



# Supplementary regulations

## Indexe

<b>1.</b>	<b>Introduction</b> .....	<b>4</b>
1.1.	Preamble .....	4
1.2.	Road surface .....	4
1.3.	Itinerary .....	4
<b>2.</b>	<b>Organisation</b> .....	<b>4</b>
2.1.	Titles for which the Rally counts .....	4
2.2.	ASN organiser's licens number .....	4
2.3.	Organiser's insurance number .....	4
2.4.	Organiser's name and contact details .....	4
2.5.	Organising committee .....	5
2.6.	ASN Stewards .....	5
2.7.	ASN Safety Stewards .....	5
2.8.	NRC Observer .....	5
2.9.	Senior officials .....	5
2.10.	Accident commission.....	5
2.11.	HQ location.....	6
2.12.	Official Notice Board-Location.....	6
<b>3.</b>	<b>Programme</b> .....	<b>6</b>
3.1.	Schedule before the rally weekend: .....	6
3.2.	Schedule during the Rally weekend:.....	7
<b>4.</b>	<b>Entries</b> .....	<b>7</b>
4.1.	Participation and maximum number of cars .....	7
4.2.	Procedure for entry .....	7
4.3.	Class division .....	8
4.4.	Competition fee:.....	9
4.5.	Payment .....	9
4.6.	Refund .....	9
4.7.	Withdrawing.....	9



<b>5.</b>	<b>Insurance .....</b>	<b>9</b>
<b>6.</b>	<b>Competitors safety .....</b>	<b>9</b>
<b>7.</b>	<b>Advertising and start number .....</b>	<b>10</b>
7.1.	Restrictions.....	10
7.2.	The organizer's advertising.....	10
7.3.	Start number and Transponder .....	10
<b>8.</b>	<b>Tires and tires restrictions .....</b>	<b>11</b>
<b>9.</b>	<b>Fuel and refuelling.....</b>	<b>11</b>
<b>10.</b>	<b>Reconnaissance.....</b>	<b>12</b>
10.1.	Schedule .....	12
10.2.	Driving direction .....	12
10.3.	Chicanes .....	12
10.4.	Speed limits .....	12
10.5.	Speed violations during reconnaissance.....	12
10.6.	Reconnaissance car .....	12
<b>11.</b>	<b>Pace Notes .....</b>	<b>13</b>
<b>12.</b>	<b>Administrative check in .....</b>	<b>13</b>
12.1.	Procedure for registering.....	13
12.2.	Documents which must be presented and controlled.....	13
12.3.	Receipt for start number and road book .....	13
<b>13.</b>	<b>Scrutineering.....</b>	<b>13</b>
13.1.	Time and location .....	13
13.2.	Equipment in the car .....	14
13.3.	Noise limitation .....	14
13.4.	Participants personal equipment .....	14
13.5.	Weight control.....	14
13.6.	Additional controls .....	14
<b>14.</b>	<b>Environment .....</b>	<b>14</b>
<b>15.</b>	<b>Unique topics for the rally .....</b>	<b>15</b>
15.1.	Service park .....	15
15.2.	Trailer parking .....	15
15.3.	Rally start.....	15



15.4.	Starting order .....	15
15.5.	Start interval.....	15
15.6.	Lights .....	16
15.7.	Startingsystem.....	16
15.8.	Timing system.....	16
15.9.	Chicanes – time penalty .....	16
15.10.	Regroup and service .....	16
15.11.	Power stage .....	16
15.12.	Early check-in allowed at the end of the rally.....	16
15.13.	Finish line.....	16
15.14.	Maximum delay .....	16
15.15.	Hand out and exchange of time cards during the rally .....	17
15.16.	Regulations in case of retirement.....	17
15.17.	Arrow markers during the rally.....	17
15.18.	Special regulations for rally in Norway .....	17
<b>16.</b>	<b>Prizes, score calculation and award ceremony.....</b>	<b>18</b>
16.1.	Location and time .....	18
16.2.	Awards.....	18
<b>17.</b>	<b>Post rally scrutineering and protests .....</b>	<b>18</b>
17.1.	Time and location .....	18
17.2.	Protest and Appeal fee .....	18
17.3.	Deposit technical protest .....	18
<b>18.</b>	<b>Parc fermé .....</b>	<b>19</b>
<b>19.</b>	<b>Cancellation and Force Majeure.....</b>	<b>19</b>



## 1. Introduction

### 1.1.Preamble

Rally Larvik 2024 will be held under the present International Sporting Code (ISR) (and its appendices), Nordic Rally Championship Regulations (NRC), National Regulations (NSR) and these Supplementary regulations.

The National Road Traffic Regulations shall apply. Modifications, amendments and/or changes to these Supplementary Regulations will be announced only by numbered and dated Bulletins (issued by the organiser or the Stewards).

These supplementary Regulations are issued both in English and Norwegian. In case of any dispute concerning interpretation, the Norwegian text will be binding.

Additional information will be published in Start program, issued on 19th August.

### 1.2.Road surface

The Rally stages will be run on asphalt.

### 1.3.Itinerary

The rally is consisting of 3 special stages which are run twice each. In addition will SS 1/4 be run a third time in the opposite direction as a Power stage. The route is laid out as a round with start, finish and service at Sanden/Sliperiet. Total length, including road sections, is 295 km, of which 80 km are special stages.

## 2. Organisation

### 2.1.Titles for which the Rally counts

- Nordic Rally Championship (NRC) 2024
- National Norwegian Rally Championship 2024
- NMK rally cup 2024.
- NC 2024 (Norwegian Rally cup for national classes 6,7 and 8).

### 2.2. ASN organiser's licens number

93673

### 2.3. Organiser's insurance number

24.182

### 2.4. Organiser's name and contact details

NMK Larvik Phone: +47 900 43 735

E-mail: [info@nmklarvik.no](mailto:info@nmklarvik.no)

Website: [nmklarvik.no](http://nmklarvik.no)



## 2.5. Organising committee

Leader: Kristian Haugberg

Members: Geir Gjestrum Larsen, Ludvig Lund and Erik Pedersen

## 2.6. ASN Stewards

Chairperson (appointed by the ASN): Mr. Rolf Borge phone: +47 951 26 136

ASN Steward: Mr. Roar Marino Eriksen, phone: +47 974 11 010

ASN Steward: Mr. Per Gunnar Aarnes, phone: +47 934 29 938

## 2.7. ASN Safety Stewards

Mr. Roy Rogstadmoen, Phone: +47 906 96 664

Mr. Anders Kalvø, Phone: +47 406 25 120

## 2.8. NRC Observer

Mr. Finn Højlund, Denmark

## 2.9. Senior officials

Clerk of the Course:	Kristian Haugberg Phone +47 900 43 735
Deputy Clerk of the Course:	Arne Ingar Stulen
Secretary of the rally:	Hilde Lund Phone +47 473 92 899
Chief Safety Officer:	Ståle Gjestrum Larsen
Senior Safety Advisor 1 :	Tomas Løberg
Senior Safety Advisor 2 :	Atle Gjestrum Larsen
Chief Route Officer	Oskar Lund
Chief Scrutineer:	Hans Rikard Eriksen Phone: +47 916 36 801
HR officer:	Geir Gjestrum Larsen
Chief operations:	Stig Rune Kjernsli
Environmental officer:	Thomas Walin
Chief of communications systems:	Ole Petter Skjerven
Timing service/Results Officer:	EQ Timing/Oddvar Moland
Chief medical officer	1.Hjelp Telemark/Einar Lie
Competitors relation officer	Leif Abrahamsen Phone: +47 900 69 017
Service Park Manager:	Jan Vestby Phone: +47 900 31 102

## 2.10. Accident commission

Clerk of the Course:	Mr. Kristian Haugberg
ASN Safety Stewards	Mr. Roy Rogstadmoen and Mr. Anders Kalvø
Police:	On duty Police-district south east



### 2.11. HQ location

Sliperiet Larvik, Hamnergata 15, 3264 Larvik

GPS coordinates: 59.05292503913734, 10.018727302596247

Rally Office Phone: +47 922 34 906

E-mail: [info@nmklarvik.no](mailto:info@nmklarvik.no) (general matters)

[drivercontact@nmklarvik.no](mailto:drivercontact@nmklarvik.no) (all matters for competitors)

Location for drop-off parking/marsh parking will be at Bergeløkka – adresse Gårdsbakken 42 – coordinates 59°03'18.5"N 10°00'56.0"E.

### 2.12. Official Notice Board-Location

The Official Notice Board will be the Digital Official Notice Board (DNB) published on Sportity channel RallyNM 2024, and the web-version: <https://webapp.sportity.com/channel/RallyNM 2024>

There will be no physical official notice board.

## 3. Programme

### 3.1. Schedule before the rally weekend:

<b>Wednesday 31. July</b>	
Supplementary Regulations published. Entries open	Sportity EQ timing via Sportity, see art 4
<b>Sunday 18. August 23:59 local time</b>	
Closing date/time for entries with reduced fee	EQ timing via Sportity, see art 4
<b>Sunday 25. August 23:59 local time</b>	
Closing date/time for entries with ordinary fee	Sportity link to (ANS) NBFs webside
<b>Monday 26. August</b>	
Digital Tyre check in opens	Link to (ANS) NBFs website: <a href="https://bilsport.no/grener/rally/rally-dekkprotokoll/">https://bilsport.no/grener/rally/rally-dekkprotokoll/</a>
<b>Wednesday 28. August</b>	
Publication of the start program	Sportity



### 3.2. Schedule during the Rally weekend:

Thursday 29. August		
17:00 - 21:00	Administrative check in	Larvik Last og Buss AS
17:00 - 21:00	Technical scrutineering	Elveveien 126, 3262 LARVIK
Friday 30. August		
08:30 - 12:00	Administrative check in	Larvik Last og Buss AS
18:00 - 20:00	Technical scrutineering	Elveveien 126, 3262 LARVIK
09:00 - 21:00	Reconnaissance of special stages	Ref roadbook
17:00	Service park opens for the competitors	In front of Sliperiet
20:00 - 21:00	First Stewards meeting	Sliperiet
22:00	Publication of the entry list	Sportity
Saturday 31. August		
07:30	Rally Headquarters opens	Sliperiet
09:30	Start Rally Larvik 2024 first competitor.	Sanden
Approx 17:30	Finish winner of Rally Larvik 2024	Sanden
19:00	Publishing of the official results (earliest)	Sportity
19:30	Award ceremony	Pressuerksalen

## 4. Entries

### 4.1. Participation and maximum number of cars

The race is open to everyone within the invited classes.

If it is necessary to limit the number of participants, the principles in the Regulations for the Norwegian Championship Rally [Rally 2024 pkt. 2.1.](#) will be followed.

### 4.2. Procedure for entry

Participants in Rally Larvik 24 must register by 18.th August at 23:59 (for a reduced entry fee) and by 25th August at 23:59 (for ordinary entry fee) at the organiser's website [www.nmklarvik.no](http://www.nmklarvik.no).

In the organiser's website: [www.nmklarvik.no](http://www.nmklarvik.no) under Rally Larvik 2024. Or in the Sportity app. Here you will be forwarded to the entry form at EQ-Timing. Prior to entry, a profile must be created at EQ-Timing, which is saved for further events. Registered e-mail address will receive confirmation of received entry for Rally Larvik 2024.



### 4.3. Class division

The rally is open to the following classes:

Class 1/ NRC Class 3	Gr.A over 2000 cm <sup>3</sup> inclusive WRC-cars . Up to and including yearmodel 2016.	A+B+C-drivers
Class 2/ NRC Class 1	Rally 2, R5. S2000 Rally 1,6 turbo with 28 mm restrictor (RRC) S2000 Rally without turbo. Gr.N exceeding 2000 cm <sup>3</sup> .	A+B+C-drivers
Class 3/ NRC Class 1	Rally 3	A+B+C-drivers
Class 4/ NRC Class 2	Gr.A 1601 - 2000 cm <sup>3</sup> , R3C, R3T and R3D.	A+B+C-drivers
Class 5/ NRC Class 2	Gr.A max.1600 cm <sup>3</sup> , R2B, R2C, Rally 4B og Rally 4C	A+B+C-drivers
Class 6/ NRC Class 2	Gr.N 1601-2000 cm <sup>3</sup>	A+B+C-drivers
Class 7/ NRC Class 2 og 4	Gruppe N maks.1600 cm <sup>3</sup> (NRC 4), R1A, R1B og Rally5 (NRC 2).	A+B+C-drivers
Class 10/ NRC Class 2	Gruppe H over 2000 cm <sup>3</sup>	A+B+C-drivers
Class 11/ NRC class 4	Gruppe H 1601 – 2000 cm <sup>3</sup> Swedish group F, and the Finish BMW rallisarja	A+B+C-drivers
Class 12/NRC class 4	Gruppe H max 1600 cm <sup>3</sup> and Danish group E 0-1600 ccm, Finnish V1600	A+B+C-drivers
Class 13/ NRC Class 3	National class 4WD, Gr. A/Gr.N exsept WRC-cars  Vehicles in class 13 must have expired homologation and apply to the FIA's Group A regulations and the additional supplementary tech regulations	A+B+C-drivers
Class 15/ NRC class 5 and 6	Up to and including period J2 (1990) according to FIA's App. K. Requirement of valid FIA HTP.  NRC Class 5 Historic cars (2WD), with FIA Historic Technical Passport (HTP) or National Historic Technical Passport granted by Following ASN ´s: Denmark, Sweden, Iceland Category 1 (1931-1969), 2 (1970-1975) and 3 (1976-1981).  NRC Class 6 Historic cars (2WD and 4WD), with FIA Historic Technical Passport (HTP) or National Historic Technical Passport granted by Following ASN ´s: Denmark, Sweden, Iceland Category 4 (1982-1990).	A+B+C-drivers
Class 17	Volvo original cup,	A+B+C-drivers
Class 19	Debutantes.	
Class 20	Youth class.	

Cars in class 13 must have passed homologation and comply with FIA's Gr. A regulations and the supplementary regulations.





#### 4.4. Competition fee:

	Reduced (Closing date: 18.08)	Normal (Closing date: 25.08)
Competition Fee	NOK 5900	NOK 7900
Competition Fee (Class 19 + 20)	NOK 2950	NOK 3500
Competition Fee International teams	NOK 2950	NOK 3950
Competition Fee without organizer adverts	Reduced Competition Fee x 2	Normal Competition Fee x 2
Pace Notes	NOK 600	NOK 600

Competition Fee includes : Starting Fee and Reconnaissance Fee. Pace notes are sold separately.

Entrylist, start-list and start-program will be published at [nmklarvik.no](http://nmklarvik.no) and in the Sportity app.

#### 4.5. Payment

Registered e-mail address will receive an invoice after the entry form has been correctly carried out at EQ-Timing (alternatively, payment can be made by bank card or Vipps). The invoice will contain the KID that must be used for payment. Payment must be made within the deadlines, which for invoices is 10 days after receipt of the invoice. Proof of paid entry fee should be brought to check-in.

#### 4.6. Refund

The Competition Fee will be refunded minus an admin fee of nok.100 if the race is cancelled, if the entry is rejected, or if the reason is force majeure, and cancellation occurs 48 hours before the closing date for administrative check-in. (Ordered pace notes are not refunded).

#### 4.7. Withdrawing

Withdrawing must be notified as soon as possible per e-mail to [info@nmklarvik.no](mailto:info@nmklarvik.no)

A competitor is not permitted to start in another competition at the same time, without written permission from the organizer ([NSR §9.13.2](#)).

### 5. Insurance

Third party property insurance (traffic insurance) is arranged by the organiser. This only applies to the special stages. For the road sections, participants must have valid liability insurance. Foreign participants must ensure that they have valid road insurance in Norway. The organizer's insurance is included in the competition Fee.

### 6. Competitors safety

Competitors safety According to Art 40.1 When the car is in motion on a special stage and until the arrival at the stop control, the crew must be wearing helmets, safety clothing and equipment in



accordance with the current regulations. They must also wear seat belts. Violation of this will be punished by the stewards.

According to Art 40.2.3 Any crew that is discovering a red "SOS" sign, or that discovers a car that has suffered major damage and the entire crew is seen inside the car, but without a red "SOS" sign, must without exception stop immediately and give aid. All following cars must also stop. Other cars at the scene of the accident must continue to the next radio point to notify via connection (if there is no mobile coverage) so that the emergency number can be used. Following cars must ensure a clear path for the rescue team.

According to 40.4, the competitor is responsible for putting out a warning triangle as soon as possible after stopping on the SS/SP, if the car completely or partially blocks the road, or may cause harm to following competitors. Both the driver and co-driver must wear a reflective vest when they move outside the car on SS/SP. The location of the warning triangle must be next to the road, in the field of vision of the following competitor car. Competitors are responsible for ensuring that the warning triangle remains in place until the car has been moved outside the risk zone. The distance between the car and the warning triangle must be approx. 150 metres, in addition, a further warning triangle must be placed close to the car. When the car has been removed from the risk zone, it is the competitor's responsibility to bring the used warning triangles with them. All competitors who pass an exposed warning triangle must adjust their speed so that you can always stop in the event of danger or obstacles that appear. The warning triangle must not be hit or in any other way made invisible to following competitor's cars, if this happens it is the oncoming competitor's responsibility to stop to put the warning triangle back. Participants who do not comply with these procedures will be penalized by the Stewards.

## **7. Advertising and start number**

### **7.1. Restrictions**

Advertising for tobacco, tobacco products and alcoholic beverages is prohibited in Norway. These restrictions apply to the race car, service car, equipment and clothing.

### **7.2. The organizer's advertising**

The organizer's advertisement will be announced in the start programme.

### **7.3. Start number and Transponder**

The organizer distributes start numbers and transponders to each team, these must be affixed to the allocated field (according to the Rally Regulations art. 18) on each front door. The transponder must be attached (upright) in the middle of the allocated field, before the start number is pasted on the outside of the transponder on both sides (this is to prevent the transponder from falling off).



## 8. Tires and tires restrictions

Tires used during the race must be in accordance with the Technical Regulations Rally 2024 §305 G.3

Only tires that are registered in the current tire list (see standard form), which are registered by the participant no later than 1 hour before the start of the first car, can be used during the race. Registration = bar code/number combination on the tires.

For the classes 2-7 the following tire restrictions applies:

A maximum of 6 tires can be used. In addition, 4 extra rain tires can be registered. (if rain tires are registered as the main tire, 4 dry weather tires can be registered as additions.)

The other classes ((1 and 8-20) have no tire restrictions.

Tire restrictions follow the Regulations for the Norwegian Championship Rally 2023, point 6.3. For Rally Larvik 2023, a maximum of 8 tires is permitted. The electronic form for registering tires must be used unless otherwise stated by the race management.

According to Art 6.1 Regulations for the Norwegian Championship Rally 2024. Registration of tires takes place via <https://bilsport.no/rally/rally-dekkprotokoll/> or in paper (form is delivered on paper to the secretariat).

## 9. Fuel and refuelling

Must be in accordance with FIA's Appendix J, in addition E85 can be used. When using E85, the car must be marked with an E85 sticker on both C-pillars.

For environmental and safety reasons, all participants must only refuel at places designated by the organiser.

A separate place for refuelling will be established close to the service park. It is required that the driver and codriver are leaving the car while filling with fuel, the engine must be switched off during refuelling (According to Norwegian rally regulations 58.2.5 and 58.2.6).

In addition it is possible and permitted to refuel at the Esso gas station near Kvelde (ref roadbook).



## 10. Reconnaissance

### 10.1. Schedule

Reconnaissance is permitted Friday 30th August 2024 between 09:00 and 21:00 o'clock.

Time slots pr SS for recce Rally Larvik friday 30/8-2024			
Special stages (SS)	Distance	Open for recce	Open for recce
SS1/4 Brunlanes	8,28 km	09.00-10.00	19.00-21.00
SS2/5 Holtebygda	23,30 km	09.00-21.00	
SS3/6 Ringdal	4,47 km	09.00-21.00	
SS7 Brunlanes Power Stage	8,28 km	10.15-18.45	(=SS1/4 opposite direction)

### 10.2. Driving direction

The contestants is never allowed to drive against the direction of the competition during reconnaissance. All traffic must travel in the same direction as during the reconnaissance, but at a reduced speed and in accordance with current traffic regulations. Reconnaissance is a maximum of 2 times per stage.

### 10.3. Chicanes

Chicanes will not be erected at the drive-through. The place of the chicanes will be marked with paint in the road. Anticuts (prevent the cutting of corners) will be in place during recce. Anticuts are not considered obstacles in the roadway, and will not be included in the pace notes. Anticuts are always placed outside the white line along the roadside.

Participants must remember that the special stages are NOT closed to the public and residents during the reconnaissance.

### 10.4. Speed limits

The maximum permitted speed on the special stages during the reconnaissance is 60 km/h, unless a lower speed is indicated on signs or is written in the roadbook (or in official bulletins).

Speed checks may occur during the reconnaissance (the speed stages in addition to the transport stages) and on race day (the transport stages).

### 10.5. Speed violations during reconnaissance

In case of a violation of the speed limit, the participant will be penalized as follows: For the first offense, the participant receives an additional 10 seconds per each km/h exceeded over the speed limit, added to the participant's race result. For a second offense, the participant is denied start.

### 10.6. Reconnaissance car

It is not permitted to use a licensed rally car during the reconnaissance. During the reconnaissance, the car must be marked with the competitors start-number on the windscreen in the upper right-hand corner. The car must only have tires in accordance with the Road Traffic Regulations. Rally tires are not permitted.



## 11. Pace Notes

Safety notes are made by Peder Økseter for Rally Larvik 2023. If you buy pace notes, you will receive both number and descriptive versions at the check in.

## 12. Administrative check in

### 12.1. Procedure for registering.

Location: Larvik Last og Buss AS, Elveveien 126

Date og time: According to Schedule [ref art. 3.2](#)

Administrative check in must be completed prior to the technical scrutineering.

### 12.2. Documents which must be presented and controlled.

The following will be checked during the administrative check:

- Driver's and codriver's licenses and club membership
- Driver's license
- Entrants licence
- The information provided in the registration form
- Payment information

#### **For international participants:**

Permission from the participant's ASN and insurance certificate for the rally car (third party)

Missing papers can result in a start ban.

Participants must bring all necessary papers, as well as the car's homologation papers.

### 12.3. Receipt for start number and road book

Start number, road book and pace notes are handed out against a receipt as the last part of check-in.

## 13. Scrutineering

### 13.1. Time and location

Location: Larvik Last og Buss AS, Elveveien 126

Date og time: According to the Schedule [Art. 3.2](#)

The car must be shown at the scrutineering by a representative from the team ([ref. NSR Art.26.1.1](#))



A maximum of two representatives from each team can participate in scrutineering. Start numbers and advertising must be affixed prior to the scrutineering.

Personal driving equipment including helmet and FHR (Frontal Head Restraint system) to be used in the rally must be brought to the technical scrutineering. ([according to NSR Art.26.1.2](#)) The equipment must be in accordance with the applicable regulations.

Complete FIA/NBF homologation document for the car must be presented.

Cars in class 15 must be able to present a valid FIA HTP. ([according to Art. 26.1.4](#))

The vehicle license is retained by the organizer during the competition and returned when entering Park Ferme. If retiring, the responsible technical scrutineer has to be contacted for the return of the vehicle licence.

### 13.2. Equipment in the car

All participating vehicles must be equipped with two first aid kits, two belt knives, two warning triangles, two reflective vests and one SOS/OK sign in A3 format. The warning triangles must be clearly marked with the car's registration number before the technical scrutineering. The participant must be prepared to present the car's homologation papers the technical inspection.

### 13.3. Noise limitation

The noise limit for all cars is max. 100 db, Noise control according to general [technical regulations NSR §303](#) may occur.

### 13.4. Participants personal equipment

The participants' helmets, driving suits and flame-retardant clothing must be according to FIA Standard 8856-2000/8856-2018, or according to national adaptations in §304, this will be checked at the technical inspection. Frontal Head Restrictor (FHR) is mandatory for all participants. Participants who do not present their equipment may be denied the start.

### 13.5. Weight control

Weight control may be conducted according to general [technical regulations §303](#).

### 13.6. Additional controls

There may be additional checks of safety equipment, personal driving equipment and vehicle during the competition.

## 14. Environment

Environmental station for receiving oil, batteries etc. will be set up at the service park.

Participants must have a tarpaulin under the cars at the service park.

Participants themselves are responsible for their service area being cleaned and that there is no spillage on the ground. This will be checked.



## 15. Unique topics for the rally

### 15.1. Service park

- Only one service park close to the Rally headquarter at Sliperiet will be used.
- The park will be open from Friday 1st September at 17:00.
- A technical zone for "hot works" is set up close to the servicepark with electricity, 16 amp.
- Electricity is not available at the service park.
- Each team is allowed to bring only one service vehicle into the service park area. This vehicle must be marked with a separate wafer which is attached to the top right corner of the windscreen. Only cars with a service parking wafer are allowed in the area.
- Trailers are not permitted in the service park area. Rally cars must be loaded at the trailer park and driven into the service park area.
- There is a fire ban at the service park.
- There will be no night watch at the service park.
- An area of 8x6,5 meters per participating team will be allocated as standard.

Upon request for bigger service location or joint service location for several contestants, contact service park manager: Mr. Jan Vestby Phone: +47 900 31 102. E-mail [registrasjon@nmklarvik.no](mailto:registrasjon@nmklarvik.no).

### 15.2. Trailer parking

Trailer parking is at Bergeløkka - address Gårdsbakken 42 - coordinates 59°03'18.5"N 10°00'56.0"E. Here you can also park a service car/rally car and a recce car until the service park opens at 17:00 on Friday.

### 15.3. Rally start

The Rally will start at the service park area Saturday 31. August at 09:00 o'clock.

### 15.4. Starting order

According to Art 45.

FIA seeded, Nat. A, Nash. B, Nat. C – seeded with cars in classes 0 – 9. Then other cars in classes 0 – 9 in one group. Then. Class 15. Then Nat. D, Nat. E and Nat. F - seeded drivers with cars in classes 10 – 13. Then other cars in classes 10 – 13 in one group. Then class 17, Then class 19 (debutants) and 20 (juniors).

International and NRC participants will be allocated to the national classes according to section 3.3 Class division.

### 15.5. Start interval.

Start interval is 1 minute. Between class 15 and the 1st car in national class the start interval will be 5 minutes throughout the entire rally.



## 15.6. Lights

All participants must always use driving lights on their rally cars throughout the entire rally.

In case of lack of light use, extra time will be added to the total time:

- ✚ 1st violation: 10 sec
- ✚ 2nd violation: 30 sec
- ✚ 3rd violation: 60 sec

## 15.7. Startingsystem

Start lights and a countdown clock will be used. The start clock will show the participant's start minute, the starter will notify when it is 30 seconds to start. Participants follow the countdown clock, without further countdown from the starter. The start clock is equipped with a photocell to confirm any jump starts.

## 15.8. Timing system

Transponders and photocells will be used for timing. The time will be indicated in 10ths of a second.

## 15.9. Chicanes – time penalty

To avoid exceeding the speed limits in the Rally regulations, chicanes have been placed on each speed stage. The chicanes are manned by fact judges. A 15-second time penalty is given for each affected marker. In case of incorrectly executed chicanes (not following the instructions in the roadbook), you will get the maximum time for the special stage.

## 15.10. Regroup and service

There will be a regroup break and service after SS4 at the service park.

## 15.11. Power stage

SS 7 will be the rally Power Stage. Extra points in the national championship (NM) are awarded according to position on the stage to the 3 best in each NM class. For the points to be awarded, the participant must complete the rally and be registered as completed on the final results list. In the event of equality on the "Power Stage", the highest score will go to the fastest on SS1, if still equal applies to the time on SS2, etc. Points are calculated according to the following scale: 1st place: 3 points 2nd place: 2 points 3rd place: 1 point

## 15.12. Early check-in allowed at the end of the rally

The participants are given the opportunity to check in before the ideal time at the end of the race without being given any penalty.

## 15.13. Finish line

From the finish line, participants follow the guards' instructions to find Parc Fermè.

## 15.14. Maximum delay

Maximum delay is maximum of 15 minutes between two consecutive time checks and a maximum of 30 minutes for the entire rally.





### 15.15. Hand out and exchange of time cards during the rally

Time cards will be handed out / exchanged at the time control at Start and TC 4C before service and the regulation break.

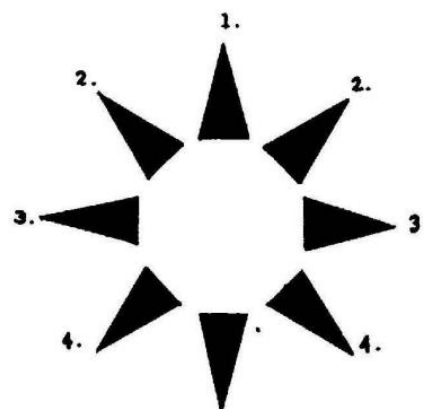
### 15.16. Regulations in case of retirement

When a participant retires from the rally, that person is obliged to report this to the Assistant Clerk of the course as soon as possible on phone +47 970 44 092 Participants must also hand in the time card together with the retirement form to the closest time control TC or to the collector. The vehicle license is handed back (when the breakdown form has been registered and submitted) by the Chief Scrutineer.

### 15.17. Arrow markers during the rally

1. Straight ahead
2. Between 0° and 90, i.e. not an exact marking
3. 90°
4. Between 90° and 180, i.e. not an exact marking
5. 180°

Appearance of arrows: Black arrow with orange background



### 15.18. Special regulations for rally in Norway

The Norwegian authorities have decided a number of special regulations for rallying in Norway.

#### 15.18.1. Road sections

Special stages cannot be included in the time for road sections. Therefore, the following road section will start according to the time used on the special stage.

The start time for road section will be given at the time control at the finish on the special stages.

When the time check is at the end of a special stage and is followed by the start check for the road section, the following applies:

These two controls are considered a control zone and the signage is as follows:

- yellow warning sign ("flying finish"), (K zone begins)
- red sign with finishing flag ("flying finish") after 150m.
- red sign with "stop" (time control) after 100-300m. This will also be the starting line for the following road section.



- At the K-zone there is an end sign (beige with 3 diagonal lines) the zone ends 50 meters thereafter.

At the time control, the clerk register both the used time at the special stage and the start time for the new road section.

#### **15.18.2. Special stages – max time.**

As the special stage is not included in the time for the road section, a maximum driving time will be specified for each special stage.

If a participant exceeds this, it will automatically result in exclusion.

## **16. Prizes, score calculation and award ceremony**

### **16.1. Location and time**

The award ceremony will take place in Pressverkhallen.

The ceremony will take place as soon as the results are official, but at the earliest at: 19:30

### **16.2. Awards**

In all classes where at least 3 participants finish, prizes are awarded for 1st, 2nd and 3rd place. Participation prizes for all debutants who complete the race.

If two or more participants in the same class achieve the same total time, the one with the best time on SS1 will prevail. If this does not make a difference, the best time SS2, SS3 etc. will be decisive for placement. No one can claim a prize without having completed the race.

Unclaimed prizes will not be forwarded and will accrue to the organizer.

## **17. Post rally scrutineering and protests**

### **17.1. Time and location**

On request from the ASN stewards the post-check for the race will be held immediately after the finish line. The inspection will be carried out at the workshop of Bilservice Øya 23 3262 Larvik.

Those who are taken out for post rally scrutineering will be notified of this at the finish line.

Participant or mechanic may be present during the inspection.

### **17.2. Protest and Appeal fee**

Deposit Protest fee: NOK 2,000, -

Deposit Appeal fee: NOK 10,000,-

### **17.3. Deposit technical protest**

If a protest involves a clearly defined part of a car (engine, gearbox, steering, brakes, body etc):  
NOK 5,000, -



Jury decisions are published on the race's official notice board, in Sportity.

All protests must be in writing in accordance with NSR art. 13

Deadlines according to NSR art. 13.3

## 18. Parc fermé

Parc fermé area is located close to the rally headquarter and the service park.

Follow the marshalls instructions.

Parc fermè is conducted in accordance with ISR/NSR art. 2.4.

## 19. Cancellation and Force Majeure

The organizer reserves the right to cancel the Rally, in co-operation with ASN , (according to championship and special regulations for rally) and the stewards, due to prohibition from the authorities, unfavourable weather or other cases of force majeure.

Information about this will be issued at NBF's website and at nmklarvik.no

**The rally emergency phone number:**

**+47 455 05 437**

NMK Larvik welcomes everyone to Rally on Saturday 31.August 2024