



XIX RALLY COSTA BRAVA HISTÒRIC

Supplementary Regulations (V1.0: 28/04/2022)

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Art. 1.- ORGANISATION

1.1.ANNOUNCEMENT

Club RallyClassics will organise a Regularity Rally: the **XIX Rally Costa Brava Històric by Motul** to be run from **27th to 30th October 2022**.

The rally will consist of **3 legs** (Thursday, Friday and Saturday), with a total distance of about 1.100 km, and with about 550 km corresponding to regularity sections on **perfectly paved roads**, avoiding any route or pavement in poor condition.

The event will be run with the "Servei Català de Trànsit" authorisation, in accordance with the Circulation Code, the FEVA (Federación Española de Vehículos Antiguos) regulations, and with these Supplementary Regulations and their Bulletins.

1.2. EUROPEAN REGULARITY TROPHY, & MEDITERRANEAN CUP

The **XIX Rally Costa Brava Històric by Motul** is a **Qualifying Event for the FIA TROPHY FOR HISTORIC REGULARITY RALLIES 2022**, and scoring for the **Mediterranean Cup** of Regularity rallies (along with the Sanremo Storico and Costa Smeralda Storico rallies).

The competitors must respect the average speeds imposed by the organisers (up to 50 km/h), and will be penalised for either early or late arrival at secret controls, measured to the tenth of second. The team that accumulates the fewest penalties (either by early or late arrival) will be proclaimed the winner. The measurement will be done by electronic timing devices and stewards.

The "**Rally-Sprint Costa Brava Històric**" is a new format reduced to a single Leg, on **Saturday**, for teams that want to participate but do not have working days to do so. These teams will start behind the Rally caravan, with an accumulated penalty corresponding to all the secret controls not disputed in the previous stages.

1.3. ORGANISATION TEAM

Rally Director: Albert Verdaguer
Chief of Results: Ramon Garcia
Event Secretary: Anna Ferrer Pons
Chief of Route: Jordi Parro Vidal
Competitor Relations Officers: Gina Giner

Art. 2.- VEHICLE ELIGIBILITY

The cars will be allowed to participate in the following FIA Categories:

Category E: Cars manufactured between 1st January 1947 and 31st December 1961.

Category F: Cars manufactured between 1st January 1962 and 31st December 1965.

Category G: Cars manufactured between 1st January 1966 and 31st December 1971.

Category H: Cars manufactured between 1st January 1972 and 31st December 1976.

Category I: Cars manufactured between 1st January 1977 and 31st December 1981.

Category J1: Cars manufactured between 1st January 1982 and 31st December 1985

Category J2: Cars manufactured between 1st January 1986 and 31st December 1990

Class K: Cars manufactured between 1st January 1991 and 30th October 1997 (*)

Prestige GT Class: Other vehicles of interest without age limit (*)

(*) Categories K and Prestige GT can participate and win the class trophies, but they will not have option to win the Rally general classification Trophies.

In addition, Class M will be admitted: Motorcycles built until October 30th, 1997.

All Vehicles are required to meet all road traffic regulations for their use on public roads, and the driver must hold a valid driving licence. Before the event Signing On will take place, during which competitors must provide proof of: Vehicle Registration Document, Insurance Certificate for normal road use, and Driving Licence.

On **Thursday 27th October** administrative and technical scrutineering will take place at the Palau Firal in Sant Antoni de Calonge. This scrutineering will include, but not be limited to, tyres, warning triangles (2), safety vests (2), extra lights, other equipment required for driving on the public road, and the correct positioning of rally numbers and event sponsor decals. The transponders will be placed on the car: each team shall deposit a 50€, that will recover once the transponder is returned to the organization.

Art. 3.- ENTRIES

Participants for the **XIX Rally Costa Brava Historic** will be selected by the organizers from the entry requests that have been correctly received and paid in full. The event is limited to **150 entrants**.

The organizing committee reserves the right to reject any entry, refunding any entry fee paid. If the event is oversubscribed the organizing committee may allocate reserve entries. In the event of cancelling the rally by force majeure reasons, the organisation will refund the entry fee (totally- or partially if they incurred already in justified expenses-) or will keep it for the next edition of the event.

3.1. REQUIREMENTS FOR ENTRY REQUESTS

Dates for registration are from **20th May to 20th October 2022**.

The entry for RALLY COSTA BRAVA HISTÒRIC by Motul includes:

Welcome bag of Palamós
2 dinners on route on Thursday (BBQ)
2 dinners on route on Friday
2 dinners on route on Saturday (Restaurant *Michelin)
2 presents RCBH
2 metal plates of collection
Road books legs 1+ 2+3
2 Side Numbers
1 Adhesive plate for the car
2 Small adhesives plate collection
Maps A3
Timekeeping Blunik
GPS Tracking
2 "Finishers" and trophies for the winners
Entrants insurance

RALLY COSTA BRAVA HISTÒRIC by Motul ENTRY FEE:

Class M	345 €
Class E/F	545 €
Class G/H	645 €
Class I/J1/J2	745 €
Class K/Prestige GT	845 €

Other rights and services:

Rally-Sprint Costa Brava (only Saturday stage)	245 €
Photo report	150 €

DISCOUNTS (except Golden Pack) to a minimum of 445 euros:

Papi Babler Trophy (combined age of crew exceeding 120 years or more)	- 100 €
Mixt crew (male-female) or Fathers & Sons	- 100 €

Female driver	- 200 €
100% female team	- 300 €
Junior Trophy (combined age of crew under up to 70 years old)	- 100 €
Rookie driver, 1st Participation in the rally	- 200 €
1 to 4 previous participations as driver	- 100 €
5 to 9 previous participations as driver	- 125 €
10 or more previous participations as driver	-150 €

The Premium "Golden Pack" registration includes (in addition to everything included in the normal registration):

- 4 hotel nights (BB) at the rally HQ, Hotel Trias, in a double room
- Transportation of the vehicle from Belgium, France, England, Greece, Portugal or Italy to Palamós, and return transportation (if there is a minimum of 6 vehicles from the same point of departure).
- Shuttle service from Girona or Barcelona airports to Palamós, and from Palamós to the airports.
- Service crew, offered by the RS, ETG and CTV mechanic schools: 4 people and 2 equipped vans.
- Pick up of drivers and vehicle in case of abandonment at any point of the rally route.
- Photo report

GOLDEN PACK PREMIUM ENTRIES:

Golden Pack Spain (or EU without transport)	1.350 €
Golden Pack Europe	2.950 €
Golden Pack UK	3.200 €

The entry list with the 150 teams will be published on 21st October, and will be unequivocal. Entry fees will be refunded to non accepted entries. Golden Pack entrants will have priority.

In case of withdrawal by the competitor by force majeure reasons, the 70% of the entry fee will be refunded if the competitor declares the withdrawal before the entries closing day. In case of withdrawal up to 24 hours before the start of the administrative checks, 50% of the entry fee will be refunded. After this, no entry fee will be refunded.

ENTRY PROCEDURE:

A). Complete the on-line entry form at www.rallyclassics.org and send via the website:

- Names, email address and telephone number of the driver and navigator.
- Make, model and cylinder capacity of the vehicle.
- Year of manufacture of vehicle.
- Selection of High or Low average

B). Pay the entry fee by credit card, Paypal or bank transfer to Club RallyClassics account number: IBAN ES48 0182 9764 2302 0000 1717, SWIFT CODE BBVAESMMXXX, showing the NAME OF THE 1ST DRIVER.

C) If you pay by bank transfer, please send the receipt to rallyclassics@rallyclassics.org

Art. 4.- COMPETITOR ELIGIBILITY, INSURANCE

Eligible participants:

Drivers possessing a valid driving licence appropriate for their vehicle, and valid for driving on Spanish territory. Navigators over 18 years old, or between 16 and 18 years old provided parental consent is given in writing.

Only the registered crew will be allowed to occupy the vehicle (driver and navigator). The participants must at all times obey the Highway Code, as well as any instructions given by the members of the organizing team. Failure to comply will result in exclusion from the event.

In addition to the obligatory normal road insurance that each driver must possess, the organizers will provide supplementary insurance cover against third party losses that could occur as a result of the competition, with a limit of € 600.000.

Both driver and navigator must contract an insurance "Participation Permit" through the organizer.

Art. 5.- RESPONSIBILITIES OF COMPETITORS

5.1 By entering this event, participants will uphold their own civil responsibility to third parties, and agree to save harmless and indemnify the organisation against any responsibility derived from the use of their own vehicle, property or bodily damages of those who might be victims or authors, for the mere fact of registering in this event.

5.2 The participants must be conscious that any problem during the rally must be solved by themselves (breakdowns, losses in the itinerary, accidents, punctures, running out of petrol, etc.). It is recommended that competitors equip themselves with maps, mobile telephones, documentations, cold weather clothing, information of petrol stations, etc.

5.3 The management of alternative routes or retirement is the responsibility of the participating crew.

5.4 The organisation can include in some stages an organisation car that will pass after the entry field to confirm the situation of any retired entrants (especially in zones without mobile phone coverage).

Additionally the organisation will be able to include a car with the exclusive function of transmission of messages and, if it is viable, to solve contingencies.

5.5 If in a regularity or link section, the organisation finds a vehicle with neither member of the team present, the entrant will be considered retired and that it does not require any kind of assistance.

5.6 *Entrants are reminded that it is obligatory to communicate their retirement or their intention of continuing in the rally after not attempting any one of the regularity sections, calling to the emergency telephone number S.O.S. 0034 669 005 335 (art.6.6.5).*

5.7 In the Parc Ferme, which will be open to the public, the organizers will not be responsible for objects in the vehicle, nor for the vehicles themselves; competitors will be responsible for securing their vehicle, and to remove any objects of value from the interior.

5.8 Once the vehicle is in the Parc Fermé, it won't be possible to take it out till the following leg individual start time. Only an authorisation from the Clerk of the Course could be given, through the Competitors Relations Officer. Crews located in the hotels outside of Paseo Marítimo, will be able to take their cars with the proviso of returning 30 minutes before their next departure time. The organisers will do an special card to drive out a car from the Parc Ferme. This card must be shown by the crew to drive out their rally car from the Parc Ferme.

5.9 It is totally forbidden to use "LED" lights and xenon, except for motorcycles. The lighting system must be in accordance with the period specifications for the vehicles in terms of look and appearance. The use of LED bulbs inside the headlights of the period is tolerated in accordance with the respect of the look and appearance of the period.

Art. 6.- EVENT FORMAT

6.1.DESCRPTION

6.1.1 The rally will consist of 3 legs (Thursday 1st Leg Prologue; Friday 2nd leg; and Saturday 3rd leg), with a total route of approx. 1.100 km of which approx. 550 km will be regularity sections.

6.1.2 The route of leg 1 will remain secret until **27th October** and the road-book will be handed out 15' prior the individual starting time. The 2nd Leg roadbook will be given on **28th October**, at 13h00 in the Rally HQ, Hotel Trias. Leg 3 will remain secret until the end of leg 2. The entire route is covered by Michelin Map 147, zoom Esc. 1.150.000, "Costa Brava, Barcelona y alrededores".

6.1.3 Crews will start at intervals of 1 minute.

6.1.4 Exceeding by 30% the average imposed between two secret controls inside a section of regularity will entail a penalty of 50 points, and recidivism will cause a penalty up to the exclusion.

6.1.5 Motorcycle teams must be made up of two motorcycles, which will start in pairs counting for all the controls the second motorcycle (the one that carries the timing transponder or GPS).

6.1.6 Official rally time will be displayed at the Start Podium.

6.1.7 During the 1st Leg, the starting order will be according the entry list numbers.

The starting order of the 2nd Leg will be according to the results set during the 1st Leg, with changes at the discretion of the organizer, and with the participants of High Average before those of Low Average.

The starting order of the 3rd Leg will be based on the partial classification after the 2nd Leg, with changes at the discretion of the organizer, and with the participants of High Average before those of Low Average.

The Motorcycles (Class M) will always start before the cars, with a 5-minute delay with the first car. The starting order can be always modified at the organiser's judgment.

6.2.CONTROLS

A certain number of controls (schedules, secrets and passing) makes it possible to ensure that the teams have followed the proposed itinerary well and determine the penalties to be imposed. These controls will be dismantled 15 minutes after the scheduled time for the last vehicle.

It is imperative to cover the entire itinerary, at the time fixed in the road book, at an average speed of less than 50 km / hour

6.3.CALIBRATION SECTION

A calibration section of between 5 and 10 km will be established, which will be published on Wednesday **26th October** on the website www.rallyclassics.org

In the roadbooks of each stage, along the itinerary, new calibration sections will be shown that can modify the initial calibration section and/or the previous one.

6.4.TIME CONTROLS

6.4.1 At these controls a marshal will record the time of passage of each competitor on his record sheet. This record will be indisputable.

If a competitor arrives late, the marshal will record **the new arrival time**, from which the competitor must recalculate their scheduled time for the rest of the leg.

6.4.2 Each competitor should enter the control (pass the control board) within their scheduled arrival minute (e.g. if their scheduled arrival time is 16h34, the competitor may enter during the 60 seconds between 16h34'00" and 16h34'59")

6.4.3 At Time Controls there are penalties for early arrival (10 points per minute or fraction) and late arrival (5 points per minute or fraction). At the end of a leg, only late arrival will take penalty of 5 points per minute or fraction.

6.4.4 Late arrival of more than 15 minutes at any Time Control will incur a penalty of 75 points.

6.4.5 If 20% or more of the competitors receive lateness penalties at any one Time Control, all penalties incurred at this control will be **cancelled** automatically.

6.5.REGULARITY FREE SELF-START (MONTE-CARLO STYLE)

6.5.1 At the regularity stages start, there will be no Time Control. Teams won't have previously any start time on the regularity stages, so they can make a self-start when they are ready. A Marshal will take note of the exact start time of each crew.

The actual start of the participant is adjusted to the nearest minute to the one that actually started (if a participant starts at 03 seconds, it is as if he had started at 00 seconds; and if he starts at 57 seconds, it is as if he had started at the second 60).

6.5.2 At each Leg start, all the teams will receive a Time Card, with the time allowed between two time controls. Between these TC, there may be one or several regularities, with free Self-Start.

6.6.REGULARITY SECTIONS

6.6.1 Competitors must absolutely respect road traffic regulations. To this end Driving Standards Observers will be in force and, as "Judges of Fact", can enforce immediate exclusion "in situ". Sections of regularity passing through villages will be especially observed. Failure to extinguish high beam and/or spot lamps when meeting oncoming traffic is also grounds for immediate exclusion. In the interests of the future running of the rally it is **VERY IMPORTANT** that crews demonstrate good road manners at all times, particularly in respect to the use of lights, including spot-lamps, excessive noise and excessive speed. It is critical that historic rally crews portray a responsible attitude at all times – the future of the rally depends on it.

6.6.2 It is completely forbidden for supporting vehicles (team, friends, etc) to enter the Regularity Sections, under pain of immediate exclusion and a ban on entering any event organised by Rallyclassics.

6.6.3 The Secret Controls located in the Regularity Sections will record the time of passage to the accuracy of one second (when controlled by stewards) or the tenth of second (when controlled by transponders). The penalties will be one point per second, and one tenth of point per tenth of a second, early or late.

6.6.4 The secret controls will never be located in the 2 km following the start of any large town/village, nor 500 meters after the start of the stage or a Stop, to allow the teams to recover the average respecting at all times the road traffic regulations.

6.6.5 Any competitor that does not attempt a Regularity Section will be allowed to continue in the event providing that they contact, **within one hour of their scheduled start time for the section**, the S.O.S. number **(0034) 669 005 335**, in which case they will incur a penalty of 100 points for each Secret Control missed. Failure to make contact within this hour will incur a penalty to be decided by the Stewards, up to and including exclusion.

6.6.6 Secret Controls will close 15 minutes after the scheduled time of the last competitor, unless otherwise indicated by the Rally Director.

6.6.7 It is completely forbidden for competitors to stop within a Regularity Section, except on grounds of vehicle breakdown force majeure; also it is forbidden to drive any part of a Regularity Section in the opposite direction to that indicated in the Road Book.

6.6.9 The maximum penalty applied at a secret control (before closing) will be 50 points. Failure to pass the above mentioned controls will incur a penalty of 100 points.

6.6.10 "Secret control Joker": in each section, the worst score for delay in a secret control of each participant, will be discarded for the classification, except in specific Secret Controls (pre-defined and kept in a closed envelope in the hands of the FIA observer) where the Joker will not apply.

6.7. PASSAGE CONTROLS

Passage controls will be indicated by a control board. Failure to obtain proof of passage at these controls will incur a penalty of 100 points.

6.8. SUPPORT CREWS AND FUEL HALTS

In the spirit of reducing costs the rally has been designed so that it is possible to compete without a support crew. During the itinerary there will be fuel halts, indicated in the Road Book, some of them opening specifically for the event, which will remove the necessity for support. Vehicles will need to be able to cover 250km between fuel halts.

Additional Attendance Points will be provided for motorcycles, and therefore they will need to be able to cover only 150km between halts.

Given the large anticipated number of competitors, the narrowness of the roads, and the limited space at regrouping points, **it is completely forbidden to receive service support outside of the zones explicitly authorized by the organizers.**

The authorized service zones will be informed to the teams during the administrative scrutineerings. The only place where competitors can receive external aid will be in these service zones. It is forbidden for pursuit vehicles to enter the Regularity Sections.

6.9. TIMEKEEPING

6.9.1 INTERRUPTION OF A STAGE

If, for reasons beyond the control of the organizers, a Regularity Section cannot be attempted by some crews, the Stewards can give the penalties to the 9 best crews, and then the 10th lowest penalty (maximum) to the rest of the crews.

6.9.2 TIME ADJUDGED BY STEWARDS

If, for whatever reason, the time of a crew cannot be taken, the Stewards will decide the fairest time to be given to the crew. This decision will be final and it will not be possible to protest it.

6.9.3 MANIPULATION OF THE TRANSPONDER

Any manipulation in the transponder or in its working will be penalized with an exclusion, and ban on entering any further events organized by RallyClassics.

6.9.4 NAVIGATION CATEGORY

In this category the competitors will not have timekeeping service, and consequently they will not have classifications. The Organisation may set controls if they consider necessary, in order to monitor the competitors entered in this category.

6.10. TROPHIES

The **Gentleman Classic Trophy** will be a classification between the teams using classic measuring systems, either mechanical measuring systems or only indicating distances (no averages or measures of time), as Halda, Retro trip, simple Branz. Drivers who sign up for wish to fall into this section, declare, under oath of honor, "Only use measuring equipment mechanics or that they can only show distances". GPS, computers, Smartphone, etc are not allowed in this category.

The "**Papi Babler Trophy**" will be awarded to the highest place crew whose combined age is 120 or more.

The "**Junior Trophy**" will be awarded to the highest place crew whose combined age is maximum 70.

The "**Ladies Trophy**" will be given to the best crews whose members are female.

The "**Fathers & Sons Trophy**" will be given to the best of those crews whose members are from the same family, but from different generations.

The "**Rally-Sprint Costa Brava**" Trophy will reward the best ranked team among those who dispute Saturday's stage exclusively.

And to promote the philosophy of teamwork, the **Teams Trophy** is created, in which the three best classified of each team will be counted. Each Team may enter a maximum of 4 teams under the same name. Once a team entry has been made, the entrant or team can't be modified.

6.11. RESULTS

The winning crew will be the one that accrues the least penalty points, being the combined penalties incurred during regularities (applying, in each case, the relevant handicap) and at Time Controls and Passage Controls. After publication of the provisional results there will be a period of 30 minutes for protests (to be given in writing with a deposit of € 300) after which the results will be declared final.

A pair of trophies will be awarded to the first three crews classified in the following categories:

General Classification
The Ladies Trophy
The Gentleman Classic Trophy
Each of the vehicle age categories

And they will also be given:

2 "Vilajuïga" Trophies to the crew making more "zeros" in a stage.
2 "Papi Babler" Trophies for the highest placed crew whose combined age is 120 or more
2 "Rally&Party" Trophies for the best crew.
2 "Rally-Sprint Costa Brava" Trophies for the best crew.
2 "Junior" Trophies for the best team in which the members accumulate 70 years maximum
2 "Fathers & Sons" Trophies

1 Team Trophy and 6 replicas for the highest placed team.

In addition, the Pindos Rally (Greece) will offer a free registration for 2023 to the overall winner.

Art. 7.- PERMANENT OFFICE AND COMPETITORS RELATIONS

The permanent office of the organizers will be located at Club RallyClassics: Plaça Països Catalans, 49 - 08410 Vilanova del Vallès (Barcelona) Spain until 21st October at 18h00.

From 26th October at 16h00 will be located at Hotel Trias (Passeig del mar, s/n, Palamós), Tel 0034 972 374 444 until 30th October at 12h00.

Competitor Relations Officer: (+34 619 121 768) from 27th October at 10h00.

SUMMARY OF PENALTIES

Each tenth of a second early or late at a Regularity Secret Check.	1 tenth of a point (maximum for delay 50 points per control, maximum advance 500 points per control)
Exceed 30% the average, 1st time	50 Points
Exceed 30% the average, 2nd time	Up to EXCLUSION
Failure to respect the Highway Code; failure to used dipped beam when passing oncoming traffic; failure to observe speed limits in towns and villages.	1st time: 500 points 2nd time: Up to EXCLUSION
Late departure from a Time Control	5 points per minute or fraction
Early arrival at a Time Control.	10 Points per minute or fraction
Exceeding maximum lateness at a Time Control (15 minutes).	75 Points
Maximum at a Regularity Secret Check (10 min or more)	50 Points
Failure to pass through a Time Control or through a Regularity Secret Check (per occasion).	100 Points
Stopping without justification on a Regularity Section.	Up to EXCLUSION
Failure to report at a Passage Control (per occasion).	100 Points
Failure to contact the S.O.S. number within 1 hour of the scheduled start time when not attempting a Regularity Section.	Up to EXCLUSION
Servicing outside of authorized Service Zones.	Up to EXCLUSION
Presence of chase car, service vehicle or similar in a Regularity Section.	EXCLUSION and ban on entering any further events organized by RallyClassics.
Manipulation of the transponder	EXCLUSION and ban on entering any further events organized by RallyClassics.

