



# GENERAL REGULATIONS 2020

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## 1. INTRODUCTION/GENERAL INFORMATION

- 1.1. These regulations concern and are valid for ~~Rallye Breslau Poland and Balkan Offroad Rallye~~ events of **RBI Sport** where the events hereinafter are called the “rally”.
- 1.2. The rally is a competitive event for all-terrain vehicles: motorbikes, quads, SSV, cars and trucks. It consists of time and skill assessments and special tests, which are being announced before each stage.
- 1.3. The rally is for drivers with or without a motor sport license.
- 1.4. The rally is for vehicles with valid or expired FIA/FIM homologation or vehicles without FIA/FIM homologation. All vehicles must comply with the Technical Regulations of the rally.
- 1.5. Community and collegiality are the bearing elements of the event. Not only a good vehicle is important in the evaluation, but also the harmony between the driver and the co-driver, the understanding of the road book and the compass or better GPS and, last but not least, a pint of luck in finding the right way.
- 1.6. Changes of the regulations to the advantage of the Organization of the rally are always possible. Modifications, amendments and/or changes applied to these regulations will be announced only through numbered, dated and signed bulletins (issued by the Organizer) and published on the Official rally web site or on the Official notice board.
- 1.7. In the event of differences in interpretation of these regulations, only the English text will be considered as binding.
- 1.8. The official time of the rally is the GPS time at the place where the rally is held, respecting the time zone and daylight saving time. The official distance calibration is a nominal kilometer measured by a GPS device.

## 2. TERMINOLOGY / DEFINITIONS

- 2.1. ORGA  
Any mention of the ORGA refers to a Legal person who is a part of the Organization personnel of the rally
- 2.2. Bulletin  
Official written document intended to modify, clarify or complete the Regulations of the rally.
- 2.3. Service (as assistance)  
Service shall be defined as unrestricted work on a competing vehicle, or one of its elements, even when dismounted and/or the physical presence of a person(s) in the vicinity of a competing vehicle.
- 2.4. Bivouac / Camp
  - a) Zone situated between the Time Controls at the finish of one Leg and the start of the next, where all competitors regroup; this zone is described in the road book. In the bivouac, servicing is

free between the competitors and with vehicles and/or people registered in the service category. It is a closed area, checked and secured, reserved for private use during the rally, where access is exclusively and uniquely for persons who have been accredited by the Organization, as well as representatives of local public authorities.

b) RCC - Rally Control Center of the rally situated on a central place in the bivouac.

c) After having checked-in at the check out control at the end of the Leg, competitors or team members may take the rally vehicles out of the bivouac for refueling, cleaning, to go to a hotel or for testing. All tests must be done outside of the route of Special Stages.

d) It is forbidden to drive at excessive speeds (more than 20km/h) and/or to drive dangerously in the bivouac area and on the runways, on pain of penalties up to and including exclusion from the rally. It is strictly obligatory to wear a helmet if driving a motorbike or ATV in the bivouac.

## 2.5. Briefing

The information regarding safety and the route (amendments to the road book), will be posted on the official notice board, before or at the latest during the briefings.

The location and time for the 1st briefing, compulsory for all crews will be announced in the Rally guide.

The presence of at least one member of each rally crews is compulsory.

During the rally, a briefing will be held each evening at the bivouac, according to the timing given at official rally guide.

After the briefing, a summary could be posted on the official board at the RCC.

## 2.6. Time Card

A card intended for the entry of times recorded at the different control points scheduled on the itinerary and stamping of the passage controls.

## 2.7. Time Control (TC)

See article 31 – TIME CONTROLS

## 2.8. Competitor

Physical or legal entity used for the physical or legal person who has entered the vehicle. Team is made up of the competitor, the crew and support personnel.

## 2.9. Passage Control - Check Point (CP)

A control zone where the time card must be stamped by the marshals and which will be obligatory geographically positioned on a road book picture of the itinerary, but not expressively displayed in the road book.

## 2.10. Virtual Passage Control – Virtual Check Point (VCP)

A virtual passage control, geographically positioned on a road book picture of the itinerary and displayed in the road book, which is virtually checked using the tracking system.

## 2.11. Extreme Passage Control – Extreme Check Point (ExCP)

A control zone where the time card must be stamped by the marshals and which will be obligatory geographically positioned on a road book picture of the itinerary, but not expressively displayed in the road book.

2.12. Start of speed control zone

The start of a speed control zone is marked by a sign. The signs will be described in a table of symbols in the road book.

2.13. End of speed control zone

The end of the speed control zone is marked by a sign in the road book. The signs will be described in a table of symbols in the road book.

2.14. Leg

Each part of the Event that is separated from the next by a bivouac stopping time of at least 6 hours.

2.15. Exclusion

Sanction decided by the RCC further to a severe infringement.

2.16. Official Time

The official time is the GPS time.

The target check-in time is the responsibility of the crews alone, who may consult the official clock on the control table.

2.17. GPS settings

World Geodetic System: WGS84

Coordinates format: hddd.ddddd

North: True North

Track log ON

Track recording option – automatic. If no automatic setting is available, a Time interval - 5 second must be chosen.

“Overwrite when full”

2.18. Infringement (speed control zone)

An infringement consists of one or more instances of speeding in one and the same speed control zone, defined by the respective signs. A second infringement will come about when one or more instances of speeding have occurred inside a new speed control zone and so on.

In case of a repeated offense during the Event, the 3rd infringement (in 3 different zones) will result, in penalties that may go as far as exclusion, depending on the excess speed noted.

A speed control zone composed of two successive sections with two different maximum speeds will be considered as two speed control zones.

2.19. GPS Point - Waypoint (WPT)

A waypoint is a geographical point defined by coordinates of latitude and longitude. There are two types of way points:

WPM – hidden way point

WPV – visible way point

Each waypoint noted on the road book is a compulsory passage point.

2.20. WPM (hidden waypoint)

A compulsory passage indicated in the road book, and the coordinates of which are not revealed to the competitors.

2.21. WPV (Visible waypoint)

A point the coordinates of which are given to the competitors by the road book or by marshals or at the briefing.

2.22. Official itinerary

This is represented by the passage through each waypoint featured in the road book.

2.23. Neutralization

Time during which the competitors are stopped by the Rally Control.

2.24. Information note

Official informative document published by the Organizers or the sporting stewards, posted on the official board.

2.25. Route

This is defined by the official road book of the Event.

The route is divided into Legs consisting of one or more timed Special Stages linked by Connection stages.

2.26. RCC

Rally Control Center (sporting and safety) coordination and management of interventions.

2.27. Fixed penalty

a) A fixed penalty has been created to replace certain sanctions leading to exclusion for failing to respect certain clauses of the Regulations. It allows the penalized competitor to continue the Event in normal competition conditions, although being severely sanctioned.

b) The fixed penalty is expressed in a time which is added to the penalties already incurred by the competitor.

c) The fixed penalty may be of a different figure for each Special Stage, Connecting Stage or passage control, calculated according to the profile and the difficulty of each of these.

d) The total time attributed to the competitor affected by the fixed penalty, for each Leg, will be calculated by adding together the maximum time allowed for the Special Stages or Connecting Stages not covered, increased by the fixed penalty of the day for the missing Section(s), as well as for any missing passage controls.

2.28. Sporting penalty

A sporting penalty means a penalty imposed for: speeding, missing a CP, or missing a Waypoint, or unsporting conduct, or other violation committed on a Special Stage.

2.29. Regrouping

a) A halt scheduled by the Organizers to enable the theoretical times to be observed on the one hand and, on the other, to regroup the crews still racing. The regrouping time may vary according to the crews.

b) The new start will be given according to the order of arrival of competitors at the entrance of the regrouping Time Control. The first ten crews that arrive will start at 2-minute intervals or according to the marshal's call.

2.30. Road Book

Each crew shall receive a road book, size A5, comprising a maximum of 6 horizontal lines of distances, drawings and information and containing characteristic notes. It will indicate the itinerary which has been reconnoitered. It will indicate compulsory points of passage, which must be respected on pain of incurring penalties up to and including exclusion from the rally.

The road book for motorbikes and ATV's is printed on an endless roll which is 14 cm wide and maximum 14 m long.

2.31. Connecting Stage

Section of itinerary with a target time between two successive Time Controls.

2.32. Special Stage

~~Speed test in real time~~ **timed speed test on roads not closed for the rally**. Special Stages may be run over a course exclusively reserved for the competitors in the Event.

Starts of Special Stages are preceded by or twinned with a Time Control and followed by a Time Control after the finish.

2.33. Estimated time

Time estimated by the Organizers to cover a Special Stage.

2.34. Target time

Each Connecting Stage will be covered within a target time, which the competitors must respect.

2.35. Maximum time allowed

Maximum time given to each Special Stage. Any competitor exceeding this time, without any tolerance, will receive a penalty. At that moment, the control is said to be closed for the competitor concerned. After the maximum time the Special Stage will be closed and CP's and Time Controls will be dismissed.

2.36. Change of the maximum time allowed

On the evening of a Leg, if a certain number of competitors having started the Leg have not crossed the finishing line of the day's Special Stage, or if weather conditions stop the rally being run under normal conditions, the day's maximum time allowed may be changed by the RCC.

2.37. Real time

This is the time actually taken to cover the route of a Special Stage.

2.38. DNF (Did Not Finish)

A status assigned to the competitor, if he does not finish the Leg.

2.39. DNS (Did Not Start)

A status assigned to the competitor, if he does not start the Leg.

2.40. Check out

Part of the RCC at which each competitor must pass as the final time control. At the check out the time card must be returned.

2.41. Rally Guide

A detailed document send to the competitors no more than 30 days before the event, giving further information concerning the rally.

#### 2.42. Leg retirement /abandons

A status assigned to the competitor, if he retires from the current Leg. Retired competitors are allowed to return to the rally on the next Leg after receiving a fixed penalty.

#### 2.43. Out of race

A status assigned to the competitor, if he stopped racing in the rally. He will not appear on the starting list of the next Leg

#### 2.44. Tracking System

A device which records the progress and the current position of the rally vehicle. It transmits the data wirelessly throughout the run of the rally. The system incorporates a SOS button for sending out an emergency signal directly to Rally control. See appendix 5 for details.

### 3. OFFICIALS

#### 3.1. Permanent contact details

Rallye Breslau International  
75, St. Peterburg Blvd.  
4006 Plovdiv  
Bulgaria

Ph: +359 32 277 993;

Fax: +359 32 277 990

E-mail: [info@rallye-breslau.com](mailto:info@rallye-breslau.com)

Website: [www.rallye-breslau.com](http://www.rallye-breslau.com)

#### 3.2. Organizing contact details

Organization & Sport director	Alexander Kovatchev	<a href="mailto:al.kovatchev@offroad24.bg">al.kovatchev@offroad24.bg</a>
Rally administration	Daniela Roussekova	<a href="mailto:info@rallye-breslau.com">info@rallye-breslau.com</a>
Marketing & Advertising	Vilena Kovatcheva	<a href="mailto:v.kovatcheva@offroad24.bg">v.kovatcheva@offroad24.bg</a>

The complete list with the officials will be published within the Supplementary regulations for each rally

#### 3.3. Legal status

Jurisdiction is Plovdiv, Bulgaria

### 4. AMENDMENTS TO THE REGULATIONS, BULLETINS

4.1. Any amendment or any additional provision will be announced by dated and numbered bulletins, signed by the Organizer.

4.2. These bulletins will be posted on the notice board. They will also be directly communicated to the competitors, who must acknowledge receipt by initialing.



4.3. These bulletins are printed on yellow paper. The number of pages will appear (ex: 2/4 etc.)

## 5. APPLICATION AND INTERPRETATION OF THE REGULATIONS

In the event of differences in interpretation of these regulations, only the English text will be considered as binding.

## 6. ELIGIBLE VEHICLES

- 6.1. All vehicles must have valid registration and insurance and to be roadworthy for driving on public roads.
- 6.2. The rally is for vehicles with valid or expired FIA/FIM homologation or vehicles without FIA homologation. All vehicles must comply with the Technical Regulations of the rally.
- 6.3. Detailed description of eligible vehicles will be specified for all categories in the technical regulations.

## 7. CRITERIA FOR PRIORITY DRIVERS

The first three start numbers in all racing categories will be reserved for the winners of the previous edition of the same rally.

## 8. ENTRIES

### 8.1. General

Anybody wishing to take part in the rally must fill in the official registration form, available at the official rally website or official printed paper form 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 the very fact of filling out and accepting the terms and conditions in the online registration form, the competitor and all the crew members submit themselves to the sporting jurisdictions specified in the regulations.

Up to the moment a crew presents itself for Administrative Check, any change of one or several members may be made with the approval of the Rally Administration.

All drivers are obliged to keep the road traffic regulations.

At the moment of the event the drivers must have a valid driving license, which is adequate to their vehicle.

After the start of administrative and technical scrutineering, the changing of 1 or several members of a crew may only be authorized by the RCC.

Up to the moment of the technical scrutineering, the competitor may freely replace the entered vehicle with another.

Should it turn out, at the time of pre-race scrutineering, that a vehicle does not correspond in its presentation to the group in which it was entered, this vehicle may, upon the proposal of the Scrutineers, be transferred by the RCC to a different group or be refused entry definitively.

The registration form will be accepted only if accompanied by the entry fees; the reception of both validates the entry request.

For the participation in the rally it's necessary to be in a good physical condition. It's prohibited to participate in under the influence of drugs, alcohol, strong medicines, psychotropics or similar, also if you have a heart pacemaker, circulation troubles or spine damages, or other health problems including nerve and mind diseases.

### 8.2. Entry procedure

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 registration forms must be filled out and full entry fees must be paid according to the information specified in the 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 registrations:

- which have not paid the down payment (deposit) within 4 weeks after submitting the online registration; In this case the online registration will be deleted.
- which have not been fully paid by the entry's closing date 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 registration confirmation incl. booking number or registration confirmation by email from the Rally Administration.
- The full amount of the entry fee or copy/document for the fees paid after the closing dates.
- The driving license for each member of the crew
- Vehicle registration document with characteristics of the vehicle

All vehicles, also the service vehicles and other wheelers, must have a valid registration and insurance.

8.3. Opening and closing dates are described in the Supplementary Regulations.

8.4. Start refused

After technical and administrative checks, competitors will be refused start if their vehicle and / or their documents will be found not compliant. No crews refused a start due to failure to pass administrative checks or scrutineering will be eligible for refunds.

8.5. Cancellation and termination of by the Organizer – exclusion of a participant

The Organizer reserves the right to cancel/change the rally program, to exclude a participant or to cancel the event in its entirety when unforeseen circumstances make this necessary.

For all details please refer to GENERAL TERMS AND CONDITIONS RALLYE BRESLAU, points 4 and 5.

8.6. Allocation of start numbers/publication of entry lists

The issuing of start numbers is on the "first come, first served" basis. Start numbers will be allocated on the basis of the following criteria:

- receipt of online registration together with the Down Payment (deposit) or full entry fee.
- The later the payment, the higher start number.

The entry lists will be published on the event's website and will be constantly updated

## 9. TYRES

There are no limitations on the size, number of tires, type and thread, retreading unless specified in the Technical Regulations.

## 10. IDENTIFICATION

10.1. Personal

Access to the rally (start and finish of the Special Stages, service points, bivouacs, etc.) is exclusively reserved to all those wearing the identifying card and bracelet of the rally (competitors,

service, organisation members, media delegates, visitors, VIP) and to all vehicles officially registered (competitors, service, press, ORGA) supplied with the official stickers of the event.

Each participant (competitors, service, ORGA, press delegates, VIP, visitors) will get an identifying card (ID card) and identifying bracelet (ID bracelet), which are included in the entry fee.

The ID card worn around the neck and the ID bracelet correctly tied on the wrist of the competitors, mechanics and service personnel, visitors, VIP, are considered the only authorisation to access the rally official location, service areas, press or visitors points and the bivouacs.

The ID card and the ID bracelet will be systematically checked by the Organisation at meals, at service points or service areas, at the bivouacs, etc. Participants must show the ID card and bracelet at any moment upon request.

Any infringement found by an Organisation official, will imply a penalty of 500,- EUR.

In case of damage on the ID card or bracelet, the participant must contact the Rally Administration.

#### 10.2. Vehicle

The Organiser shall supply each crew with a set of Number and "Rally" plates bearing the rally numbers as shown below.

RALLY TITLE	RALLY TITLE	RALLY TITLE
<b>400</b>	<b>ORGA</b>	<b>PRESS</b>
ADVERTISING	ADVERTISING	ADVERTISING
RALLY TITLE	RALLY TITLE	RALLY TITLE
<b>VIP</b>	<b>MEDICAL</b>	<b>SERVICE</b>
ADVERTISING	ADVERTISING	ADVERTISING

#### 10.3. Number plate sizes:

- Motorcycles and ATV vehicles – 2 plates measuring 15x14cm
- SSV – 2 plates measuring 30x28cm
- Cars – 2 plates measuring 42x40cm
- Trucks – 2 plates measuring 50x47cm

#### 10.4. Number Roof panel

For SSV, Cars and Trucks, one roof panel, 42 cm wide by 40 cm high, to be placed on the roof with the top towards the front of the car.

#### 10.5. "Rally" plate:

- Motorcycles and ATV vehicles – 1 plate measuring 19x18cm
- SSV – 1 plate measuring 42x22cm
- Cars – 2 plates measuring 42x22cm
- Trucks – 2 plates measuring 42x22cm

10.6. Sunvisors (only for SSV, Cars and Trucks):

The Organiser shall supply each crew with a 1 sunvisor – measuring 180x8cm

10.7. Sticker plan

Throughout the duration of the rally, the plates must be affixed according to the sticker plan. In no case may they cover, even partially, the vehicle's license plates.

10.8. Cleaning the identification plates

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

10.9. Names and flags

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.

At any time during the rally, the absence or faulty positioning of the identification plates may incur, on certification, a cash penalty equivalent to 10% of the entry fees (per person). The absence or faulty positioning of the stickers same time may result in a cash penalty equivalent to 20% of the entry fee (per person).

## 11. ADVERTISING

The stickerage space reserved for the Organisers official advertising and start numbers are described in the official Sticker Plan that is under no exceptions compulsory for all the participants in the rally (crews, service and press).

Collective advertising plates:

- Motorcycles and ATV vehicles – 2 plates measuring 12x8cm plus 2 plates measuring 12x12cm
- SSV – 2 plates measuring 30x28cm
- Cars – 2 plates measuring 42x40cm
- Trucks – 2 plates measuring 50x47cm

The preliminary sticker plan is published on the event's website. The official sticker plan will be communicated on rally guide or newsletter and on the website before the start of the rally.

The stickers will be distributed to competitors at the entrance of the scruteneering area and are required to position them according to the sticker plan under the supervision of the Organisation and representatives of the sponsors. All stickers/images that partially or completely cover the area allocated for the stickers of the organisation/sponsors will be removed in their entirety.

The stickers for the service vehicles will be distributed to the service teams at the administrative check and are required to position them according to the sticker plan under their own supervision. See Assistance point for further details.

Competitors are required to provide sufficient space to conform to the above regulations, with any modifications to event stickers being forbidden (cutting etc.).

Participants are obliged to attach the start numbers and the stickers with the advertisements of the rally sponsors on their vehicles according to the sticker plan. The stickers must be visible for the duration of the rally.

Noncompliance to the sticker plan will result in a scruteneering refusal. Any deliberate removal of the Organisers/sponsors sticker will result in a possible disqualification or/and cash penalty equivalent to 20% of the entry fee (per person). The scrutineer or any rally official present has the final word in this matter.

At any time during the rally, the absence or faulty positioning of the stickers may incur, on certification, a cash penalty equivalent to 10% of the entry fees (per person). The absence or faulty positioning of the stickers same time may result in a cash penalty equivalent to 20% of the entry fee (per person).

Competitors are allowed to affix any kind of advertising to their vehicles, provided that:

- it is not likely to be offensive;
- it does not encroach upon the spaces defined in the sticker plan;
- it does not interfere with the crew's vision through the windows;
- it does not express either a religious and/or political opinion.

No political, religious or abusive advertising is permitted. The advertising of tobacco (or related products), alcohol and/or pornography is forbidden on rally vehicles, service vehicles, media vehicles, competition/service equipment and on the team members' outfits.

## 12. ADMINISTRATIVE CHECK AND SCRUTINEERING

### 12.1. LOCATION

The Administrative Check will be in the first bivouac. It can be located in the Rally Office truck, in a tent or at a hotel. In any case, the Rally Office will be signposted.

### 12.2. TIMETABLE AND OPENING HOURS

Exact details about the schedule of the Administrative Check and the opening time will be communicated in the Official Rally Guide before the rally and at the Official Notice Board at the rally.

### 12.3. ORIGINAL DOCUMENTS TO BE PRESENTED WITH AN EXTRA PHOTOCOPY

#### PERSONAL

- Driver and Co-Driver(s) passports or identification
- Drivers' driving license valid for the registered vehicle type
- Online registration confirmation incl. booking number or registration confirmation by email from the Rally Administration.
- The total entry fee or copy/document for the fees paid after the closing dates
- Driver and Co-Driver(s) medical insurance. See article 27 – PERSONAL MEDICAL

#### INSURANCE.

#### VEHICLE

- Current vehicle registration document
- Car insurance cover certificate
- Car owner authorisation to participate at the rally

#### OTHER

- Accuracy of all other information given on the online registration form
- Signing of the Waiver of Liability

ALONG THE CHECK competitors will be supplied with:

- Start numbers/identification plates
- Advertising stickers
- ID card and ID bracelet
- Scrutineering / Technical checks form

### 12.4. SCRUTINEERING

IMPORTANT: The fact to present a vehicle at the technical check is considered as an implicit declaration of conformity.

Scrutineering time and place will be announced in the official rally guide

Having stickered their vehicles according to the received sticker plan (participants are obliged to fix the stickers of the rally sponsors according to the plan given by the Organizer) the participant goes to scrutineering. There will be controlled the obligatory technical conditions (car documents, registration, stickering, GPS, etc.) and the mandatory equipment as well. If these conditions are satisfied and the signed disclaimer is submitted the participant receives the start approval and the road book.

The scrutineering serves the safety of all drivers and participants and also the fairness. The stickers must stay on the vehicles for the whole event. The acceptance test is only for the control of the safety equipment. The fitness to drive will not be controlled, because a good technical state of the vehicle, confirmed by the valid car papers, is an obligatory condition of the participation in the rally. The current control of the vehicle before each stage is a private matter of each participant.

## 13. RALLY SAFETY SYSTEM

- 13.1. It is mandatory that each competitor have properly installed and working Rally Safety System on board of the racing vehicle.
- 13.2. The system is rented at the administrative check and installed by the ORGA at the scrutineering.
- 13.3. See appendix 5 for details.

## 14. STARTING ORDER

- 14.1. The starting order for Leg 1, Special Stage 1 will be drawn up by the increasing order of the start numbers.
- 14.2. The starting order for the next day's Leg will be according to the ranking from the previous Leg.
- 14.3. The interval between vehicles will be noted in the start lists.
- 14.4. The start list of all competitors will be posted at 10.00 pm at the latest, except for night stages and marathon Legs.
- 14.5. The RCC keeps the right to change the starting order.

## 15. OFFICIAL ITINERARY

The route of the rally consists of all kinds of surface, from asphalt in the join sections to the challenging off road terrain / rough gravel. The course of the sections will be announced exclusively through the road book or during the divers' meeting. The connecting stages will be driven by the participants on their own responsibility according to the traffic regulations.

## 16. WAYPOINT

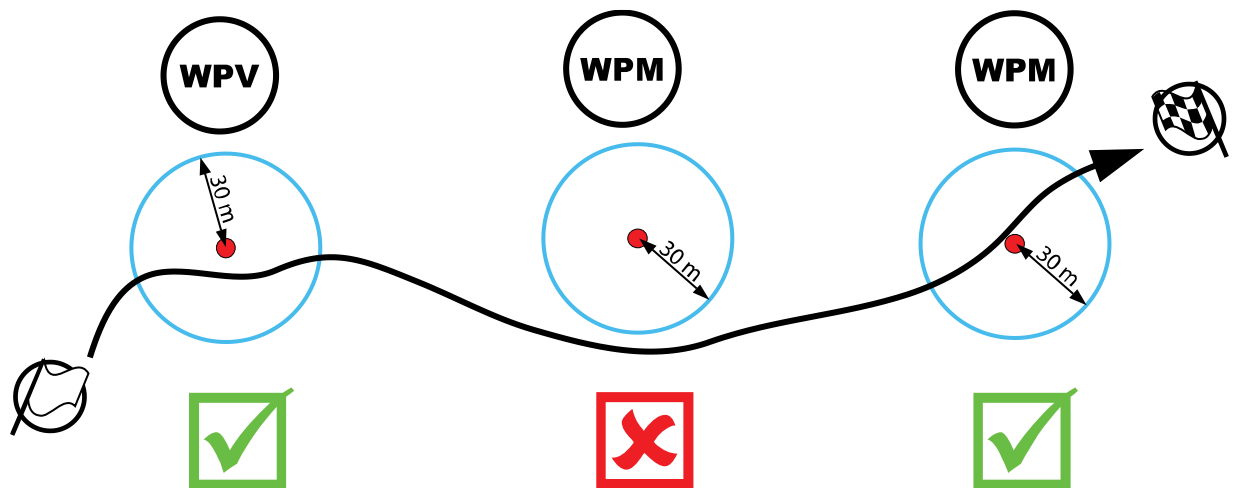
### 16.1. WPM (hidden waypoint)

A compulsory passage indicated in the road book, and the coordinates of which are not revealed to the competitors. To validate their passage through a WPM, competitors must pass within at least 30 meters to it. The sporting penalty for a missed WPM is 5 minutes. In exceptional cases the RCC can assign a different penalty for some or all WPM's in the itinerary, but it must be announced at the briefing or by a bulletin **or published in the road book**.

### 16.2. WPV (Visible waypoint)

A point, the coordinates of which are given to the competitors by the road book or by marshals or at the briefing. To validate their passage through a WPV, competitors must pass within at least 30 meters to it. The sporting penalty for a missed WPV is ~~60~~ 30 minutes. In exceptional cases the RCC can assign a

different penalty for some or all WPV's in the itinerary, but it must be announced at the briefing or by a bulletin **or published in the road book**.



## 17. ROADBOOK AND NAVIGATION

### 17.1. General

The route of the rally is described in the road book given to the competitors.

The route described in the road book is obligatory. Only this route is opened and validated by the opening team.

The route will remain secret until the road book is distributed to crews.

### 17.2. Road book

The road book features the FIA/FIM standard – A5 format with intuitive tulips and remarks.  
“Road books symbols”:



Offroad track Offroad-Weg Chemin		Hole, pit Loch Trou		STOP !	
Less visible road/no road Weniger sichtbarer Weg/kein Weg Chemin/route difficile a voir		Bridge Brücke Pont		Camber Seitenneigung Devers	
Asphalt road Asphaltweg/strasse Route asphaltee		Look alike objects Ähnliche Objekte Comme les objets		Single bushes Einzelne Sträucher Buisson individual	
Wrong direction Falsche Richtung Fausse direction		Fence Zaun Cloture		Border of vegetation Grenze der Vegetation Limite de la vegetation, de plantation	
River, stream Fluss, Bach Riviere / Ruisseau		Cemetery Friedhof Cimetiere		Peak   hole Berggipfel   Loch Pic   trou	
Electric line Stromleitung Ligne electrique		Signboard Schild Panneau		Meadow, field Wiese, Feld Champs, champs agricoles	
Danger Gefahr Danger		Building Gebäude Batiments		Warning - traffic on the road Achtung - Verkehr Attention - trafic sur la route	
Big danger Grosse Gefahr Grand danger		Speed limit Geschw.begrenzung Limite de vitesse		Pine forest Nadelwald Foret de pins	
Extreme danger Extreme Gefahr Danger extrême		End of speed limit Ende Geschw.begrenzung Fin de la limitation de vitesse		Streight air distance, km Entfernung per Luftlinie, km Distance a vol d'oiseau.km	
Bodewelle Bump Bosse		Bumpy road Holpriger Weg Route accidentee		Electric pole Strommast Poteau electrique	
Graben Ditch Fosse		Start   Finish Start   Ziel Depart   Arrivee		Wineyards Weinberg Vignobles	
Stufe - auf Step - up Marche montante		Fuel station Tankstelle Station essence		Waterspring Wasserquelle Fontaine	
Step - down Stufe - runter Marche descendante		Begin service park Anfang Servicepark Debut de zone d'assistance		Typical trees Typische Baume Arbres caracteristiques	
Uphill Berg auf Montee		End service park Ende Servicepark Fin de zone d'assistance		Virtual Passage Control Virtueller Kontrollpunkt Contrôle de passage virtuel	
Downhill Berg ab Descente		Village, town Ortschaft Village, ville		Leaf forest Laubwald Foret de feuillus	
Follow direction Folge Richtung Suivre la direction		Hidden WayPoint Virtuelle Kontrolle WayPoint cache		Sand Sand Sable	
Ravine, slope Schlucht, Steigung Ravine, la pente		Course, bearing Azimuth CA, direction en degre		Contour lines of terrain Höhenlinien des Geländes Lignes de contour du terrain	
Ruts Spurrinnen Ravin, pente		Follow main track Hauptpiste folgen Suivez la voie principale		Visible WayPoint Wegpunkt sichtbar Waypoint visible	



The way to “read” the roadbook:  
From Left to right - row by row.

The notes give information from  
the current “zero point” to the next one.

LEG 2 - 205.84 km.	Max Time - 1:15	SS 1 - 29.60 km.
23.78		5.82
24.21		5.39
24.55		5.05
24.72		4.88
24.90		4.70

Total LEG distance		Maximum time allowed in the current stage [HH:MM]		Current STAGE distance	
Tulip					
Tulip number				Distance to the finish of the current stage	
Total distance from the start of the current stage				Additional notes / dangers	
Partial distance from the previous tulip point				Additional note within the vicinity of the “zero point”	
“Zero point”				Information bar	

LEG 2 - 205.84 km.	Max Time - 1:15	SS 1 - 29.60 km.
23.78 0.13 30		5.82
24.21 0.43 31		5.39
24.55 0.34 32		5.05
24.72 0.17 33		4.88
24.90 0.18 34		4.70

BALKAN OFFROAD RALLYE - CC - LEG 2 - SS 1 - PAGE : 7

The road book for the first Leg will be handed out at the administrative check or at the first driver’s briefing. If the opening notes of the 1st Leg are not available when road books are given, they will be issued in the notice board the morning before the start of the Leg.

The road book for the following Legs will be handed out at the Check out control zone upon arrival from the last special stage finish.

Following the passage of the Organizers’ openers, any modifications will be posted on the official notice board, under the control and responsibility of the Clerk of the Course. Whenever possible, they will be given together with the road book before the briefing.

Competitors must, in all cases, adapt their driving to the conditions of the terrain which will change frequently. The greatest attention must be paid at all times, whatever the type of route (Special Stage, Connecting Stage...).

### 17.3. Official itinerary

The official rally itinerary (Special Stages and Connecting Stages) is recorded by the Rally Safety System supplied to competitors. The chronological validation of each Point localized on the road book guarantees the respect of the route by competitors. Each point will be numbered in chronological order in the road book.

## 18. SPEED CONTROL ZONES

### 18.1. Definitions

#### 1) Entry of a control zone

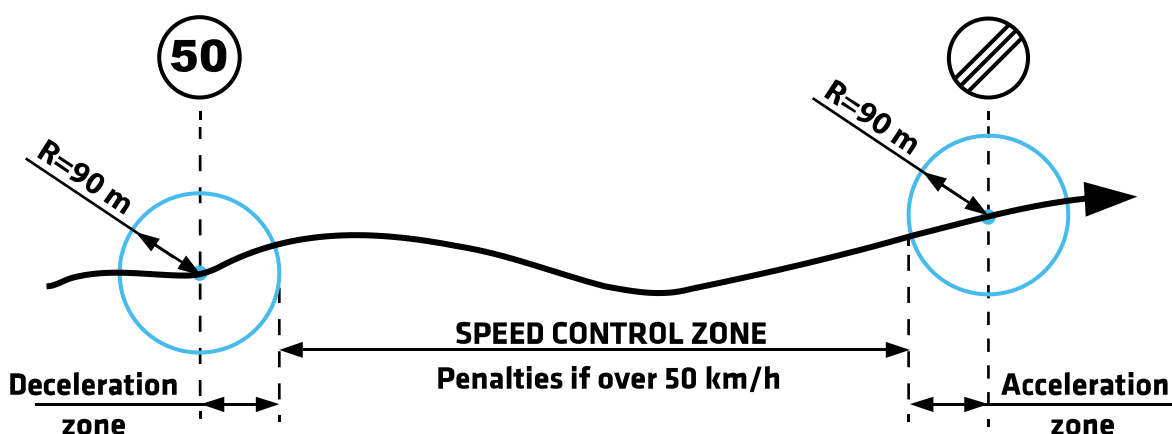
- The start of a speed control zone registered by the Rally Safety System will be indicated in the road book by a box with signs described in the table of signs. To validate the entry of Zone, the competitor must pass at less than 30 meters (radius around the waypoint), on pain of penalties for missing waypoints
- 90 meters after entering the speed control zone is considered as a deceleration zone (zone of tolerance).

#### 2) The speed control zone

The competitors can in no way claim not to know either the entrance or exit of the zone. The speed of a competitor will be limited to 30, 40, 50, 60, 70 or 80 km/h between the point of entry and the exit point of the zone, regardless of the route taken between these two points.

#### 3) Exit of the control zone

- The end of a GPS speed control zone will be indicated on the road book by a box with a sign, described in the table with symbols.
- 90 meters before the exit of the speed control zone will be considered a zone of tolerance as to avoid any arguments concerning the measuring of speed.
- Competitors can reaccelerate from this point.
- The exit point of the speed control zone is a compulsory point of passage. To validate the exit of the Zone, the competitor must pass at less than 30 meters (radius around the point).



### 18.2. going through speed control zones

- 1) In areas defined as speed control zones, the speed of competitors both in Special Stages and Connection Stages (Liaisons) is limited to 30, 40, 50, 60, 70 or 80 km/h.
- 2) If the local speed limit is lower, it applies. Also, it is the competitors' responsibility to adapt their speed to local population and traffic conditions.

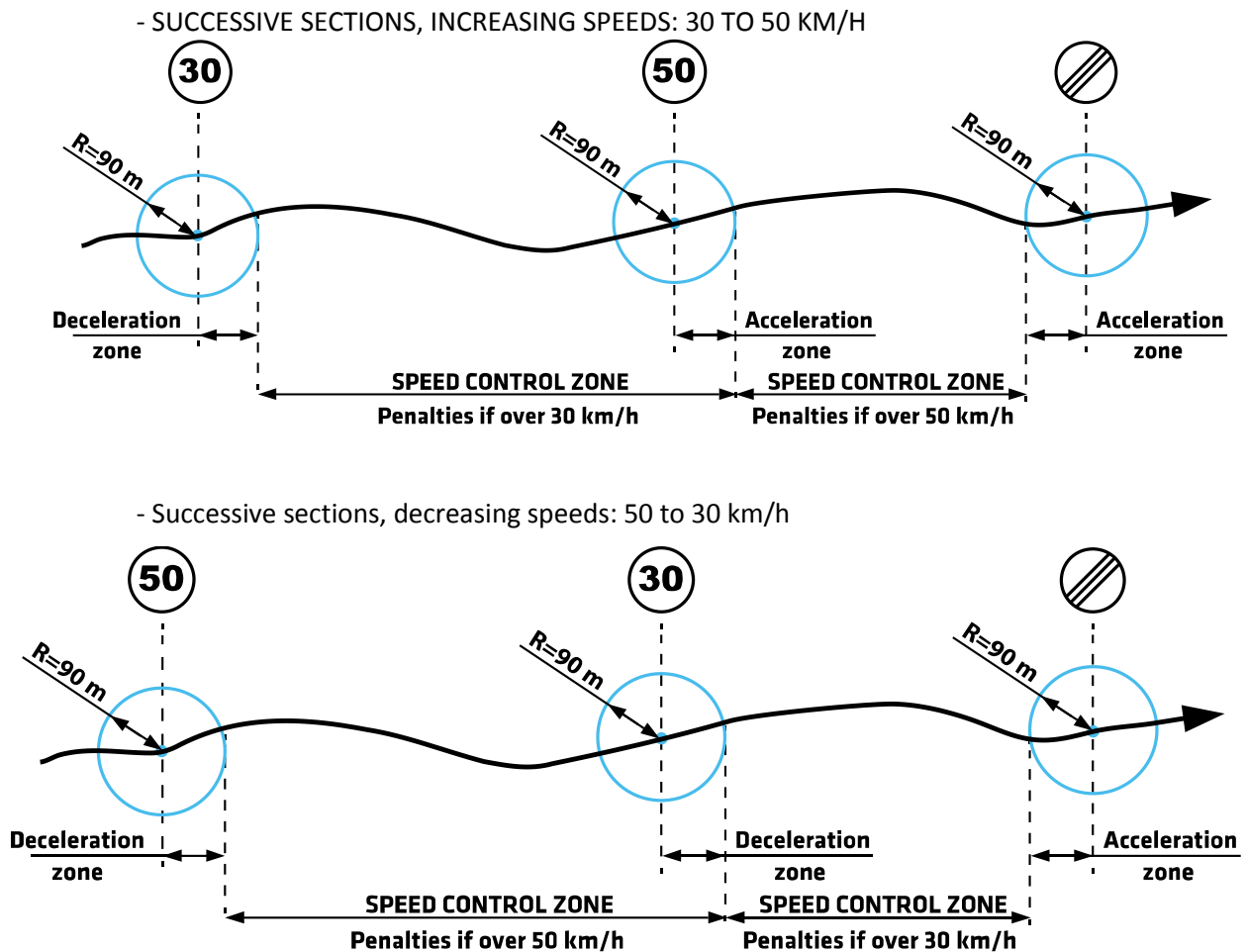
- 3) Speed control zones will be indicated in the road book by the signs described in the table of symbols.
- 4) The presence or absence of signposts indication speed limits can on no account serve as an argument in case of dispute.
- 5) Overtaking is authorized on condition that the maximum speed authorized in the zone is not exceeded.
- 6) The speeding in the speed control zones can be manually determined by means of a radar or automatically through evaluation the record of the Rally Safety System.
- 7) The driving time in the speed control zone is virtually divided in time periods of 5 seconds. Based on the GPS record an average speed over each time period of 5 seconds is calculated.
- 8) A tolerance of 10% is added to the average speed or to the radar measured speed to build the maximal allowed speed. The maximal allowed speed in the speed control zone is the base for determination of the speeding. An infringement occurs by exceeding the maximal allowed speed.
- 9) ~~The penalty for speeding is 1 minute per 1 km/h over the maximal allowed speed in the speed control zones.~~

**The penalties for speeding per each km/h over the maximum allowed speed in the speed control zones are as follows:**

- Between 1 and 5 km/h: 10 seconds per each km/h
- Between 6 and 15 km/h: 20 seconds per each km/h
- Between 16 and 40 km/h: 30 seconds per each km/h
- Above 41 km/h: 1 minute per each km/h

If the competitors disagree with the infractions noted, they must make a written protest following these regulations. ~~accompanied by the appropriate deposit, which they must then hand to the Rally Control Center Clerk of the course within one hour after publishing the preliminary results.~~

- 10) By several infringements in one and the same speed control zone, penalized will be only once on the base of the highest recorded speed.
- 11) All repeated offense will result in a financial penalty up to exclusion.
- 12) In case of a speed control zone composed of two successive sections with two different maximum speeds, it will be considered as two speed control zones with different speed limits and infringements in each section will be penalized separately. The maximum speed authorized in the radius of 90 meters around the entry waypoint of the second section will always be the higher speed of both sections. In the case of decreasing speeds, the entry in the radius of 90 meters after passing this waypoint is considered as deceleration.



### 18.3. Speed limit – bivouacs / stage towns

It is forbidden to:

- drive at an excessive speed (more than 20 km/h) within the bivouac area
- drive dangerously inside the bivouac or in the stage towns (where the local speed limit must be respected)

Any infringement will lead to penalties up to and including exclusion.

## 19. RECONNAISSANCE

The presence of a competitor, or anyone connected with a competitor, on any part of the itinerary of the rally after its announcement is prohibited.

## 20. TRACKING SYSTEM & ACCIDENT RESPONSE

### 20.1. Real time tracking

In order to enhance competitor safety a Rally Safety System will be fitted to each racing vehicle. This will give the Rally control clear positioning of each competitor throughout the running of the Legs.

This device must be operational throughout the running of each Leg. It does require external power supply. See appendix 5 for details.

### 20.2. Accident

In the case of an accident involving injuries, it is imperative that competitors inform the RCC by all possible means as quickly as possible so that appropriate means can be sent as quickly as possible.

A competitor who has stopped on a ~~selective-section~~ special stage is obliged to display either the red "SOS" or green "OK" panels located at the rear of the standard road book.

#### 20.3. Accident on a road section

In the case of an accident with a third party on a road section, causing injuries or material damage, the crew must immediately contact RCC.

#### 20.4. Assistance in the event of an accident of another competitor

1) It must be remembered that ethics demand that a crew which sees that an accident has occurred must stop in order to provide assistance in the most appropriate manner until the rescue service arrives.

Also, it must be remembered that major means are implemented to shorten the intervention times.

2) Any crew that witnesses an accident placing another competitor in physical danger must in the following order:

- stop,
- make the area safe for the other competitors arriving on spot
- give the first aid to the crew members and get information on their condition,
- call the RCC to report the situation,
- wait for the rescue service or another competitor to arrive.

3) The total stopping time will be subtracted from the time taken to cover the Special Stage on same day, upon the request of the competitor to the Check Out, made after finishing the day's Leg.

The total stopping time can be checked and validated by the Rally Safety System.

4) Any crew which fails to comply with the prescriptions of the present article will be reported to the RCC who may impose penalties.

## 21. ELECTRONIC NAVIGATIONAL EQUIPMENT

21.1. Each competitor vehicle must carry a working Garmin GPS device compliant with the technical regulations (see appendix 2) with track log function enabled during the complete run of the Leg.

21.2. There are no limitations on other types of navigational equipment carried in the vehicle when running the Leg.

## 22. OPENING OF THE ROUTE

The opening of the route will be carried out by an experienced Orga crew. It will ensure the route is passable, that the navigation instructions are correct, that the road book is accurate and that necessary safety measures are in place.

## 23. SERVICE MEMBERS

#### 23.1. General

The service member is a person regularly registered who has paid the full rate of his participation and who has been provided with the service ID card and bracelet.

Service members are mechanics, a team management, people who wish to intervene on rally vehicles and to access the service areas, which acquire registration rights. All other participants (VIP, press, etc.) cannot be considered as such. All other people not identified by the Organisation, will be considered as "Rally stranger" and they are prohibited to access the Rally infrastructure (Bivouacs, service areas, etc.) and vehicles (Organization, service, VIP, etc.).

### 23.2. Service categories

- Service members
- Service vehicle

### 23.3. Service responsibilities

The online service entry form filled in by participants and sent to the ORGA certifies the relation among competitor and his service crewmembers and vehicles. Racing competitors are responsible for the actions of team members registered by them.

Each competitor is reminded that he/she is jointly and severally responsible for his/her service teams and accompanying people. Racing competitors can incur penalties, which can lead up to the exclusion from the rally if their service members do not respect these Regulations.

Only vehicles / people officially entered in the rally or as service vehicles / people are authorized to transport assistance materials. As service vehicles will be considered all vehicles accompanying the racing team (camper, vehicle for transportation of assistance materials with the exception of the racing vehicle).

Service vehicles will receive the official stickers of the rally. The positioning of these stickers must comply with the official Sticker Plan.

Service vehicles are required to:

1. Acquire the entry rights before the entries closing date, by filling in the corresponding online entry form.
2. Have a start number and the event sponsor stickers supplied by the Organisation.
3. Respect the regulations, the orders of the ORGA.

For safety reasons, people registered in the service category must inform the Organizer when they go back on the track to get a competitor, under the exclusion of both vehicles.

Service zones may be allowed and will be announced on the Official Notice board or/and Road Book.

### 23.4. Service – entries – See point 8 - ENTRIES

## 24. ASSISTANCE

### 24.1. General

1) During Special Stages, any assistance except that expressly allowed in the regulations is forbidden (except between competitors).

2) Except in Special Stages, during the entire duration of the rally, assistance carried out by assistance personnel is allowed only on the sections common to the competition and to the service vehicles.

3) Assistance Crews must keep exactly to the itinerary of road sections and service areas such as detailed in the road books which is available from the Organizer.

4) All infractions of the assistance regulations will incur penalties up to and including exclusion from the rally. All assisted competitors are responsible for their assistance.

5) A competitor may be temporarily or permanently deprived of their assistance vehicle and the material it transports, depending on the gravity of the infraction committed.

#### 24.2. Authorized assistance

a) On the route of a Special Stage:

By the crew of a car, a motorcycle or a truck officially entered in and still in the rally.

By an assistance category vehicle, after the closure of the control at the end of the Special Stages and after having informed the Organizers.

b) On the route of a connecting stage:

By the crew of a car, a motorcycle or a truck officially entered in and still in the rally. By vehicles in the assistance category, when the assistance vehicles have the same itinerary to that of the rally.

The presence of assistance vehicles is authorized before the starts and after the finishes of Special Stages outside of the control zones. They should not obstruct the passage of competitors. Restrictions will be applied on some stages and thus given at the briefing.

c) Between the end of a Leg and the start of the following leg (at the bivouac):

By the crew of a car, a motorcycle or a truck officially entered in and still in the rally and by vehicles in the assistance category.

It is authorized for persons entered as assistance to take rally vehicles out of the bivouac without taking a time card, for the purposes of refueling, washing or for testing.

d) At the bivouac, after the start of a Special Stage:

Once the competitor has taken the start of the Special Stage, assistance at the bivouac is authorized providing the competitor does not return to the bivouac in the opposite direction to the rally itinerary.

Where there is only one piste, all returning to the bivouac is forbidden, on pain of exclusion from the rally.

In the case of off-piste, for safety reasons and so as not to meet vehicles coming in the other direction, competitors must move away from the tracks to the bivouac, without incurring penalties.

e) In authorized zones:

Assistance zones may be allowed and will be shown in the rally and assistance road books.

The penalty for forbidden assistance is 2 hours.

#### 24.3. Rally vehicle becoming an assistance vehicle

1) Competitors excluded or retired must leave the rally.

They may continue on to the finish of the event, through the daily bivouacs, as an assistance vehicle after having:

- informed the RCC, via the Crews' Relations Officers, or via phone,
- contacted the Organization to find out what to do,
- crossed their rally numbers with black rubber tape on their door and roof rally plates,
- returned their Rally Safety System,
- obtained the assistance road book.

2) They must neither drive nor stop on the rally itinerary on the same day as its passing, nor on days preceding its passage. They must respect the instructions stated in this document and conform to the assistance vehicle regulations.

3) Failure to respect these clauses will result in the immediate exclusion of the vehicle and its crew of the rally's caravan.

## 25. REFUELING

#### 25.1. General

Refueling is authorized at fuel commercial stations servicing the towns crossed by the rally route or along the national route and it must be paid in euro or local currency. The petrol stations where

competitors may refuel are indicated in the road book. When no petrol stations are available close to the Bivouacs, fuel (petrol and diesel) for competitors and registered service vehicles only, will be available at the overnight Bivouac from the refueling tank truck provided by the Organization.

Refueling among competitors is also authorized.

Carrying fuel in the vehicle is strictly forbidden.

#### 25.2. Fuel Autonomy

Fuel autonomy will be specified in the Technical Regulations.

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

#### 25.3. Safety

For safety reasons, when refueling, crews must ensure to be placed far from inflammable material such as dry grass or dry tree branches, and to be at safety distance from other vehicles. The refueling responsibility concerns also the crew, engines must be off and the people must remain outside the vehicle during refueling.

### 25.4. Remote Refueling Zones (for Enduro and ATV vehicles only).

#### 25.4.1. General

It is foreseen by the Organizer for remote refueling zones to be placed during long special stages. Therefore the participants should bring jerry cans which will be transported by the organization to these remote refueling zones. **WARNING:** Out of safety reasons for storage and transport, ONLY standard metal jerry cans (known as military jerry cans) will be accepted at the fuel point.

The refuel zones are indicated in the road book and published in the itinerary.

Stopping at the remote refueling zones (Neutralization Zone) in a Special Stage is compulsory for all Enduro and ATV competitors, regardless of whether or not they use the refueling facilities.

In cases where the remote refueling zone is in a Special Stage, the stopping time will not be deducted from the total Special Stage time of the competitor.

Any crew which does not follow these refueling regulations will receive a 10 minute time penalty in addition to the 10 minutes of neutralization time.

#### 25.4.2. Procedure

The following procedures will apply on the remote refueling zones for Enduro and ATV vehicles:

- Riders must be outside the vehicle during refueling
- After refueling, the vehicle must immediately be removed from the refueling point to a safe distance inside the refueling zone
- Outside assistance/service is not allowed in the remote refuel zone. It is forbidden the use or receipt by the crew of any materials, spare parts, tools or equipment other than those carried in the competing vehicle.
- Servicing by own tools and spare parts or with the help of other competitors still in the competition is allowed.
- The neutralization time will be 10 minutes.



The start of the following part of the Special Stage will be at a target start time, determined by adding the arrival time for the previous part of the Special stage and the 10 minutes for the Neutralization Zone, i.e. the arrival time of the first part of the Special stage + 10 minutes = target start time of the next part of the Special stage.

There will be no Time Control before the start line of the following part

At the start line (marked with Control Signs as indicated in these regulations) of the following part of the Special Stage, the crews must stop and wait until the start signal is given.

In case of a delay at the start of the following part of the Special stage, the crew will be considered to have started at its target start time.

## 26. INSURANCE

### 26.1. General Third Party Liability insurance

Competitors are reminded that only damage caused to third parties by the Organizers and the entered drivers is covered by the insurance policy taken by the Organization. Injury to the drivers themselves or damage to participating cars is not covered by this insurance.

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

### 26.2. Conditions

The detailed conditions and limits of the Organizer's liability insurance are specified in the Supplementary regulations.

**This insurance coverage applies only 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.**

In case of withdrawal or exclusion from the rally, this insurance automatically expires at the end of the considered Leg. Time of withdrawal or exclusion from the rally is the Time Control closing at the end of the Leg. A car that does not finish a Leg before the final Time Control closing time will receive a penalty and will be allowed to re-start the next day. In this case the insurance does not expire.

In case of accident, the competitor or his representative must file a written statement to the Rally Office, or directly to the Race Director, within and not later than 24 hours, where he reports the accident circumstances and the contact details of any witness.

This policy does not cover in any case stealing of the vehicles, spare parts, etc. Also in case of theft occurred in another country crossed by the rally, it is not possible to ascribe any responsibility to the Organization.

The policy referred to in these Regulations does not cover responsibility of the competitor/driver toward another participant registered at the rally.

Participants and competitors enrolling to the rally do this in full awareness of the risks that running this competition could imply for them. Competitors and drivers fully release the Organizers and the ORGA members from any civil and penal responsibility in case of physical or material accident occurred along the running of the rally.

By submitting their entries, the competitors, drivers and car owners waive any claims or rights to pursue action for damages in connection with the event against the Organizer.

The Organizer declines all responsibilities:

- on any consequences coming from violation of laws, regulations and precepts of the country made by competitors which are exclusively at their charge,
- in case of upheaval, turmoil, demonstrations where competitors and their teams can suffer casualties and whose material, pecuniary and sport consequences must be at their sole charge.

Vehicles registered in assistance or service, press or accompanying V.I.P. guests, also holding their concerned plates issued by the Organizers, in any case, may never be considered as official participants of the rally and they are therefore not covered by any General Third Party Liability insurance.

THESE MENTIONED VEHICLES REMAIN UNDER THE SOLE RESPONSABILITY OF THEIR OWNER.

Entrants and competitors are free to take on at their own convenience any individual insurance policy that they deem fit, independently from the above mentioned liability insurance.

#### 26.3. Insurance company details

The detailed conditions and limits of the Organizer's liability insurance are specified in the Supplementary regulations.

## 27. PERSONAL MEDICAL INSURANCE

27.1. Each competitor must have a valid international medical insurance for the period of the rally.

27.2. The insurance plan must cover:

- Personal accidents
- Medical and related expenses
- Repatriation

27.3. It is highly recommended for the insurance to provide policy as "Sports with an element of risk".

27.4. A copy of the insurance policy must be presented at the administrative check.

## 28. MEDICAL SERVICE, PHYSICAL CONDITION

28.1. An experienced medical team in the field of motorsports with certified doctors and paramedics will take care of the medical service during each event. They will provide basic life support medical care in case of an accident.

28.2. First aid course will be mandatory for all competitors. The course will take place at the first bivouac according to a time schedule. The time schedule will be published in the official rally guide and on the official notice board.

28.3. Several medical intervention all terrain vehicles and civil ambulances will be following the competitors on their route.

28.4. A first response helicopter with doctor on board will be following the competitors on their route

28.5. Medical staff will be present in the bivouac during the rally.

- 28.6. The way to transport injured competitors are subject to the decision of the Medical Officer in Chief who will evaluate the medical conditions of the injured and evaluate the need of an urgent transportation.
- 28.7. Depending on the Medical officer in Chief, the injured competitor will be either transported to the bivouac or directly to the nearest civil hospital.
- 28.8. Participants who take medicines permanently are self-responsible for having enough medicines. It's also recommended to take a board pharmacy additionally to the first-aid-kit. Caution: permanent illnesses (such as allergies, diabetes, etc.) must be announced to the medical service before the rally.
- 28.9. Each participant has to be aware of the state of his body and vehicle before he decides to drive the stage. Each section, special test and each site that seems difficult has to be first evaluated with one's own eyes or feet in order to be decided if the possibilities of the vehicle and the driver are adequate.
- 28.10. Some of the road sections given in the road book can be driven around by the participant, in order some difficulties and risks to be avoided. This may be followed by possible time penalty. Like before, it's important to exclude the unnecessary risk. Health goes before the placement.
- 28.11. In the case of an injury or health troubles, arisen during the event by the long-lasting exhaustive conditions, the participant, on the basis of the disclaimer, discharges the doctors from the patient confidentiality in order to protect other participants from the possible risk. The responsible rally doctor can forbid the further participation in the event. The organiser as well as the participant are bound to such decision.

## 29. TIME CARD

**1)** At the start of a Leg, crews shall be given a Time Card on which the target times and the maximum times authorized to cover each Connecting Stage and each Special Stage shall appear respectively. This Time Card is handed in at the finish Time Control of each Leg and replaced by a new one at the start of the next Leg.

Each crew is solely responsible for its Time Card.

**2)** Any correction or amendment made to the Time Card will result in exclusion, unless such correction or amendment has been approved in writing by the controller.

**3)** The crew alone is responsible for submitting the Time Card at the different controls and for the accuracy of the entries. The controllers are the only persons allowed to enter the time on the Time Card, by hand or by means of a print-out.

**4)** Crews are obliged, under pain of penalties which may go as far as exclusion, to have their passage checked at all points mentioned on their Time Card, and in the correct order. The absence of a stamp or the failure to hand in the Time Card at any control will result in a penalty.

**5)** At all the various controls, the time card may only be presented if the crew is complete and aboard the vehicle.

**6)** The loss of a Time Card will be reported to the Stewards for further decision.

## 30. CONTROL ZONES

30.1. All controls, i.e. Time Controls, start and finish of Special Stages, CP's, ExCPs will be indicated by means of a standardized FIA signs.

**Time control**



Color of control Area Entry - YELLOW  
Color of point - RED

**SS Start**



Color - RED

**Flying  
Finish line**



Color of control Area Entry - YELLOW  
Color of point - RED

**Stop Control**



Color - RED

**End of  
Control Area**



Color - BEIGE

**Control point  
with stamp**



Color of control Area Entry - YELLOW  
Color of point - RED

**Begin of  
Refuel Zone**



Color - BLUE

**End of  
Refuel Zone**

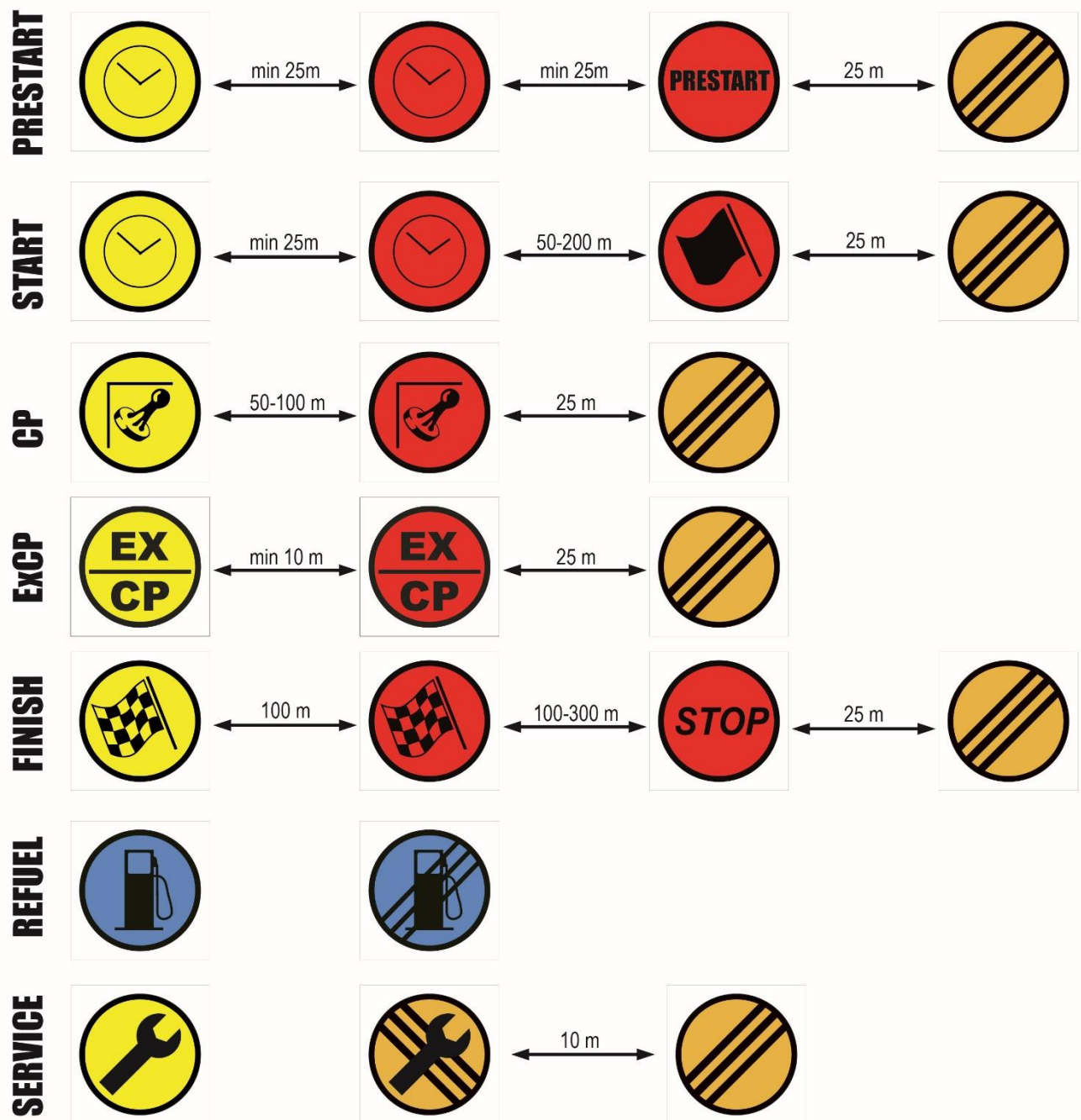


Color - BLUE

**Extreme  
Control Point  
with stamp**



Color of control Area Entry - YELLOW  
Color of point - RED



- 30.2. It is strictly forbidden to enter and/or leave a control area from any direction other than that prescribed by the road book.
- 30.3. It is strictly forbidden to overtake in the Control zone. Entrance and exit of the Control zone are marked by FIA signs.
- 30.4. The speed limit in the Control zone is 30 km/h except for the finish control zone and starts at the entrance and finishes at the exit, marked by FIA signs. Driving with excessive speed in the Control zones and all kinds of maneuvers and behavior that expose the marshals to risk will be sanctioned by 15 minutes for each infringement.
- 30.5. The racing vehicle must come to full stop at the red sign.
- 30.6. Reversing in the control zone is not allowed.
- 30.7. Control posts shall be ready to function 30 minutes before the target time for the passage of the first crew. Unless the Clerk of the Course decides otherwise, they will cease to operate 1 hour after the target time for the last crew.

- 30.8. The Time Controls for the start and finish of Special Stages will cease to operate at a time calculated taking into account the maximum time(s) allowed preceding this control for the last classified competitor.
- 30.9. On pain of a penalty which may go as far as exclusion, the crews are obliged to follow the instructions of the marshal in charge of the control post.
- 30.10. A vehicle must move by its own means. If the vehicle is unable to move, towing and/or pushing by a competitor in the rally are allowed, or by an assistance crew or vehicle when the rally and the assistance route follow the same itinerary.

## 31. TIME CONTROLS

### 31.1. General

1) At the Time Controls, the controllers will indicate on the Time Card the time of start and finish with accuracy of  $\pm 1$  second, which corresponds to the exact moment at which one of the crew members submits the Time Card to the controller. The clocking of the Time Card will only be carried out if all the crew members and the vehicle are within the immediate vicinity of the control table. The exact times of the start and finish are recorded by the Rally Safety System and/or by the official timing devices used by the competition.

2) The check-in procedure commences the moment the vehicle passes the entry sign for the Time Control zone.

3) The crew is forbidden to stop or to drive abnormally slowly between the zone entry sign and the control post. A crew may remain in the control zone only for as long as is necessary to complete the check-in formalities.

### 31.2. Late at the time control before the start of a Leg ( Prestart)

All checking-in late at the start of a Leg will be penalized by a minute per minute late, until the closing of the control (i.e. 1 hour after the ideal start time of the last competitor).

A new time and a new start order will be given to the competitor, at the discretion of the person in charge of the control.

After the closing time of control, the start will be refused to the competitor, except upon authorization of the RCC.

### 31.3. Late at the time control before the start of a special stages

~~All checking-in late at the start of a Special Stage will be penalized by a minute per minute.~~

**Any difference between the actual check-in time and the target check-in time shall be penalized 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

Any lateness exceeding 60 minutes of any individual target time to check-in at a time control will result in the competitor concerned being considered to have retired at that control and the start will be refused to the crew. The crew may nevertheless start the special stage, upon authorization of the RCC. In this case, the crew will be penalized by a minute per minute until the new allocated starting time and order at the discretion of the person in charge of the control. **In calculating any lateness times, the actual time and not the penalty time (10 seconds per minute) applies.**

### 31.4. Maximum time / target time

- 1) Connecting Stage



A target time is given for each road section.

Any difference in this target time will incur a penalty ~~of one minute per minute.~~

## 2) Special Stages

Special Stages will be run in real time, with a maximum time allowed for each one. Crews checking-in after this maximum time will incur the fixed penalty for the current stage. If the finish of the Special Stage is also the finish of the Leg, the procedures laid down will be applied.

The arrival time will be taken no more than to the second.

## 3) Timing (itinerary/schedule)

The target times and maximum times allowed, will be noted in the road book for each Leg.

It is a sole responsibility of each team to calculate its personal closing time of controls in each special/connecting stage.

# 32. SPECIAL STAGES / COMPETITIVE SECTIONS

## 32.1. GENERAL

Crews are forbidden to drive in the opposite direction to that of the Special Stage, under pain of penalties which may go as far as exclusion.

The start of a Special Stage may only be delayed in relation to the scheduled starting time by the controller in a case of "force majeure".

If a competitor does not stop at the STOP control point to have his times entered, a 1-hour penalty shall be applied.

Any crew refusing to start in a Special Stage at the time and in the position allocated to it shall be given a penalty of 15 minutes.

## 32.2. SAFETY

Special Stages are run on sections of 'road' open to the public. The greatest care is recommended in relation to other eventual users

It's mandatory to use helmets and safety harnesses!

## 32.3. NEUTRALISATION

On several stages a neutralization will be effected in the form of a transfer, with a target time, to separate two sections of the same Special Stage.

The crew will hand in their time Card to the Time Control at the beginning of the Neutralization, on which will be noted the time at which they start the neutralization (finish time of the 1st section) and their time at the end of the neutralization which will also be their start time for the 2nd section.

During these neutralizations, the maximum speed allowed, will be that of the speed limit of the country being crossed.

All assistance is forbidden on the itinerary of the neutralization.

# 33. PASSAGE CONTROLS – CHECK POINTS ( CP, VCP, ExCP )

## 33.1. General

In order to check that the crews are respecting the itinerary in the road book, Passage controls (CP, VCP, ExCP) will be set up on the route. ~~They will be noted on the time cards.~~

The passage will be timed to the second and noted on a passage sheet by the person in charge of the control. **The penalty for not passing a CP is 2 hours 10 minutes.** In exceptional cases the RCC can assign a different penalty for some or all CPs in the itinerary, but they must be announced at the briefing or by a bulletin or published in the road book.

### 33.2. Closing of CP's controls

1) The closing time for CP will be declared taking into account:

- the distance covered since the start of the Section concerned the time average of the Section under consideration (~~Selective or Time~~ Special or Connection) imposed by the maximum allowed time,
- the ideal time of the last competitor, increased by 60 minutes.

2) If the CP is dismissed by the RCC before the closing time of the Special stage, the validation by the Tracking System or the GARMIN GPS device, of the corresponding waypoint will be taken into account and will attest to the respect of the official itinerary by the competitor. In this case, there will be no penalty for missing CP.

### 33.3. Speed limit in the passage controls

The speed limit in the passage control zone is 30 km/h except for the finish control zone and starts at the entrance and finishes at the exit, marked by FIA signs. Driving with excessive speed in the Control zones and all kinds of manoeuvres and behavior that expose the marshals to risk will be sanctioned by 15 minutes for each infringement.

### 33.4. Help by the ORGA to pass through a passage control.

In case, where the concerned competitor is unable to pass through by his own means or by help from another competitor still in the rally and is being recovered by the ORGA to pass through the control, the crew will be considered as missed that passage control.

### 33.5. Virtual Passage Controls (VCP)

A compulsory virtual passage control point (VCP) indicated in the road book, and the coordinates of which are not revealed to the competitors. The crew must pass through all waypoints within at least 30 meters to of them chronological (ascending) order and is not allowed to drive back to get a previously missed controls. **The sporting penalty for a missed VCP is 10 minutes.** In exceptional cases the RCC can assign a different penalty for some or all VCP's in the itinerary, but it must be announced at the briefing or by a bulletin or published in the road book.

### 33.6. Extreme Passage Control (ExCP) – valid for Extreme category only

In order to check that the crews are respecting the extreme sections of the itinerary in the Road Book, Extreme Passage Controls (ExCP) may be set up at the exit of these sections. The crew must pass following the direction of the itinerary and respecting the markings and orders of the marshals. The passage will be validated by a stamp/puncture in the time card. The time of passage will be noted in the written protocol of the control zone personnel. **The penalty for not passing a ExCP is 2 hours.** These controls will be identified by the signs shown in art.30 but will not be mentioned in the road book.

## 34. REGROUPINGS

The purpose of regroupings is to reduce the intervals which may occur between competitor as a result of late arrivals and/or retirements.

On their arrival at these regroupings, the Competitors will hand the controller their time card. They will receive instructions on their starting time.

For safety reasons, RCC may decide to stop a Leg before its allotted finish. A Time Control will then be set up, acting as the end-of-Leg control, where the times recorded will serve to establish the classification of the Leg.



### 35. PARC FERME

Does not apply unless other specified in the Supplementary Regulations.

### 36. DNF – DID NOT FINISH

The competitor obtains the status DNF, if he retires from a Special stage or does not finish within his Maximum time allowed, but has passed at least 1 **Passage Control point (CP)** or 1 **Virtual Passage control point (VCP)** ~~Waypoint (WPM; WPV)~~. The penalty for DNF is the Maximum time allowed for the Special stage plus all **the penalties for the missing Passage Controls (CP), Virtual passage controls (VCP) and Extreme passage controls (ExCP)** ~~the sporting penalties (CP's, WPM, WPV etc.)~~. If the penalty for DNF is higher than the fixed penalty for DNS, the competitor receives the fixed penalty for DNS (see article 37 – DID NOT START).

If a competitor retires from the Special stage or does not finish within his Maximum time allowed, without having passed at least 1 **Passage Control point** or 1 **Virtual Passage Control points** ~~Waypoint (WPM; WPV)~~ of the Special stage's itinerary, he automatically obtains the status DNS.

### 37. DNS – DID NOT START

The competitor obtains the status DNS, if he does not start the first Special Stage of the Leg. In this case he misses the whole Leg. The fixed penalty for DNS of the Leg is two times the sum of the Maximum times for all Special stages in the current Leg. ( $DNS = 2 \times \Sigma \text{Max. Time Special stages}$ ).

If a competitor takes the start of the first Special stage of the Leg but misses a following Special stage/s, he automatically obtains a DNS status for the missed Special stage/s. In this case the fixed penalty for DNS is two times the Maximum time allowed for the missed Special stage/s.

### 38. CONTROL PROCEDURE

1) While running the Leg, the Rally Safety System must be completely active and no interference with it is allowed. The System is sealed at the scrutineering and removed only by the authorized marshals.

2) Any incident like loss, destruction, switching off, etc. that makes it impossible to read out the data from the Rally Safety System is considered a fault of the competitor and/or any attempt of cheating or manipulation, noted by the authorized marshals, will result in a Fixed penalty for the Leg.

3) Checks will be carried out at the end of Legs. At the time control at the finish of the Leg the time of the finish is entered into the time card. The competitor receives the time card back and drives immediately to the Check Out Control Zone in the bivouac. The Check Out Control Zone is located near or in the bivouac and is marked with a sign CHECK OUT.

The competitor hands over the time card at the Check Out. It remains with the controller as a hard copy, documenting the passed itinerary of the Leg.

In case of damaged or incomplete data from the Rally Safety System due to a malfunction or failure of the device the missing data will be completed with the records in the time card, the competitor's track log of the GARMING GPS and the lists kept by the marshals on the track.

Important: The Check Out is the last time control of the Leg. By delay, the penalty is minute per minute until the closing of the control.

If the road section between the finish of the last Special Stage and the Check Out cannot be passed on time, while respecting the traffic rules and speed limits, then the time to reach the Check Out Station will

be longer than 30 minutes will be published in the road book or will be announced at the briefing, on the official board.

4) All competitors who retire from the Leg must come to the Check Out and hand over their time cards not later than the closing of the Leg + 1 hour.

Competitors who do not respect this will be considered "out of race". They will not appear on the starting list for the next Leg and will be refused to start. In exceptional cases the RCC can take special decisions.

5) A request for a time bonus, only related to the current Leg, can be placed in written form at the Check Out together with submitting the time card. No requests for a time bonus for previous Legs will be accepted.

Time bonus can be granted by the RCC at later time, if research and analysis of a case, duly reported, take longer. In this case the competitor starts in the next Leg from the position in the starting list before the cumulated time bonus.

## 39. DRIVER'S CODE

### 39.1. General

a) Competitors and crews must behave with respect and courtesy both on the route and with regard to:

- citizens in the countries that are travelled through,
- other competitors,
- the Organizers.

Any impoliteness which is proven will be subject to a penalty ~~of 60 minutes.~~ the amount of which will be decided by the stewards.

b) Any incorrect, fraudulent or unsporting action carried out before or during the event by the competitor or members of the crew will be judged by the RCC, who may impose a penalty which can go as far as exclusion or allow an Organiser to refuse the entry of the incriminated competitor(s) or to refuse them the start.

c) It is forbidden to leave wheels or punctured or damaged tyres on the itinerary of the route. Any competitor caught disobeying this rule will be penalised 60 min. per tyre and/or wheel. Repeat offending will result in penalties up to and including exclusion from the rally.

### 39.2. Respect sensitive areas

a) In agricultural or forest areas, populated zones or zones that are sensitive from an environmental or safety standpoint, the itinerary and all the boxes of the road book must be scrupulously followed. In particular it is forbidden to 'cut' corners by crossing fields, forests, orchards or marshes

- 1st infringement: 15 minutes
- Repeat offense: exclusion

b) So as to respect the crossed areas, it is forbidden to destroy the fences' gates and barriers located along the route. Judges of fact will be on spot.

All broken fences' gate or barrier will result in a penalty of 15 minutes.

All repeated offense will result in penalties up to and including exclusion.

39.3. In case of retirement, it is imperative that the competitors inform, by all possible means and as quickly as possible, the RCC.

## 40. CLASSIFICATIONS

### 40.1. General

Penalties shall be expressed in hours, minutes and seconds. The final results shall be determined by adding together the times obtained in the Special Stages and the penalties.

The crew which achieves the smallest total is proclaimed winner in the general classification, the next one being second, and so on. Classifications by category and class are drawn up in the same way.

In the case of a dead heat, the crew which accomplished the best time for the last Special Stage will be proclaimed winner. If this is not enough to determine the winner, the times of the previous Special Stages shall be taken into consideration. This rule may be applied at any time during the rally.

### 40.2. Classifications

Definitions of the different classifications:

- Partial classification of Special Stage: non official, distributed for information only (press, teams, ...)
- Provisional classification of special stage, posted on the Official Notice Board at 7.00 pm after the stage in question, except for night stages and marathon Legs. It becomes definitive after the period for complaints, which ends when the first racing competitor has left the next stage following this posting.
- Provisional classification of Leg, posted on the Official Notice Board at 7.00 pm after the stage in question, except for night stages and marathon Legs. It becomes definitive after the period for complaints, which ends when the first racing competitor has left the next stage following this posting.
- Provisional general classification of the rally becomes definitive after the period for complaints, which ends 30 minutes after publishing.

## 41. PROTESTS & APPEALS

41.1. All protests must be lodged in writing and handed to the Clerk of the course together with the due amount (in Euro) which shall not be returned if the protest is judged unfounded. If the protest requires the dismantling and re-assembly of different parts of a car, the claimant must pay an additional deposit, the amount of which will be decided by the stewards.

41.2. The expenses incurred by the work and by the transport of the vehicle shall be borne by the claimant if the protest is unfounded, or by the Competitor against whom the protest is lodged if the claim is upheld.

41.3. If the claim is unfounded and if the expenses incurred by the protest (scrutineering, transport etc.) are higher than the deposit amount, the difference shall be borne by the claimant. Conversely if the expenses are less, the difference shall be returned to him.

41.4. If the claim is founded, the paid deposit is refunded and actions regarding the protest are done.

## 42. PRIZE-GIVING

Prize-giving details are described in the Supplementary Regulations.

## 43. BIVOUAC

The bivouac (camp) 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 by the Organisation, as well as representatives of local public authorities.

There will be a few bivouacs during the rally.

The Organisers will provide the following services and facilities in the camps:

- Toilets and showers
- Water
- Waste removal
- Wi-Fi internet where possible

In each bivouac there will be the following zones:

- Rally Office
- Rally Control Centre
- Medical Centre
- Official Notice Board
- FAN Shop
- Catering area
- Press area
- Area for crews and service

The GPS coordinates of the first bivouac will be communicated with a newsletter and/or be included in the rally guide. The GPS coordinates of next bivouacs will be announced on the Official Notice Board before moving to them.

The access into the first bivouac is with:

- Booking number for the participants;
- Start number for the vehicles;

The access into the next bivouacs is with:

- ID card and bracelet for the participants;
- Start numbers of the vehicles;

Not registered participant and/or vehicles must pay a deposit of 500,- EUR at the access control in the first bivouac. The deposit is refundable upon registration and payment of full entry fees at the Administrative Check.

Cash penalty for not registered persons caught by the control afterwards is 500,- EUR per person.

The racing vehicle which service or company personnel is caught without a registration, ID card and bracelet receives 30 minutes penalty. If the person accompanies more vehicles, the fastest vehicle in the team will receive the penalty. In addition to the time penalty there will be a 600,- EUR cash penalty for the team concerned.

All the participants are obligated to follow the rules in the camps.

## 44. PASSPORT, CUSTOMS AND VACCINATION REGULATIONS.SUNDAY BAN ON CROSSING.

### 44.1. Passport regulations

The identity card or passport must have at least 6 months validity at the begin of the rally (important in spite of the EU!).

### 44.2. Customs regulations

The participant is obliged to keep all the customs regulations by crossing borders.

### 44.3. Vaccination regulations

It is a private matter of each participant to have the necessary vaccination.

### 44.4. Sunday driving ban

Participants must organize themselves.

## 45. THE PRESS

Complies with the Rallye Breslau Press regulations.

The press representatives will accompany the whole event. They will be recording and making photos in the most interesting places, interviewing the participants in the camp and making reportages. For the sake of the rally the press and participants should cooperate and do not disturb each other in their jobs. The participants do not have any rights to the recorded materials.

### IMAGES COVERAGE

Competitors acknowledge that the rallies, organised by Rallye Breslau International Association, are promotional events from which they can get advantages for the fame they can acquire.

Rallye Breslau International Association holds the rights for these titles needed for the production and broadcast through different media in the whole world, of the images and sounds related to this event.

All competitors commit themselves to respect the regulations and acknowledge that their participation expressively authorises Rallye Breslau International Association and their holding rights to reproduce and represent (without any payment) to manage their exclusive right to use their names, voices, images, biographies and more generally their sport performances along the editions of the rallies.

The competitors authorise Rallye Breslau International Association, in name and on behalf of their sponsors and/or manufacturers of their vehicles, the right within the diffusion derived by this rally, including sponsors and media attending the rally, to use and reproduce in whole or in part, at discretion of the Organiser, over all existing and future supports, in the whole world, without any limit, for the whole duration foreseen by the Bulgarian and foreign laws, by the actual or future agreements including the possible extensions which could be added to the foreseen duration, their names, the marks or the brands of their sponsors and/or their images over vehicles.

In this sense, when the Organisation will authorise third parties to use the rally images for advertising or promotional aims, it doesn't authorise these to use the name, the voice, the image, the biography or the sport performance of a competitor, nor the mark of his sponsor or manufacturer in view of a direct or indirect association among the competitor, his sponsor or manufacturer mark and the product, the service, the mark or commercial name of third parties without the interested competitor, sponsor or the interested supplier.

In the same way, except for books and photographic books in any form, video cassettes, CD-ROM, DVD or more generally all video support devices, over any support and format this might be produced on

the subject whether it mentions all or part of the editions of Rallye Breslau, with posters, postings, road books, maps, official programs related to the editions of Rallye Breslau, the Organisation will not exploit and will not authorise the exploitation of the competitor individual images within the frame of merchandising of derived products commercialisation.

On the other hand, all competitors and/or their sponsors, accompanying people, etc. cannot shoot images related to this rally, whichever means they use, if they have not previously acquired the approval of Rallye Breslau International Association. The written requests must be sent to the surface address and/or email address: [v.kovatcheva@offroad24.bg](mailto:v.kovatcheva@offroad24.bg)

## 46. SAFETY INSTRUCTIONS, SAFETY REGULATIONS AND ENVIRONMENT FRIENDLY REGULATIONS

During the whole event the participants are obliged to respect the authority of the Organiser and their personnel. The Organizer stresses clearly that all participants are bound to behave disciplined and to obey the directions of the Orga staff.

Keeping the above regulations is essential to ensure the safety during the event. In the case of violating these regulations the Organizer has the right to exclude the participant from the rally without further warning. The participation fee in this case will not be returned.

It's essential for the participation in Rallye Breslau the participant to be in a good physical condition. The participant is obliged to inform the Organizer about all kind of health problems. It's forbidden to take part in the rally under the influence of alcohol, drugs, and psychotropic's or similar.

Each participant is aware of the fact that the rally takes place in a difficult terrain, under unforeseeable weather conditions and, what's connected, various road conditions. The speed of the vehicle should be adjusted to the state and possibilities of the vehicle and skills of the driver for the sake of the safety of all participants.

Individual underestimation of one's driving experience, defects of the vehicle caused by the accident or the fatigue of the material, unfair behaviour and ignoring the advices given in the regulations as to the safe handling with the winch are the most frequent causes of accidents, sometimes even death.

It is strongly recommended the state of the vehicle to be controlled every day.

Each participant has to be aware of the state of his body and vehicle before he decides to drive the stage. Each section, special test and each site that seems difficult has to be first evaluated with one's own eyes or feet if necessary to be decided if the possibilities of the vehicle and driver are adequate.

Some of the sites are not obligatory, i.e. they can be driven around. This may be followed by possible time penalty. Like before, it's important to exclude the unnecessary risk. Health goes before the placement.

Due to the length of the rally and the stages, problems with the concentration at some points are unavoidable. We discourage to continue driving despite physical troubles or vehicle defects.

We ask each participant to report to the info point in the case of a stage breakup to avoid unnecessary search actions.

It's forbidden to drive under the influence of alcohol (zero tolerance 0,0 Promille) or other exhilarating mediums!

It's mandatory to wear helmets and harnesses when the vehicle is in motion!

Vehicles with no doors or door windows are recommended to have window nets properly fitted during all special stages when the vehicle is in motion. Window nets may only be removed when crossing deep water. From 2017 the window nets will be obligatory.

All parts of the vehicle must be firmly fixed to the vehicle so that they do not endanger the passengers or the viewers.

Trespassing the camp area can be dangerous. The obligatory speed in the camp is the walking pace speed.

Please take a special notice of little children and other viewers.

Despite the careful and thorough control of the roadbooks it's always possible that a mistake creeps in. It may happen that a foreign vehicle drives against the flow, the crossed main roads will not be closed off, etc.

On pain of a penalty which may go as far as exclusion, the crews are obliged to use a "tree protector straps" when winching.

The use of a winch cable dampener/blanket is highly recommended no matter the type of winch cable. From 2017 the use of a winch cable dampener/blanket will be obligatory.

## 47. RECOVERY

The recovery of competition vehicles is done by the Organization only in the Special stages. Vehicles are transported to the nearest asphalt road, where they could be picked up by their own assistance/service. The recovery is at the risk of the participant. Damage caused by the recovery will not be borne by the Organization. For recovery in difficult situations, the help of participants may be required. There is no guarantee of a successful recovery. The participant is responsible for all recovery costs, fees for third-party support, if such is required. Further transportation of defective vehicles from the bivouac is the responsibility of the participant.

## 48. TABLE WITH PENALTIES

Summary of penalties	Article number	Time penalty	Financial penalty	exclusion	Penalties up to the Sporting Stewards
Unauthorized/ unregistered team member caught in the bivouac	10.2		500 EUR per person		
Clean identification plates at each prestart	10.8				X Start refusal
Non compliance to the sticker plan	11			X	
deliberate removal of the Organisers/ sponsors sticker	11		20% of entry fee	up to Exclusion	
during the rally, the absence or faulty positioning of the stickers	11		10% of entry fee		
The sporting penalty for a missed WPM	16.1	5 minutes each			
The sporting penalty for a missed WPV	16.2	<del>60</del> 30 minutes each			
Penalty for speeding for each control zone	18.2.9	Between 1 and 5 km/h – 10 seconds per each km/h	Financial penalty in repeated	Exclusion in repeated offense	

		Between 6 and 15 km/h – 20 seconds per each km/h Between 16 and 40 km/h – 30 seconds per each km/h Above 41 km/h – 1 minute per minute	offense		
drive at an excessive speed in the bivouac	18.3			Up to exclusion	X
Not giving assistance in the event of an accident	20.4.4			Up to exclusion	X
Unauthorized assistance	24.2	2 hours		Up to exclusion	X
Not following the refueling regulations	25.4.1	10 minute time penalty in addition to the 10 minutes of neutralization time.			
Corrections or amendment made to the Time Card	29.6			X	
Loss of a Time Card	29.6				X
Driving with excessive speed in the Control zones	30.4	15 min per each			
Not following the instruction of the marshals	30.9			Up to exclusion	X
checking-in late at the start of a Leg	31.2	Minute per minute late			
checking-in late at the start of a Special Stage Any difference between the actual check-in time and the target check-in time	31.3	<del>Minute per minute late</del> for late arrival: 10 seconds per minute or fraction of a minute for early arrival: 1 minute per minute or fraction of a minute			
Connecting stage – target time	31.4.1	Minute per minute late			
Driving in the opposite direction to that of the Special Stage	32.1			Up to exclusion	X
If a competitor does not stop at the STOP point to have his times entered	32.1	1 hour			
Any crew refusing to start in a Special Stage at the time and in the position allocated to it	32.1	15 minutes			
Penalty for not passing a CP	33.1	<del>2 hours</del> 10 minutes			
Penalty for not passing a VCP	33.5	10 minutes			
Penalty for not passing an ExCP	33.7	2 hours			
DNF	36	Maximum time allowed for the stage plus all the sporting penalties			
DNS	37	2 x Max time of the stage			
Attempt of cheating or manipulation of the Rally Safety	38.2			Up to exclusion	X



system					
Delay at the check out	38.3	Minute per minute late			
Not handing the Time card at the check out	38.4			X	
Misbehavior following the driver's code	39.1.a	<del>60 min</del>			X
Unsporting actions	39.1.b			Up to exclusion	X
Left heels/tires on the route	39.1.c	60 min per tire		Exclusion in repeated offense	
Not respecting sensitive areas	39.2	15 min		Exclusion in repeated offense	X