

Standard Supplementary Regulations for the FIA Trophy for Historic Regularity Rallies Lahti Historic Regularity Rally – 05.- 06.08.2016

Approved by the ASN on (11. May 2016;
Visa number (3/TN/KV2016).

Approved by FIA on (date);
Visa number (specify).

The Supplementary Regulations must also be written in the English language.

PROGRAMME

16.05.2016	Publication of the Regulations.
22.07.2016	Entry closing date.
05.08. at 08:00, Lahti Hall	Administrative checking.
05.08.2016 at 08:30, Autosalpa Oy, Vanhanradan- katu 2, 15220 Lahti	Scrutineering - according to detailed timetable.
22.07.2016	Entry closing date for team entries.
05.08.2016 at 10:00	Publication of the list of crews admitted to the start.
05.08.2016 at 10:41	Start of 1st leg, Place: Lahti harbour
05.08.2016 at 21:01	Arrival of 1st leg, Place: Hansaparkki parking hall.
21:30	Publication of partial unofficial results and start times for following leg.
06.08.2016 at 09:34	Start of following leg, Place: Hansaparkki parking hall.
06.08.2016 at 14:00	Arrival of 2nd leg - Finish Place: Lahti harbour
06.08.2016 at 15:00	Publication of the provisional final results.
06.08.2016	Prize-giving, Place: Lahden Sibeliustalo, Ankkurikatu 7, 15140 Lahti

OFFICIAL NOTICE BOARD

Rally HQ, Lahti Hall; Salpausselänkatu 7, 15110 Lahti
Open:
03.08.2016 08:00 – 18:00
04.08.2016 08:00 – 18:00
05.08.2016 08:00 – 06.08.2016 00:30
06.08.2016 05:30 – 19:00

1 - ORGANISATION

1.1 Definition

Lahti Historic Regularity Rally takes place 05. - 06.08.2016;
organizer of the event Poppoo Team ry..

Address of the organiser's permanent Rally Secretariat:

Poppoo Team ry.
c/o Nina Järvinen
Nordbo 230
FIN-04660 Numminen, Finland
Tel.+358 40 532 4550
E-mail: nina.jarvinen@lahtihistoricrally.com
Internet: www.lahtihistoricrally.com

Rally Centre during the Competition on 05.-06.08.2016:
Lahti Hall, Salpausselänkatu 7, 15110 Lahti.

The Competition is run in compliance with:

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

1.2 Organising Committee

Juha Koskinen	Chairman
Kari Kuosmanen	Clerk of the Course
Tapio Nieminen	Assistant Clerk of the Course
Nina Järvinen	Secretary of the Meeting
Kari Kukkamäki	Clerk of the Course, Route
Pertti Vuorinen	Clerk of the Course, Safety
Ralf Pettersson	Member

1.3 Officials during the Competition

Clerk of the course:	Tapio Nieminen
AL-sport-observer:	Kari Kuosmanen
FIA observer: -	Yves Bacquelaire (BEL)
Steward(s):	Risto Frank
Scrutineers (local appointments):	Jorma Hovikorpi
Chief scrutineer:	Reijo Halonen
Competitors' relations officer:	Simo Pärnänen
Secretary of the Competition:	Nina Järvinen
Results service:	Kari Kuosmanen
Timekeeping:	Matti Jukarainen

1.4 Supplements to the Regulations

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

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

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

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

1.5 Application and Interpretation of the Regulations

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

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

2 - ELIGIBILITY - TITLE

Lahti Historic Regularity Rally is a candidate event for FIA Trophy for Historic Regularity Rallies.

3 - DESCRIPTION

The length of the FIA Historic Regularity Rally is 600,39 km with 13 regularity test sections covering a distance of 103,94 km. The Competition is divided up into two (2) legs and three (3) sections.

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

4 - ELIGIBLE VEHICLES

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

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

The organiser may combine and/or subdivide any class.

4.2 Use of a single additional trip-meter with no count limit of mechanical or electronic displays, such as Halda Trip, Twin Master, Retro Trip etc, is permitted. Tripmeters which are same age with the car are allowed to use. The use of average speed indicator is forbidden.

The use of printed time calculations as well as all sorts of clocks and calculators is permitted as long as they are not fixed permanently to the vehicle and in no way connected to the car, electric wired or wireless or mechanic way.

Use of all GPS-equipment is forbidden (except organizers GPS-logger).

The Organizer has right to control and they may control the equipment at any point of the Event. Penalty for Use of forbidden device (4.2) is 1800s

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

5 - ELIGIBLE CREWS - ENTRY FORMS - ENTRIES

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

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

Drivers must:

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

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

Mr. Ralf Pettersson, [e-mail: ralf.pettersson@gmail.com](mailto:ralf.pettersson@gmail.com)

Tel. +358 400 404118 **before Friday 22.07.2016 at 21:00** at the latest.

For Finnish competitors; entry registration must be made through web portal, KITI-kisapalvelu
<https://akk.autourheilu.fi/Login.aspx?ReturnUrl=%2fdefault.aspx>
before Friday 22.07.2016 at 21:00 at the latest.

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

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

6 - ENTRY FEES – INSURANCE

6.1 Individual entry:

The competition entry fee for each car is fixed at 450,00 €. This entry fee includes:

- The road book, starting numbers etc.
- Gala dinner for both crew members (on Saturday 06.08.2016) in prize-giving ceremony

6.2 Entry fees are refunded in full:

- to candidates whose entry has not been accepted,
- in the case of the Rally being cancelled.
(Organizer may refund 50% of the entry fee to those competitors who, for reasons of «force majeure», duly certified by their ASN, were unable to start in the Rally.)

6.3 The organizer provides the following insurance to the crews: Nordic frontier insurance in price of 60,00 €. Insurance cover will come into effect from the start and will cease at the end of the Rally or at the moment of withdrawal, disqualification or exclusion of the Competitor.

Nordic frontier insurance must be taken at the Finnish, Swedish or Norwegian border. Traffic insurance guarantees competitor's cover for civil responsibility towards third parties. Cars registered abroad follow the Finnish insurance Code.

Extra liability insurance (ASN permit):

Organisers' liability insurance is covered by AKK-Motorsport permit. Maximum amounts of compensation (with own liability of 600 €) are following:

- | | |
|--------------------|-----------|
| - property damages | 504.564 € |
| - body injuries | 504.564 € |

Insurance cover will come into effect from the start and will cease at the end of the rally or at the moment of withdrawal, disqualification or exclusion.

7 - ADVERTISING

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

The organizer's obligatory advertising is as follows:

- Competition numbers: Fresh
- Rally plates: Fresh

8 – GENERAL OBLIGATIONS

8.1 Crews

Only crews specified on the entry form are admitted to the start. If one member retires or if an additional party is admitted on board, the car may be excluded from the Competition.

8.2 Starting Order - Plates – Numbers

8.2.1 - The start will be given in the order of in competition number order with the lowest number starting first. For safety reasons, this order may be modified at the request of the clerk of the course.

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

8.2.2 - The Organizing Committee will supply each crew with two Rally plates and three panels bearing the Competition numbers.

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

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

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

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

8.3 Time Card

8.3.1 - Each crew will be given a time card, on which the times to cover the distance between time controls will be shown. The time card will be handed in at the finish time control of a section and will be replaced by a new one at the start of the next section. Each crew is solely responsible for their time card. Time cards must be handled as instructed by the organizer (international rally time cards in use). Competitors not handling time cards as instructed are liable for penalties.

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

8.4 Traffic laws – Repairs

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

- 1st infringement 150 € penalty.
- 2nd infringement: possible exclusion.

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

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

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

8.4.2 - Repairs are permitted only in route sections/service areas marked in road book and refuelling is permitted only on service stations marked in road book.

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

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

9 - RUNNING OF THE COMPETITION

9.1 Start

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

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

9.2 Controls - General Provisions

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

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

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

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

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

- | | |
|--------------------|---------------|
| - Stage Commanders | red tabard |
| - Safety Commander | green tabard |
| - Post Chief | blue tabard |
| - Stage Marshals | yellow tabard |
| - Officials | yellow tabard |
| - Doctor | white tabard |

9.3 Passage and Time Controls (TC) – Withdrawal

9.3.1 - Passage Controls

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

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

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

9.3.2 - Time Controls

- At these controls, the post marshal enters the time at which one of the crew members hands the time card to the post marshal. The check-in time is the time obtained by adding the time allowed to complete the road section to the time of leaving the time control of the previous section.

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

- For late arrival: 10 sec
- For early arrival: 20 sec

- No entry made at a time control, or reporting outside the maximum permitted delay: 900 sec
- Maximum permitted delay with regard to target time between two time controls: 15 minutes

9.3.3 – Catching up

Provision shall be made for a crew who, for technical reasons, has missed during a leg a time control or a passage control (which can be secret) to be re-admitted to the following leg (day) and given a penalty 20 seconds plus the points of the worst classified in the first leg.

The car may be subject 5.1 to a further scrutineering.

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

9.4 Regrouping Controls

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

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

9.5 Regularity Test Sections

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

Generally, regularity test sections are organised on roads open to public traffic. Should the organiser decide to close the roads of the regularity test sections, he must provide the corresponding insurance coverage required by national laws. Classification based on the times set by the crews is established as follows will range from a minimum of 40km/h to a maximum of 60 km/h.

At his own discretion, the organiser may set up intermediate timekeeping points at any point on a regularity test section and should specify any more information about the organisation and running of their regularity sections.

9.5.2 - Closed circuit regularity test sections

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

9.6 Parc Fermé

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

Organizers have the possibility to establish areas where the «Parc Fermé» rules apply.

10 - ADMINISTRATIVE CHECKING AND SCRUTINEERING - PENALTIES

10.1 Scrutineering before the Start

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

The following papers must be presented at the administrative checking:

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

10.1.2 - The scrutineering carried out before the start is of a completely general nature (checking of make and model of the

car, year of construction, conformity of the car with the National Highway Code, etc.).

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

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

10.2 Final Control

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

10.3 Summary of Penalties

Exclusion:

Art. 8.4.1:	Exceeding the maximum speed permitted by traffic laws on two (2) occasions.
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Possible exclusion: at the discretion of the stewards:

Art 4.2:	2 nd infringement of using forbidden device.
Art. 8.1:	Withdrawal of a crew member or additional party on board, except for «force majeure».
Art. 8.3.2:	Correction or amendment on the time card without approval from a marshal.
Art. 8.4.1:	2 nd infringement of traffic laws.
Art. 8.4.3:	Blocking of cars, unsportsmanlike behaviour.
Art. 9.3.3:	Failing to pass the last time control of the leg.
Art.10.1:	Non-submission of the FIA/FIVA form for the car at scrutineering.

Time Penalties:

Art. 4.2:	Use of forbidden device: 1800s
Art. 8.2:	Delay at the start of the Competition, a leg or a section: 60 sec for each minute
Art. 8.2.:3:	Lack of a Competition number or a Rally plate: 100 sec
Art. 8.4.1:	1 st infringement of traffic laws: 1800 sec
Art. 9.2.3:	Missing a passage or time control or arrival from wrong direction : 300sec
Art. 9.3.1	No entry at a passage control: 300sec
Art. 9.3.2:	Late arrival at a time control: 10sec
Art. 9.3.2:	Early arrival at a time control: 20sec
Art. 9.3.2:	No entry at a time control or arrival outside the maximum permitted delay: 900sec
Art. 9.5:	For each time below or above the target time in seconds at any time check: 1 sec Measured with 0,1 second resolution. Intermediate time checks max 60s / time check
Art. 9.5:	Regularity test section not completed or not started : 900 sec
Art. 9.5:	Stopping and/or waiting for target time on a regularity test section : 60 sec

11 - CLASSIFICATION - PRIZES - PROTESTS

11.1 Classification

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

Penalties are expressed in points: the final results are determined by adding up the penalties. The crew with the lowest total will be proclaimed the overall winner, the next lowest will be second and so on. In the event of a dead heat, the competitor who accomplished the lowest penalty over the first regularity test will be proclaimed winner.

11.2 Prizes - Cups

1st - 2nd - 3th cups

The organiser reserves the right to award further prizes.

11.3 Prize-Giving

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

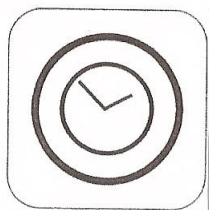
11.4 Protests

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

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

11.4.2 - The decisions by the stewards are final.

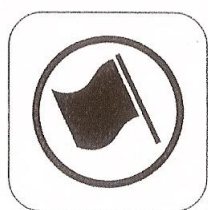
Appendix 1 : Regularity Rallies control signs



Time control



Passage control



Regularity test start



End of regularity test