



RallyClassics AFRICA

Supplementary Regulations V1.2 (29/06/2023)

Art. 1.- ORGANIZATION

1.1.- **Club RallyClassics** organizes the **1st RallyClassics AFRICA** from 16th to 21st September 2023, a regularity **Raid** for classic and Open vehicles. This event will be carried out with these Supplementary Regulations and their eventual complements and annexes.

1.2.- RACE DIRECTION

- Rally Director: Tere Armadans
- Chief of Results: Ramon García
- Event Secretary: Juanma Segura
- Competitor Relations Officer: Alex Romani
- Technical chief: Albert Verdaguer
- Logistics chief: Christian Gutierrez
- Chief Medical officer: Dr. Santi Sabatés
- Route managers: Jordi Estaper, Miquel Molist
- Chief press officer: Sergi Blasco

1.3.- SPORTING OFFICIALS BOARD

- Albert Verdaguer
- Juanma Segura
- Alex Romani

1.4.- AVERAGE SPEEDS AND REGULARITY

The teams must compete respecting the traffic regulations at all times and complying with the average speeds imposed by the organization. In the regularity sections, the average speeds will be up to 60 km/h, and in these sections there will be a limitation of a maximum of 80 km/h. There will be a single average speed for all participants.

1.5.- FORMAT OF THE EVENT

The **1st RallyClassics AFRICA** will have a total route of approximately 900 km, made up of 5 stages, 24 Regularity sections (Regularity Zone = RZ) that will total about 700 km, and 2 Navigation zones in dunes or oueds (Navigation Zone = NZ) that will represent about 50 km.

1.6.- MEASUREMENTS AND TIMING

The Rally has been measured with Garmin Glo GPS.
Timing will be managed by GPS ANUBE, to the second.

Art. 2.- ELIGIBLE VEHICLES

2.1.- CATEGORIES

- **CLASSICS:** Vehicles manufactured up to the year 2000 (similar to the Dakar Classic) in two groups: 4X4 Cars and Trucks. In the case of Cars, there will be 2 classes: Pre-1990, and Pre-2000 (from 1990 to 2000).
- **OPEN:** modern 4x4s, Protos and SSV; they will be eligible for the class trophy, but will not be eligible to win the General Classification.

2.2.- ADMINISTRATIVE CHECKS

Vehicles must comply with current regulations for driving on public roads (Vehicle Registration Document, Compulsory Vehicle Insurance, Technical Inspection of the vehicle certificate). Participants must sign an affidavit of veracity of the data completed in the registration form, during administrative checks. Participants must prove the validity of their insurance and driving license in Morocco.

2.3.- TECHNICAL SCRUTINEERINGS

Before the start of the event there will be a mandatory technical scrutineering. The scrutineering of the vehicles will consist of verifying, among other things:

- Tires
- Mandatory triangles (2)
- Vests (2)
- The correct placement of the rally numbers and the mandatory advertising.
- The use of lower protectors (sump, differential, etc.) is mandatory.
- A fire extinguisher of at least 2 kg.
- Mud flaps to prevent stones from being thrown from the driving wheels.
- Slings to tow or be towed if necessary and 2 shackles
- The Emergency Kit detailed in article 5.4.2 will be verified.

Teams of vehicles with roll bars must wear an approved helmet.

For the rest of the teams, helmets are optional.

Fire-proof suits are optional for all teams.

Gloves are also optional.

2.4.- GPS and TABLETS

Each team will carry two ANUBE GPS (Stella and Spica*) necessary for timing and security monitoring of all participants.

ANUBE offers an installation kit to take the power directly from the 12v battery to the dashboard, where both GPS devices will be located within the reach of driver and co-driver. The installation kit must be plugged into 12V directly from the 12v battery taken from the dash. The installation of these systems must be carried out before the technical scrutineerings. Participants must buy the Stella and Spica installation kits from Anube (which cost €75 and €20 + VAT respectively). The purchase links are:

- [Stella kit](#)
- [Spica support](#)
- [Spica power supply cable](#)

Anube contact: info@anubesport.com

Tel: + 34 986 124 542

*Additional information of Stella device:

- [Briefing Stella 3 Evo](#)
- [Stella EVO Manual Installation guide 4WD](#)
- [Stella EVO Manual Installation guide 2WD](#)
- [Video Manual Stella EVO English](#)

*Information about Electronic Roadbook Tablet:

- [Electronic Roadbook guide](#)

The devices will not be installed in installations with a voltage other than 12V, so in those vehicles with a battery of a different voltage, the participant must have previously installed the appropriate converter.

The power outlet for the Stella must not be made after a current breaker, but directly to the battery, with a 5 Amp fuse (in the Stella installation manual it speaks of 3A, but in this case Stella+Spica is installed).

Anube will make available a limited number of 35 Tablets (for digital Roadbook), which can be ordered upon registration. The installation Kit for the Tablet will be provided by Anube, with a deposit of €300, which will be returned when the kit is returned in the same condition in which it was delivered.

The participating team is responsible for the proper use of GPS and Tablets, and for keeping them safely placed in the indicated place. Also to return them to the ANUBE team at the end of the event or in case of withdraw.

Participants must familiarize themselves with the use of GPS and Tablet, through the information links, through consultations with the provider, or as a last resort in the training course that will take place on 15th September at the Hotel Tombouctou, after the scrutineerings.

2.5.- LEDS

For Classics, the use of LED bars is totally prohibited, but LED lights within the original or auxiliary optics are allowed, as long as they do not break the classic aesthetics of the vehicle.

For the Open, LED lights and LED bars are allowed.

Art. 3.- ENTRIES

Drivers with a driving license valid for the Moroccan territory will be admitted to participate; and Navigators over 18 years of age (or between 16 and 18 years of age with written parental authorization). Only registered members (driver and navigator) will be allowed to participate in the vehicle. Participants are obliged, at all times, to respect the traffic code and these regulations, as well as the instructions of the members of the organization. Failure to comply with this or any other rule may lead to the exclusion of the team.

Art. 4.- INSURANCE

In addition to the Mandatory Insurance that is required for each vehicle, the Organization has taken out insurance, guaranteeing the civil liabilities that could be incumbent on it derived from the celebration of the event, with a limit of 600,000 euros. RallyClassics has contracted a basic accident and repatriation insurance, and the teams are free to take out other insurances that they deem appropriate.

Art. 5.- ENTRY REQUESTS

5.1.- REGISTRATION TERMS AND PRICES

The registration application period will be **from 25th March to 25th August, 2023, or until the event is full**. Registration includes:

- Rights of participation
- Regularity Course
- 5 road-books, one per stage
- 2 rally numbers
- 1 adhesive rally plate
- 2 small adhesive plates
- GPS Anube (Stella/Spica), does not include installation kit
- Computerized classifications
- Trophies for the winners

Basic registration price: 2,900€ (500€ discount for the first 20 paid registrations, or until 1st June)

Assistance vehicle registration: 900€

Additional options:

- 7 hotel nights (from 15th to 21st September) in a shared double room, with breakfast and half board (1 night is in a shared double Haima): 500€/person.
- Upgrade to single rooms, according to demand and availability
- For those who have not requested the accommodation option, there is the option of reserving the night of the 3rd stage in a double Haima, with dinner and breakfast: 125€/person
- Digital Roadbook on Tablet: €220 + deposit of €300 (includes installation kit)
- For teams that request it, there is the option of a local assistance team: 1,500€
- Transport Barcelona-Nador, according to demand.
- Transport Almería-Nador, according to demand.
- Physiotherapist, according to demand.
- If you want to invite VIPs, we will offer a VIP Golden Pack program, on demand.
- Photo+video report, 500€.

5.2.- LIMITATION OF REGISTRATION, ADMISSIONS AND CANCELLATIONS

The maximum number of participants is limited to **60 teams**, per selection, among the registration requests correctly received and paid. The organizing committee may reject any registration, with the sole duty of reimbursing the registration fees to the team. The organizing committee may designate some of the registration requests as reserves.

The list of the teams admitted to participate will be announced on 28th August, and will be final. Teams not admitted will have their entry fees returned.

In the event that the rally must be postponed or suspended, due to force majeure, participants may opt for the following formulas:

- a) Keep the entire registration until the date of the effective celebration of the event.
- b) Recover 100% of the registration if the suspension occurs more than 2 months in advance; 75% if the suspension is between 2 months and 2 weeks before the event; or 50% if the suspension is less than two weeks before the rally.

In the event that a team must cancel its participation due to justified force majeure, it can opt for the following options:

- c) Save the amount paid on account of the registration of the next edition.
- d) Recover 100% of the amount paid if the cancellation occurs up to 2 months before the start of the rally; 75% of the amount paid if the cancellation occurs between 2 months and 1 month before the start of the rally; 50% if it occurs before the closing of registrations.
- e) Once the registrations are closed, there will be no refund to the team that causes withdrawal.

5.3.- ENTRY PROCEDURE

- 1). Complete the on-line entry form at www.rallyclassics.org
- 2). Pay via bank transfer to Club RallyClassics account number: IBAN ES48 0182 9764 2302 0000 1717, SWIFT CODE BBVAESMMXXX, showing the NAME OF THE 1ST DRIVER

3) Please send the receipt to rallyclassics@rallyclassics.org

All this must be received at RallyClassics until the registration closing date.

5.4.- RESPONSIBILITIES AND COMMITMENTS OF THE TEAMS

5.4.1.- The participants will be personally liable for their own civil liability or against third parties, and they declare that they release the organization from all liability derived from the use of their vehicle, both for material or body damage that they could be victims or perpetrators of the mere fact of enrolling in this event.

5.4.2.- Participants must have an EMERGENCY KIT consisting of:

- mobile phone with connection in Morocco
- first aid kit
- work gloves
- sling of minimum 8 m and 2 shackles
- shovel
- 5 litres. of drinking water
- Survival food rations (i.e: energy bars, nuts, etc.)
- 2 lanterns
- 2 sand recovery plates
- minimum 1 spare wheel, recommended 2 wheels
- seat belt cutter accessible to driver and co-driver
- motorbike or work glasses
- puncture repair kit
- mechanical or hydraulic jack

5.4.3.- At the start of each stage, teams must try to carry as much fuel as possible in the vehicle's tank, with a range of about 250 km.

5.4.4- Teams are reminded of the obligation to communicate their withdraw or their intention to continue in the rally after not contesting any of the regularity sections, via GPS Stella, or by telephone, or in person at the rally base.

5.4.5.- The participating teams must be aware that any problem that arises during the rally must be resolved by their own team (breakdowns, losses on the itinerary, accidents, punctures, lack of fuel, etc.), preparing the vehicle conscientiously, or/and with the registration of an assistance team.

5.4.6.- The management of alternative routes or withdraw must be carried out by the participating team itself. The function of the sweep vehicle arranged by the organization is to know the situation of the teams that withdraw (especially in areas without telephone connection) and, if possible, solve eventualities. If next to a vehicle found within a regularity section or liaison sector there is no member of the team, it will be considered that the team has withdrawn and that it does not need any type of help.

5.4.7.- In parc fermés and service areas, as well as areas open to the public, the organization will not be liable for objects that may remain in the vehicles, nor for the vehicles themselves; each team will be responsible for locking their car and removing any valuables from inside.

Art. 6.- DEVELOPMENT OF THE EVENT

6.1.- DESCRIPTION

The **1st RallyClassics AFRICA** will consist of 5 stages, described in Art 1.5.

Before each stage there will be a mandatory briefing for all teams.

6.1.1.- The first stage will be held on Sunday, 17th September in the morning, with several RZs, and with departure and arrival at the Tombouctou Hotel in Merzouga.

6.1.2.- The second stage will start on Monday 18th with a NZ (directly from the same hotel) and several RZ, and the arrival will be again at the Tombouctou Hotel in Merzouga.

6.1.3.- The third stage, on Tuesday 19th, will start and finish at the Tombouctou Hotel in Merzouga. After the assistance, all the teams that have booked it, will travel in convoy to the Kemkemia luxe camp, where they will spend the night in haimas.

6.1.4.- The fourth stage, on Wednesday 20th, will begin with a NZ, directly from the Kemkemia Bivouac, and several RZs until returning to the Tombouctou Hotel in Merzouga.

6.1.5.- The fifth stage, on Thursday 21st, will start at the Hotel Tombouctou in Merzouga, with a neutralization at "la Momia", and the end of the stage and the event will be at the Hotel Xaluca, in Erfoud, where we will spend the last night.

The participating teams must follow the route indicated in the road-book.

6.2.- INTERVAL BETWEEN TEAMS and STARTING ORDER

The interval between each team will be 1 minute throughout the event, at the start of each stage.

6.3.- TIME CONTROLS

A physical Time Control at the start of each stage -and other virtual time controls- will serve to verify that the teams have gone through the proposed itinerary, and to determine the penalties that must be applied to each team. The route must be covered in its entirety in the times determined by the Route Card and with an average speed up to 60 km/h.

6.3.1.- PENALTIES AT TIME CONTROLS

At the physical Time Controls there will be an official who will attest to the time of passage of each team, and will record it in his notebook. Said time will be

unappealable. To the teams that arrives late at Time Control, the official will assign a new departure time, from which the team must make their calculations to face the rest of the route.

Each team must pass the Control spot within their minute (i.e: if their theoretical time is 08:34, they will have 60 seconds between 08:34:00" and 08:34:59"). In these time controls, both the advance (10 points per minute or fraction) and the delay (5 points per minute or fraction) are penalized. On the other hand, at the end of each stage, only the delay is penalized, at a rate of 5 points per minute or fraction (the advance is authorized). A delay of more than 15 minutes at any Time Control will entail a penalty of 75 points.

6.3.2.- AUTOMATIC CANCELLATION OF A TIME CONTROL

If at the same time control 20% of the teams are penalized for delay, this control will be automatically cancelled.

6.4.- OFFICIAL TIME

The official time of the event will be the one provided at the departure time control.

6.5.- CALIBRATION SECTION

The 11,040 km calibration section, located between Merzouga and Kemkemia Luxe Bivouac, will be published on the website and on the bulletin board.

6.6.- FREE AUTO-START AT THE REGULARITY ZONES (RZ)

At the start of each stage, all the teams will receive a Route Card, with time to invest between Time Controls. Among said TC, there will be several Regularity Zones, with free Auto-Start, except in **the first RZ or NZ of each stage**, in which there will be an established time for each team. Before the departure of the following RZ there will be no Time Control.

Except in the first RZ of each stage, the teams will NOT have a pre-established start time, and will start when they are ready to do so, and there is no team at the starting point. The Auto-start must be done in any minute, but in the second 00". Starting, for example, in the second 55" or 59" would entail a penalty at each secret control as if the team had started the previous minute.

6.7.- REGULARITY ZONES (RZ)

6.7.1 The teams must respect the imposed averages, for safety reasons, in all the RZs. The passages through towns will be especially observed, where the teams must take extreme caution. For this purpose, there may be LIMITED SPEED ZONES, indicated as DZ>FZ (and the maximum authorized speed) and not respecting them could be grounds for exclusion.

6.7.2 The use of *ouvriers* or assistance (support teams, friends, spectators and local mechanics, etc.) is totally prohibited circulating in any RZ, under penalty of exclusion and non-acceptance of registration in the future events organized by RallyClassics.

6.7.3 Any team that does not go through an RZ (or part of it) will be able to continue in the event. In this case, a penalty of 60 points will be awarded for each omitted secret control.

6.7.4 The secret controls will open and close virtually, 15 minutes before and after the theoretical time of passage of each participant, respectively, unless the direction of the rally is indicated.

6.7.5 It is forbidden to drive in the opposite direction to that provided in the roadbook.

6.7.6 The maximum penalty that will be applied when a team goes through secret controls early or late (before being virtually dismantled) will be 30 points. Failing to go through these controls (or doing so before opening or after virtually closing) will be penalized with 60 points.

6.8.- NAVIGATION ZONES (NZ)

In the Navigation Zones (by dunes or oueds, etc.) the teams must orient themselves by calculated directions, and find the different WayPoints proposed by the organization, shown in each drawing of the roadbook.

Going through each WayPoint is mandatory, and failure to go through each WayPoint will be penalized with 60 points.

6.9.- SECRET CONTROLS (CS)

6.9.1 Throughout the event there will be approximately one Secret Control for each km of RZ. The secret controls located in the RZ will take the times to the second, being the penalties of one point for each second, up to a maximum of 30 points for Secret Control, both early and late. 6.9.2 It is totally forbidden to stop within the regularity sections, especially before a secret control, except for a breakdown or force majeure;

6.9.3 The secret controls (CS) will never be located 500 m after the start, nor a STOP, nor warning signs (!,!!,!!!) marked in the road-book, to allow crews to recover the average without jeopardizing mechanics or traffic. Nor will there be CS in the sections with imposed averages below 20 km/h.

6.10.- CHECKPOINTS

There may be checkpoints indicated by a banner. The lack of a visa in these controls will entail a penalty of 100 points.

6.11.- ASSISTANCE AND GAS STATIONS

6.11.1 With the aim of reducing costs, this event has been designed to be able to be carried out without assistance. There are gas stations near the Tombouctou Hotel. The minimum autonomy is 250 km, to be able to do each stage without difficulties. For vehicles with less autonomy, it will be necessary to use jerrycans, and carry them well attached.

6.12.- TIMEKEEPING

6.12.1 INTERRUPTION OF AN RZ.

If for any reason an RZ cannot be contested by several teams, the best times may be awarded and the rest of the teams may be awarded a maximum of the penalty of the 10th classified.

6.12.2 TIME ALLOCATED BY THE SPORTING OFFICIALS BOARD

If for any reason a participant's time cannot be taken, the Sporting Officials Board will make the most impartial and just decision to award a time, which will be final.

6.12.3 JOKER

In this event there will be no Jokers

ART. 7.- RESULTS

The team that accumulates the least number of penalty points will win, after adding the penalties that would apply in the Regularity Zones, the Navigation Zones, and the Time and Passage Controls.

After the publication of the unofficial classifications of each stage, there will be a period of 30 minutes for possible claims (in writing and with a deposit of 300€) after which the classification will be official and final.

7.1.- TROPHIES

To qualify for the trophies, the entire team (driver and co-driver) must attend the prize-giving ceremony, which will be held on Thursday, 21st September at the Hotel Xaluca. Failure to attend this act will mean the resignation to the trophies.

- 2 trophies will be awarded to the first three teams in the general classification (Classics).
- 2 trophies will be awarded to the first three classified in each of the categories:
 - CLASSIC pre-1990
 - CLASSIC pre-2000
 - TRUCK
 - OPEN
- A #MotorDona trophy will be awarded to the first female driver in the general classification, between the Classics and the Open.

Art. 8.- BULLETIN BOARD (SPORTITY)

The Official Bulletin Board is **Sportity**

To receive direct information on the Mobile Phone, you must download the Sportity application and enter the following password: **RCAFRICA**

Apple Store download link:

<https://itunes.apple.com/us/app/sportity/id1344934434?mt=8>

Google Play download link:

<https://play.google.com/store/apps/details?id=com.sportity.app>

Art. 9.- PERMANENT OFFICE

The permanent office of the organization, until 7th September 2023 at 2:00 p.m. will be located at Plaça Països Catalans, 49 – 08410 Vilanova del Vallès - (tel. 938 458 630) and from 2p.m. on the 14th September will be located in the Permanent Office of the Hotel Tombouctou and Hotel Xaluca (21st).

Art. 10.- FINAL PROVISION

Any other issue not contemplated in these Supplementary Regulations will be decided by the Sporting Officials Board.

SUMMARY OF PENALITES	
Every second of difference in regularity section	1 Point (maximum for delay 30 points per control; maximum for advance 30 points per control)
Exceed 30% average imposed, 1st time	50 points
Exceed 30% imposed average, recidivism	From 100 points to disqualification, at the discretion of the Sporting Officials Board
Not respecting speed limit DZ-FZ, limit of 80 km/h in RZ	From 3 to 20 km/h: 1st time, 100 p + €100; 2nd time 300p + €300; 3rd time disqualification. More than 20 km/h: 1st time 300p + €300; 2nd time 500p + €500; 3rd time disqualification.
Advance in a Time Control	10 Points for each minute or fraction
Delay in a Time Control	5 Points for each minute or fraction
Exceed maximum delay in Time Control (15 min).	75 points
Maximum delay in Secret Regularity Control	30 points
Skipped Secret Regularity Control (for each)	60 points
Stopping without justification in the regularity section (RZ)	At discretion of the Sporting Officials Board, up until disqualification
Skipped checkpoints (for each)	100 points
Assistance out of allowed zone	At the discretion of the Sporting Officials Board, up until disqualification
Presence of Ouvreur or Assistance in regularity stages	At the discretion of the Sporting Officials Board, up until disqualification and not permission to compete in future RallyClassics events.
Manipulation of GPS or Tablet, or lack of Fair-Play in the event (especially blue flag, lack of help, etc.)	At the discretion of the Sporting Officials Board, up until disqualification and not permission to compete in future RallyClassics events.
No attendance at the daily Briefing	100 points + €100 the 1st time; 200 p + €200 the 2nd time; 300p + €300 the 3rd time; 400 p + €400 the 4th time; 500 p + €500 the 5th time.