



027- 29 OCTOBER 2017



REGULATIONS

1. Introduction - General Informations

1.1 Any organiser is obliged to refuse entry and this for a period of 1 year dating as from the participation in a pirate event, any competitor who has either organised or competed in a pirate regularity event with imposed average speed and not registered in the calendar of the FBVA, FIVA, RACB, VAS or ASAF

1.2 These present regulations are subject to the *Prescriptions Régissant l'Organisation des Epreuves Historiques de Régularité* (PROEHR) of the FBVA. These prescriptions, incorporating the dispositions as laid down by the FBVA concerning the running of a regularity rally as also the technical norms of the vehicles can be viewed on the federation website (www.fbva.be)

2. Organisation

2.1 Definition

Lux Development & Technology are organising from October 27 to 29 2017, and confirming to the "Event Code" of the FIVA as also that of the PROEHR (FBVA Regulations, www.fbva.be) a regularity event for classic vehicles named:

“CLASSIC SPRING ROADS”

Approved by the FIVA-BFOV/FBVA on May 21 2017
Approval number 2017/R2-08-6

2.2 Organiser

Lux Development & Technology
Avenue Roger Dejardin, 160 B, 4800 Verviers – Belgium
willy.lux@classicsspringroads.be www.classicsspringroads.be

2.3 Secretariat

Lux Development & Technology
Avenue Roger Dejardin, 160 B, 4800 Verviers – Belgium
Tél +32 87/27 06 27 Mob +32 475/30 64 12
willy.lux@classicsspringroads.be www.classicsspringroads.be

2.4 Secretariat during the event

As from October 27 2017
Hotel Verviers – Rue de la Station, 4 – 4800 Verviers – Belgium
Tel +32 475/30 64 12 willy.lux@classicsspringroads.be www.classicsspringroads.be

Official notice board: in the entrance hall of the Hotel Verviers

2.5 Officials of the event

Event director	Lux Willy
Deputy event director	Rorife Robert
Secretariat	Désirotte Michèle – Peigneux Françoise Delhaes Lorraine – Lux Roger
Route manager	Rorife Robert
Competitor relations officer	Waleffe Alain
Media	Franssen Vincent
Result office	Bailly José
Tripy setting	Warnotte Michel – Sougné Jean-Pierre
Stewards organisation	TBA
FBVA Observers & Conformity Scrutineers	Wislet Albert – Beckers Hubert

3. Timing of the event

15 June 2017		Publication of the regulation Opening of the registrations
15 October 2017		Registration deadline
17 October 2017		Publication of the list of entrants
27 October 2017	14: 00	Opening of documentation
	14: 30	Opening of conformity scrutineering
	19: 00	Briefing – Hotel Verviers
	20: 00	End of documentation and conformity scrutineering
	21: 00	Posting of the list of participants allowed starting at Official notice board, in the entrance hall of the Hotel Verviers
28 October 2017	08: 00	Start Leg 1 – Hotel Verviers
	18: 30	Arrival Leg 1 “Touring” & “Classic”– Hotel Verviers
	20: 30	Arrival Leg 1 “Expert” – Hotel Verviers
	20: 45	Dinner “Touring” & “Classic” – Hotel Verviers
29 October 2017	08: 00	Start Leg 2 – Hotel Verviers
	13: 00	Final Arrival – Hotel Verviers
	13: 45	Brunch
	14: 15	Publication of the results
	15: 00	Prize giving

4. Description of the event

4.1 The “Classic Spring Roads” is a historic regularity event with secret route, for classic/historic vehicles, held on open roads, and in conformity with the present legislation

In no way does it represent a speed event

The average speed is max 50 km / h, in urban areas it will be max 36 km / h

4.2 The route is split into 2 legs, 3 sections, held over 2 days, 28 & 29 October 2017

It will include +/- 580 kms for “Touring” and “Classic” category and +/- 680 kms for “Expert” category

4.3 Categories taken up in the “Classic Spring Roads”:

4.3.1 Touring: the entire course arrowed in quantity surveying and oriented with maximum 8 regularities tests, all on paved roads with average schedules best suited and oscillating between 45 and 48 km/h.

4.3.2 Classic: Route entirely in measured ball and arrow (tulip style) format with several Regularity Tests, a few sections unmeasured, a few easy traced maps 1/25.000 & 0,5 % of good dirty roads

4.3.3 Expert: Route in ball and arrow (tulip style) format, combined with unmeasured sections, German style, notes with or without orientation, traced maps and/or to trace 1/25.000 and/or 1/50.000 and several Regularity Tests & 2,5 % of good dirty roads

5. Driver & Co driver admitted to the event

As part of the agreements between the FBVA and RACB and to avoid double coverage insurance, licensed RACB/FIA own competitions Historic Rally (International Historic H1, H3 or H4 and National RR) will be allowed initially tests the FBVA without signing a "Rally Pass", if not **they must take before the event at FBVA (www.fbva.be or www.classicspringroads.be), the FBVA "Rally Pass" to show it at Administrative Checks**

6. Vehicles admitted to the event

6.1 The number of vehicles admitted to take part is limited to **70**, for all categories combined, as long as they hold a FIVA International Identity Card, available in Belgium through the: FBVA asbl – Blvd de la Deuxième Armée Britannique 625 – 1190 Bruxelles – Tel 02/377 13 46
Fax 02/377 44 56
E-mail sec@bfov-fbva.be - www.fbva.be (FIVA section)

The FIVA International Identity Card must be presented during conformity scrutineering
According to the agreements made with the RACB, the Historic Technical Passport and other equivalent documents issued by the FIA are also accepted

6.2 Foreign competitors may obtain their FIVA International Identity Card from their FIVA representative in their respective country

6.3 Will be accepted only vehicles with minimum age 25 the day of the event

6.4 The organising committee reserves the right to refuse the registration of any vehicle without giving the reason. In the event that the registration is not withheld, the entry fee will be refunded in full

6.5 The vehicles will be split into the following age categories:

Class 1: 0 – 1600cc
Class 2: 1601 – 2000 cc
Class 3: over 2000cc
Class 4: before 1950

6.6 The studded tyres are strictly prohibited.

7. Teams

7.1 The allocation of starting numbers will be according to the reception of the entry form together with the payment in full of the entry fee

7.2 The team must at all times, and throughout the entire event, comply with all the present road-going legislation

7.3 A team about to be overtaken must allow for clear passage as and when the road allows it

7.4 All participants in the "**Classic Spring Roads**" agree to release Lux Développement & Technology of all responsibility relating to any direct or indirect damages they might incur, before, during and after the event

In addition they declare to relinquish bringing proceedings against the organisation as also the officials of the event, in whatever manner or for whatsoever reason

8. Entry form – Entry fee

8.1 Any individual wishing to compete in the "**Classic Spring Roads**" is invited to fully complete and return the registration form

Registration on-line is recommended via our website: www.classicspringroads.be

8.2 Participation in the event amounts to:

8.2.1 with hotel

- 995 € until 15 October 2017
- 1.055 € after 15 October 2017

8.2.2 without hotel

- 905 € until 15 October 2017
- 965 € after 15 October 2017

8.2.3 without hotel and dinner at Saturday

- 815 € until 15 October 2017
- 875 € after 15 October 2017

8.2.4 Conforming to the VAT Code and based on the VAT decision N° ET 119.653 dated 11.07.2011, the registration costs are inclusive of VAT

8.2.5 The total amount of the participation is split as under:

- Entry: 650 €
- Participation in the costs: 345 €

8.3 The request to participate in the "**Classic Spring Roads**" will be validated by the payment in full of the entry fee

8.4 Participation in the costs includes:

8.4.1 Lunch and dinner on Saturday October 28 2017;

8.4.2 Overnight stay from Saturday October 28 to Sunday October 29 2017 in a double room at the Hotel Verviers ****;

8.4.3 Buffet breakfast and brunch on Sunday October 29 2017;

8.4.4 Each crew will receive drinks tickets, usable at each regroup

8.4.5 Compulsory insurance: the insurance includes the compulsory civil liability for the vehicle and its occupants during the manifestation as also legal aid. Nevertheless any eventual material damage between other competitors, as also your own damages are not covered;

8.4.6 2 clothing;

8.4.7 A set of road books;

8.4.8 "Tripy" timing system;

8.4.9 2 rally plates;

8.4.10 2 sets of doors numbers;

8.4.11 trophies

8.5 Any hotel additional costs, such as minibars, telephones, fax or other costs are not included in the event's entry fee, and are for the account of the competitors and payable in full at the reception prior to the daily departure

8.6 Terms of payment

The contribution to costs may be settled via a bank transfer to account

IBAN: BE27 3401 3231 1573 BIC: BBRUBEBB

in the name of Lux Development & Technology **for October 15 2017**

Ref: Classic Spring Roads – Name of the team

8.7 Participation fee will be reimbursed up to 60% of fees collected if the competitor withdraws by mail / post before October 15 2017. After that date, no further refunds will be made. However individual cases may be reviewed by the organizing committee

9. Starting, regrouping and end of leg parks

9.1 Vehicles will be at the starting area 30' before their ideal start time: Saturday October 28 & Sunday October 29 2017 for all categories

In parks, it is possible to work on vehicles

9.2 All vehicles must be in possession of a ground sheet/ cover

(Min 2 x 4 metres) in order to place under the vehicle. In case of absence a penalty of 150 points is foreseen

9.3 The organisation declines all responsibility in the event of any eventual damages caused to the vehicles left in the zones, even when these are guarded

10. Servicing and Refuelling

10.1 Refuelling points will be mentioned in the road-book, with a mileage indication between each point

10.2 In the RT, under no condition, may an "assistance" or "supporter" car follow or precede the competing vehicle, as this will result in the disqualification of the said competing vehicle

11. Bulletin-Interpretation

11.1 Any eventual modifications or additional measures will be published by mean of bulletins, dated, numbered and signed and which will form an integral part of these present regulations

11.2 In the event of a different interpretation, the **French** text will be the sole valid and accepted version

12. Documentation

12.1 The checking of all documents will take place at the **Hotel Verviers, October 27 2017 between 14:00 & 20:00**. Time of presentation is free

12.2 During the checking of the various documents prior to the event, the teams will also be requested to complete and sign the 'waiver' document

12.3 The driver and navigator must be in possession of the following, otherwise they will be denied taking the start:

12.3.1 Their identity card or passport;

12.3.2 Their driving license. If the navigator does not hold a driving license, he/she will mention on the 'waiver' document, above his/her signature: "I declare on honor not to drive under any circumstance";

12.3.3 A parental authorisation allowing the navigator to compete should the latter be under age;

12.3.4 A certified document authorising the use of the vehicle should the driver or co-driver not be the owner of same;

12.4 Test registration number plates (ZZ) are forbidden

12.5 Garage and dealer registration number plates (Z) are allowed under the following conditions:

12.5.1 The driver of the vehicle owns the registration number plate;

12.5.2 The vehicle retains a valid M.O.T. certificate as also a certificate of conformity

12.6 The teams will receive:

12.6.1 The conformity scrutineering document;

12.6.2 The written briefing;

12.6.3 All other useful documents

12.7 BRIEFING: Friday October 27 2017, an spoken briefing will be held at 19:00 at the Hotel Verviers. Detailed explanations will be given to competitors.
Location to be advise.

13. Scrutineering

13.1 Scrutineering will concentrate mainly on safety, as also that of complying with legislative requirements and the vehicle's overall appearance

13.2 Scrutineering will take place on the parking of the Hotel Verviers or a place that you will be given by bulletin, on Friday October 27 2017 as from 14.30hrs

13.3 For scrutineering, the numbers, the rally plates as also the publicity of the organisation must be affixed to the vehicle as defined

13.4 During conformity control, the crew will have to produce:

13.4.1 Drivers Rally Pass FBVA

13.4.2 The registration certificate of the vehicle

13.4.3 Insurance green card

13.4.4 Certificate technical control

13.4.5 Vehicle identification card: FBVA or FIA or FIVA or National

13.4.6 Particular attention will be paid to the control of noise emitted by the vehicle on or off at $\frac{3}{4}$ of maximum engine speed can not exceed 95 decibels

Specific measures will be carried out in accordance with federal laws and regional regulations

13.5 All types of distance measuring devices are allowed

The use of all type of GPS is prohibited.

Using an internal communication system of the type "rally" "Peltor" or other mark will get penalty (1st offence: 900pts; 2^e offence: excluded)

14. Calibration

A base of calibration will be available on the event's website, www.classicspringroads.be

15. Running of the event

15.1 Start

15.1.1 each team of "Touring" & "Classic" categories will receive their Road book, 30' before their ideal start time at the secretariat

The "Expert" category will receive their road book at the start (time control) (CH);

15.1.2 The starting list of each car with the ideal time will be posted on the official notice board, in the entrance hall of the Hotel Verviers;

15.1.3 The start will be given from minute to minute;

15.1.4 The official time is taken from TRIPY;

15.1.5 The start will by ascending numbers inside each category, and this for the two legs

15.2 Time card

15.2.1 Each team will receive a time card at the start of each section;

15.2.2 The card must be presented by the team at the various manned control posts. The time of the passage will be registered on the card by the marshal. The registering of the time is the full responsibility of the team;

Starting RT/CH-CHS on "Self Start", competitor enroll himself his time in the box corresponding to the place of departure time

15.3 Time control (TC=CH)

15.3.1 Opening of the controls, 15 min before the ideal time of the first competitor;

15.3.2 Closing of the controls, 30 min after the ideal time of the last competitor;

15.3.3 The vehicle is authorised to enter the control zone, within the minute of his due time

Example: ideal time 12:42:00

Clocking-in between 12:42:00 and 12:42:59 = no penalty

Clocking-in before 12:42:00 = penalty for early

Clocking-in after 12:42:59 = penalty for lateness;

15.3.4 At the human time control the time schedule will be registered at the time of delivery of the time card to the marshal;

15.3.5 At the nonhuman time control the road book informations on the various controls will be materialized on the ground by yellow and red signs

15.3.6 The clocking-in time is the team's full responsibility;

15.3.7 **There is no penalty for delay of less than 15 min per section**

15.4 Passage control (PC)

At the passage controls the marshal only stamp the card or the team registered the letter from the panel on his time card

15.5 Timing

15.5.1 Timing is carried out with the "Tripy" system.

15.5.2 During scrutineering, in each competing vehicle a 'Tripy' GPS system will be fitted, which will permanently control your route and register the timing points in the Regularity Tests

15.5.3 This system is composed of:

- one GPS Tripy (width 16 cm; height 10 cm; depth 8 cm)
- an exterior magnetised aerial with wire
- a power supply to be plugged in to your vehicle

15.5.4!!! **For installation in the vehicle, under the responsibility of the competitor and imperatively before presentation to scrutineering, predict in advance:**

- electric power supply in either 6 or 12 V connected directly to the battery
- this supply needs to be carried out with the aid of a cable comprised out of two conductors with a 0,75 mm² section
- the + pole, differentiated by the red conductor, must be protected with a 1 amp. fuse
- the extremities of the wires must be fitted with crimped female insulated terminals (see technical description, on www.classicspringroads.be (info))
- the cable must be sufficiently long to reach the location where the Tripy IIC will be fitted in the vehicle during the event.
- Tripy box will be fixed on the windscreen with a suction cup

15.5.5 **A deposit amounting to 1.150 € regarding the "Tripy", will be required, preferably to be settled either by credit card or in cash. (Form to be completed is in attachment) www.classicspringroads.be**

15.6 Regularity tests (RT)

15.6.1 The crew will receive each time a table where the various average to be realized are implemented;

15.6.2 The crew will as far as possible try to keep to the averages given, up until arriving at the RT end;

15.6.3 There might be several times taken during the one and same regularity test;

15.6.4 All regularity test will start with **"Self Start"** mode, indicated in the road book with precision and photograph;

15.6.5 The secret time controls may be located as from 300 m after the start of the RT as well as in the village;

15.6.6 The competitors will benefit from a 'JOKER" per day:

For each category: x times, the highest penalty in RT by time taken. Will be defined by bulletin;

15.6.7 If due to an unforeseen cause, foreign to the event, a section of an RT cannot be completed by several teams, the organisation will award a fixed time to the other competitors, based on the times of the last three teams which completed the RT

15.6.8 If you are late at the end of a RT, you do not get the delay to the start of the next RT, Tripy records each time your actual departure time. At the start of RT, always go to the full minute, e.g. 11:50:00, not 11:50:24

15.6.9 In the tables of average, **in the shaded boxes**, there is no time taken

15.7 Speed checks

Speed checks might be set up along the route;

These checks might emanate from the organisation, an FBVA observer or the police force

The Tripy system will permanently control your speed in the agglomerations

15.8 Coefficient

15.8.1 The late penalties in the RT/CHS will be the subject of a correction by calculation by taking account of the age of the car (age coefficient);

Penalty for one minute lateness (60 points) in a regularity section after application of the coefficient;

Example:

- For a vehicle dating from 1947 = 47 points
- For a vehicle dating from 1960 = 60 points
- For a vehicle dating from 1976 = 76 points

15.8.2 The vehicle's initial 1st year of registration will be taken into account;

15.8.3 The age coefficient will solely be applied to penalties for lateness in an RT/CHS and not applicable for ahead of time;

15.8.4 The coefficient is not taken into account for lateness penalties at the time controls and fixed penalties

15.9 Retirement – Rally 2

In the event of retirement, the team will be under the obligation to hand over their control card to the organisation, or after repairs to the vehicle be able to continue partaking in the event as long as the time control posts remain open. The missing controls and RTs will imply penalties as foreseen in article 16.3 of these present regulations

16. Penalties

16.1 Start refused

16.1.1 Vehicle not conforming to chapter 17 of PROEHR ;

16.1.2 Crew not meeting the administrative standards;

16.1.3 Non-payment of the full costs in the participation;

16.1.4 Prior reconnaissance of the route;

16.1.5 Absence of the organiser's eventual publicity;

16.1.6 Noise level exceeding 95 decibels

16.2 Exclusion

- 16.2.1 Loss, falsification, erasure or alteration of the control card;
- 16.2.2 Having his/her vehicle transported or towed by a vehicle other than that of a competitor;
- 16.2.3 Intentionally blocking the route to other competitors;
- 16.2.4 Behaving in an unsportsmanlike manner, incompatible with fair-play;
- 16.2.5 Exceeding the authorised speed limit by more than 50%;
- 16.2.6 **Using an internal communication system of the type "rally" "Peltor" or other mark (2nd offense)**

16.3 Penalties

- | | |
|--|--------------|
| 16.3.1 Minute ahead of time at time control | 60 pts |
| 16.3.2 Minute lateness at time control over and above the 30 th minute | 10 pts |
| 16.3.3 Missing a passage control | 120 pts |
| 16.3.4 Missing a time control or approaching same from wrong direction | 600 pts |
| 16.3.5 Second ahead in an RT/CHS | 2 pts |
| 16.3.6 Second lateness in an RT/CHS | 1 pt x coeff |
| 16.3.7 Maximum penalty by taking time | 100 pts |
| 16.3.8 Maximum penalty on a regularity section | 900 pts |
| 16.3.9 Missing a regularity section | 1.500 pts |
| 16.3.10 Fixed penalty per missing section | 9.000 pts |
| 16.3.11 Absence of a ground sheet/cover (2x4 metres) | 150 pts |
| 16.3.12 Exceeding speed limit: | |
| + 20 % of authorised maximum speed | 100 pts |
| + 30 % of authorised maximum speed | 200 pts |
| + 40 % of authorised maximum speed | 300 pts |
| + 50 % of authorised maximum speed | exclusion |
| 16.3.13 using an internal communication system of the type "rally" "Peltor" or other mark (1st offense) | 900 pts |
| 16.3.14 unforeseen cases, at the discretion of the organisation and the stewards of the meeting | |

17. Complaints and Appeals

17.1 Only written and individual complaints will be taken into account

17.2 Any complaint, regarding the stage covered, must be presented to the person in charge of competitor relations, within thirty minutes of the team's arrival

17.3 Any complaint, regarding the classifications, must be presented to the person in charge of competitor relations, within thirty minutes following the posting of the unofficial results

17.4 Any litigation will be treated in the French language

18. Classification

18.1 Following the event several classifications will be established:

18.1.1 Expert: overall classification & classes

18.1.2 Classic: overall classification & classes

18.1.3 Touring: overall classification & classes

18.2 In case of a tie, victory will be awarded to the team competing with the oldest vehicle. Should a tie still subsist, the team competing with the vehicle with the smallest engine size will be declared the winner

19. Trophies

19.1 Overall classification:

- 1st: 2 trophies
- 2nd: 2 trophies
- 3rd: 2 trophies

In the 3 categories, Expert, Classic & Touring

19.2 Class classification:

- 1st: 2 trophies
- 2nd: 2 trophies
- 3rd: 2 trophies

In the categories Expert, Classic & Touring

19.3 1st female team

1st mixed team

1st foreign team

The smaller capacity engine

19.4 A team winning a trophy in the overall classification will not be eligible for the classification per class
