each team will be 1 minute throughout the event.

## 6.3.- TIME CONTROLS

A series of virtual time controls will serve to verify that the teams have gone through the proposed itinerary, and to determine the penalties that must be applied to each team. Said route must be covered in its entirety in the times determined by the Road Card and with an average speed of less than 50 km/h.

### 6.3.1.- PENALTIES AT TIME CONTROLS

At the Time Controls there will be a marshal, who will attest to the time of passage of each number, and will record it in his notebook. Said registration will be unappealable. To the team that arrives late to the Time Control, the marshal will assign a new start time, from which the team will have to make their calculations to face the rest of the route.

Each team must pass the Control panel within half a minute (eg: if their theoretical time is 4:34 p.m., they will have the 30 seconds between 4:34:00 p.m. and 4:34:29 p.m.; If their theoretical time is 7:15 p.m. '30', may pass between 7:15:30 p.m. and 7:15:59 p.m.).

In these time controls penalizes both the advance (10 points for each half minute or fraction), and the delay (5 points for half a minute or fraction). Instead, at the end of each section, only the delay is penalized, at the rate of 5 points per half minute or fraction.

A delay of more than 15 minutes at any Time Control will entail a penalty of 75 points. At the time control at the end of each lap, it will NOT be penalized to enter early.

### 6.3.2.- AUTOMATIC CANCELLATION OF A TIME CONTROL

If 20% of the teams are penalized for delay in the same time control, this control will be automatically cancelled.

## 6.4.- OFFICIAL TIME

The official time of the Raid will be the one provided in the Start Time Control.

## 6.5.- CALIBRATION SECTION

The calibration section will be published on the web. It is located near the Navarra Circuit, and measures 7,622 m

## 6.6.- SELF-FREE START IN THE REGULARITY STAGES (MONTE-CARLO TYPE)

At the start of the Regularity Sections, there will be NO Time Control. The teams will NOT have a pre-established start time in the Regularity Sections, and will start when they arrive at the Regularity Section, at the round minute (second 00”).

At the start of the Raid, all the teams will receive a Route Card, with the time to invest between the Time Controls. Between said TC, there may be 1 or several Regularity Sections, with free Auto-Start.

## 6.7.- REGULARITY SECTIONS

6.7.1 The teams must absolutely respect the traffic code. The steps through the towns will be especially observed, where the teams must exercise extreme caution, give a good example of coexistence -for the good image of the regularity tests-, with its inhabitants (avoid unnecessary noise, inappropriate speeds, extra headlights) . If we show respect and civility behind the wheel, historic vehicles and their drivers will also be respected. For this purpose, there may be Commissioners en Route, who as "judges of facts" can rule the exclusion "in situ". Keeping the long-range lights on when coinciding with other road users may be grounds for immediate exclusion.

6.7.2 The use of ouvriers or assistance (or support teams, friends, etc.) circulating in any section is strictly prohibited, under penalty of exclusion and non-acceptance of registration in the tests organized by RallyClassics.org

6.7.3 Any team that does not go through a regularity section may continue in the event if it notifies, within a maximum period of one hour (with respect to its theoretical start time of said section), to the S.O.S. (0034) 669 005 335. The lack of notice in the first hour by not going through a section will entail a penalty at the discretion of the College of Sports Commissioners, which could go as far as exclusion.

6.7.4 The secret controls will be virtually dismantled 15 minutes after the theoretical time of passage of the last participant, unless the address of the raid is indicated.

6.7.5 It is totally forbidden to stop within the regularity sections, except for a breakdown or cause of force majeure, and to drive in the opposite direction to that provided in the roadbook.

6.7.6 The organization may attribute "handicaps" to the different regularity sections, these handicaps will be determined by race direction and communicated at the beginning of the section or section. By default, the handicap to be applied will be equal to 1.

6.7.7 The maximum penalty that will be applied when a team goes through the secret controls late (before being dismantled) will be 50 points. Not going through these controls will be penalized with 100 points.

#### 6.8.- SECRET CONTROLS

6.8.1 There will be a minimum of 600 Secret Controls in the Raid. The secret controls located in the regularity sections will take the times to the tenth of a second, with penalties of one point for each second (and one tenth of a point for each tenth of a second).

6.8.2 The secret controls will never be located in the 500 meters following a STOP, to allow the teams to recover the average respecting the traffic code at all times. Nor will there be CS in the sections with averages imposed below 20 km/h.

#### 6.9.- PASSAGE CONTROLS

There may be checkpoints indicated by a banner. The lack of visa in these controls will entail a penalty of 100 points.

#### 6.10.- ASSISTANCE AND GAS STATIONS

With the aim of reducing costs, the raid has been designed to be carried out without assistance. During the itinerary there will be gas stations (some indicated in the road-book), which will allow the teams to participate without the need to carry any technical support. The minimum autonomy for the participants will be 120 km.

#### 6.11.- TIMING

6.11.1 INTERRUPTION OF A STAGE If for reasons beyond the raid a stage cannot be disputed by several teams, the best times may be awarded and the rest of the teams awarded a maximum of the penalty of the 10th classified.

#### 6.11.2 TIME ADJUDICATED BY THE ASSOCIATION OF SPORTS COMMISSIONERS

If for any reason a participant's time cannot be taken, the College of Sports Commissioners will make the decision it deems most equitable and fair to award said time, which will be final.

#### 6.11.3 "JOKER"

For all participants, 1% of the total number of Secret Controls will be canceled within the regularity sections, to compensate for possible delays due to traffic (encounters with tractors, trucks, bicycles, or people walking). These discards will only apply to delay penalties. They will be applied at the end of each stage and consequently may change the provisional classifications of some of the regularity stages. There will be a series of "NO-JOKER" Secret Controls to avoid benefiting teams that, after a navigation error, saw their error compensated with a Joker. These controls will be defined before the start of the rally, kept in a sealed envelope, and will remain in the possession of the College of Sports Commissioners.

### ART. 7.- CLASSIFICATIONS

The team that accumulates the least number of points will win, once the regularity sections and the penalties that may arise have been added. After the publication of the official classifications of each stage, there will be a period of 30 minutes for possible claims (in writing and with a deposit of €300) after which the classification will be official and unappealable.

#### 7.1.- CATEGORIES AND GENERAL TROPHIES.

To qualify for any of these trophies, the entire team (driver and co-driver) must be present at the award ceremony. Failure to attend this act will mean the renunciation of said trophies.

2 trophies will be awarded to the top three finishers in each of the categories; and 2 Trophies to the first three of the general classification of the event.

### Art. 8.- PERMANENT OFFICE

The permanent office of the organization, until June 8, 2022 at 2:00 p.m. will be located at Plaça Països Catalans, 49 – 08410 Vilanova del Vallès - (tel. 938 458 630) and from 10:00 a.m. on June 10 June will be located in the Permanent Office of the Navarra Circuit. (Tel: 669005335)



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## Art. 9.- FINAL PROVISION

Any other issue not contemplated in these Supplementary Regulations will be decided by the Panel of the Stewards.

## SUMMARY OF PENALTIES

Every tenth of a second of difference in the regularity section: 1 tenth of a point (maximum for delay 50 points per control; maximum for advance 50 points per control)

Exceed 30% average imposed, 1st time: 50 points

Exceed 30% average imposed, 2nd time: Up to EXCLUSION

Not respecting the Highway Code, not respect the speed limit in any town, 1st time: 50 points  
2nd time: Possible IMMEDIATE EXCLUSION

Advance in a Time Control: 10 Points for each half minute or fraction

Delay in a Time Control: 5 Points for each half minute or fraction

Exceed maximum delay in Time Control (15 min): 75 points

Maximum delay in Regularity Control: 50 points

Hourly or Regularity Control omitted (for each one): 100 Points

Stopping without justification in regularity section: Possible EXCLUSION

Skipped Pass Control (for each one): 100 Points

Failure to notify in the 1st hour not to go through a section: Possible EXCLUSION

Assistance outside permitted area: Possible EXCLUSION

Presence of Ouvreur or Assistance in the regularity sections: EXCLUSION, and non-acceptance of registration in the following RallyClassics events

Manipulation of the transponder: EXCLUSION, and non-acceptance of registration in the following RallyClassics events

THE EVENT DIRECTOR

1st May 2022

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