



BALKAN CLASSIC RALLY in POLAND

26 - 28.06.2020

SUPPLEMENTARY REGULATIONS

VERSION RELEASED ON 13.03.2020

CONTENT

1. INTRODUCTION	2
2. ORGANISATION	2
3. PROGRAMME	3
4. ENTRIES	4
5. INSURANCE	7
6. ADVERTISING AND IDENTIFICATION	7
7. TECHNICAL REQUIREMENTS	7
8. FUEL	7
9. TYRES AND WHEELS	7
10. RECONNAISSANCE	7
11. ADMINISTRATIVE CHECKS	8
12. SCRUTINEERING	8
13. RUNNING OF THE RALLY	9
14. OTHER PROCEDURES	10
15. FINAL CHECKS	11
16. PRIZE LIST	11
17. PROTEST	11
APPENDIX I - TECHNICAL REGULATIONS	12
APPENDIX II - PRELIMINARY ITINERARY	17
APPENDIX III - RACE NUMBERS, POSITIONING AND ADVERTISING	19
APPENDIX IV - AMMENDMENTS TO THE 2020 FIA REGIONAL RALLY SPORTING REGULATIONS	20
APPENDIX V - RALLY SAFETY SYSTEM – INSTALLATION AND OPERATION MANUAL	21

1. INTRODUCTION

1.1 General

RBI SPORT is the organizer of the 4th edition of Balkan Classic Rally, that will be held in Poland, named for 2020: “Balkan Classic Rally in Poland 2020” (hereafter named “the rally”), an international event for historic cars to be held from 26th to 28th June 2020.

The rally will be run in compliance with the 2020 FIA Regional Rally regulations and its Appendices, 2020 FIA Appendix K both with some freedoms and with these Supplementary regulations.

These Supplementary regulations supersede all other regulations.

Modifications, amendments and/or changes to these Supplementary Regulations will be announced only by numbered and dated Bulletins.

Additional information will be published in the Rally Guide, issued 30 days prior to the rally.

Should any dispute arise as to the interpretation of these regulations, only the Panel of Stewards has the authority to decide.

The organizer reserves the right to interpret, change and supplement these Regulations and to cancel part of the itinerary or the complete rally. The organizer does not take any liability for damages and/or losses and/or harms both occurred to Competitors/Crews and/or their personnel and/or their accompanying persons and/or their equipment and caused by them damages and/or losses and/or harms towards third parties, through the whole duration of the Rally. By signing the entry form the Competitor/Crews, his personnel and his accompanying persons declare obey to these regulations as well as to traffic rules, fire safety and other applicable regulations at the Rally route and the place of accommodation.

The organizers have the right to cancel or postpone the event or any part thereof should circumstance arise which make such an action necessary.

1.2 Description of the route

The rally will be run in and around the city of Szczecinek, Poland and will finish in Szczecinek, Poland

The total covered distance will be approx. 510 km.

Most of the approx. 280 km of Special Stages will be on gravel and dirt road terrain in forest areas.

The event is separated into 2 Legs with an additional 1 shake down stage

The event is a “Blind Rally” and reconnaissance of selective sections is prohibited.

The Route will be described in a road book together with detailed notes and the prescribed route will be mandatory. GPS monitoring will be established to ensure compliance with the route passage. Each participant is responsible for staying on the route and avoiding shortcuts.

Selective Sections are run on sections of ‘road’ open to the public. The greatest care is recommended in relation to other eventual users.

2. ORGANISATION

2.1 Organiser, permanent office

RBI SPORT Ltd.
St. Peterburg Blvd. 75
4006 Plovdiv, Bulgaria
Tel.: +359 32 277 993
Fax: +359 32 277 990
info@rallye-breslau.com

2.2 Organisation committee

Chairman:

Alexander Kovatchev – President of RBI Sport

Members:

Wojciech Legutko – Secretary General RBI Sport
Vilena Kovatcheva – Marketing manager
Daniela Roussekova – Rally administration manager
Konstantin Panayotov – Route manager
Kamil Jablonski – Rally Control Manager
Achim Lust – Safety & Recovery
Zbyszko Gaik – Manager Operation in Poland
Niels Hatzmann - Media

2.3 Stewards

Chairman:	TBA
Members:	TBA TBA

2.4 Senior officials

Clerk of the Course:	Alexander Kovatchev
Assistant Clerk of the Course	Wojciech Legutko
Chief Marshal	Bernd Habermeier
Deputy CoC – Sport	Konstantin Panayotov
Deputy CoC – Safety & Recovery	Achim Lust
Deputy CoC – Organisation	Dimitar Lazarov
Deputy CoC – Media Press Officer	Niels Hatzmann
Route Manager	Konstantin Panayotov, Zbyszko Gaik
Secretary of the Event	Daniela Rousekova, Vilena Kovatcheva
Rally Control Manager	Kamil Jablonski
Chief Scrutineer	Jürgen Teichert
Competitor Relations Officer	Michal Ginter
Chief Timekeeper	Ivan Marinov
Chief Medical Officer	Dr. Artur Gawlowski
Service Park Manager	Denis Koch
Environmental Officer	Zbyszko Gaik

2.5 HQ location and contact details

“Rally HQ” (Rally Office) will be at the competitors’ disposal to assist with information.

Location: TBA

Opening and closing work hours will be noticed in the Official rally guide.

2.6 Official website

www.balkanclassic.com

2.7 Digital notice board

The digital notice board will be available online at the official website of the rally.

2.8 Media centre

Details will be published in the Official rally guide

3. PROGRAMME

13 March 2020 16:00h	- Opening date for entries - Publishing of the Supplementary Regulations - Online entry list	Official website
25 May 2020	- Opening media accreditation	Official website
25 May 2020	- Issuing of the Rally Guide	Official website
08 June 2020 23:59h	- Closing date for online entries	Official website
25 June 2020 from 10:00h	- Service park opening - Official Notice Board	Szczecinek TBA
26 June 2020 from 09:00h to 20:00h	- Rally HQ, work times will be published in the Rally Guide	Szczecinek TBA
26 June 2020 from 13:00h	- Opening of media centre and media accreditation	Szczecinek TBA
26 June 2020 from 09:30h to 16:30h (lunch break 12:00h – 13:00h)	- Collection of material and documents - Administrative check - Collection of rally safety tracking systems - Scrutineering	Szczecinek TBA
26 June 2020 19:00h	- Road book collection for Leg 1	Szczecinek TBA
26 June 2020 20:00h	- Drivers’ briefing (mandatory)	Szczecinek TBA
26 June 2020 21:00h	- Publication of start list for Leg 1	Official Notice Board, Digital Notice Board
27 June 2020 07:30h	- Rally Start – Leg 1 - TC 0	Szczecinek TBA
28 June 2020	- Rally Restart – Leg 2 – TC 5E	Szczecinek TBA
28 June 2020 15:00h	- Publication of Provisional Classification	Official Notice Board, Digital Notice Board

28 June 2020 - After the Stewards have declared the Classification final	- Publication of Final Classification	Official Notice Board, Digital Notice Board
28 June 2020 16:00h	- Prize-giving ceremony	Service Park
28 June 2020 21:00h	- Closing Service Park	Szczecinek

4. ENTRIES

4.1 Opening and closing date for entries

Opening of entries	13 March 2020 (Thursday) 16:00h
Closing of online Entries	08 June 2020 (Monday) 23:59h

4.2 Entry procedure

Anybody wishing to take part in the rally must fill in the official registration form, available at the official rally website and pay the full entry fees or down payment mentioning full name and booking number, received upon online registration by the deadlines noted in the supplementary regulations of the events.

By signing/confirming the entry form the Competitors/Crews, his personnel and his accompanying persons submit themselves only to the sporting jurisdictions specified in these regulations, as well as the ruling of the following Regulations: Supplementary, Technical and Service, including all appendixes.

Admissible drivers and co-drivers are all persons over 18 years of age.
The organizer reserves the right to refuse the entry to a driver, co-driver, or a service member.

Online entry form must be completely filled out and full entry fees must be paid according to the information specified in these Supplementary Regulations.

IMPORTANT: All necessary information regarding the rally will be sent out exclusively in electronic form by e-mail, and for this reason, each participant has the obligation to make known a current and regularly accessed e-mail address in the course of the registration procedure.

The Organizer reserves the right not to validate entries:

- Which have not paid the down payment (deposit) within 4 weeks after submitting the online registration; In this case the online entry will be deleted.
- Who have not fully paid the total amount of the entry fee by the time of the administrative check as specified in the supplementary regulations.
- Entry requests after the closing date of the online registration may be accepted with the approval of the Rally Administration. In this case, contact Rally Administration.

The entry application will be validated at the Administrative Check only if accompanied by:

- Online entry confirmation incl. booking number or entry confirmation by email from the Rally Administration.
- Payment of full amount of the entry fee or copy/document for the fees paid.
- The required documents as per these regulations

All rally vehicles, must be road legal with valid registration and insurance.

4.3 Eligible vehicles, categories and classes

Passenger type motor cars build before 31st December 1990 with not more than six seats including estate car derivatives. All vehicles must have valid registration and insurance and to be roadworthy for driving on public roads. The rally is for vehicles with valid or expired FIA homologation or vehicles without FIA homologation. All vehicles must comply with Appendix I - Technical Regulations of the rally.

The vehicles will be separated in to the following Groups and Classes:

Group "Historic Cars": for vehicles built until 31st December 1985 (FIA Appendix K periods up to "J1")

- Class 1 - Up to and including 1600cc (FIA Appx. K cars of Group 1, 2, 3, or 4 cars)
- Class 2 - Up to and including 2000cc (FIA Appx. K cars of Group 1, 2, 3, or 4 cars)
- Class 3 - Up to and including 3000cc (FIA Appx. K cars of Group 1, 2, 3, or 4 cars)
- Class 4 - Over 3000cc. (FIA Appx. K of Group 1, 2, 3, or 4 cars)

Commercial vehicles, SUV, 4WD, turbocharged and supercharged vehicles are NOT permitted in the "Historic Cars" Group.

Group "Young Timers": for cars built between 31st December 1985 and 31st December 1990 (FIA Appendix K period "J2")

- Class 1 - Up to and including 1600cc (FIA Appx. K cars of Group N and A)
- Class 2 - Up to and including 2000cc (FIA Appx. K cars of Group N and A)
- Class 3 - Up to and including 3000cc (FIA Appx. K cars of Group N and A)
- Class 4 - Over 3000cc. (FIA Appx. K cars of Group N and A)

Competitors can only contest in one class.

CC capacity is to be true capacity with allowance for 1.5mm overbore.

In case of supercharging, the nominal cylinder-capacity will be multiplied by a coefficient of 1.7 and the car will pass into the class corresponding to the fictive volume thus obtained. The car will be treated in all respects as if its cylinder-capacity thus increased were its real capacity.

Minimum 6 vehicles should be registered in one class in order to make a separate ranking. The organizer has the right to combine or cancel classes and subclasses if the minimum number of crews is not reached.

4.4 Entry fees is 1200 Euro – 2 days of rally – rally vehicle, Driver and Co-driver

For entry requests after the closing date an administrative penalty fee of € 300 must be paid in addition to the Entry fee.

4.5 Fees and deposits – Rally Safety System

Deposit – 200 € - Deposits are refunded when the equipment is brought back in working condition at the end of the rally. Any damage to the equipment must be paid according to the supplier's part list.

Rental fee is included in the Entry fee

4.6 Down payment – 400 Euro

To validate the registration, every crew must pay the Down Payment (deposit) corresponding to the class in which it is entering, maximum 4 weeks after the entry has been submitted.

The down payment is a part of the total amount.

The RBI reserves the right not to validate registrations if a down payment has not been paid within 4 weeks after submitting the online registration. In this case, the online registration will be deleted.

The Race number will be issued after receiving the Down Payment (deposit) in the account of RBI.

The Down Payment is not refundable.

4.7 Additional service area in the service park – 2.50 Euro /m2

To reserve additional space in the service park, contact the rally administration to send you a request form. The additional value will be added to your account for payment.

4.8 Features included in the entry fee

- 2 days of rally
- Shakedown stage
- 150 m2 reserved service park area
- Administrative set (ID card, bracelets, stickers etc.)
- Sporting rights
- "Rally Safety System" rental
- Access to rally infrastructure and to service area
- General Third Party Liability Insurance (for racing crews only)
- Road book (for racers only)
- Detailed rally map
- Professional medical assistance
- Recovery service (for racers only)
- Sanitary facilities (WC and showers)
- Award ceremony

4.9 Features NOT included in the entry fee

- Personal Accident Insurance
- Transport of participants and their vehicles
- Fuel
- Personal expenses
- Deposit for "Rally Safety System"
- Flights
- Food and drinks
- Hotel accommodation

4.10 Payment terms

To validate the registration, every crew must pay the Down Payment (deposit) corresponding to the class in which it is entering, maximum 4 weeks after the entry has been sent. The down payment is a part of the total amount. The down payment is not refundable.

Prior to the administrative check, the full total amount of the entry fee must be paid. As a reference participant must enter full name and booking number. The receipt of payment is the decisive date.

IMPORTANT: Participants who pay their entries after the date of the closing of the online entry must show copy/document of the fees paid at the Administrative Check on site.

IMPORTANT: NO BANK CHEQUES WILL BE ACCEPTED!

IMPORTANT: All Bank Charges incurred must be paid by the sender.

IMPORTANT: THE ORGANISER RESERVES THE RIGHT NOT TO VALIDATE REGISTRATIONS OF ENTRANTS:

- Who have not paid the down payment (deposit) within 4 weeks after submitting the online registration; In this case the online registration will be deleted.
- Who have not fully paid the total amount of the entry fee by the time of the administrative check.

Entries after the closing date of the online entry may be accepted with the approval of the Rally Administration. Please contact Rally Administration. In this case the entry application will be validated at the Administrative Check only if accompanied by the total amount of the entry fee (valid for that period) paid on site.

4.11 Invoicing

Invoices will be issued after receiving the payment in our bank account till the end of the running month.

Issued invoices will be uploaded in the competitor's/crew's account in online registration tool till the 10th of the following month (month after the receiving of payment).

Invoices will include the data from the section "Billing" in the online tool.

The mandatory details for issuing the invoice are:

- a. Full name of the company or the person
- b. Full address (street, city, country)
- c. VAT number – (Please fill the correct VAT number if your company has a valid VAT number for European Union (EU). It is possible this VAT number for EU to be different from your local/national number)

Explanation VAT:

- VAT number refers to a number used to identify a company that conducts business in areas over which the European Union has taxation authority.
- All VAT numbers begin with an identifier code that indicates the country that issued the number.
- In the EU, a VAT identification number can be verified online at http://ec.europa.eu/taxation_customs/vies/?locale=en
- It confirms that the number is currently allocated and can provide the name or other identifying details of the entity to whom the identifier has been allocated.

IMPORTANT: The participants have to fill in the section "Details for invoice" when registering online. It is not possible to update this section once the form has been sent. If you have to change the details please contact: info@rallye-breslau.com

After issuing the invoice no changes are possible anymore.

All the payments will be updated in the Online Registration Tool after the payment has been received in our bank account.

The registered participants can check their balance in the online registration tool using their booking number and password.

4.12 Refunds

Entry are by name and they are not refundable.

In case of cancellation, participant must inform the Rally Administration by registered letter/mail.

Cancellations and requests for refunds must be sent to Rally Administration.

For all cancellation of entries, refunds will be made in the following manner:

- Reimbursement of 100% of the paid amount within 31.03.2020 (Tuesday). Anyway, the down payment amount will be retained;
- Reimbursement of 50 % of the paid amount within 31.05.2020 (Sunday). Anyway, the down payment amount will be retained;
- Starting from 01.06.2020 (Monday) no reimbursement possible.

Refunds will be made by 01.09.2020 (Tuesday) at the latest.

IMPORTANT: It is possible for one participant to transfer all or part of his entry rate to another participant up to 31.05.2020 (Sunday). The new entrant must anyway pay the difference plus an administrative penalty of 300 EUR. In order to avoid any possible dispute, request to withdraw any registration and reimbursement requests must be sent by registered mail.

IMPORTANT: No transfer of any payments of entry fees from Balkan Classic Rally 2020 to Balkan Classic Rally 2021.

4.13 Cancellation of the rally

If the event does not meet a minimum of 20 confirmed entries by 31.05.2020 (Thursday), the Organizer has the right to cancel the planned event following the General Term and Conditions of RBI - Sport

5. INSURANCE

The Organization has subscribed a General Third Party Liability insurance policy for sporting event in accordance with the running legislation.

Balkan Classic Rally in Poland 2020 limit of Liability:

- for Bodily Injury	1.022.600,00 EUR (limit for a single person: 255.650,00 EUR)
- for Material Damage	511.300,00 EUR
- for Property Damage	20.452,00 EUR

This contract assures financial coverage of damages caused to third parties by the Organizer or by the competitors. This insurance gets into effect from 26.06.2020 (Friday) at 00:00h till 28.06.2020 (Sunday) at 23:59h.

This insurance coverage applies only to the Shake Down and to the Special Stages of the itinerary, run for best time, achieving the maximum speed. It begins already from entering the Control Zone (yellow sign "notice time control") at the start of a Special Stage and ends with the end of the Control Zone (beige sign "control zone end") at the finish of the Special Stage.

The Organization has subscribed an insurance policy with:
 HDI-Gerling Firmen und Privat Versicherung AG
 Riethorst 2, 30659 Hannover
 Germany
 Phone : +49 511 645 -0
 www.hdi-gerling.de

6. ADVERTISING AND IDENTIFICATION

See Appendix III

7. TECHNICAL REQUIREMENTS

The rally complies with Appendix I – Technical regulations

The rally does not require homologation / technical passport of the racing vehicles. Never the less such can help speeding up the scrutineering. There are however several safety and technical requirements which must be fulfilled before entering the scrutineering.

8. FUEL

The rally complies with Appendix I – Technical regulations

9. TYRES AND WHEELS

The rally complies with Appendix I – Technical regulations

10. RECONNAISSANCE

The event is a "blind rally".

As from the publication of the Supplementary Regulations, the presence of a competitor, or anyone connected with a competitor, on any part of the itinerary of an event is prohibited.

Only the road book notes are allowed in hard copy in the cockpit of the rally vehicle.

Electronic navigation equipment is allowed

11. ADMINISTRATIVE CHECKS

11.1 Timetable

Drivers and co-drivers taking part in the rally must report to the administrative checks in accordance with the rally program. Schedule will be announced via bulletin.

11.2 Documents to be presented with a photo copy:

Driver and Co-driver:

- Driver's and Co-driver's passports or identification;
- Driver's and Co-driver's valid driving licences for the entered vehicle class;
- The total entry fee or copy/confirmation for the fees paid after the closing dates;
- Driver and Co-driver's personal medical insurance.

Rally vehicle:

- Vehicle's registration certificate;
- Vehicle's insurance cover certificate (green card);
- Car's owner authorisation to participate at the rally.

During the administrative checks, a Waiver of Liability must be signed and presented to the rally administration.

11.3 Along the administrative check, competitors will be supplied with:

- Identification plates
- Advertising stickers
- ID cards / Bracelets
- Scrutineering / Technical check forms
- Road books and Maps

12. SCRUTINEERING

12.1 General

All rally vehicles must comply with Appendix I – Technical regulations.

The act of presenting a vehicle for Scrutineering is considered an implicit statement of conformity. Scrutineering carried out before the start of the rally will be of a general nature to ensure general conformity with the Category and Classes entered, essential safety items are carried and conformity with the national Traffic Law.

Before a vehicle enters the Scrutineering, it must meet the following requirements:

- have all the required labels fixed (race numbers, advertisement, strips for windscreen, rally plate) according to the Sticker plan.
- during scrutineering, all crew members are obliged to present required personal safety equipment and the mandatory equipment in accordance with Technical regulations.

12.2 Timetable for Scrutineering

All rally vehicles must report to the scrutineering in accordance with the rally program. Scrutineering schedule will be announce via bulletin.

12.3 Required personal safety equipment at the Scrutineering

All items as per Appendix I – Technical regulations must be presented at the scrutineering together with the rally car.

12.4 Sealing

The cylinder block and chassis must be sealed/marked. These components are not allowed to be changed during the event and will be marked at scrutineering.

The scrutineers may check markings at any time and at the end of the rally may disassemble the parts to check their conformity.

Crews who need to change the cylinder block must file a written request to the Clerk of the Course for allowance. Only after such allowance is given and the scrutineer breaks the seal / marking, the crews may start the replacement. After replacement of the cylinder block, the car must be re-scrutineered and the new cylinder block must be sealed / marked. Change of cylinder block can only be done in the Service zones, after the last selective stage of the Leg.

In case allowance is given and the cylinder block is changed, a fixed penalty of 4 hours will be applied.

If cylinder block is changed or the seal / marking is broken without the allowance of the Clerk of the Course, the crew will be excluded from the rally.

Under no circumstances the chassis may be changed.

12.5 Installation of Tracking System

It is compulsory for the Competitors/Crews to equip their vehicles with Geotraq Rally Safety System, for active monitoring and communication with all competing vehicles. The Geotraq Rally Safety System includes live tracking, route & velocity recording and Vehicle-to-vehicle communication.

Geotraq Rally Safety System units will be delivered and mounted by organizer personnel, during the Scrutineering. The Competitor/Crew is obliged to submit to Scrutineering vehicle with prepared power supply according to the instructions.

Competitor/Crew, who during Scrutineering presents damaged / non properly mounted / non-operating wires, is obliged to remove the damage and / or failure before the end of Scrutineering.

Any Crew with a vehicle without properly mounted and fully operational the GPS Tracking safety system unit, will not be authorized to start.

The rental fee of the Geotraq Rally Safety System unit is included in the entry fee. A deposit must be paid at the administrative check. Installation and operation manuals are published in appendix of these Regulations.

Details for the technical requirements for installation of Geotraq Rally Safety System are published in Appendix V

13. RUNNING OF THE RALLY

13.1 Road sections and Selective sections

The route of the Rally is composed of Road Sections with a targeted driving time, open for road traffic, and Selective Sections on roads/areas open for the traffic.

13.2 Maximum Permitted Lateness to check-in at a TC (Time Control)

Any lateness exceeding 15 minutes of any individual target time to check-in at a time control or an accumulative lateness exceeding 30 minutes at the end of each Section will result in the competitor concerned being considered to have retired at that control and the total penalty accrued for late arrival shall be that for 30 minutes lateness. The crew may nevertheless re-start the rally under the provisions specified in the Supplementary regulations. In calculating such lateness time, the actual time and not the penalty time (10 seconds per minute) applies.

13.3 Check-in procedure

IMPORTANT: The target check-in time is the time obtained by adding the target time for the Road Section to the Selective Section finish time or the previous TC time, these times being expressed to the minute.

Any difference between the actual check-in time and the target check-in time shall be penalised as follows:

- For late arrival: 10 seconds per minute or fraction of a minute
- For early arrival: 1 minute per minute or fraction of a minute

13.4 Permitted early check-in

At the time control at the end of a leg, crews are authorised to check-in ahead of the time without incurring a penalty.

Additional time controls with permitted early check-in will be published in the itinerary.

13.5 Procedure at the start of a Selective Section

At each Start, there will be electronic starting device with green light. The device may be coupled with a photocell responsible for detection of false starts. The photocell will be placed about 40 cm beyond the start line.

The display will be placed so to be well visible to a Crew sitting in a vehicle on the starting line.

The vehicle with the Crew is placed at the start line. The starting device continuously counts down the last 10 seconds to the moment of the green light. Numbers are shown in the sequence: 10, 9, 8, 7, 6, 5, 4, 3, 2, 1 and the green light. The green light will stay on for 5 seconds. Within 20 seconds from the start of the green light, the Crew must start.

13.6 Starting intervals

Starting intervals will be according to the start list. Crews will start at minimum 1 minute intervals on the Selective sections.

13.7 Late at the finish of a Special stage

Crews who do not reach the finish of a Selective section within the maximum time allowed will be considered as a DNF.

After receiving a DNF, the crew may continue to the next time control only after approval of the Rally Control, following their maximum due times and maximum permitted lateness. A new time and a new start position will be given to the competitor, at the discretion of the marshal in charge of the control. Penalties for lateness of due times apply.

13.8 Missing a complete Leg

Any crew, who is 15 minutes late for the first time control (Parc ferme out) for the running Leg will be deemed to miss the complete Leg. A fixed time penalty of 10 hours will be applied.

13.9 Late Arrival into Parc Ferme

Late arrival into Parc Ferme: 1 minute per minute lateness. Any lateness exceeding 30 minutes will be deemed a non-arrival.
Non-Arrival into Parc Ferme: 4 hours

13.10 Overnight Stops.

Every night there will be Parc Ferme enforced at all overnight stops for which there will be a penalty for not reporting at your due time.

13.11 It is the sole responsibility of each team to calculate its personal closing time of controls in each Special/Connecting stage.**13.12 Re-start after retirement**

A crew which has failed to complete a section will be assumed to re-start the rally from the start of the next section following the overnight regroup (Parc Ferme) unless they confirm otherwise with the Clerk of the Course by completing the form and lodging it as soon as possible before the publication of the Start list.

13.13 Penalties for Re-start

For all crews, which re-start, a time penalty will be applied. This time penalty will be as follows:

- For each Competitive section missed: The crew will receive the maximum time of the Competitive Section published in the Final Itinerary
- A time penalty for maximum permitted lateness will be applied from the TC at which the competitor concerned has abandoned the Leg.

Should retirement occur after the last Competitive Section of a Leg, the crew would nonetheless be deemed to have missed that last Competitive Section

13.14 Repairs prior to a Re-Start**13.14.1. Service location and time allowed**

Any car which fails to finish a Leg in accordance with the above may be repaired at the competitor's discretion. However, the car must report to the overnight regroup prior to the next Leg, no later than 1 hour before the scheduled start of the first car

13.14.2. Scrutineering of repaired cars

The car must retain its original chassis and engine block as marked at pre-rally scrutineering. The competitor must be represented during this re-scrutineering at a time to be advised by the organizers.

13.14.3. Technical requirement of repaired cars

- Only when a repaired car has passed inspection by the Scrutineers may it re-start the next Leg.
- The same engine block and chassis must be used throughout the rally except in the case of Article Sealing.

14. OTHER PROCEDURES

14.1 Drivers briefing

The presence of at least one member of each rally crew is compulsory. The briefing will be held according to the rally program.

14.2 Recovery

In the instance of a mechanical problem stopping a rally vehicle in a selective section, only the organization recovery vehicles will be allowed to enter the rally route and the vehicle will be towed to the closest tarmac road. Entry of service vehicles to execute repairs in the selective section is not allowed and will be reported to the Stewards who may impose a penalty up to disqualification.

14.3 Official time and distance used during the rally

The official time of the rally is the GPS time at the place where the rally is held (polish time = UTC/GMT+1 (summer time) – CEST).

The time measurement accuracy of the Special Stages is 1/10 second

The official distance calibration is a nominal kilometer measured by a GPS device.

14.4 Service park

The service park is a closed area, checked and secured, reserved for private use during the rally, whose access is exclusively and uniquely for persons who have been accredited and registered by the Organisation, as well as representatives of local public authorities.

14.5 Environmental protection

All the Competitors/Crews, members of their personnel and their accompanying persons are required to observe the Environmental rules and especially use protective sheets against the destruction and pollution of the ground surface with petroleum materials on all location where servicing of vehicles is done.

Any maintenance work without the required protective sheet under the vehicle found by Organiser, would entail the imposition of a fine up to 100 % of required entry fee or other penalties by decision of the Stewards.

14.6 Electronic toll collection system in Poland

Be advised that in Poland there is active Electronic toll collection system. Read more at: <https://www.viatoll.pl/en/home>

15. FINAL CHECKS

Cars must be taken to Parc Ferme at the end of the event. A brief check shall be carried out there to verify:

- Its conformity with the car submitted at initial Scrutineering. If there is cause to impose any of the penalties provided for.
- Further checks may be carried out for class winners and/or finishers
- Only the competitor's service crew members and the drivers are allowed to attend

16. PRIZE LIST

General classification Group "Historic cars":

The following trophies will be awarded to both Driver and Co-driver:

- 1st Overall winner
- 2nd Overall winner
- 3rd Overall winner

General classification Group "Young timers":

The following trophies will be awarded to both Driver and Co-driver:

- 1st Overall winner
- 2nd Overall winner
- 3rd Overall winner

Various classification:

The following trophies will be awarded to both Driver and Co-driver:

Group "Historic cars":

- 1st place – Class 1
- 1st place – Class 2
- 1st place – Class 3
- 1st place – Class 4

Group "Young timers":

- 1st place – Class 1
- 1st place – Class 2
- 1st place – Class 3
- 1st place – Class 4

Best women crew trophy – best overall female crew

Minimum 6 vehicles should be registered in one category/subcategory in order to make a separate ranking for this category.

The prize giving ceremony will take place in the Service park. All members of the Competitor/ Crew must be present at the prize-giving. Crews who are not present at the prize-giving may forfeit their prizes; however, the final classification will not be modified

17. PROTEST

The fee for a protest is 1000 EUR, paid in cash together with the logging of the protest.

Protests cannot be handed after the first competitor/crew has left to the course for the next Leg.

Protest for the last rally Leg cannot be handed after 30 min of publishing the provisional classification.

Steward's decision is final and cannot be appealed.

APPENDIX I - TECHNICAL REGULATIONS

When preparing and specifying a car for Balkan Classic Rally remember that the latest FIA Appendix K regulations are the primary regulation framework set. Appendix K dictates that cars will be prepared in accordance with Appendix J of the period. This appendix of these Supplementary Regulations allows additional freedoms and imposes some additional safety regulations.

For questions concerning the technical regulations, contact the rally administration for further support.

Period Appendix J documents may be downloaded from: <https://argent.fia.com/web/fia-public.nsf/whistj?open>

1. ELIGIBLE VEHICLES

1.1 All vehicles must have valid registration and insurance and to be roadworthy for driving on public roads.

1.2 The rally does not require homologation / technical passport of the racing vehicles. Never the less such can help speeding up the scrutineering. There are however several safety and technical requirements which must be fulfilled before entering the scrutineering.

1.3 Vehicles which have been manufactured between 01.01.1962 and 31.12.1990.

1.4 Where a vehicle from Group “Historic Cars” is manufactured after the 31st of December 1985 or a vehicle from Group “Young-Timers” is manufactured after the 31st of December 1990 is mechanically and bodily identical to that manufactured prior to this date, its body will be considered eligible.

1.5 It is the obligation of the competitor to provide the documents of the car entered and of its relevant date of manufacture and / or any other documentation required to prove the validity of any modification used on the car to show that it was from that period.

1.6 “Group B” cars are NOT permitted in the event.

1.7 All vehicles must have at least rear registration plates securely fixed to the vehicles.

1.8. Due to the surface conditions in the selective sections of the rally, the rally vehicles should be prepared to follow rougher roads.

2. GENERAL TECHNICAL REQUIREMENTS

2.1. Minimum a rear mounted registration plate

2.2. Operational head and taillights

2.3. Operational brake lights

2.4. Operational horn

2.5. Properly installed “+” and “-“ power supply cables directly from the vehicle’s battery for the Rally Safety System. See appendix V for details.

2.6. 2pcs of 2kg fire extinguishers or homologated rally fire system and an additional 1pc of 2 kg fire extinguisher

2.7. tow strap

2.8. first-aid-kit according to the present norm

2.9. breakdown triangle

2.10. Properly installed Rally Safety System – installed at the scrutineering by the organizer.

2.11 Vehicles must have mud flaps of stout material behind the rear wheels and driven wheels as a minimum. The mud flaps must cover the tires from the rear and must be a maximum of 7cms above the ground.

3. SPECIFIC SAFETY REQUIREMENTS

3.1. All vehicles must be fitted with a roll cage. Specifications of the roll cage according to the respective FIA-Appendix J are highly recommended. Should the roll cage be damaged during the event then it must be inspected by the Chief Scrutineer and the car will only be permitted to continue if the cage is deemed safe by the Chief Scrutineer. Competitors are not allowed to repair or replace a roll cage once damaged.

3.2. Motorsport helmets for each competitor, with a valid or expired FIA-homologation

3.3. Minimum 4 points safety racing harnesses, with a valid or expired FIA-homologation

3.5 Minimum single layer driving overalls homologated or expired in good condition are highly recommended.

3.4. All vehicles must be fitted with race “bucket” seats.

3.5. Vehicles must have a protective bulkhead of non-flammable material between the engine and the crew compartment capable of preventing passage of fuel and flames in case of an accident. In addition, the vehicle must be fitted with a fireproof bulkhead or container to current FIA Standards between the fuel tank and the crew compartment capable of preventing the passage of the flame and fluid. Where fuel tank and/or fuel pumps are mounted within the bodywork a drain hole and hose of no less than 20mm diameter must be present to evacuate any leaked fuel in the case of unforeseen tank failure or leakage. Fuel tanks mounted to the underside of the vehicle only require a venting hole drilled through at the lowest point in protection guards if fitted.

3.6. All fuel lines and connections and filler pipes must be enclosed within a liquid proof metal tube or casing and any breathers and overflow pipes must be of metal or metal braided. Any pipes carrying flammable or hot liquid passing through the passenger compartment must be metal, metal covered or metal braided.

3.7. A sealed metal cover or container must enclose any oil tank or expansion bottle located within the crew compartment.

3.8. Carrying additional fuel in any fuel containers during the Leg is strictly forbidden.

3.9. All vehicles in the rally must be fitted with a circuit breaker, which can isolate all electric circuits and stop the engine from both inside and outside the car and these must be clearly labeled with a red arrow. The Circuit breaker MUST NOT isolate the power supply for the Rally Safety System.

3.10. All cars must be fitted with a windscreen of laminated type glass.

3.11. The maximum fuel tank capacity is free. If the tank is not a standard tank as supplied by the manufacturer then it must be an FIA approved safety fuel tank or any tank acceptable to the Chief Scrutineer.

4. BODY MODIFICATIONS

4.1. The original bodywork shape and materials cannot be changed other than the use of lightweight panels for doors, bonnet, boot, wings etc. only provided the actual vehicle weight is not less than the minimum weight the manufacturer has homologated before 31st December 1990. Proof of homologation is the responsibility of the competitor if requested.

4.2. Easing of the wheel arch to accommodate the permitted wheel / tire size and type is not encouraged and individual cases must be authorized by the Scrutineer. Those must have been 'used in the period' and have the same external profile.

4.3. Extra roof vents and exhaust vents for passenger compartment are allowed.

4.4. Vehicles must be fitted with a windscreen of laminated glass. All other windows must be as original except for those noted below.

4.5. For reasons of safety side and rear windows may be replaced by clear rigid transparent material of at least 5mm thickness.

4.6. Bull bars are permitted.

4.7. Jump plates and jump straps or holders are permitted.

4.8. Welding or bolting of the roll cage and reinforcement to suspension turrets is permitted

5. MECHANICAL MODIFICATIONS

5.1. ENGINE, GEARBOX, BRAKES, EXAUSTS AND AXLES

5.1.1. The engine must be that originally specified for the car by the manufacturer or an engine homologated as an option before 31st December 1990.

5.1.2. The cylinder block and head must be the same as originally fitted to the car. This means that the engine may not be changed from the original model to another engine homologated at a date, later than the cars year of manufacturer unless this engine modification is a variant in the cars original homologation paper before 31.12.1985 for Group "Historic Cars" or 31.12.1990 for Group "Young-Timers".

5.1.3. Engine capacity is restricted to the manufacturer's specification for cars produced before 31.12.1985 for Group "Historic Cars" or 31.12.1990 for Group "Young-Timers" or homologated option before that date.

5.1.4. Engine overbore beyond 1.5mm over the manufacturers standard specification will not be allowed.

5.1.5. Camshafts must remain in the original location and number but their specification is free.

5.1.6. The following lists of specific modifications are to be adhered to:

- Engine oil cooler may be added within the bodywork and may not protrude the cars silhouette.

- Carburetors and manifolds: Induction is free but must respect period designs and technologies. Fuel injection systems must be run with period management systems and any modern ECU (electronic control unit) within period "look" casings are not permitted. Period ECU's must retain their original input and output functions and evidence of such fuel injection systems, component parts and their technical composition must be produced to the Scrutineer.

- The mechanical method of coil discharge triggering within a distributor i.e. points and condenser may be changed and converted to an electronic one. The original distributor housing may be changed but the distributor must retain its original function and location.
- Electronic ignition conversions (ECU's) that are 'programmed' or 'mapped' and use of external sensors to the distributor as a means of triggering are not permitted.
- It is forbidden to fit O2 or Lambda sensors in the exhaust manifold with dashboard read outs.
- Unless the Homologation Papers show / or evidence and "proof of period use" does not exist then the following items are NOT Permitted:
 - > The use of additional sensors in /on the engine, air intake, exhaust systems or manifolds.
 - > The use of electronic ignition systems that can be altered, either manually or electronically whilst the car is moving.
 - > The use of any electronic component that can or could transmit information or data regarding the engine, gearbox or diff performance.
 - > It is permitted for locations for sensors / components to be installed to aid diagnostics during service. However, these sensors / components must be removed and blank plugs fitted when the car is not being serviced.
- The gearbox casing and number of gears must be those specified and fitted to the car of the period of the Group acc. to article 4.3 or those, which have been homologated for competition before that date. Gearbox ratios and gear material types are free. The bell housing may be substituted or modified. Gearbox oil cooler may be added within the bodywork.
- Axles, axle ratios and axle mountings on the axle side and not the body side are free and may be fitted with limited slip differentials. Mounting of the axle onto the body must be as homologated or as original during the period. Acceptable period evidence of the axle mounting should be produced by the competitor
- Brakes are free and maybe changed for metal disks from drums. Carbon fiber or other composite brakes are not permitted. (not lighter than 'original)
- Exhaust systems are free.
- Protection guards on the gearbox and differentials are permitted and recommended.
- Front and rear stub axles and hubs must remain as designed in the period. For strength and to use bigger wheel bearings the size and material of the stub axle may be changed but not the design. The mounting of the suspension to the hub may be modified but such modification should not increase the suspension travel. The attachment of the strut casing to the hub/stub axle/upright must be in the same plane as envisaged by the manufacturer. The method of attachment may be changed from welding to bolting by the addition of lugs. Modifications like this must be presented to the Scrutineer for approval.
- Gearbox and differential oil coolers are permitted provided that they are housed within the original bodywork and do not change the original profile of the car.
- A snorkel may be fitted – hole size in body work must not exceed 75mm.
- The overall profile and shape and principle of a non-original part should remain broadly similar to the part it replaces.
- Section thicknesses may be increased (within reason) to add material to reinforce known weak areas and/or to fit a bigger wheel bearing for example. Extreme interpretations will be rejected.
- Original materials and manufacturing methodology may be changed for other materials and techniques. Therefore a casting can be replaced by a billet machined, fabricated or forged part.
- The geometry of a replacement parts should remain as originally specified by the manufacturer, therefore non original parts must remain directly interchangeable with the period part it replaces, excepting the strut attachment method.
- Wheel travel must not be increased through redesign or manufacturing alterations.
- Brake caliper fixation, orientation and geometry should remain as per the original part and/or the homologated optional part it replaces.
- Suspension arm connections between the upright/stub axle and suspension arm must remain dimensionally original. The rotational center of the suspension arm outer joint(s) relative to the wheel/hub center line must remain as per the manufacturer's original part.

- Strut attachment geometry must remain dimensionally original. Only the attachment method can be changed, so a “welded in unit with stub axle” (manufacturer original strut design) can be changed to a two piece “stub axle and strut with bolt attachments” design.

- Plate materials may be mixed with cast materials to add lugs for strut fixings.

5.2. SUSPENSION

5.2.1. The basic design and operating principal of the suspension must remain as the homologated or standard vehicle of the period of the Group acc. to article 4.3, i.e. live axle, double wishbone, MacPherson strut etc.

5.2.2. The original chassis pick points must be respected and the mounting location points must be the original rotational centres with a tolerance of +/- 10mm. Rubber bushes may be replaced by larger or smaller diameter parts, rod ends or spherical bearings. Mounting bolts size maybe changed.

5.2.3. Due to the nature of the event strengthening of pressed steel suspension components are permitted but such reinforcements must follow the original profile of the component. Such original components may not be replaced with alternative fabricated parts (tubular frame parts)

5.2.4. Springs and shock absorbers (including coil over springs) are free however must follow which homologation.

5.2.5. Sway bars may be added or increased in size or removed. Check straps for extension are permitted.

5.2.6. Twin shock absorbers are not permitted.

5.3. WEIGHT

5.3.1. The weight of the car must not be less than the weight of the production car and or the homologated weight in the papers.

5.4. TIRES AND SPARE WHEELS

5.4.1. Wheels and tires: The size of the tires maybe changed. Tires to a maximum size of 15 inches rim size and a maximum tire diameter of 670 mm.

5.4.2. The spare wheel may be mounted outside the car completely but is not permitted to protrude from the silhouette of the body of the car.

5.4.3. Mounting of the second spare wheel is permitted outside the car on special mounting brackets which must be deemed safe by our Scrutineer. Such a mounted wheel is not allowed to protrude outside the original body work of the car and the cars original profile must remain the same. The spare wheel must either be carried in the car or outside the car. Not half way between these two.

5.5. POWER STEERING

5.5.1. If available, the power steering system must be that originally specified for the car by the manufacturer or homologated as an option before 31st December 1990.

5.5.2. Retrofitting of power steering is permitted as long as the original steering system type remains unchanged.

6. FUEL

6.1. Permitted Fuels

- Any pump fuel (commercial fuel stations)

- FIA approved race fuel

Additional lubricating compounds, not exceeding 2% by volume, may be added to the fuel. In case of two-stroke engines, this percentage may be higher.

Actual lead may also be added if needed, but it is not preferable. The addition of lead must not raise the octane value of the fuel beyond the limit of 90 MON nor of 102 RON. Lead content must not be greater the 0.15 g/l in any case (EN 237 or ASTM D3237).

Octane enhancers / compounds, which are added to petrol to replace lead, may be added if freely available from commercial retailers. The addition of these compounds must not raise the octane value of the fuel beyond the limit of 90 MON nor of 102 RON.

6.2. Competitors are entirely responsible for providing and distributing their own fuel throughout the event.

6.3. Roadside refueling is not allowed.

7. FUEL AUTONOMY

Fuel autonomy in the special stages must be around 150km.

Each competitor is responsible of the calculation of his autonomy. He cannot in any case make up against the Organisation if his vehicle doesn't reach the coverage of the minimum distance of 150km, whichever is the nature of the terrain. For safety reasons, an additional autonomy of 10% is recommended.

APPENDIX II - PRELIMINARY ITINERARY

BALKAN CLASSIC RALLYE in POLAND 2020

PRELIMINARY ITINERARY

Day 1 - Shakedown

26.6.2020 (Friday)

TC	LOCATION	CS dist.	Liaison dist.	Total dist.	Target time	First car due	Est. time	Max. time
Shakedown (Szczecinek)		4.15					16:00 - 19:00	
All cars must be returned to Parc fermé (Szczecinek) no later than								21:00

SD

BALKAN CLASSIC RALLYE in POLAND 2020

PRELIMINARY ITINERARY

Day 2 - Leg 1

27.6.2020 (Saturday)

TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target time	First car due	Est. time	Max. time
TC 0	Parc fermé OUT (Szczecinek)			0.00		07:30		
TC 1	SS 1 - START		17.00	17.00	00:30	08:00		
SS 1	Selective section A 1	36.00				08:03	00:40	01:10
TC 1A	SS 1 - STOP			36.00		08:43		
TC 2	SS 2 - START		3.00	3.00	00:10	08:53		
SS 2	Selective section B 1	24.00				08:56	00:30	01:00
TC 2A	SS 2 - STOP			24.00		09:26		
Possible refueling at fuel stations (Szczecinek)								
TC 2A	Holding IN		17.00	17.00	00:30	09:56		
TC 2B	Holding OUT / Service IN		0.00	0.00	min 00:03	09:59		
Service A (Szczecinek)		(60.00)	(37.00)	(97.00)	00:45			
TC 2C	Service OUT		0.00	0.00		10:44		
TC 3	SS 3 - START		17.00	17.00	00:30	11:14		
SS 3	Selective section A 2	36.00				11:17	00:40	01:10
TC 3A	SS 3 - STOP			36.00		11:57		
TC 4	SS 4 - START		3.00	3.00	00:10	12:07		
SS 4	Selective section B 2	24.00				12:10	00:30	01:00
TC 4A	SS 4 - STOP			24.00		12:40		
Possible refueling at fuel stations (Szczecinek)								
TC 4A	Holding IN		17.00	17.00	00:30	13:10		
TC 4B	Holding OUT / Service IN		0.00	0.00	min 00:03	13:13		
Service B (Szczecinek)		(60.00)	(37.00)	(97.00)	00:45			
TC 4C	Service OUT		0.00	0.00		13:58		
TC 5	SS 5 - START		20.00	20.00	00:30	14:28		
SS 5	Selective section C	53.00				14:31	01:00	01:30
TC 5A	SS 5 - STOP			53.00		15:31		
TC 5B	Holding IN (e)		17.00	17.00	00:30	16:01		
TC 5C	Holding OUT / Flexi Service IN		0.00	0.00	min 00:03	16:04		
Flexi Service A (Szczecinek)		(173.00)	(111.00)	(284.00)	02:00			
TC 5D	Service OUT / Parc ferme IN (Szczecinek) (e)					18:04		

All cars must be returned to Parc fermé no later than

23:59

Saturday totals	173.00	148.00	321.00
------------------------	---------------	---------------	---------------

Sunrise: 5:26 Sunset: 22:26

(e) Early Check-in is permitted
distance is in KM.

SECTION 1

SECTION 2

SECTION 3

BALKAN CLASSIC RALLYE in POLAND 2020**PRELIMINARY ITINERARY****Day 3 - Leg 2****28.6.2020 (Sunday)**

TC	LOCATION	SS dist.	Liaison dist.	Total dist.	Target time	First car due	Est. time	Max. time
TC 5E	Parc fermé OUT (Szczecinek)			0.00		07:30		
TC 6	SS 6 - START		17.00	17.00	00:30	08:00		
SS 6	Selective section D	53.00				08:03	01:00	01:30
TC 6A	SS 6 - STOP			53.00		09:03		
TC 6B	Holding IN		20.00	20.00	00:30	09:33		
TC 6C	Holding OUT / Service IN		0.00	0.00	min 00:03	09:36		
	Service C (Szczecinek)	(53.00)	(37.00)	(90.00)		00:45		
TC 6D	Service OUT		0.00	0.00		10:21		
	<i>Possible refueling at fuel stations (Szczecinek)</i>							
TC 7	SS 7 - START		17.00	17.00	00:30	10:51		
SS 7	Selective section E	23.00				10:54	00:30	01:00
TC 7A	SS 2 - STOP			23.00		11:24		
TC 8	SS 3 - START		3.00	3.00	00:10	11:34		
SS 8	Selective section F	36.00				11:37	00:40	01:10
TC 8A	SS 3 - STOP			36.00		12:17		
TC 8B	Holding IN (e)		17.00	17.00	00:30	12:47		
TC 8C	Holding OUT / Service IN		0.00	0.00	min 00:03	12:50		
	Service D (Szczecinek)	(59.00)	(37.00)	(96.00)		00:10		
TC 8D	Service OUT / Parc ferme IN (Szczecinek) (e)					13:00		

Sunday totals	112.0	74.00	186.00
----------------------	--------------	--------------	---------------

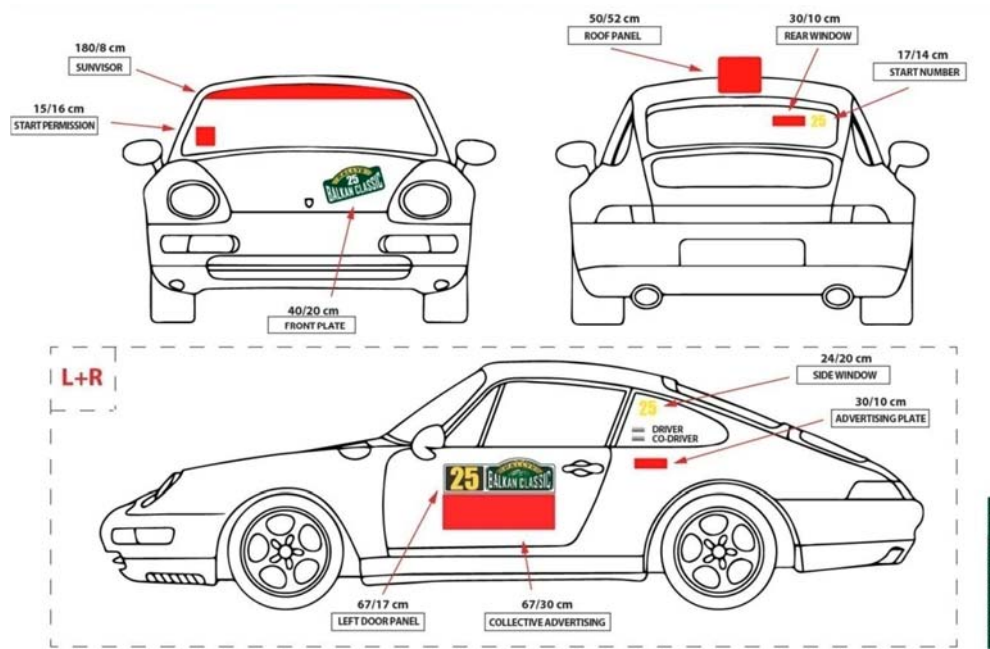
Sunrise: 5:26 Sunset: 22:26

(e) Early Check-in is permitted
distance is in KM.

TOTALS OF THE RALLY				
	SS dist.	Liaison dist.	Total dist.	%
27.06.2020 (Saturday)	173.00	148.00	321.00	54%
28.06.2020 (Sunday)	112.00	74.00	186.00	60%
Total - 8 SS	285.00	222.00	507.00	56%

APPENDIX III - RACE NUMBERS, POSITIONING AND ADVERTISING

The space reserved for the Organizers official advertising is described in the official Sticker Plan below that is under no exceptions compulsory for all the participants in the rally.



Each crew will receive 2 collective advertising plates measuring 67x30 cm plus 2 advertising plates measuring 30x10cm, which must be affixed under the front door number panels according to the sticker plan below

On pain of a penalty - start refusal, the crews are obliged to have cleaned the identification plates at the prestart of each Leg.

It is recommended to affix the names of the 1st driver and his co-driver(s), plus their national flags, of a height of 30 - 50 mm on both sides of the front wings or front doors of the vehicle.

APPENDIX IV - AMMENDMENTS TO THE 2020 FIA REGIONAL RALLY SPORTING REGULATIONS

Articles. 1.1.2, 3,4,5,6,7,8, 12, 13, 14, 15, 16, 17, 18, 20, 21, 22, 26, 30, 31, 35, 38, 50, 54, 55, 57.2, 65.2, 65.3, 67, 68 – Not applicable for Balkan Classic Rally 2020

Art. 36.6 – Amendment:

During the Shakedown, any person on board must wear a crash helmet, safety harnesses correctly fastened and all required safety clothing and equipment in compliance with Appendix I – Technical requirements. Any infringement will be penalized.

Art. 44.2.6 – Amendment:

The target check-in time is the time obtained by adding the target time for the Road Section to the Selective Section finish time or the previous TC time, these times being expressed to the minute.

Art. 53.1 – Amendment:

Whenever a car is in motion on any type of special stage and until the stop control, the crew must wear crash helmet, safety harnesses correctly fastened and all required safety clothing and equipment in compliance with Appendix I – Technical requirements Any infringement will be penalized by the Stewards

APPENDIX V - RALLY SAFETY SYSTEM – INSTALLATION MANUAL

SYSTEM COMPONENTS

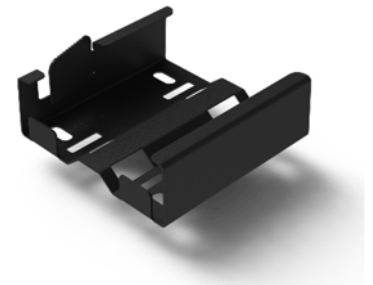
- **GPS Tracker** - 73x73x27mm (WxHxD). Installed at the A-pillar roll-cage using cable ties or at the dashboard using double sided tape.



- **Com-box** - 73x73x27mm (WxHxD). Installed via slip and clip in the supplied metal Base / Mount bracket.

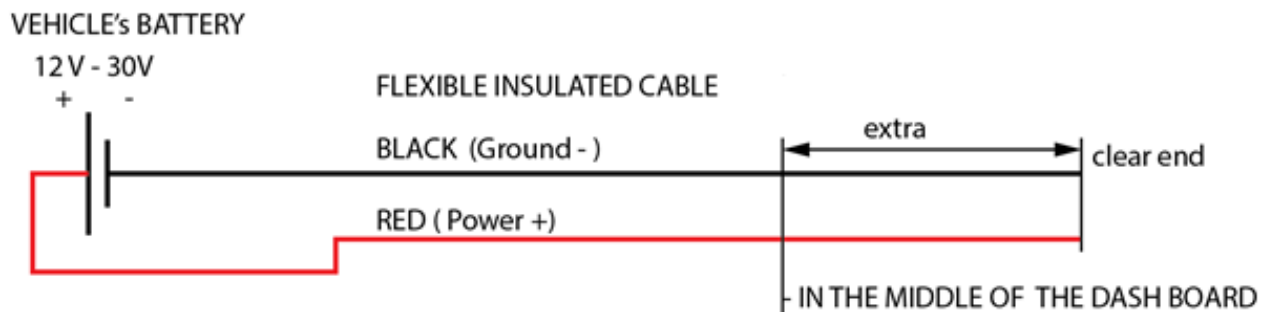


- **Base / Mount bracket** - 75x74x26mm (WxHxD). Installed on the dashboard by means of screws, cable ties or double sided tape.



The Base / Mount bracket is supplied by the Geotraq team at the administrative check

POWER SUPPLY



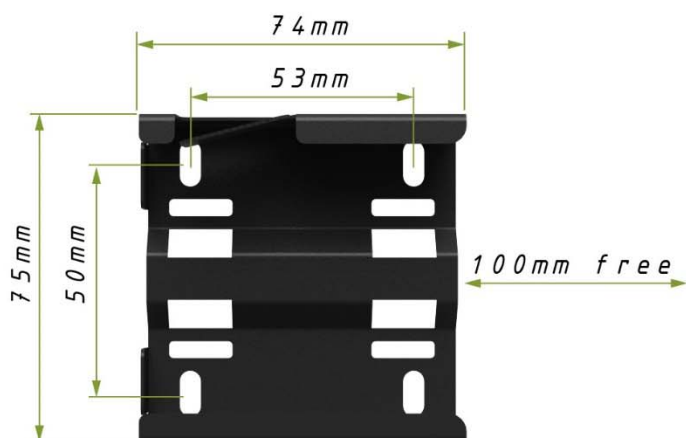
- The power cord must be connected directly to the battery. The Master cut-off (kill) switch must not interrupt the power supply to the system.
- The cabled used must be “flexible” (multi wire), insulated cable – 2x1 mm² or 2x1.5 mm² – Red and Black colored (if possible).
- A fuse (responsibility of the competitor) should be connected to the positive wire.
- The end of the power cord must be located as per the instructions at the top of the dash board or under it with easy access.

- The power cord must be prepared in advance and connected to the vehicle's battery when the vehicle is presented for scrutineering.
- Electrical details: voltage 6-30V DC, Nominal voltage 12V, Energy consumption (at 12.6V) 110 mA r.m.s.

Leave the power cord in place with at least 10 cm to spare for easy handling.

BASE / MOUNT BRACKET

- The Base / Mount bracket can be attached to the dashboard or to the roll-cage.
- The fitting can be done via screws, cable ties and double sided 3M tape. It is the responsibility of the competitor to prepare and mount the Base / Mount bracket before the vehicle is presented for scrutineering.



At least 10 cm of space must be left on the sliding side of the Base / Mount bracket to allow the installation of the Com-box.

POWER CONNECTORS

- The power cord must be equipped with FULLY INSULATED FEMALE Crimp Spade Terminal Connector – 6.3 x 0.8 mm. The Geotraq team will install the required terminals to the ready power cords.



INSTALLATION LOCATION

The Com-Box must be visible and accessible to the drivers even when they are sitting with the seatbelts buckled.

