

# STANDARD RULES FOR REGULARITY EVENTS

## 1 GENERAL

### 1.1. Application.

These standard rules must be respected in all regularity events which will be organised under the authority and control of the FIVA and will be the basis for the rules of an ANF and/or an organiser.

Any case not provided for in these standard rules will be studied by the EC of FIVA, that has the power to decide.

The EC may modify these standard rules by publication of a special bulletin which will be published at [www.fiva.org](http://www.fiva.org).

These standard rules are applicable as of January 1<sup>st</sup> 2012

### 1.2. Official Language.

For international events, the official language is English or French. In this case, only the English or French text will be binding.

For national events, the language of the organising country will be the official one.

### 1.3. Application and interpretations of the regulations.

The Clerk of the Course is charged with the application of the regulations of the event and their provisions during the running of the event.

Any case not foreseen in the regulations of the event during the running of the event will be judged by the Steward(s).

## 2 DEFINITIONS

### 2.1. Regulations of the event.

Official written document issued by the organiser with the object of laying down the details of the event.

### 2.2. Crew.

A crew is made up of at least one person.

### 2.3. Day.

Each part of the event, separated by an overnight halt.

### 2.4. Leg.

Each part of the event:

- between the start of the event or day and the first regrouping/rest halt.
- between two successive regroupings / rest halts.
- between the last regrouping / rest halt and the end of a day or finish of the event.

**2.5. Section.**

Part of the route between two successive time controls.

**2.6. Neutralisation.**

Time during crews are stopped by the organiser for whatever reason.

**2.7. Regrouping.**

A stop foreseen by the organiser to enable the schedule to be followed and/or regroup the vehicles still in the event. The stopping time may vary from crew to crew.

**2.8. Bulletin.**

Official written communication to modify or complete the regulations of the event. Bulletins must have been approved by the organising committee before the start of the event or by the Clerk of the Course and the Steward during the event.

**2.9. Route bulletin.**

Official written communication to modify or complete the road book or time schedule of the event.

**2.10. Time Control Card.**

A card or booklet (with or without an electronic device) intended for entry of times recorded at the different control points scheduled on the route.

**2.11. Passage control card.**

A card or booklet intended for stamps of the different passage controls on the route. This may, or may not, be combined with the Time Control Card. In which case it is called a "Control Card".

<b>3 OFFICIALS</b>
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**3.1. FIVA Observer.**

The EC may nominate an observer for some events. The observer will review all aspects of the event and complete the FIVA observers report form.

**3.2. FIVA Steward.**

The EC of FIVA will appoint one or more Steward(s) for an international event.

**3.3. Clerk of the course**

The Clerk of the Course is charged with the application of the regulations of the event and their provisions during the running of the event.

**3.4. Scrutineer**

The organiser of an international event shall appoint a Scrutineer to check the conformity with the FIVA ID Card. All vehicles must be in a safe and roadworthy condition. If a vehicle does not pass this check, it will not be allowed to start the event.

### **3.5. Crews Liaison Officer (CLO).**

The organiser may appoint a crew liaison officer. The CLO must be easily identified by the participants.

## **4 DESCRIPTION OF THE EVENT**

**4.1.** The organiser must give all details of the running of the event in the regulations of the event. For example: location of the start and finish, time schedule of the whole event, length of the event, number of days and legs, the kind of navigation, number of regularity sections and/or test, etc.

**4.2.** Different routes, average speed and rules may be stipulated by the organisers for the various classes of vehicles.

## **5 ENTRIES**

### **5.1. Dates.**

The opening and closing dates for entries must be mentioned in the regulations of the event.

The list of participants, must be published and sent to the FIVA steward no later than five days before the start of the event.

### **5.2. Entry fees.**

The entry fees must be specified in the regulations of the event.

The organiser may specify in the regulations of the event conditions to partially refund entry fees.

### **5.3. Number of entries.**

The maximum number of entries will be specified in the regulations of the event.

### **5.4. Refusal of an entry.**

In case of an entry being refused by the organiser they must notify the applicant of such refusal.

The organiser has the right to refuse an entry without giving a reason.

## **6 ELIGIBLE PARTICIPANTS**

Participants wishing to take part must be in the possession of a valid driving licence.

Navigator or passengers are not required to possess a driving licence but they may not drive.

If the driver is not the owner, he/she needs the written permission from the owner to use/drive the vehicle.

## 7 ELIGIBLE VEHICLES

### 7.1. Vehicle period classification.

In all events, only vehicles can take part which are in accordance with the FIVA Technical Code.

### 7.2. Classes.

For all events vehicles should be classified as follows:

Class A	Ancestor	built up to 01-01-1905.
Class B	Veteran	built between 01-01-1905 and 31-12-1918.
Class C	Vintage	built between 01-01-1919 and 31-12-1930.
Class D	Post vintage	built between 01-01-1931 and 31-12-1945.
Class E	Post war	built between 01-01-1946 and 31-12-1960.
Class F	Classic	built between 01-10-1961 and 31-12-1970
Class G		built between 01-01-1971 and the age limit of 30 years.

Other forms of classification may be used and sub-divisions are allowed. The acceptance of an entry for a certain class is at the discretion of the organiser.

The organiser may introduce a coefficient system which allows older vehicles to compete with younger vehicles.

### 7.3. Equipment.

Allowed electronic/mechanical equipment will be stipulated in the regulations of the event

## 8 INSURANCE – INDEMNITY DECLARATION

### 8.1. Insurance of the organiser.

The regulations of the event must give details (insurance company + policy number).

### 8.2. Insurance of the crew.

Participants must have a valid insurance covering them during the event.

### 8.3. Indemnity declaration.

Before the start of the event the participants must sign the entry form and an indemnity declaration form :

*For example : I have been given the opportunity to read the regulations of the event and agree to be bound by them. I declare that I am physically and mentally fit to take part in the event and I am competent to do so. I acknowledge that I understand the nature and the type of the event and the potential risk and agree to accept that risk. I declare that to the best of my belief the driver(s) possess(es) the standard of competence necessary for an event of the type to which this entry relates and that the vehicle hereby entered is suitable and roadworthy for the event and that it is in conformity with the traffic laws and regulations for the use on public roads. I declare that the use of the vehicle entered will be covered by insurance as required by the law of the crossed country (countries). I declare that I am in the possession of a valid driving licence.*

## **9 CREWS' BEHAVIOUR**

### **9.1. Traffic laws.**

Throughout the event, crews must observe the traffic laws of the country (countries) covered. Penalties for infringements must be mentioned in the regulations of the event.

### **9.2. Speed**

The organiser must check the speed of participants at least once a day. Penalties for speeding must be mentioned in the regulations of the event.

## **10 STANDARD DOCUMENTS - PROCEDURES**

### **10.1. Publication of regulations.**

The definitive regulations of the event must be published one month before the beginning of the event

### **10.2. Road book**

All participants will receive a road book containing an outline of the route.

### **10.3. Control card**

The control card must be suitable for all time controls and must be issued at least for each section. An organiser may make use of an electronic time card. A marshal is the only person allowed to make time entries on the time card.

The control card must be suitable for the entries which have to be done by the crew itself in case of unmanned passage controls along the route.

The absence of a stamp, signature from a control, time entry, entry of an unmanned control or failure to hand in the time card at each control will result in a penalty.

Each crew is responsible for its control card, submitting the control card at the controls and the accuracy of the entry.

### **10.4. Speed restrictions.**

The average speed during the event is maximum of 50 km/h excluding motorways and dual carriage roads (reference see FEC art. 3.1). Penalties for speeding must be mentioned in the regulations of the event.

## **11 CONTROLS**

### **11.1. General prescriptions.**

By preference, time controls, manned passage controls, start and end of a regularity sections shall be indicated by means of appropriate sign boards. Unmanned passage controls may be indicated by any other means as specified in the regulations of the event.

An area of 25 metres radius around the control will be regarded as control zone.

Controls must be ready to function at least 15 minutes before the due passage time of the first participant. Unless the Clerk of the Course decides otherwise, controls will be closed 30 minutes after the due time of the last participant.

At any control, participants must check-in in the correct order and in the direction of the route. Penalties for infringements must be mentioned in the regulations of the event.

Participants must follow the instructions of the control post marshal.

In the event of one or more controls must be cancelled for whatever reason before the passage of the first participant or after the passage of a number of participants, it is up to the Clerk of the Course to decide

#### **11.2. Passage controls (PC).**

At manned passage controls, the marshal must stamp and/or sign the control card without mentioning the time of the passage.

At un-manned controls, the participant must simply stamp or write the figure/character of the control on the control card by himself. The penalty for missing a passage control must be mentioned in the regulations of the event.

#### **11.3. Time controls (TC).**

The check-in procedure begins at the moment that the vehicle and the crew enter the control zone. The check-in time shall correspond to the moment at which the crew hands the control card to the marshal..

Penalties for early or late arrival or missing a control will be mentioned in the regulations of the event.

It is not allowed to make up lost time.

Penalties for missing a time control must be mentioned in the regulations of the event.

Crews may check-in early without any penalty at the last time control of a day or event.

Missing the last time control of the event will result in exclusion of the event.

#### **11.4. Maximum permitted lateness.**

Any lateness exceeding a time mentioned usually 30 minutes on the due passage time of the crew at any control will be regarded as missing the control.

#### **11.5. Regrouping controls.**

On arrival at a regrouping control, crews must hand in their control card and they will receive instructions about their re-start.

## **12 RUNNING OF THE EVENT**

### **12.1. Regularity sections.**

Generally, regularity sections will be organised on roads open to public traffic.

Crews must complete a regularity section at an average speed which is set by the organiser. The average speed on a regularity section may vary.

The organiser may set up intermediate timing points along the route.

The organiser must specify the organization and running of regularity sections in the regulations of the event.

Details concerning the penalties for driving above or below the set average time must be mentioned in the regulations of the event.

### **12.2. Closed regularity sections.**

Closed regularity sections can be organised on areas closed for all other traffic.

Details concerning the running of the section and the penalties for driving above or below the set time must be mentioned in the regulations of the event.

### **12.3. Navigation systems.**

If applicable, organisers must give a detailed description concerning the navigation systems to be used in the regulations of the event.

## **13 RECONNAISSANCE**

Any kind of reconnaissance from the route of the event before the start or during the event by the crew or any other person related to the crew is prohibited. Offences will be penalized by not admitting to the start or exclusion of the event.

## **14 SERVICE – ASSISTANCE**

Repairs and refuelling are permitted throughout the entire event by the crew members. Any kind of organised help by the participant is not permitted.

The organiser must mention in the regulations of the event if they arrange a kind of assistance for the participants.

## **15 ROADWORTHY CHECK – ADMINISTRATIVE CHECK**

### **15.1. Roadworthy check.**

All vehicles must be in a safe and roadworthy condition. If a vehicle does not pass this check, it will not be allowed to start the event.

### **15.2. Administrative check.**

Organisers must establish a control to check at least driving licences; to obtain signatures to an indemnity declaration; and to obtain insurance details if those are not given on the entry form.

## **16 START - RESTART**

### **16.1. Start**

Before the start of the event, the organiser may assemble all competing vehicles in a waiting area in order to improve the promotional and media interest. Details must be mentioned in the regulations of the event.

The organiser shall schedule the starts of the vehicles in conformity with the start list and at an interval at least 30 seconds.

If a crew reports after his due start time at the start of the event, the crew will be penalized

### **16.2. Restart.**

The starting order for the 2<sup>nd</sup> day or more shall be left to the discretion of the organiser.

## **17 RESULTS - PROTESTS**

**17.1.** Only participants will be taken into account for the final classifications if they cross the finish of the event with the entered vehicle running on his own power.

**17.2.** The results will be established by adding together the penalties incurred on the route with all other penalties. Penalties may be expressed in time or penalty points.

The following results may be published during the event:

- \* Provisional results: published at the end of a leg or day.
- \* Provisional final results: published at the end of the event.
- \* Official final results: published after approval of the FIVA Steward.

The time when the final results will be published, amended as necessary, must be posted on official notice board.

**17.3.** The organiser should publish in the regulations how a tie is resolved

### **17.4. Queries.**

The provisional results are subject to query for a period of 30 minutes after posting of the results on the notice board. Any query must be handed to the Crews' Liaison Officer. The Clerk of the Course will study the query and will take a decision. If the complainant is not satisfied, he has the right to protest

### **17.5. Protests.**

Any written protest must be lodged by one single participant and may be lodged against one single participant or against the organiser.

The lodging of a protest must be done in accordance with the FIVA events code.

Any protest must be handed with the protest fee to the Clerk of the Course within 30 minutes after posting of the provisional final results, at the latest. The regulations of the event shall contain information on the protest fee.

If the complainant is not satisfied, he has the right to appeal.

**17.6. Appeals.**

Should the complainant still not be satisfied he has the right, at no extra fee, to appeal to the FIVA Steward whose verdict is final. Should the protest be successful, the protest fee will be returned.

<b>18 PRIZES – PRIZE CEREMONY</b>
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The regulations of the event shall contain information about the, time, location and dress code of the prize ceremony.