



2 – 3 March 2018

SUPPLEMENTARY REGULATIONS

Organized by: RACC – Reial Automòbil Club de Catalunya

www.rallycatalunyahistoric.com

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1. INTRODUCTION

Reial Automòbil Club de Catalunya organises a regularity event reserved for historic vehicles called 2nd **RALLY CATALUNYA HISTÒRIC** to be staged on 2 and 3 March.

The rally will be run in accordance with the FIA International Sporting Code and its Appendices, the Sporting Regulations of the **Federació Catalana d'Automobilisme** (Catalan Motor Sport Federation) (*hereinafter the Federation*), especially as regards Protests and Appeals, and the present Supplementary Regulations.

Any amendment, correction and/or change of these Supplementary Regulations will be notified by means of numbered and dated Bulletins.

In the event of any dispute concerning the interpretation of these regulations, only the Spanish text will be binding.

2. PROGRAMME

8 January 2018	Publication of the Regulations Opening date for entries	www.rallycatalunyahistoric.com
13 February 2018	14.00h Closing date for entries	
28 February 2018	18.00h Publication of the entry list and itinerary	www.rallycatalunyahistoric.com
2 March 2018	10.00h / 13.00h Administrative checks (a detailed timetable will be published in a Bulletin)	Av. Catedral (Barcelona)
	10.15h / 13.15h Scrutineering (a detailed timetable will be published in a Bulletin)	Av. Catedral (Barcelona)
	13.30h First Stewards' meeting	Av. Catedral (Barcelona)
	13.30h / 14.30h "Welcome buffet" for the crews	Av. Catedral (Barcelona)
	14.00h Publication of the list of crews admitted to start – 1 st Leg: start order and times	Notice Board Av. Catedral (Barcelona)
	15.00h Start of 1 st Leg – Section 1	Av. Catedral (Barcelona)
	18.50h Finish of 1 st Leg – Section 1	TBA
	19.05h Start of 1 st Leg – Section 2	TBA
	21.05h Finish of 1 st Leg	Hotel Mas Solà (Santa Coloma de Farners)
	23.00h Publication of the list of crews admitted to start – 2 nd Leg: start order and times	Hotel Mas Solà (Santa Coloma de Farners)
3 March 2018	08.30h Start of 2 nd Leg – Section 3	Hotel Mas Solà (Santa Coloma de Farners)
	12.35h Finish of 2 nd Leg – Section 3	TBA
	14.05h Start of 2 nd Leg – Section 4	TBA
	19.45h Finish of 2 nd Leg – End of the Rally	Hilton Diagonal Mar Barcelona (Barcelona)
	21.30h Closure dinner / Prize-giving	Hilton Diagonal Mar Barcelona (Barcelona)
	21.30h Publication of the provisional final classification	Hilton Diagonal Mar Barcelona
	22.00h Publication of the Official Final Classification	Hilton Diagonal Mar Barcelona

3. OFFICIAL NOTICE BOARD

2 March 2018

From 10.00h to 15.00h	Av. Catedral	Barcelona
From 18.00h	Hotel Mas Solà	Santa Coloma de Farners

3 March 2018

Until 10.00h	Hotel Mas Solà	Santa Coloma de Farners
From 19.00h	Hilton Diagonal Mar Barcelona	Barcelona

4. ORGANISATION

4.1 Organising Club

Reial Automòbil Club de Catalunya

4.2 Visa: TBC

4.3 Organising Committee

- Josep Mateu (Chairman)
- Aman Barfull
- Marina Dunach
- Jordi Barrabés

4.4 Rally Secretariat

• Permanent Rally Office

Until 1st March – 09.00h to 13.00h and 14.00 to 17.00:

RACC MotorSport

Avda Diagonal 687
08028 Barcelona
Tel. +34 934 955 034 Fax: +34 934 482 338
E-mail: rallycatalunyahistoric@racc.es

RACC Travel

Booking of additional rooms, and lunches/dinners with the crews
Susanna Sole / Cristina González Tel. +34 934 955 015
e-mail: mice@racc.es

• Itinerant Rally Office

2 March 2018

From 10.00h to 15.00h	RACC Truck	Av. Catedral (Barcelona)
From 18.00h	Hotel Mas Solà	Santa Coloma de Farners

3 March 2018

Until 10.00h	Hotel Mas Solà	Santa Coloma de Farners
From 19.00h	Hilton Diagonal Mar Barcelona	Barcelona

4.5 Officials of the Rally

To be announced in a Bulletin.

5. DESCRIPTION

The 2nd Rally Catalunya Històric is a rally with regularity stages, which are closed to general traffic.

The itinerary will be published on 28 February and the Road Book will be handed over to participants on Friday 2 March during the administrative checks.

No. of Legs:	2
No. of Sections:	4
Total no. of Stages:	16
Different Stages	16
Km. of regularity stages:	145.88 km
Total distance of the Rally:	591.91 km

6. ELIGIBLE VEHICLES

6.1 Cars, legally registered, manufactured between 1 January 1947 and 31 December 1984.

Cars manufactured in the years 1985 and 1986 may be admitted, at the discretion of the organiser.

6.2 Categories and Classes

Class E: Cars manufactured between 1 January 1947 and 31 December 1961

Class F: Cars manufactured between 1 January 1962 and 31 December 1965

Class G: Cars manufactured between 1 January 1966 and 31 December 1971

Class H: Cars manufactured between 1 January 1972 and 31 December 1976

Class I: Cars manufactured between 1 January 1977 and 31 December 1981

Class J: Cars manufactured between 1 January 1982 and 31 December 1984

Class K: Cars manufactured between 1 January 1985 and 31 December 1986*

* Class K cars will only have a Class Classification and shall **not be included in the Final Classification**.

6.3 The Organiser may limit the admission of Class K cars following own criteria.

The Organiser reserves also the right to refuse any car not complying with the spirit of the epoch and/or the activity, being in process of restoration, showing significant corrosion, not complying with the present Regulations and not complying with the technical or administrative rules.

6.4 The vehicles shall be entered in the respective categories and classes by the competitors themselves. The competitors are solely responsible for the accuracy of the data provided to the organization in the entry forms.

6.5 Should there be less than three (3) vehicles entered in a class, the said class will be included in the immediately higher class.

6.6 The participating vehicles must be road-legal and comply with the specifications of the Traffic Regulations, the competitors having the sole responsibility as regards any breaches that may be detected by the authorities.

7 ENTRIES

7.1 **Closing date for entries** **Tuesday, 13 February 2018, at 14.00h.**

7.2 **Entry procedure**

Anybody wishing to take part in the 2nd Rally Catalunya Històric 2018, must send the entry form available on the rally website www.rallycatalunyahistoric.com, duly completed, to the rally secretariat (see details in Art. 4.4 of these Regulations) before the closing date for entries.

By submitting the entry form, the Participants declare to be holders of a valid driving license, an insurance for the entered vehicle, in compliance with the legislation in force, as well as the necessary competition license or, given the case, request the Organiser to apply for the participation permit for the event at the Federation.

7.3 **Essential details and documents for the acceptance of the entry**

- Completion of **all details** on the entry form
- Payment of the **entry fees**: the receipt of the bank transfer must be attached to the entry form. The receipt must include the name of the driver.
- Photocopies of the **Personal ID-cards or Passports** of driver and co-driver.
- Photocopies of the **2018 Federation Licenses** (if available)
- **Photo of the entered car** (to be published in the Official Programme of the Event)

In order for the entry to be accepted, all of these details and documents must be sent to the Organiser before the closing date for entries, i.e. 13 February 2018 at 14.00h.

7.4 **Number of accepted participants**

The maximum number of entrants accepted will be 60 cars.

7.5 The entries will be accepted at the exclusive criteria of the Organising Committee.

7.6 After the closing date for entries, i.e. 13 February 2018, the RACC will notify participants if their entry has not been accepted.

7.7 Changes in the crew can be made at a later date only with the previous approval of the Organiser.

7.8 **Licenses or participation permits**

In order to be able to take part in the rally, the driver and the co-driver must hold a federation license or participation permit issued by the Federation.

Co-drivers aged between 16 and 18 years must hold a federation license (participation permits are only issued to over-18-year-olds).

Drivers and co-drivers not holding a license must request for a one-event participation permit by stating it on the entry form. The Organiser will take care of the paperwork at the Federation. A Bulletin will be issued detailing the amount to be paid and the procedure for the permit request.

7.9 By signing the entry form, the driver and the co-driver, as well as all team members undertake to comply with all sporting prescriptions specified in the FIA International Sporting Code and its Appendices, the Regulations of the Federation and the present Regulations.

7.10 In these Regulations, the term "Crew" refers to the ensemble made up of driver and co-driver.

7.11 The Organising Committee reserves the right to cancel the event if there are not at least thirty (30) crews entered on the closing date for entries.

8 ENTRY FEES

The entry fees are fixed at:

8.1 Accepting the advertising proposed by the Organisers:

- a) If the driver is an **RACC Member:** **1,150€**
- b) **Other** drivers: **1,300€**

8.2 Without the advertising proposed by the Organisers:

Participants not accepting the Organiser's advertising shall pay the double amount of the entry fees mentioned in Art. 8.1

8.3 Payment of the entry fees – by bank transfer:

Bank: Banc Sabadell
Bank Address: Trav. De Gracia 3, 08021 Barcelona
Account Holder: RACC
IBAN: ES03 0081 0105 1200 0101 4203
Swift (BIC): BSABESBB

8.4 **Invoicing of the entry fees**

According to Art. 20 ONE 13th of Law 37/1992 on the VAT, entry fees are VAT-exempt if the invoice is made to a natural person. If the invoice is made to a company, the invoice will include an additional 21% of VAT.

Crews are kindly requested to complete the section dealing with the invoicing of entry fees on the entry form.

8.5 **The entry fee includes:**

- Rally documents: Regulations, road book and itinerary, map, official programme
- "BLUNIK" timekeeping
- GPS follow-up
- Sending of stage by stage results to mobile devices
- IDs for driver and co-driver
- Plate and competition number for the car
- Insurance premium (according to Art. 9)
- Accommodation for two persons, in a double room, bed & breakfast:
 - 2 March: Hotel Mas Solà - Santa Coloma de Farners
 - 3 March: Hilton Diagonal Mar Barcelona (Barcelona)
- Lunches and dinners for driver and co-driver:
 - 2 March: Lunch: Av. De la Catedral before the Start
 Dinner: Hotel Mas Solà (Santa Coloma de Farners)
 - 3 March: Lunch: France
 Dinner: Hilton Diagonal Mar Barcelona (Barcelona)
- Luggage transport from the scrutineering site to both hotels
- Finisher memento for driver and co-driver
- Commemorative plate of the participation in the event for driver and co-driver
- Presents
- 2 Team passes

8.6 **Rally documents**

The complete rally documents will be handed over to the crews at the administrative checks.

- 8.7 The crews needing **extra rooms** or the possibility for other team members to **have lunch or dinner with the drivers** must contact:

RACC Travel:

Susanna Sole / Cristina González Tel. 93 495 50 15
e-mail: mice@racc.es

As regards the Hotel Mas Solà (Santa Coloma de Farners), since the number of available rooms is limited, the organiser will first of all make sure that all of the participating crews get a double room with breakfast included. Any additional room requested by the crews shall be allocated in strict order of request. Once all of the additional rooms available at Hotel Mas Solà have been allocated, RACC Travel will offer alternative accommodation in the area that will include a shuttle service between Hotel Mas Solà and the chosen hotel.

- 8.8 Entry fees will be refunded in full:

- 8.8.1 In the case of the rally being cancelled
8.8.2 To candidates whose entry has not been accepted

- 8.9 The organisation may refund 50% of the entry fee to crews that, due to reasons of force majeure (duly justified) are not able to take part in the rally.

9 INSURANCE

- 9.1 The Third Party Liability insurance policy will guarantee for possible damages to third parties until the limits for personal injuries and property damages according to the coverage established in Royal Decree 1507/2008 of 12 September.
- 9.2 The insurance cover will come into effect from the start of the rally and will cease at the end of the event, or at the moment of definitive retirement or disqualification of the crew.
- 9.3 Participating cars and their occupants are not considered third parties.

10 ADMINISTRATIVE CHECKS AND SCRUTINEERING

The administrative checks and scrutineering will take place in **Avda. de la Catedral, in Barcelona, on 2 March, from 10.00h to 13.15h.**

Detailed information about the presentation time of the crews will be published in a Bulletin.

10.1 Administrative checks

Driver and co-driver must present the necessary original documents in order to check the details provided on the entry list and:

- Valid licenses of the driver and the co-driver (if no participation permit was requested through the Organiser)

10.2 Scrutineering

- 10.2.1 The administrative check must be completed before entering the scrutineering venue.
Competition numbers, rally plates and advertising stickers shall be affixed on the rally car before entering the scrutineering venue.

The conformity of the data on the technical form of the entered vehicle will be checked against the data stated on the entry form.
- 10.2.2 All participating vehicles must be fitted with at least one extinguisher of no less than 2 kg.

- 10.2.3 The fitting and use of additional LED-light blocks is not permitted.

10.2.4 It is compulsory to use a helmet during the regularity stages. Allowed are any types of helmets which have been homologated by the manufacturer for their use on open roads.

10.2.5 After scrutineering all cars will proceed directly to parc fermé.

11 ADVERTISING

The advertising on competitors' cars is free, always provided that:

11.1 It is authorised by national law (special attention to be paid to the prohibition of tobacco and alcoholic beverages' advertising);

11.2 It is not applied on the spaces reserved for rally plates, competition numbers and compulsory advertising. Details concerning advertising are described in Appendix 1 of these Supplementary Regulations.

11.3 It does not hinder visibility through the windows.

11.4 A 10 cm stripe on the upper part of the windscreen over its whole width is allowed.

12 PLATES AND NUMBERS

12.1 Rally Plate

The rally plate must be fixed to the front part of the vehicle, in a clearly visible position for the duration of the rally. It must under no circumstances be covered, even partially.

12.2 Competition numbers

The competition numbers provided by the organization must appear on both front doors of the car and on the upper right side of the rear window throughout the rally.

12.3 In case of retirement or disqualification by the Stewards of the Meeting, the competitors shall immediately remove the identification plates and the competition numbers from their vehicles.

12.4 Any infringement of these articles shall be penalised with 600 points.

13 APPLICATION AND INTERPRETATION OF THE REGULATIONS

13.1 The Clerk of the Course is responsible for the application of these regulations during the course of the Rally. He must inform the Stewards of the Meeting about all important decisions taken within the framework of the general or specific regulations of the rally.

13.2 Any protest against the application shall be lodged in writing by the competitor to the Clerk of the Course who will submit the protest to the decision of the Stewards of the Meeting (Art. 13.1 and following of the Code).

13.3 All cases not included in these regulations shall be addressed to the Stewards of the Meeting who have the exclusive power of decision (Art. 11.9 of the Code).

13.4 The organization reserves the right to make any amendments to the present regulations which may seem convenient or necessary, to cancel or delay the event, with the approval of the competent authorities.

13.5 These regulations can only be amended according to Art. 3.6 of the Code. In such case, competitors shall be notified as soon as possible. Any eventual amendment or supplementary provision shall be announced by means of dated and numbered bulletins which will then become part of the present regulations. These bulletins will be published on the official notice board and notified directly to the competitors, who will have to confirm receipt, save in cases of material impossibility during the running of the event.

- 13.6 Competitors, drivers and co-drivers shall respect the present Regulations with no exception, recognising the usual sporting jurisdictions established by the National Sporting Regulations and the FIA International Sporting Code.

14 TRAFFIC LAWS

- 14.1 Throughout the entire event the crews must strictly observe the Traffic Law and its respective complementary legislation. They are solely responsible for any offence committed which might additionally be penalised by the Stewards of the Meeting as follows:

- 14.1.1 1st infringement: penalty that may be of up to 600 points
14.1.2 2nd infringement: penalty, even disqualification

15 ROUTE

- 15.1 Throughout the running of the event, which is compulsory, subject to a penalty which could even entail disqualification, both crew members (driver and co-driver) must be on board of the vehicle.
- 15.2 Repairs and refuelling is allowed throughout the event, except in those cases expressly forbidden according to the present regulations or shown in the Road Book.
- 15.3 Participating cars may only be towed, transported or pushed in order to bring them back onto the rally road or to clear the rally route. Any infringement will incur a penalty which may even entail disqualification.
- 15.4 Crews are not allowed, under pain of a penalty, which may even entail disqualification:
- 15.4.1 to block deliberately the passage of competing cars, or to prevent them from overtaking;
- 15.4.2 to behave in an unsportsmanlike manner;
- 15.4.3 to use tyres which are NOT homologated for the use on public roads.
- 15.5 The only distances considered as valid will be those defined by the organization and shown in the Road Book.

16 OFFICIAL TIME

The official time will be the GPS time. This time will be provided by the organization at the start of each section.

17 START PARK

- 17.1 All vehicles authorised to take the start must proceed to the Start Park.

The cars shall enter the Start Park directly after the scrutineering. For any late arrival to the Start Park, a penalty of 10 points per minute or fraction of a minute of delay will be applied.

Any crew reporting more than 30 minutes late may not be allowed to start.

- 17.2 The vehicles may be presented at scrutineering and taken to the Start Park by a representative of the Competitor.

18 START ORDER AND INTERVALS

- 18.1 The start order of the 1st Leg will be according to the entry list.
- 18.2 The start order of the 2nd Leg will be according to the final classification of the previous leg. Should this not be possible, the start order of the 1st Leg shall be kept.

18.3 The starting interval between vehicles will be 1 minute.

19 TIME CARD

19.1 The time card will be received at the TC at the start of the rally and must be handed at the TC at the finish of every section, where it will be replaced by a new one.

19.2 Each crew is solely responsible for its time card. The presentation of the time card at the different controls (in correct order) and the accuracy of the entries are the sole responsibility of the crew.

19.3 The crew must decide on the precise moment to show their time card to the marshals and to check that the entered time is the correct time.

19.4 The time card must be available for inspection at any time, in particular at control points where they will be presented personally by one of the crew members to be stamped and have the time entered.

19.5 Only the marshal at the control post is authorised to write down the time in the time card.

19.6 Any correction or amendment made to the time card without the approval by the appropriate marshal will result in the application of the regulations by the Clerk of the Course.

19.7 The lack of a stamp at a passage control, the lack of time entry at a time control or the failure to submit the time control at each control post (time, passage or regrouping control) will also be penalised accordingly.

19.8 Any divergence between the entries in the crew's time card and the official documentation of the rally will be subject to analysis by the Stewards.

20 TIME CONTROL PROCEDURE

20.1 General provisions

20.1.1 All controls (time and passage controls, start and arrival control areas of the stages, regroupings and neutralisations controls) will be indicated by means of standard FIA boards.

20.1.2 The start of a control area will be indicated by means of a warning board with a yellow background. At a minimum distance of 25 metres from the location of the control post there will be the same board but with a red background. The end of the control area (around 25m after) will be shown by a board with beige background with three black transversal lines.

20.1.3 The control areas (i.e. the area between the yellow warning board and the last beige panel with three black transversal lines) will be considered as Parc Fermé, so that it is forbidden to make any repair or assistance in the control area.

20.1.4 The crews must report at all controls in the planned order.

20.1.5 The time spent at any control area shall not be longer than the time needed to carry out the control procedures.

20.1.6 It is forbidden to drive backwards in a control area.

20.1.7 The target time at the control post is responsibility of the crew, who may check the official time located on the desk of the control post.

- 20.1.8 The post marshals are not allowed to give any information about the target check-in time.
- 20.1.9 The control posts will open 15 minutes before the target time for the passage of the first crew.
- 20.1.10 Except for a decision by the Clerk of the Course, the post will close 15 minutes after the target time of the last vehicle, increased by the deadline established for **disqualification**.
- 20.1.11 Crews are obliged to follow the instructions of the marshals in charge of any control post.

20.2 Passage controls

At these controls, the marshals simply stamp the time card as soon as this is handed in by the crew, without writing down the time of passage.

20.3 Time controls

At these controls, the post marshals enter the time at which the crew hands the time card to the marshal. Timekeeping will be done by minutes.

- 20.3.1 The control procedure starts at the moment the vehicle passes by the yellow boards indicating the start of the control area.
- 20.3.2 Crews are not allowed to stop or move excessively slow in the control area starting from the warning board.
- 20.3.3 The timekeeping and the entering of the time in the time card can only be made if both crew members and the vehicle are inside the control area and right next to the control desk.
- 20.3.4 The check-in time is the time at which one of the crew members hand the time card to the respective marshal.
- 20.3.5 The post marshal enters the actual time at which the time card was handed, either manually or with a printing device.
- 20.3.6 The target check-in time is the time obtained by adding the time allowed to complete the road section to the time of leaving the sector. The times are stated in hours and minutes.
- 20.3.7 The Crew does not incur any penalty for early arrival if the vehicle enters the control area during the target check-in minute or the minute preceding it, except at the time control of the start of the rally, which the crews may enter earlier if the post marshal tells them to do so.
- 20.3.8 The crew does not incur any penalty for late arrival if they hand the time card to the post marshal during the target check-in minute.

Example: If a crew must pass a control at 18h58', they do not incur any penalty if they hand the time card between 18h58'00" and 18h58'59"
- 20.3.9 Any difference between the actual check-in time and the target check-in time will be penalised with **10 points per minute or fraction of a minute**.
- 20.3.10 A crew that has been penalised for early check-in may be, at the discretion of the Clerk of the Course, be neutralised the necessary time in order to start in the correct position.

- 20.3.11 Crews may enter the arrival time controls at the end of a leg earlier without incurring a penalty.
- 20.3.12 Any infringement of the regulations of the control procedure by any crew (and the fact of entering a control area earlier than 1 minute before the target check-in time) will be reported in written by the chief of the control post to the Clerk of the Course, who shall forward the report immediately to the Stewards.
- 20.3.13 A **penalty of 200 points** will be imposed on any crew that:
 - 20.3.13.1 reports at a time control **more than 15 minutes later** than the target check-in time.
 - 20.3.13.2 **does not show up at a time control**

21 REGULARITY STAGES

21.1 Timekeeping at regularity stages

- 21.1.1 The timing of the regularity stages will be carried out automatically, by means of the "BLUNIK" system, which implies the fitting of a transponder in each participating vehicle.
- 21.1.2 The timekeeping of the regularity stages will be made to the tenth of a second.
- 21.1.3 In each control post of a regularity stage, the time will be clocked at the moment the transponder passes by the cell installed on the road.
- 21.1.4 The crew will receive the respective transponder during the initial scrutineering against the payment of a 50€ (fifty Euro) deposit, which will be fitted at the Start Park.

The deposit will be refunded to the crew at the end of the event, when returning the transponder in perfect conditions.
- 21.1.5 The transponders will be fitted in the competition vehicles at the start by organisation staff.

The transponder shall be normally fitted on the right-hand rear side-window of the vehicle. In special cases (for example vehicles without rear side-windows or with dark windows) and on decision of the organization, the transponder may be fitted outside the bodywork.
- 21.1.6 The crew is responsible for keeping the transponder in the exact position in which it was fitted. They are also responsible for returning it at the end of the event.
- 21.1.7 Should the crew retire during the 1st Leg, it is their responsibility to return their transponder at the rally secretariat located in Hotel Mas Solà, in Santa Coloma de Farners, always before the start of the 2nd Leg. If the retirement occurs during the 2nd Leg, the transponder must be returned to the rally secretariat located in Hotel Hilton Diagonal Mar Barcelona.
- 21.1.8 If a defect should be found in the fitted device and the defect is due to incorrect or fraudulent handling of the device by the crew, the crew shall incur a penalty which may even entail the disqualification from the event.
- 21.1.9 The timing controls are secret and are shown neither on the road nor in the Road Book.

21.2 General provisions

- 21.2.1 Vehicles are not allowed to stop during the regularity stages. Any infraction will entail a penalty.
- 21.2.2 The target passage time at a specific control will be established for each crew according to the target start time of the section, the distance to cover to that point and the imposed average speed, without depending on any delay or early report at the previous controls.
- 21.2.3 There will be 2 speed averages to choose from: High average (not faster than 55 km/h) or Low average.

Only **cars with a cylinder capacity below 1,300 cc or manufactured before 1/1/1962** may choose the **Low Average**.

- 21.2.4 There will be no controls along the first 500 metres of a test section.
- 21.2.5 Crews are not allowed to drive in opposite direction on a regularity stage and they shall not use a different itinerary inside the section. Infringements will be penalised with disqualification.
- 21.2.6 The **maximum penalty in each regularity stage is 600 points**.
- 21.2.7 Should a regularity stage be affected by abnormal circumstances that affect the normal running of the event or the sporting results, the Stewards, on proposal by the Clerk of the Course, may declare the number of crews affected and assign them the time they deem most appropriate.

This rule may be applied - in a single control, in several controls or for the whole regularity stage - regardless of the place in which the facts affecting the normal running of the regularity stage.

- 21.2.8 Should a crew not be able to cover one or more regularity stages of a specific section, they will be able to rejoin the itinerary of the section at a later regularity stage, following the instructions of the start marshal who will enter a new start time in the time card.
- 21.2.9 A fixed penalty of 1,000 points will be imposed for each regularity stage not covered.
- 21.2.10 The start controls of the regularity stages will be closed 15 minutes after the target passage time of the last crew of the rally.
- 21.2.11 The penalties at the secret controls along the stages will be multiplied by the respective coefficient according to the vehicle class:

Class E:	penalty coefficient 0.75
Classes F and G:	penalty coefficient 0.85
Classes H and I:	penalty coefficient 0.95
Classes J and K:	penalty coefficient 1.0

Example: A vehicle manufactured in 1956 will multiply its penalty by 0.75 and a vehicle manufactured in 1973 will multiply its penalty by 0.95

21.3 Interruption of the regularity stage

- 21.3.1 If due to force majeure, a regularity stage must be interrupted temporarily or definitively, the chief marshal of the section shall report the fact to all crews showing up at the start.
- 21.3.2 In any case, the start marshal shall enter a new start time in the time cards of all affected crews.

21.4 Summary of penalties

Article		Penalty
12.4	Missing plate and/or vehicle number	600 points
14.1.1	Infringing the Traffic Law – 1 st infringement	Up to 600 points
14.1.2	Infringing the Traffic Law – 2 nd infringement	Up to disqualification
15.1	Not both crew members on board the vehicle	Up to disqualification
15.3	Towing, transporting or pushing the participating vehicle	Up to disqualification
15.4.1	To block deliberately the passage of competing cars, or to prevent them from overtaking	Up to disqualification
15.4.2	To behave unsportsmanlike	Up to disqualification
15.4.3	Using non-homologated tyres	Up to disqualification
17.1	Late entry into the Start Park	10 points
20.2	No entry at a Passage Control	600 points
20.3.9	No entry at the target time in a TC (per minute or fraction)	10 points
20.3.13.1	Delay of more than 15' at a TC	200 points
20.3.13.2	No entry at a Time Control	200 points
21.1.8	Loss or manipulation of transponder	Disqualification – Loss of deposit
21.2.1	Confirmed stop inside a regularity stage	10 points
21.2.2	Penalty for early arrival at a secret control (TIC)	
21.2.2	Penalty for late arrival at a secret control (TIC)	
21.2.5	Driving in the opposite direction of the event or different itinerary	Disqualification
21.2.6	Maximum penalty in each regularity stage	600 points
21.2.9	Fixed penalty for each non-performed regularity stage	1,000 points
23	Prohibited service	Up to 6,000 points
24.5	Parc Ferme penalty	Up to 6.000 points

22 WITHDRAWALS

- 22.1 In case of a withdrawal during the 1st Leg, the crews wishing to start the 2nd Leg must notify the Clerk of the Course before 22.45h on Friday 2 March 2018.
- 22.2 These teams must take their vehicles to the Parc Fermé at Hotel Mas Solà 30 minutes before their target start time of the 2nd Leg.
- 22.3 They will take the start behind the vehicle that classified the 1st Leg in last position, having the same chosen average speed.

23 SERVICE

Service and refuelling are free throughout the event, with the following exceptions:

- during regularity stages
- in areas established as Parc Fermé.
- on the 100 metres of the rally itinerary before the parc fermé IN and OUT controls.

Team members duly accredited with a “Team” pass will be allowed to access Parcs Fermé and Regroupings to start engines, but not to carry out repairs.

24 PARC FERMÉ

- 24.1 Vehicles are subject to parc fermé rules:
- from the moment they enter the start park, in a regrouping park or an end of leg park until they leave it.
 - from the moment they enter a control area until they leave it.
- 24.2 Repairs and refuelling are forbidden for as long as the vehicles are subject to parc fermé rules.
- 24.3 In a start park, regrouping park or end of the leg park, as an exception to the parc fermé rules, it is allowed, subject to authorization by the organization and under supervision of a marshal, to change a punctured tyre using the means available onboard the vehicle or to replace the windscreen, for which case it would be allowed to have external help.
- These operations must be finished before the start time of the crew. If not, the crew will be penalised according to the regulations (art. 17.1).
- 24.4 Before the start of a leg or a section, crews may access parc fermé 10 minutes before their start time. If a regrouping park does not exceed 15 minutes, crews may remain inside the park.
- 24.5 Any infringement of the parc fermé rules will entail a penalty to be decided by the Stewards of the Meeting which may be of up to 6,000 points.
- 24.6 Should it become necessary to carry out repairs during the Parc Fermé time (except in the Regroupings), participants may take out their vehicle after requesting it to the Clerk of the Course. This action will imply a penalty (up to 6,000 points).

25 CLASSIFICATION

- 25.1 In order to classify, a team must register their time of passage at the arrival time control during its working time.
- 25.2 The team with the lowest number of points will be declared **Winner of the 2nd RALLY CATALUNYA HISTÒRIC.**
- 25.3 If two or more competitors have scored exactly the same points, the winner will be the competitor who had the lowest score after the first regularity stage. In the event of a further tie, the score of the second regularity stage will be taken into account, and so on.
- 25.4 **Other classifications**
- 25.4.1 **Classes**
- There will only be classifications of the classes with at least three (3) participating vehicles.

26 PROTESTS AND APPEALS

All protests and/or appeals must be lodged in accordance with the stipulations of Arts. 13 and 15 of the International Sporting Code.

The amounts of the protest and appeal fees will be published in a bulletin.

27 TROPHIES

The following trophies will be awarded:

Overall Classification:	1 st	RACC Trophies, BRM Trophies and 2 BRM Watches
	2 nd	BRM Trophies
	3 rd	BRM Trophies
	4 th	BRM Trophies
	5 th	BRM Trophies
Classification by Class:	1 st	BRM Trophies (to the winner of each created class)
Foreign Crew:	1 st	BRM Trophies (to the 1 st classified foreign crew)
RACC Member:	1 st	BRM Trophies (to the 1 st classified RACC member)
Crew with the highest age		BRM Trophies (finishers: adding driver's and co-driver's age)
Oldest vehicle that finished		BRM Trophies

“Finisher” mementos will be awarded to all classified drivers and co-drivers

28 PRIZE-GIVING

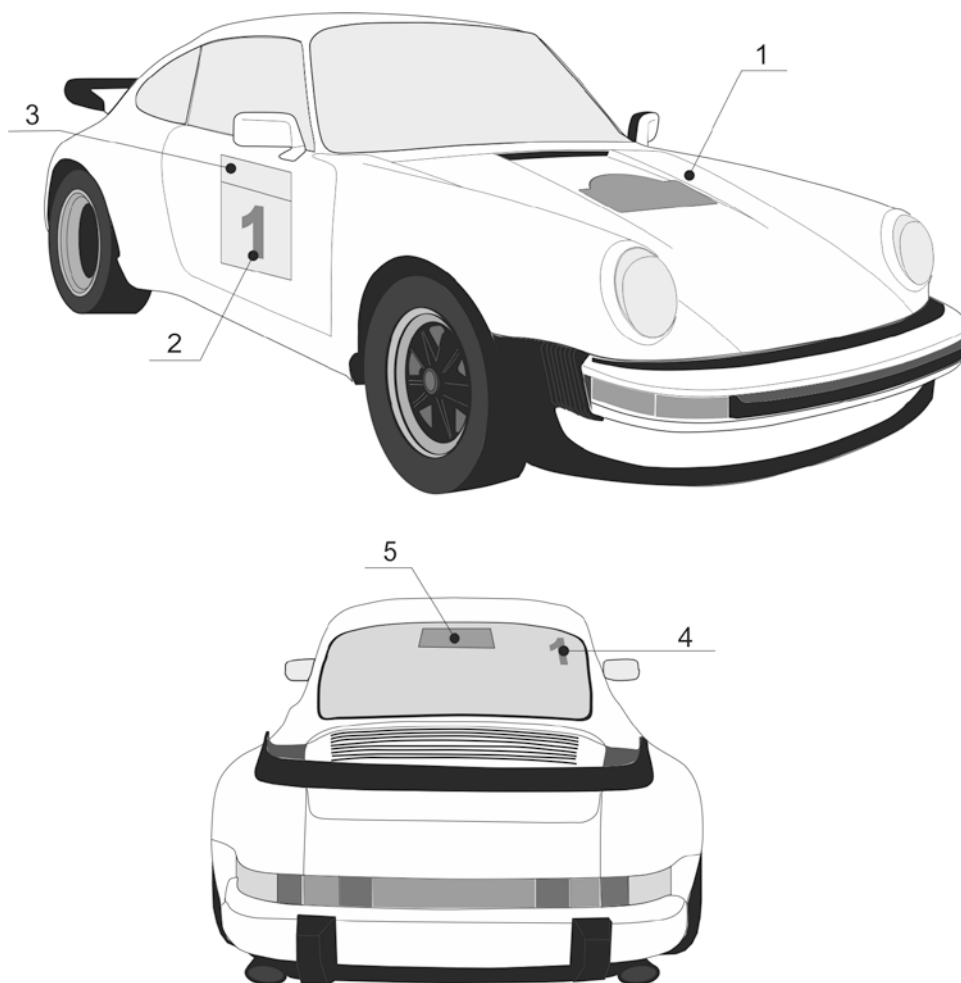
28.1 The prize-giving will be held during the Official Dinner closing the rally, on Saturday 3 March 2018 at 21.30h in Hilton Diagonal Mar Barcelona.

All participants are kindly requested to attend the dinner in business casual dress.

28.2 All crews with a right to a prize are required to attend the prize-giving ceremony of the rally. In case of absence they will not receive the respective prizes.

APPENDIX 1

ORGANISER'S ADVERTISING AND COMPETITION NUMBERS



Compulsory advertising

- 1 Front Rally plate
- 2 Competition numbers (one for each front door): 40x40 cm
- 3 The Organiser's compulsory advertising is: RACC, Andbank & Hilton Diagonal Mar Barcelona
- 4 Competition number (upper right side of the rear window)
- 5 Organiser's compulsory advertising: RACC (30x10cm)