CLASSIC1000>> 7. Rallye der 1000 Kilometer

Standard Supplementary Regulations for
7th CLASSIC1OOO>> 22rd - 24th October 2026

PROGRAMME

1. April 2026	Publication of the Regulations. Entry opening date
1. Mai 2026 **1.Oktober 2026** **15.10.2026**	1st Entry closing date. 2nd Entry closing date last possible entry date
22.Oktober 2026 **14:00-17:00**	Administrative checking. according to detailed timetable. Rallyecenter Hotel Donaulodge A-3370 Ybbs - Austria
23.Oktober 2026 **07:00-07:30**	Scrutineering - according to detailed timetable.- Hotel Donaulodge A-3370 Ybbs - Austria
07:30	Publication of the list of crews admitted to the start.
08:00	Start of 1st leg, Ybbs - Stadthalle
18:30	Arrival of 1st leg, Ybbs - Stadthalle
22:00	Publication of partial unofficial results and start times for next leg.
24.Oktober 2025 **08:00**	Start of following leg, Ybbs - Stadhalle
ca. 18:00	Arrival of last leg Ybbs - Stadthalle
19:30	Publication of the provisional final results
20:30	Dinner and Prize-giving, Rallyecenter Hotel Donau-Lodge Publication of the final results
After Price-giving	End of official part of the rally

OFFICIAL NOTICE BOARD
From 22rd to 24th October 2026
Place: Rallye-office Hotel Donau-Lodge in Ybbs, Austria
and Digital Info Bord by "SPORTITY"

1 - ORGANISATION

1.1 - Definition

The organiser of the 7th CLASSIC1OOO>> which takes place between 22 and 24 October 2026 is the CRC-Classic-Rallye-Concept c/o Barbara Maier
Address of the Organiser's permanent Rally Office
until 22rnd October 2026 and after the Rallye is :
CRC- Lärchenwaldstrasse 5, D-82401 Rottenbuch
Telefon: + 49 (0) 172-26 19 007,
E-Mail: classic1000@gmx.at.

Rally Center during the Competition is located in Hotel Donau-Lodge, A-3370 Ybbs an der Donau - Austria, Wiener Strasse 15
Phone - +43 7412 54334

The Competition is run in compliance with:
- the FIA International Sporting Code («the Code»),
- the national historic regulations of the AMF,
- the present Regulations and eventual Bulletins,
- the Highway Code of Austria - StVO

1.2 - Organising Committee

Chairman: DI Kurt Schimitzek
Members: Mrs. Barbara Maaier, Mr. Stefan Fleck,
Mr. Alexander Maier,

1.3 Officials during the Competition

Race Director:	Mr. Kurt Schimitzek
Clerk of the course:	Mr. Stefan Fleck
FIA observer:	tba
Steward(s):	Mr. Alexander Maier Mr. Nikolaus Schöggl Mr. Marcel Monse Mr. Robert Sailer
Scrutineers (local appointments):	Mr. Nikolaus Schöggl tba
Chief scrutineer:	Mr. Alexander Maier
Competitors' relations officer:	Mr. Stefan Fleck
Secretary of the Competition and Backoffice:	Mr. Marcel Monse Mrs. Barbara Maier
Results service:	Mr. Marc Stoll
Timekeeping:	MIRALLY – Girona - Spain
Roabook and Scouting of the Itinerary:	Mr. Kurt Schimitzek Mrs. Barbara Maier

1.4 - Supplements to the Regulations

The provisions of the present Regulations may be amended if necessary.
Any amendment or any additional provision is announced by dated and numbered bulletins, which form an integral part of the present Regulations.
Any bulletin issued after the beginning of administrative checking must be signed by the steward(s).
These bulletins will be published in the Rally Secretariat and on the official notice board on the APP "SPORTITY" from 1 October 2025 and thus communicated directly to the participants who must acknowledge receipt by signature unless this is materially impossible during the running of the competition. The message by mobile phones is possible and binding.

1.5 - Application and Interpretation of the Regulations

The clerk of the course is charged with the application of the present Regulations and their provisions during the running of the Competition. Any case not foreseen in the present Regulations is judged by the stewards.
In case of any sporting dispute over the interpretation of the present Regulations, the German text is binding.

2 - ELIGIBILITY - TITLE

The results of the "CLASSIC1000" counts for the German-Classic-Series – Last run of the competition DCS 2025
A possible FIA-title is foreseen perhaps in a later edition .

3 - DESCRIPTION

The length of the Historic Regularity Rally "CLASSIC1000"
is about one thousand kilometres (1000 km) on two days with 16 test sections (regularity and target-time tests) covering a distance of about 180 km – counting for the final classification. The competition is divided up into 8 sections and about 50 TC (Time controls)

The breakdown of the route as well as its time controls, passage controls, neutralisation periods etc. are described on a detailed roadbook made with street maps in different scales which gives the crews all information they require to complete the route correctly. The regularity- and target-time test sections count for the overall classifications. Tulip-signs, drawings and sketches are possible.

4 - ELIGIBLE VEHICLES – INSTRUMENTS - LICENCES

4.1 A driver wishing to enter a vehicle for this Competition must ensure that, at the date of scrutineering and for the duration of the Competition, his vehicle is road-legal for the countries in which the Competition is running.
The organiser may refuse a car not complying with the period specifications, «spirit» and aspect.
The organiser may combine and/or subdivide any class.

The cars will be divided into the following categories:
Klasse 1 – 1946 bis einschl. 1960
Klasse 2 – 1961 bis einschl. 1970
Klasse 3 – 1971 bis einschl. 1980
Klasse 4 – 1981 bis einschl. 1996
B – YOUNGSTER
Klasse 5 – from 1997 – no classification in general results.
The eligible cars will be selected by the organizer who has the sole right to accept or to refuse the entry, without justifying any reason.
4.2 - Freedom is given to crews to decide on trip meters and other electronic instruments or equipment without any restrictions. All models (distance, time, average...) are authorised, regardless of their operating mode and type of display.
4.3 - Licences are not required as well as no FIA Historic Technical Passport or other FIA-documents. Only the official documents for the vehicle must be submitted at scrutineering at the latest (see also Article 10.1).

5- ELIGIBLE CREWS - ENTRY FORMS - ENTRIES

5.1 - A crew is made up of the first driver plus one or more crew members (codrivers) as specified on the entry form. The entry form must be filled out correct and completely and sent together with the full entry-fee and a 3/4 picture of the car to the organiser before the date of 1st or 2nd entry.
5.2 – An exchange of. Codrivers can be reported at the latest one hour before the start, with the consent of the organizer.
The exchange of an entire crew or the registered vehicle is not permitted.

6- ENTRY FEES – CANCELLATION - INSURANCE

6.1 - Individual entry

The entry fee for each car with 2 persons (driver and codriver) für all cars up to 1996 / from 1997
Early bird 1.Mai 2026 Euro 1.300,-- / Euro 1.400,--
Regular fee 1.Oktober 2026 Euro 1.600,-- / Euro 1.700,--
This entry fee includes the organisation of the rally, the participation, meals on friday and saturday and all necessary documents, rally plates, start numbers and the result services and the price-giving dinner on Saturday (see applications and description of the event) All extras (drinks, side orders, arrangements, etc.) must be paid by the competitor. Hotelrooms are not included !

6.2 - Entry fees are refunded

6.2.1 - in full to the candidates whose entry has not been accepted,

6.2.2 - by 50% in the case of a cancellation by the competitor before the 1st October 2025. After this date the entry fee will not be refunded.
6.2.3 - In case of a cancellation by “force majeure” 50% of the entry fee will be hold by the Organiser or the fee will be counted for the next event “ (see conditions of participation)

6.3 - Insurance:

6.3.1 - The participants are obliged to prove the legally required vehicle liability insurance. Foreign participants must carry a “green insurance card” with them.

6.3.2 - The Organiser provides the legal insurance to the crews: (Hiscox Insurancé Company, policy by request)

7 – ADVERTISING

7.1 - The advertising provisions specified in the FIA - Code must be respected. A copy of these provisions is available from the Organiser, if required. All Advertising stickers, start numbers and Rally plates provided by the Organizer are mandatory and must be placed before the scrutineering at parts of the vehicle indicated by the Organizer.

7.2 - Improper or incomplete display of advertisements on the car shall be treated as participation without advertisements of the Organizer. The Organizer's mandatory advertising is as follows: competition numbers, rally signs, advertising stickers,

8 – GENERAL OBLIGATIONS

8.1 - Crews

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

8.2 - Starting Order - Plates – Numbers

8.2.1 - The start will be given in the order of ascending starting numbers – minute by minute
Any crew arriving late at the start of the competition or of a leg or of a section (restart after a regrouping) may be penalised by the stewards, at their discretion.

8.2.2 - The organiser shall supply each crew with 2 Rally plates and three competition numbers.

8.2.3 - The rally plates must be fixed to the front and the rearside of the car in a visible position for the duration of the Rally. They must under no circumstances, cover the car’s licence plates, even partially.
The competition numbers provided by the Organiser must appear on both sides of the car throughout the whole Rally and on the hood in front of the car.
If it is ascertained at any time during the Competition that any Competition number, if used, or Rally plate is missing, a time penalty may be imposed.

8.3 - Time Card

8.3.1 - Each crew is given a time card showing the times allowed to cover the distance between the time controls. This card is handed in at the place designated by the organiser and replaced by a new one on the start of the next day.

Time cards must be handled as instructed by the organiser – they must be filled out by the competitor by themselves.. Competitors not handling time cards as instructed are liable for penalties.

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

8.4 - Traffic laws – Repairs

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

- 1st infringement: 200 points of penalty.
- 2nd infringement: 500 points of penalty
- 3rd infringement: disqualification.

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

In the case of an infringement of the traffic laws committed by a crew participating in the Competition, the police or officials noting the infringement must inform the offender thereof in the same way as for normal road users.
When the regularity tests sections utilize closed roads where the legal speed limit does not apply, then the speed limit will be defined by the organisers and will be treated, for penalty purposes, in the same manner as the legal speed limit.

8.4.2 - Repairs and refuelling are permitted on the whole course. Service may be authorised only in allowed areas.

8.4.3 - Crews are forbidden under pain of penalty which may go as far as disqualification:
- to block deliberately the passage of competing cars, or to prevent them from overtaking,
- to behave in an unsportsmanlike manner.

9 - RUNNING OF THE COMPETITION

9.1 - Start

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

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

9.2 - Controls - General Provisions

9.2.1 - All control points (TC / PC) are recorded with GPS and must be passed at a speed of minimum 30 km/h to run over in "flying mode" except manned control points where crews must stop !

9.2.2 - All controls, i.e. passage and time controls, start and the end of regularity or target-time tests, are indicated by means of FIA approved standardised signs (see also Appendix 1) - or with landmarks described in the roadbook and in the timecard.

The finish line and any secret intermediate time checks on the regularity test sections are not usually indicated.

Also the starting line of regularity-zones can be secret (window-open). A sign "end of control area" may be set up by the organiser at a maximum distance of 1km after the timekeeping at the finish line. This indicates to the crews that they have passed the last time control of the regularity test section. This sign can be displayed also in the roadbook.

9.2.3 – The route to a time or passage control from another direction than specified, or the skipping of a check, or passing outside the specified control opening times entails a penalty.

If these are passed too early or late, the control is considered to be exuberant.

Controls are usually opened 10 minutes before the ideal time of the start number 1, and 30 minutes after the ideal time of the last vehicle.
If the "control opening times" deviate, these will be announced in a separate instruction.

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

9.2.5 - The distinguishing signs of the officials and marshals are as follows: red or yellow west with the label CLASSIC1000

9.3 - Passage (PC) and Time Controls (TC) – Withdrawal

9.3.1 - Passage Controls

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

The lack of such a stamp and/or signature at a passage control entails a penalty.
The organiser may establish passage controls at any point on the route, and may check them by using the GPS- system.

9.3.2 - Time Controls

Time-controls (TC) are measured by the full minute.

At these controls, the post marshal enters the time at which one of the crew members hands the time card to the post marshal. The check-in time is the time obtained by adding the time allowed to complete the road section to the time of leaving the time control of the previous section. All TC can only be passed without penalty during their allowed opening times. These opening times are an integral part of the timecards.

The sometimes practiced “pre-entrance” in a TC in one minute before will be penalized for an “early arrival”.

Any difference between the actual check-in time and the target check-in time is penalised as follows in a TC:
- For late arrival: 60 points / minute
- For early arrival: 60 points / minute
- Maximum permitted delay with regard to target time between two time controls: 30 minutes = 1800 points.
- No entry made at a time control, or reporting outside the maximum permitted delay of 30 minutes:
- at the first appearance: 2000 points.
- at the second appearance : disqualification - DQ
- after a DQ the competitor can go on as a guest and finish for the separate Regularity Test classification.

Time controls can also be made using the GPS- system. The place of a TC is clearly marked in the roadbook and/or a red panel may be attached there from the preway vehicle.
In the absence of a commissioner at a (unmanned) TC the participant must enter the times on the timecard correctly by the itself at this checkpoint - readable and clearly written.

In the event of the TRIPY/GPS- system, the captured time is the time of the arrival of the participant at the virtual control panel (red panel), it is about 50 meters behind the zone entry panel (yellow panel).
It is therefore strictly forbidden to the participants under punishment to go into the zone (behind the yellow table) before the minute of the timing begins.

The distance of 50 meters between the virtual yellow and the virtual red table must be strictly observed.

Example of a minute-precision time control (TC):
Ideal time: 10:33 o'clock;
- You may pass the yellow zone panel only from 10:33 '00 "
If the time control is carried out by a local commissioner:
- You must submit your control booklet before 10 h 33 '59 ";

When the TC is performed with the GPS- system:
- You must pass the red chalkboard (actual timekeeping point at 50 m behind the yellow panel) between 10 h 33 `00`` and 10 h 33 `59 ``with a minimum speed of 30 km/h !
To avoid any imprecise entrance by possible GPS-failure in the TC it is recommended to pass that timekeeping point earliest 5 seconds after the full minute and at least min. 5 seconds before the next full minute.
So You can be sure to be timed by GPS in the correct time !

Delayed vehicles can immediately pass into the timecontrol without overtaking and/or hindering a vehicle already in the control zone. There can also be more than one vehicles within the same minute.

9.3.3 – Withdrawals - Catching up

Provision shall be made for a crew who, for technical reasons, has missed during a leg a time control or a passage control (which can be secret) to be re-admitted to the following leg (day) and given a penalty of 2000 points.

In order to be classified, the car must report to the time control at least within 30 minutes with running engine and without external help.

9.4 - Regrouping Controls

9.4.1 - Regrouping Controls may be set up along the route. On their arrival at these regrouping controls, the crews hand the post marshal their time card. They receive instructions as to their restart time.
The purpose of these regroupings is to reduce the intervals which may occur between crews. Thus, the start time from the regrouping control, not its duration, must be taken into account.

9.5 - Test Sections

9.5.1 - Regularity Test Stages
They are held on roads open to the public traffic. They must be covered at an average speed, imposed by the Organizers, The (maximium) average speed for the stages is 50 km/h.

TIME KEEPING
In every stage the Organizer can plan intermediate time keeping points, at his discretion and in any place of the Regularity Test. There must be a minimum of one secret time check on each Regularity Stage section.
Nevertheless no time check will be done during the first kilometer of the stage, as well as in villages, from the traffic sign “village entry” until minimum one (1.00) kilometer distance after the “end of village” traffic sign and also one kilometer after a traffic sign of the end of a speed limit.

9.5.1.1 - The Regularity Stages will have to be accomplished without stopping or slowing down in an excessive way, under risk of penalties which can go as far as exclusion from the race.

9.5.1.2 - The time keeping by GPS will be done to the second. Every second below or above the ideal time at this point (based on the distance from the start and the imposed average speed) will entail 1 penalty point with a maximum of 2000 points. The total amount of the time keeping penalty points will be limited to 2000 points for each regularity stage.

9.5.1.3 - Exceeding the imposed average speed in a “Regularity-Test” -Stage calculated between the start and any point of time keeping by more than 20 km/h will entail a penalty of 3000 points and in case of repeat offense after notification of the 1st infringement the crew will be excluded from the race.

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

9.5.2 - Target Time Test Stages - The number of target time tests is specified by the organiser. The target time is set by the Organiser. A time is set for each waypoint. The waypoints are clearly visible as landmarks or traffic signs and are indicated in the roadbook and/or the description of the test. For the time below or above the target time on each waypoint, a penalty is imposed by 1 point / second.

The target times for all waypoints are based on an average speed of 50 km/h – or the organiser gives other orders.

9.5.3 - STARTING PROCEDURE: (Monte Carlo Style)

There won’t be any time control at each start of a Regularity or Target-time stage section.
- Consequently, you are free to start when you want to start into the Test stage section. When arriving at the start point, the start will be done with the cars order’s arrival, independently of your competition number or classification.
- It will not be necessary to show your time card to the marshals and also no document will be given to you by the marshals.
- In the 100 to 200 meters area before the start, overtaking is not recommended. The beginning of this area is indicated by a yellow sign.

A - The start will be given as a “standing start”
(manned by marshals)
- at the red panel line on the full minute as counted down by the marshals or the TRIPY-GPS-clock placed in the car or on the line.
- Jumped start: the crossing of the line before the signal of the marshals or before the clock counts down will entail a penalty of 100 points.
- Start delayed: crossing the line more than 10 seconds after the signal of the marshals or the clock counts down will entail a penalty of 100 points.

B - The start will be given as a “self – start - standing”
(unmanned-no marshal on stage)
- at the red panel-line only in the full minute – similar as counted down by the marshals or the clock placed on the line and in standing mode. The start-time is taken at the red panel-line exactly in the second starting a new full minute.
- Jumped start: the crossing of the line before the clock counts down will entail a penalty of 100 points.
- Start delayed: crossing the line more than 10 seconds after the clock counts down will entail a penalty of 100 points.

C – The start will be given as a “window-open” start
- this means that You have to keep a given average speed consistantly from the point “window-open” until the point “window-closed”. The start and finish of a “window-open-zone” is indicated in the roadbook. The start-time is taken at a secret point as all other intermediate time-keeping points.

The intermediate time-keeping points in regularity-tests are secret. The time keeping points in a target-time-tests are indicated. Also the end of a test section is indicated in the roadbook or known by the specified route length.

9.5.4 - Test Section not finished.
For each Regularity-Test, Window-open Test or Target-Time-Test section not started or completed the competitor concerned will receive a maximum of 2000 points penalty.

9.5.4.1 – Test Section “Control-opening-time” missed
Entry and start of a test outside the allowed control-opening-time. Early or late start into the test – additional to the regularity test result. - 500 points

9.5.5 - Stop for Timekeepers or the Stewards

At the end of a sector or at any Passage control a “STOP point” of the timekeepers or the Organizer can be indicated by a red panel. The competitors will have to stop there.
At this point the timekeepers may control the GPS device or the safety equipment of the car can be controlled by the marshals.

9.5.6 - Tripmaster Calibration
A calibration zone is made near the Start Area. Its description is available on week before the start on the CLASSIC1000>> website www.classic1000.at
The calibration zone and the tests measured with the system CRISARTECH with a Landrover Discovery 5 at the rear axle.

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

The «Parc Fermé» rules apply in the parking area in Bad Vöslau on Friday to Saturday from 00.00 to 06.00 am and after finish in Steyr up to 08:00 pm.

10 – ADMIN. CHECKING AND SCRUTINEERING – GPS - PENALTIES

10.1 - Scrutineering before the Start

10.1.1 - Any crew taking part in the competition must arrive at administrative checking and at scrutineering in accordance with the detailed timetable given in the entry confirmation.
The following papers must be presented at the administrative checking:
- driving licence,
- car documents as required by the national laws of the country where the car originates,
- insurance for the car by declaration or by “green-card” for foreign competitors.

To make the entry procedure easy for the competitors the Organiser gives them a sheet of 1 document – which must be presented at the administrative scrutineering to declare >>

The driver/crew “selfdeclaration” to confirm that they are in possession of the valid documents for themselves and for the car.

10.1.2 - The scrutineering carried out before the start is of a completely general nature (checking of make and model of the car, year of construction, conformity of the car with the National Highway Code, etc.).
The relevant Identity Form must be presented for each car at scrutineering.
The Competition numbers, if used and provided, and the Rally plates (made available by the organiser) will also be checked.

10.2 - GPS Device-Installation

Upon arrival competitors will receive a GPS Control and timing device. Its installation will be under the responsibility of the competitors. This material consists of 2 elements (see details and assembly in Appendix IV)
- the GPS device itself,
- velcro-scratches or a suction cup on the windscreen.

To power the GPS devices, participants must connect two USB-C cables to a 12-volt socket near the dashboard and the vehicle's power supply to ensure continuous operation of the GPS devices for the entire duration of the rally.

Once the GPS System has been completely installed and tested, it must not be disconnected or removed from the car until the arrival of the final leg at the risk of a penalty of 2000 points.

At the finish of the Rally, the crews must return the GPS-device to the Organiser or the Timekeepers.

The competitor remains fully responsible for all time keeping material entrusted to him.
This material may be controlled at any time along the itinerary by the Organizer, in particular at the beginning and at the end of every regularity stage. Any action to prevent its perfect functioning can entail the exclusion of the race.

10.3 - Final Control

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

10.4 - Summary of Penalties

See Appendix V

11 - CLASSIFICATION - PRIZES - PROTESTS

11.1 - Classification

The classification method will be as follows :
All Penalties are expressed in points. The final results are determined by adding up the penalties of all TC, PC, Speed-controls, Regularity- and Target-time Test Sections and other penalties given by the stewards.

The crew with the fewest total points will be proclaimed the overall winner,
The next lowest will be second - and so on. The class results are determined on the same basis. In the case of equality the better result of the 1st Regularity-Test-Section is used as second valuation factor. After that the elder year of construction will count.

The provisional classification will be published on Saturday, 22nd of October at the Rally Office at 7.30 pm. The final official classification will be published at 8.00 pm.

11.2 - Prizes – Cups

11.2.1 - General Classification
Place 1-5 for driver and co-driver

11.2.2 – FIA-Classification – Class 1-5
Place 1-3 - for driver and co-driver

11.2.3 – “Ladies CUP” - Classification
Place 1-3 - The best female crew or a single woman in the overall classification wins the Ladies' Cup.

The Organiser reserves the right to award further prizes.

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

11.4 - Protests

11.4.1 - All protests must be lodged in accordance with the Code. Any protest must be lodged by one single crew and may only be lodged against one single crew or against the organiser.

11.4.2 - The decisions by the stewards are final.

11.4.3 - the protest fee is 500,-- Euro and will be refunded if the protest is justified and accepted.

11.4.4 - Protests against the timekeeping are not accepted.

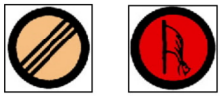
11.5 – Pricegiving – the ceremony takes place at the Hotel Babenberger Hof after the rally on Saturday at 20.30

CLASSIC1000>> 7. Rallye der 1000 Kilometer

The Organizing Committee

Appendix I : FIA – Control Signs






Time control Passage control End of control Test start End of Test

Control-Signs in the Roadbook

1 - Red point	Time Control (TC)
2 - Yellow point	Passage Control
3 - Green point	Start Regularity Test Section / Start Target-Time / Test Section
4 - Blue point	Start Special-Test Section
5 - White point	Finish Test Section
6 - Orange point	possible common Danger, Radar, Sign for children etc.
7 - Pink point	Fuel Station

Appendix II : Terminology, Explanation of the terms, names and abbreviations:

Crew	- Participants, driver and co-driver, crew
Vehicle	- Car entered for competition
Registration	- Entry to the competition
Participation fee	- Entry Fee for the competition
Cancellation	- cancellation by the participants
Sector	- a section of track with several stages and a break at the end
Stage	- distance between 2 time controls
Neutralization	- part of the track without time scoring
Parc Ferme	- closed zone with the ban on working on the vehicle - control zone
Time card	- card for entry of checkpoints by marshal or self-entry if ordered by Organiser
Bulletin	- A publication by Rally Organiser for the attention/direction of participants
FIA boards	- identification of (manned) control areas with the well-known FIA signs
(Virtual) FIA-board as / or instead the FIA sign	- intended facility on the route as a replacement for the usual yellow / red FIA signs these signs in clearly visible places with GPS measurement on unmanned controls e.g. - traffic signs, village-name signs, road markings

OA	- beginning of town, official traffic-sign at the beginning of a village/town
OE	- end of town, official traffic-sign at the end of a village/town
ZK/TC	- Time control, control with minute-exact time entry of the actual time at the time of passing
PK /PC	- Passing control, control without time entry at the time of passing
WP	- special stage, test - with time measurements to the full second at the respective measuring points
RT	- Regularity test, regularity test with secret intermediate timing points
ST	- Target time test with known and visible timing points
WO	- Window-open, regularity test with unknown start and end point and secret intermediate timing points
StVO	- road traffic regulations
VZ	- Traffic Sign
HS	- Sign for information or description

Appendix III : Installation of GPS-Devices - see separate file

Appendix IV : GPS-Device – Deposit Credit Card form - see separate file

Appendix V : List of Penalties

A - Disqualification:

Art. 8.4.1:	Exceeding the maximum speed by more than **10 km/h** permitted by traffic laws on more than two (2) occasions.
Art. 9.3.2:	At a time-control late arrival outside the maximum permitted delay of 30 minutes – 2nd. occasion
Art. 9.5.1.3:	Exceeding the specified average speed at any point of a regularity test by more than 20 km/ - 2nd. occasion

B - Possible Disqualification: Penalisation at the discretion of the stewards:

Art. 8.1:	Withdrawal of a crew member or additional party on board, except for «force majeure».
Art. 8.3.2:	Correction or amendment on the time card without approval from a marshal.
Art. 8.4.1:	2nd infringement of traffic laws or exceeding the allowed speed at speedlimits by more than 20 km/h
Art. 8.4.3.	Blocking of cars, unsportsmanlike behaviour, Rudeness towards the organizer and its staff
Art. 9.3.3:	Failing to pass the last time control of the day.
Art.10.1:	Non-submission for the car at scrutineering.
Art.10.2.:	Disconnecting, turning off or removing the GPS device: 2000 points / possible disqualification

C - Time Penalties:

Art. 7.2.1:	Lack of official advertising or sponsor-stickers: 100 points
Art. 8.2:	Delay at the start of the Competition, a leg or a section: 60 points / minute
Art. 8.2:.3:	Lack of a Competition number or a Rally plate: 100 points
Art. 8.4.1:	Exceeding the maximum speed permitted by traffic laws on more than 20 % : 10 points per 1 km/h For instance > allowed speed 30 km/h – tolerated are 36 km/h – at 37 km/h = 70 points ……
Art. 8.4.1:	1st. infringement of traffic laws, exceeding the allowed speed by more than 20 km/h: 200 points 2nd. infringement of traffic laws, exceeding the allowed speed by more than 20 km/h: 500 points - or possible disqualification
Art. 9.2.3:	Arrival of a passage control or time control from wrong direction: 1000 points
Art. 9.3.1	No entry at a passage-control: 1000 points
Art. 9.3.2	No entry at a time-control: 2000 points
Art. 9.3.2:	Early or late arrival at a time control: 60 points / min
Art. 9.3.2:	Missing, incorrect or illegible self-entry in the time card: 100 points / entry
Art. 9.3.2:	No entry at a time control or arrival outside the maximum permitted delay of 30 min.: 2000 points – at 1st occasion
Art. 9.5.1:	Below or above the target time in a Regularity or Target-time-test section - 1 point / second with max. 2000 points
Art. 9.5.1:	Regularity Test / Target-time Test section not started or not completed: 2000 points
Art. 9.5.1:	Regularity Test / Target-time Test time measuring point left: 2000 points
Art. 9.5.2:	Early start or 10-second late start of a special stage with marshals at the start: 100 points
Art. 9.5.3:	Start of Test - non compliance for the starting distance of 1 minute - for the follow-up vehicle: 2000 points
Art. 9.5.1.3:	Exceeding the specified average speed at any point of a regularity test by more than 20% - 1st. Occasion: 3000 points
Art. 9.5.4.1:	Entry and start of a test outside the allowed “control-opening-time”. Early or late start into the test – additional to the regularity test result. 500 points
Art. 9.5.7:	Violation of parc ferme rule: 500 points
Art. 10.1:	Scrutineering without the necessary vehicle safety-equipment: 300 points
Art. 10.1.3:	Disconnecting, turning off or removing the GPS device: 2000 points