



# Ostbelgien Classic 2021

## *Regulation 2021*



03 December / 05 December 2021



thevent<sup>t</sup>

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Approved by ASN on : 12/11/2021  
Visa number : RR4/OBC

## Prize list

2019 : Reuter - Vandevorst (Porsche 944)

## PROGRAMME OF THE OSTBELGIEN CLASSIC

- 04 December 2020 :** Opening of the inscriptions  
**05 December 2020:** Publication of the regulations (subject to approval)  
**01 June 2021:** End of the entry period with reduced entry fee  
**02 June 2021:** Start of the entry 1<sup>st</sup> period with increased entry fee  
**01 October 2021:** End of the entry 1<sup>st</sup> period with increased entry fee  
**02 October 2021:** Start of the entry 2<sup>nd</sup> period with full entry fee  
**15 November 2021:** Closing date for entries  
**22 November 2021:** Publication of the list of participants  
**02 December 2021:** 19h00 to 21h00: Optional Rally Course at Kloster Heidberg
- 03 December 2021:**
- 07:30 to 11:30 : Administrative checks on invitation
  - 08:00 to 12:00: technical scrutineering on invitation
  - 12h30 : Publication of the starting list of the participants admitted to the start and the time for handing out the roadbooks (every minute)
  - 13h00 Placement of the vehicles on the Klötzerbahn (obligatory)
  - 13h30 : Obligatory drivers' briefing of the participants
  - 14h15 : Distribution of the roadbook for LEG 1 for the 1<sup>st</sup> car of the category Light
  - 14h30 : Distribution of the roadbook for LEG 1 for the 1<sup>st</sup> car of the category Classic
  - 14h45 : Departure of the 1<sup>st</sup> car for LEG 1
  - 20h00 : Arrival of the 1<sup>st</sup> car
  - 23h00 : Publication of the start list with the departure times of the LEG 2
- 04 December 2021:**
- 7h15 : Distribution of the roadbook for LEG 2 for the 1<sup>st</sup> car of the category Light
  - 7h45 : Setting up of the cars in the starting area
  - Distribution of the roadbook for LEG 2 for the 1<sup>st</sup> car of the category Classic
  - 8h00 : Departure of the 1<sup>st</sup> car for LEG 2
  - 18h35 : Arrival of the 1<sup>st</sup> car
  - 23h00 : Publication of the start list with the departure times of the LEG 3
- 05 December 2021:**
- 7h30 : Distribution of the roadbook for LEG 3 for the 1<sup>st</sup> car of the category Light
  - 7h45 : Distribution of the roadbook for LEG 2 for the 1<sup>st</sup> car of the category Classic
  - 8h00 : Setting up of the cars in the starting area
  - 8h00 : Departure of the 1<sup>st</sup> car for LEG 3
  - 16h15 : Arrival of the 1<sup>st</sup> car
  - 19h00 : Closing dinner with presentation of results and awards ceremony



## **GENERAL**

### **Official notice board**

03 December to 05 December 2021: Kloster Heidberg Eupen  
Bahnhofstraße 4 - 4700 Eupen (BE)

A virtual notice board will also be available on the official website [www.ostbelgien-classic.be](http://www.ostbelgien-classic.be) throughout the event.

### **Official address before the event:**

Until 01 December 2021: The Event AG  
Voulfeld 24 - 4700 Eupen (BE)

Contact: [info@ostbelgien-classic.be](mailto:info@ostbelgien-classic.be) | +32 495 12 52 48 | [www.ostbelgien-classic.be](http://www.ostbelgien-classic.be)

### **Official address during the event:**

02 December to 05 December 2021: The Event AG  
Kloster Heidberg Eupen  
Bahnhofstraße 4 - 4700 Eupen (BE)

## **1 - ORGANISATION**

### **1.1 Definition**

The Event AG is organising a historic regularity event on open roads, reserved for cars complying with the road traffic regulations in Belgium and in the countries crossed by the event, up to an average speed of 50 km/h, called "Ostbelgien Classic" which will take place from 3 to 5 December 2021.

This rally will be run in accordance with the sporting code (and its appendices) of the Fédération Internationale de l'Automobile (F.I.A), the 2021 National Sporting Code and the present regulations approved by RACB Sport.

### **This event will be run in accordance with :**

- The road traffic regulations in force in Belgium
- The road traffic regulations in force in Germany
- The road traffic regulations in force in the Netherlands
- The road traffic regulations in force in Luxembourg



## 1.2 Organising Committee

### Rally promoter and hotel management

The Event AG  
Voufeld 24 - 4700 Eupen (BE)  
)info@ostbelgien-classic.be | +32 495 12 52 48 | [www.ostbelgien-classic.be](http://www.ostbelgien-classic.be)

Event Director :	BARTHOLEMY Michael
Coordinator responsible for the course :	LAMBERT Joseph
Deputy course coordinator :	CHAPA Eric
Secretary of the event :	FRANKENBERG Frank
	RODENBUSCH Sachar
Competitors' contacts :	BARTHOLEMY Michael
	KISTEMANN Marc

### 1.3 Officials during the event

Rally Director :	CHAPA Eric	Licence 3461
Deputy Rally Director :	FRANKENBERK Frank	Licence 4004
FIA Observer :	VIRTANEN Paavo	Licence.....
RACB Observer :	MENUT Jean-Claude	Licence.....
RACB Technical Delegate :	TBA	Licence.....
Sports commissioner :	TBA	Licence.....
Relationship with competitors :	BARTHOLEMY Noah	Licence 4100
	RODENBUSCH Sachar	Licence.....
Head of press relations :	FRANSSEN Vincent	
Secretary of the meeting :	TBA	
Timing :	Tripy SA	
Design office :	JBTimeconcept	
Chief Medical Officer :	By addendum	

### 1.4 Additives

The provisions contained in these regulations may be amended as necessary.

Any change or additional instruction will be announced by means of numbered and dated notices and will be an integral part of these regulations, as well as the written information handed out to the participants. They must be approved by the RACB Sport before the start of the event.

Each notice posted from the start of the administrative check must be signed by the Rally Director. It must be published on the official notice board and on the virtual notice board.

Notices will be published in the secretariat and announced on the official notice board. They will be communicated directly to the participants, who must acknowledge receipt, unless it is impossible for them to do so during the course of the rally.

### 1.5 Application and Interpretation of the Regulation

The rally director is responsible for the application of these regulations during the event. Any case not provided for in the regulations will be examined by the rally director and/or the sports commissioner, who have sole decision-making authority.



In case of discrepancies in the interpretation of the regulations from a sporting point of view, the French version of the regulations will prevail.

## 2 - DESCRIPTION

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The **Ostbelgien Classic** has a route length of app. 770 km divided into 3 LEGs and 9 sections (2 on Friday, 4 on Saturday and 3 on Sunday)

The route description as well as the time controls, the neutralized sections, etc. will be indicated in the road book; it contains all the information that the participants need for a correct ride.

**Two categories are defined:**

- **Ostbelgien Classic:** regularity rally with an **average speed of maximum 50 km/h**, the roadbooks will be represented either in metered or non-metered Tulip drawings, or in the form of maps with drawn or self-drawn route at scale 1:25000 or 1:50000 (one easy one), with regularity time stages (RT), time controls (TC) or time controls per second (TCS) and tests on private (same concept as in 2019).

- **Ostbelgien Classic Light:** same course as the Ostbelgien Classic category with an **average speed of maximum 45 km/h**, the roadbooks will be represented either as metered Tulip drawings or as a simple 1:25000 or 1:50000 map (only one easy one), with regularity time stages (RT), time controls (TC) or time controls per second (TCS) and events on private property. In order to simplify some of the difficulties, 2% of the course may differ from the Ostbelgien Classic category.

In general, the roadbook will present in a clear and precise way all the main changes of direction. Some notes will be added to ensure safety or to confirm certain crossing points.

Qualifying event for the 2022 FIA Historic Regularity Rally Trophy:

The 2021 edition of the Ostbelgien Classic has been selected as a qualifying event for the 2022 final of the Trophy.

All participants in the Ostbelgien Classic category who meet the conditions for participation in the Trophy can take part in this qualifier.

Participants of the category Ostbelgien Classic Light cannot participate in this Trophy 2022.

The specific rules of the Trophy are set out in Appendix 2 of these regulations.

## 3 -ALLOWED VEHICLES

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**3.1** Any driver wishing to register his vehicle for this rally must ensure that, at the time of the technical checks and for the duration of the event, his vehicle complies with the road traffic regulations of the countries crossed in which the event will take place and that his vehicle has the necessary documents required for the use of the vehicle of public roads.

**All vehicles with a body cage existing on 31 December 1989 are allowed without restriction.**

**The engine must also have been marketed or approved by the FIA/CSI before 1 January 1992.**

Example: a VW Golf GTI 1<sup>ère</sup> registered in 1992 can participate in the Ostbelgien Classic as it was homologated by the FIA on 1<sup>er</sup> December 1989.

In case of doubt or dispute, it is up to the competitor to prove that his vehicle corresponds to the above-mentioned period.

**All vehicles listed in category J2 of appendix K to the FIA CSI, homologated between 01/01/1986 and 31/12/1990 (see list on the FIA website) without any other restriction, and**





**any vehicle not included in this list but registered before 31 December 1990, with the agreement of the organising committee, are also admitted.**

- 3.2.1** The organizer can refuse the admission of a vehicle that does not comply with the specifications, the "spirit of the times" and/or the appearance of the given period. The admitted vehicles will be selected by the Organizing Committee, which reserves the right to accept or refuse participation without having to justify its decision.
- 3.2.2** The Organizer reserves the right to admit 5 younger vehicles to participate outside the classification or with an adjusted coefficient (to be determined after the technical scrutineering).
- 3.3** It is desirable that an FIA Historic Technical Passport, an FIA Historic Regularity Car Pass or a FIVA Identity Card be presented to the Technical Inspectors at the technical scrutineering
- 3.4** The cars will be divided into 7 age groups according to the FIA categories based on the date of the first homologation:
- Category A > E: up to 1961
  - Category F : from 1962 to 1965
  - Category G : from 1966 to 1971
  - Category H : from 1972 to 1976
  - Category I : from 1977 to 1981
  - Category J1 : from 1982 to 1985
  - Category J2 : from 1986 to 1990

Each of these categories includes 3 cylinder capacity classes:

- Class 1: up to 1,300 cc ;
- Class 2: from 1,301 to 2,000 cc ;
- Class 3: from 2,001 cc.

For cars with a modified original cylinder capacity, it is compulsory to specify the actual cylinder capacity when registering, independently of the registration card.

- 3.5** For exact calculation of the cylinder capacity, the displacement number for turbocharged engines (turbo) is multiplied by a coefficient of 1.7. For the exact calculation of the cylinder content of Wankel engines, the displacement number is multiplied by a coefficient of 2.0.
- 3.6** Classes with less than 3 competitors at the start will be added to the higher class(es).
- 3.7 Presentation of the vehicles**

- 3.7.1** The vehicles must be in conformity with the road traffic regulations of the countries crossed. Vehicles registered in Belgium and holding a technical vehicle control certificate limited to automobile racing and a valid racing vehicle certificate issued by the RACB ("carnet jaune") may participate in the event and must comply with the requirements of the technical approval of the equipment (headlights, ...).

Vehicles with limited license registered abroad must comply with the specific regulations of their respective ASN.

- 3.7.2** The replacement of the original dynamo with an alternator is allowed.
- 3.7.3** The tires must comply with the road traffic regulations of the countries crossed. The tread depth must be at least 1.6 mm. The tires that can be used are limited to those marked "E" or "DOT". Any alteration, modification or adaptation of the tires other than due to wear caused by normal use is prohibited. This prohibition includes regrooving of the tire tread.

Regardless of the weather conditions prevailing at the time, only WINTER tires may be used during the event in order to comply with the road traffic regulations of certain countries crossed.



According to UNECE Regulation 117, these are defined by a specific marking on the lower part of the tire sidewall, which must be at least 15 mm wide and 15 mm high. This logo is located adjacent to the "M+S" or "M&S" marking, if present, and must be permanently visible and painted yellow for this purpose throughout the special stage.

Racing tyres are strictly forbidden. Studded tires and similar devices such as snow chains are prohibited. Controls will be carried out throughout the event.

- 3.7.4 There must be at least one spare wheel in the vehicle with the same winter tires as on the operational vehicle.
- 3.7.5 In case of doubt or dispute, it is the participant's responsibility to prove that the modifications made to the vehicle conform to the specifications corresponding to the time period.
- 3.7.6 The installation of up to 4 headlights in addition to the original mounted ones is allowed. In order to be in keeping with the period, xenon headlights are not allowed. LED lamps are permitted, provided they are installed in headlights of the era corresponding to the age of the vehicle (original headlights or additional conventional headlights). **LED - bars are not permitted.**
- 3.7.7 If excessive noise in excess of 94 dB is verified during the event, the penalty may be up to disqualification.
- 3.7.8 A spare set of bulbs and fuses is highly recommended.
- 3.8 The use of odometers and other electronic devices is permitted.
- 3.9 All vehicles must carry a 3 x 3 m tarpaulin. This must be placed under the vehicle at all regrouping points, breaks and parcs fermés. The same applies before any mechanical intervention on the vehicle.

## 4 - TEAMS

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- 4.1 Each team consists of one pilot and one navigator as indicated on the entry form.
- 4.2 Both team members must be 18 years old and in possession of a valid driver's license.
- 4.3 **Licence**

The crew members must be in possession of the following documents:

- An international FIA 2021 licence;
- either an 2021 RACB Sport licence (Rally or Circuit) or an equivalent 2021 national licence issued by another ASN;
- or a "One event regularity" licence.  
To obtain it, the request must be made directly at the time of the application for entry at the latest 14 days before the event on the website [www.racb.com/sport/obtenez](http://www.racb.com/sport/obtenez) your licence.

### 4.4 **Safety equipment**

Seat belts must be worn throughout the event by the driver and navigator, except for vehicles approved at the time without seat belts, which do not have them.

- 4.5 Helmets must be worn on the circuit (Francorchamps and EMA) and are forbidden on public roads. The circuits where helmets must be worn will be specified in the briefing. The use of Peltor type intercoms is accepted on the whole course in compliance with the rules of each country crossed.



- 4.6 If, at the time of the technical scrutineering, it is found that a vehicle does not correspond in its presentation configuration to the class in which it has been entered, this vehicle may, on the proposal of the Technical Stewards, be reclassified by decision of the Race Direction into the appropriate class.

## 5 - APPLICATION FOR ENTRY - ENTRY FEE - INSURANCE

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- 5.1 Anyone wishing to participate in the Ostbelgien Classic must complete the online form on the website [www.ostbelgien-classic.be](http://www.ostbelgien-classic.be).

The organiser must have received the complete form by 20 November 2021 at the latest.

The details of the teammate can be completed until 20 November 2021.

A member of the crew or the car may be replaced up to the time of the administrative checks, with the agreement of the rallye direction. Only the rallye direction may authorise the replacement of all the members of a crew, after agreement of the steward.

Brand or club teams can declare themselves for the "team" classification until the end of the administrative checks. A team must be composed of a minimum of 3 and a maximum of 5 vehicles, whatever the category chosen. Each team can only register in one team.

- 5.2 By sending the entry form, all drivers and navigators accept the provisions of these regulations.

### 5.3 Commitment

#### 5.3.1 The amount of the entry fee is:

- **1900 €** per car for all entries received by 1 June 2021 at the latest.
- **2300 €** per car for all entries received by 01 October 2021 at the latest.
- **2600 €** per car for all registrations received from 02 October 2021.

This includes:

the **roadbook for each stage**; the **Trip timing** system; the **sporting and technical logistics** (time checks, regularity tests on open roads, the services of the marshals, controllers and technical staff as well as the calculation of the results and the display of the rankings); **the rally plates and door numbers**; **the compulsory insurance** (the insurance includes civil liability insurance, without limitation of value, of the competitor with regard to third parties during the event as well as legal assistance); for the crew: a snack bar on Friday lunchtime, meals on Friday evening, Saturday evening and Sunday evening as well as lunch breaks on Saturday lunchtime and Sunday lunchtime as well as drinks during the breaks; **2 accesses to the prize-giving ceremony**; **prizes and trophies**.

#### 5.3.2 The entry fees are accompanied by non-mandatory options:

- Official assistance: by information/by request
- Private assistance (rally plate and general mapping): €100

#### 5.3.3 Method of payment

Each service will be invoiced in due form by :

The Event AG  
Voufeld 24 - 4700 Eupen (BE)  
VAT: BE 0811.823.880

Each invoice must be paid to the bank account indicated on the invoice with the structured communication mentioned therein.





#### 5.3.4 Cancellation and refunds

In the event that a competitor cancels his or her participation, the following rule shall apply:  
For cancellations prior to the event, please contact the event promoter to arrange for a refund.

In the event of cancellation due to a cause beyond the organiser's control, the organiser will offer the competitor an entry under the same conditions for the next edition. If the competitor does not wish to postpone his/her entry to the next edition, 75% of the entry fee already paid will be reimbursed as soon as the cancellation is officially announced, the remaining 25% will be paid within 3 months, with the exception of any expenses already incurred by the participant.

Any invoice issued shall be considered as due, subject to any adjustment if the preceding paragraph is applicable.

In the event of a dispute, the case will be referred to our legal department and the costs of recovering the debt will be charged to the participant.

#### 5.3.6 The maximum number of entries is 80. Entries will be closed as soon as the number of cars has been reached or at the latest on 20 November 2021.

### 5.4 Insurance

#### 5.4.1 In accordance with Article 2 of the National Sporting Prescriptions and the law of 21 November 1989, Art 8, the Organiser shall provide the following insurance to the crews:

- Traffic Liability - Coverage :
  - personal injury: unlimited ;
  - property damage: €100,000,000 per claim;
- Organisational Liability - Coverage :
  - bodily injury and property damage combined: € 5,000,000 per claim;
  - legal protection: €25,000 per claim;
  - Excess for property damage: 125€ per claim.

#### 5.4.2 The civil liability insurance covers the civil liability of RACB Sport, the organiser of the event, the National Sporting Commission, the authorities concerned and the agents, services, employees or members (paid or voluntary) of the aforementioned, as well as the civil liability of the owners, keepers or drivers of the vehicles entered or their employees

#### 5.4.3 Civil liability of the organisers shall be understood to mean liability for damage caused to third parties by accident as a result of organisational error during the preparation, running and material settlement of the event.

#### 5.4.4 Free liaison courses are not covered by the organiser's liability insurance policy.

#### 5.4.5 Assistance vehicles, even if they carry specific plates issued by the organiser, cannot under any circumstances be considered as officially participating in the event. They are therefore not covered by the event's insurance policy and remain under the sole responsibility of their owner.

#### 5.5 By signing the entry form, the competitor and all members of the crew submit to the sole sporting jurisdiction recognised by the International Sporting Code, as well as to the provisions of these regulations.

#### 5.6 The Organising Committee reserves the right to refuse the entry of a competitor or driver without having to give reasons (Art. 3.14 of the FIA International Sporting Code and art.8 of the general prescriptions applicable to all FIA championships, challenges, trophies and cups and their qualifying events other than those held on the circuit.

#### 5.7 By entering the event, the competitor and/or driver releases the F.I.A., the R.A.C.B, the Organisers, Promoters and their representatives, agents and each of them in particular, from all



liability for actions, costs, expenses, claims and demands relating to fatal or other injuries arising or resulting from his entry or participation in the event, whether or not as a direct or indirect consequence of the negligence or fault of the said Organisers, Promoters, their representatives or agents, the R.A.C.B., and/or the F.I.A.

**5.8** Any use of the title "Ostbelgien Classic" in whole or in part requires the written permission of Thevent AG. The payment of the entry fee or any other form in lieu thereof does not exempt the competitor, his drivers, the manufacturer, the team or his advertisers from requesting such permission. The competitor, or failing that, the first driver, is obliged to inform them of this.

### **5.9 GDPR (General Data Protection Regulation of the European Union)**

When personal data relating to a data subject are collected from that person, Thevent AG shall, at the time the data are obtained, provide him or her with all the following information:

- a) The identity and contact details of the controller: The Event AG, Voufeld, 24, 4700 Eupen (Belgium), +32 495 12 52 48 ;
- b) The purposes of the processing for which the personal data are intended: the data are kept for the purpose of communicating in relation to the event;
- c) The legitimate interests pursued by The Event are to use personal data for the purposes of effective communication, organisational efficiency and the protection of privacy;
- d) The Event AG does not transfer the personal data it has received from competitors to other data operators;
- e) The Event AG does not intend to transfer such data to any third country.

In addition to the information referred to above, The Event AG provides the data subject with

- a) Personal data will be kept until the event is cancelled;
- b) The existence of the right to request from The Event AG access to personal data, rectification or erasure of personal data, or a restriction of the processing relating to the data subject, or the right to object to the processing and the right to data portability;
- c) Where processing is based on consent, the existence of the right to withdraw consent at any time, without prejudice to the lawfulness of processing based on consent carried out prior to the withdrawal of consent;
- d) The right to lodge a complaint with a supervisory authority;
- e) Information on whether the requirement to provide personal data is of a regulatory (especially for the services of the Walloon Region) or contractual nature or whether it is a condition for the conclusion of a contract and whether the data subject is obliged to provide the personal data, as well as on the possible consequences of not providing the data;

Where it intends to further process personal data for a purpose other than that for which the personal data were collected, The Event shall provide the data subject with prior information about that other purpose and any other relevant information referred to in paragraph 2.

### **Derogation clause**

The Organiser declines all responsibility for the consequences of any infringement of the laws, regulations and prescriptions in force in the countries committed by the Drivers or Competitors. These consequences will be borne by the offender(s).

The Organiser also declines all responsibility in the event of cataclysms, demonstrations, acts of vandalism, riots, assaults, sabotage, terrorism, natural disasters, etc. of which Competitors, Drivers, team members or vehicle occupants could be the victims and whose consequences (material, penal and sporting) will have to be borne by themselves.



## 6 - ADVERTISING

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- 6.1** Participants' advertising shall be in accordance with normal usage and legal provisions, provided that it :
- is permitted by national laws and FIA regulations;
  - is not contrary to good morals and customs;
  - does not encroach on the areas reserved for competition signs and plaques;
  - does not prevent the crew from seeing through the windows.
- 6.2** The competitor may not object to the obligation to display the organisation's compulsory advertising. This may be specified by a diagram communicated to the competitors. The advertising will be in accordance with article 10.6 of the FIA ISC.
- 6.3** The names of the members of the crew may appear on either side of the car, in a space not exceeding 10cm x 40cm.
- 6.4** A car may compete in its original advertising livery, according to the legal regulations in force.
- 6.5** The advertising spaces (the positioning and dimensions of these spaces will be communicated by e-mail to the participants before the scrutineering) immediately above and below the door numbers as well as the sun visor and the rally plates are reserved for the advertising of the organisers. Their format and layout will be the subject of an appendix to be circulated at a later date.
- Any damage to these advertisements will automatically result in a fine of €500 per missing advertisement.
- Rally plates, organisation advertising and door numbers will be given to competitors at the administrative checks.
- Competitors must present their cars at scrutineering with these advertisements and numbers affixed. Vehicles that do not follow this procedure will not be checked.

## 7 - IMAGE RIGHTS , USE AND REPRODUCTION

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- 7.1** By subscribing to the present special regulations of the Göhlal Classic, hereinafter referred to as the event, any person participating in the event, hereinafter referred to as the competitor, authorises the organiser, both in his own name and on behalf of his accompanying persons, co-drivers, sponsors, equipment manufacturers and/or constructors, hereinafter referred to as the partners, without reservation to record, reproduce and represent his vehicle including all its markings as well as his name, voice, images and/or biography and to report by any means on his participation in the event, both to promote the event and its organiser and to give them the widest possible coverage, particularly in the media.
- 7.2** By subscribing to these special regulations for the event, the competitor undertakes to indemnify the organiser against any claim by its partners relating to the use and reproduction by the organiser of the brands, markings, names, voices, images and/or biographies as well as any report on his participation in the event.
- 7.3** The very basis of motor sport, in its personal component, is to highlight the results of competitors and all those who provide them with services, funding and support.
- 7.4** The organiser shall take the utmost care and freely use the right to generate the widest possible media coverage of the event, the competitors and their partners.



- 7.5** The organiser may not be held responsible for this, unless a competitor and/or his/her partner(s) expressly request in writing that their anonymity be maintained.
- 7.6** Competitors and/or their partners who intend to make images and other recordings of the event for their own personal use must inform the organiser in good time and submit the resulting recordings and the purpose of their use to the organiser for prior approval.
- 7.7** The organiser shall have the right to object to any use that is contrary to the promotion of the event or exceeds the legal limits of freedom of expression.
- 7.8** By subscribing to these special regulations for the event, competitors also acknowledge that all intellectual property rights (copyright, trademark rights, etc.) attached to the images, texts and other footage of the event, its competitors and/or their partners are or become the exclusive property of the organiser. They are therefore forbidden to make any use other than strictly private and to reproduce them for any purpose whatsoever.
- 7.9** Any violation of the rights and obligations mentioned above may be the subject of legal proceedings at the initiative of the organiser and/or the authors of the texts, images and other recordings or comments of the event, its competitors and their partners, notably on the basis of the legal provisions (articles L.335-2 and L.335-3 of the French Intellectual Property Code) defining the facts of counterfeiting or, conversely, legal claims by the organiser on the basis of unfair competition, this list not being in any way limited.

## **8 - TECHNICAL AND ADMINISTRATIVE CHECKS**

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### **8.1 Pre-start checks**

- 8.1.1** All crews participating in the rally must present themselves at the administrative check and technical scrutineering in Eupen, in accordance with the rally programme, at the time indicated in the convocation. Any advance or delay, which has not been reported to the Race Director and for which an agreement has been reached with him, will be penalised by 100 points.

The following documents must be presented at administrative checks:

- driving licence ;
- identity card or passport ;
- official documents of the car, i.e. valid registration and roadworthiness certificates;
- green insurance card for the car ;
- valid sports licences (RACB Sport or foreign ASN);
- Authorisation from the owner of the vehicle if not a member of the crew.

- 8.1.2** The checks carried out before the start shall be of a general nature:

- Verification of vehicle make and model;
- Vehicle year of construction;
- conformity of the vehicle with the road traffic regulations of the countries crossed;
- the safety equipment of the vehicle, i.e. winter tires, battery holder, fire extinguisher, headlights and flashing lights, first aid kit, flares, warning triangle and 3x3 m tarpaulin.

Signs with competition numbers and rally plates, organiser's advertising (provided by the organiser) will also be checked.

- 8.1.3** Restoration of the vehicle's conformity with the road traffic regulations is mandatory before the start of the next LEG, as soon as an official representative or a police officer has determined this.





## 8.2 Control on arrival

Immediately after crossing the finish line, each participant must make the vehicle available for a check by the technical commissioners.

## 9 -GENERAL OBLIGATIONS

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### 9.1 Crews

- 9.1.1 Only crews specified on the start list, consisting exclusively of two persons, will be allowed to start.
- 9.1.2 The abandonment of a crew member or the admission of an additional person on board may result in the disqualification of the car, except in special cases examined and granted by the organising committee before the start of the rally.
- 9.1.3 The two crew members will be designated as Pilot and Navigator.
- 9.1.4 They shall be free to divide the driving time between them.

### 9.2 Starting order - Plates - Numbers

- 9.2.1 The start of the first LEG (day) will be given in the order of the numbers allocated by the organiser. The other LEGs will start in the order of the provisional classification of the previous stage.

The starting order is fixed per stage and remains valid for the whole day, so the starts after the lunch break will also be given in this order. Any competitor who is too late in the morning must inform the Rally Direction so that a new start time can be given to him/her in order to guarantee a reasonable break.

The Rallye Direction reserves the right to reclassify a competitor in an order different from that provided for in paragraph 1 of this article if it considers it necessary. The effective starting order shall be that published on the official and virtual start board.

Any delay at the start of the rally or of a LEG or section (new start after regrouping) will be penalised (see Art. 10.3).

The allocation of numbers will be at the discretion of the organisation, the first 15 numbers will be allocated at the choice of the organiser and according to the team's record of achievement. The following numbers will be allocated according to the year of homologation of the car, from the oldest to the most recent.

For the Ostbelgien Classic Light category, the numbering will start at 101 and this category will start each stage after the last competitor of the Ostbelgien Classic category.

The background colour of the numbers will be differentiated between the two categories.

- 9.2.2 The organiser will provide each crew with two rally plates.
- 9.2.3 Rally plates bearing the car's competition numbers must be visibly displayed on the front and rear of the car throughout the event. In no case may they cover, even partially, one of the car's number plates.





The competition numbers and compulsory advertising supplied by the organiser must be displayed on both sides of the car throughout the rally.

In some cases, the organiser may ask competitors to remove or temporarily cover the competition number(s).

At any time during the rally, the absence of a competition number, a compulsory advertisement or a rally plate will lead to a time penalty (see Art 10.3). A crew that withdraws from the event must remove or mask the rally plates and competition numbers.

### 9.3 Checklist

- 9.3.1 Each crew will receive a control booklet (or road booklet) on which will appear the times allowed to cover the distance between two time controls. This booklet will be returned to the finish control of each LEG or section.
- 9.3.2 The logbook must be available for inspection by any responsible official, especially at all checkpoints, or it must be presented personally by a member of the crew for endorsement.
- 9.3.3 Unless approved and stamped by a responsible steward, any correction or alteration made to the logbook will result in exclusion.
- 9.3.4 Failure to stamp any checkpoint or to hand in a check book at any checkpoint (time, passage), regrouping point or at the finish will result in a penalty.
- 9.3.5 The presentation of the logbook at the various controls and the accuracy of the entries remain the sole responsibility of the crew.
- 9.3.6 It is therefore the responsibility of the competitor to present his logbook to the responsible commissaire in good time and to check that the time has been correctly recorded.
- 9.3.7 Only the commissaire on duty shall be authorised to enter the time in the logbook, either manually or by means of a printer.
- 9.3.8 Any discrepancy between the time entries in the crew's logbook and the official event documents will be investigated by the Rally Direction who will make the final decision. The use of Tripy data may be required.

### 9.4 Circulation - Repairs

- 9.4.1 Throughout the rally, crews must strictly comply with the traffic regulations of the countries they pass through.
- 9.4.2 At any time during an event, including the regularity time test sections, exceeding the maximum speed authorised by the traffic regulations on three occasions will result in disqualification.
- 9.4.3 At the request of the officials, a speed check may be carried out after the event, using the Tripy system on board. With a correction of 5% to be applied in favour of the competitor, these checks will be considered as authentic and may serve as a basis for the application of penalties.
- 9.4.4 Any police officer or official who observes a traffic offence committed by a rally crew must report the offence to them in the same way as to ordinary road users. In the event that they decide not to arrest the offending driver, they may request that the penalties provided for in these Supplementary Regulations be applied provided that :
  - the notification of the infringement is sent through official channels and with a written note, before the classification is posted;
  - the reports should be sufficiently detailed to ensure that the identity of the offending driver is indisputably established, and the place and time fully specified;
  - the facts of the case are not open to different interpretations.



## 9.4.5 Penalties for traffic violations

### 9.4.5.1 In case of exceeding the speed limit, outside sensitive areas:

- more than 10 km/h: 100 points
- more than 20 km/h: 250 points

### 9.4.5.2 Other traffic violations:

- 1<sup>st</sup> offence: 150 points ;
- 2<sup>nd</sup> offence: 300 points ;
- 3<sup>rd</sup> offence: disqualification.

### 9.4.5.3 Speed checks in sensitive areas (built-up areas, villages, dangerous road sections) are carried out via the Tripy system.

- These sensitive areas are clearly defined in the roadbook and can be identified on the course as they are located between two markers (signpost, post, etc.).
- If the **average** speed is exceeded, a penalty in points will be awarded as follows:
  - Up to 10% above the speed limit: 1 point per km/h.
  - Between 11% and 25% above the speed limit: 2 points per km/h.
  - Between 26% and 50% above the speed limit: 5 points per km/h.
  - Above 51% above the speed limit: a fixed penalty of 200 points and disqualification in the event of a repeat offence.
- No coefficient will be applied to these penalties.

### 9.4.5.4 The crew is forbidden, under penalty of disqualification, to

- intentionally blocking the way or preventing overtaking;
- behaving in a manner that is incompatible with the sporting spirit and image of the rally.

### 9.4.5.5 Any disloyal, unsportsmanlike, incorrect or fraudulent manoeuvre undertaken by a crew, as well as failure to assist an injured person, will be judged by the steward of the meeting who may pronounce a penalty which may include disqualification.

### 9.4.5.6 In the event of a traffic accident with a third party, you are liable: you must stop to fill in a report, even during a regularity time test, on pain of disqualification.

### 9.4.6 Repairs and refuelling are free for the duration of the event, with the exception of the prohibited areas specified in the roadbook. Competitors are responsible for their own supply of fuel, oil, water, etc.

In the zones listed as prohibited assistance zones, any repair or refuelling may only be carried out by the means on board and exclusively by the crew. Any external contribution or help is forbidden. The correct observance of these prescriptions will be checked by the officials and any infringement will be subject to a sanction which may go as far as disqualification.

The service stations indicated in the roadbook are considered as authorised service areas.

It is strictly forbidden to assist and to pass through the regularity test course before the organisation's "sweeper" vehicle has passed.

- 1<sup>st</sup> offence: 300 pts
- 2<sup>nd</sup> offences: 1,000 pts



## 10 - RUNNING OF THE RALLY

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### 10.1 Departure

10.1.1 The starting interval between cars will be 1 minute. The start will be given in accordance with the programme.

10.1.2 The ideal start time will appear on the list of qualified competitors drawn up after scrutineering, approved by the Rally Director and displayed on the official event notice board. The ideal start time will also appear on the control booklet of each crew.

10.1.3 **The official time of the event will be the Tripy time (displayed on the Tripy screen).**

10.1.4 Any delay attributable to the crew in reporting to the start of the rally or a stage will be penalised at the rate of 60 points per minute of delay. If the crew is more than 30 minutes late, they must ask for the Race Direction's authorisation to continue.

#### 10.1.5 Distribution of roadbooks

For the **Ostbelgien Classic** category: 30' before the start of each half-day according to the established list.

For the **Ostbelgien Classic Light** category: 45' before the start time of each half-day according to the established list.

### 10.2 Controls - General Provisions

10.2.1 All controls, i.e. time controls, passage controls, starts and finishes of the regularity test sectors shall be marked with FIA standardised abbreviations. Finish lines and any intermediate timing points will not be marked.

10.2.2 All crews on board the vehicle must, under penalty, present themselves at all controls in the direction of the course.

10.2.3 Checkpoints will begin operating at least 15 minutes before the ideal time for the first competing car to pass. They will cease to operate 30 minutes after the ideal time for the last competitor to pass.

10.2.4 Crews are required to follow the instructions of any road marshal in charge of a checkpoint, on pain of a penalty up to and including disqualification, which penalty will be imposed at the discretion of the race direction.

### 10.3 Passage Controls and Time Controls - Abandonment

#### 10.3.1 Passage Controls (PC)

10.3.1.1 3 types of passage controls may be used:

- With Tripy: the procedure is automatic and GPS-controlled;
- With alpha-numeric signs. The crew must use the letter or number on the panel;
- With a steward on duty who must simply sign and/or endorse the control booklet, as soon as it is presented to them by the crew, but without mentioning the time of passage.

10.3.1.2 Failure to endorse or mark any of the passage controls will result in a penalty of 60 points.

10.3.1.3 Checkpoints on the route may be kept secret and therefore need not be indicated in the roadbook.



### 10.3.2 Time Controls (TC)

10.3.2.1 At these controls, the stewards on duty shall indicate on the control booklet the time of presentation (to the minute or to the second) by a member of the crew. The clocking-in time is that obtained by adding the time allowed to cover the previous sector to the starting time of that sector.

10.3.2.2 Time checks may also be carried out using the Tripy system (GPS). The location of the time control will be clearly identified in the roadbook and a red sign will be placed there by the opening car. If there is no marshal at a time control, the competitor must add up the times on the road book to determine the time of the next time control.

10.3.2.3 At the time control, vehicles with the crew are allowed to enter the control zone (i.e. pass the yellow "zone" sign) at their ideal check-in time (not the previous minute).

The clocking-in time is the time at which a crew member hands in their logbook to the control officer on duty, who must clock it in immediately provided the vehicle and crew are in the control area.

In the case of a time control using the Tripy system, the time of scoring is the time when the crew reaches the virtual control panel (red panel), i.e. maximum 100 metres after the zone entry panel (yellow panel).

It is therefore forbidden for crews to enter the zone (after the yellow sign) before the start of the minute.

Example of a time per minute (TC) control:

- The ideal time to clock in is 10:36;
- To clock in at your ideal time: you can only pass the yellow zone entry sign from 10:36:00;
- If the time control is carried out by a steward in place: you must hand in your control book between 10:36' 00 and 10:36' 59";
- If the time control is carried out by means of the Tripy system: you must pass the red sign (actual point of scoring 100 m after the yellow sign) between 10:36' 00 and 10:36' 59".

Example of a time per second control (TCS) :

- The ideal time for scoring: 10:36:42;
- To clock in at your ideal time: you can pass the yellow zone entry sign slightly early to clock in at the red sign at 10:36:42;
- The second time control will be carried out by means of the Tripy system: you must cross the red sign (actual pointing place 100 m after the yellow sign) at 10 h 36' 42".

10.3.2.4 Between the zone entry sign (yellow sign) and the control post (red sign), it is forbidden for the crew to stop in any way or to adopt an abnormally slow pace.

10.3.2.5 Any difference between the actual time and the ideal time will be penalised by :

- For any delay: 60 points per minute (TC) or 1 point per second (TCS);
- For any advance: 120 points per minute (TC) or 2 points per second (TCS);
- Absence of a time control visa or arrival at the control after the maximum time allowed: 900 points per control;
- Maximum time allowed without flat penalty at time controls: 15 minutes per LEG (day).

10.3.2.6 Crews will be allowed to clock in early without incurring a penalty at the end-of-section and end-of-stage time controls (details will be given at the briefing).

However, the crew must request their ideal time from the controller, which will be entered in the logbook.



### 10.3.3 Catch-up

If, during a stage, for technical reasons, a crew is unable to complete a section or stage, it may be authorised to take part in the following section or stage after agreement by the Rally Director.

He will be given a penalty according to the RTs not performed and the TCs missed according to the penalties provided in articles 10.3.2.5 and 10.5.3.

The car may be subject to an additional technical inspection. In order to be classified, the car must present itself by its own means (no towing) at the final time control.

### 10.4 Grouping Controls

10.4.1 Regrouping zones may be established on the course. On arrival at the regrouping controls, crews will hand in their control booklet to the controller. Crews will be given instructions on their start time.

10.4.2 Between the TC Regroup IN and TC Regroup OUT, the race is considered as "neutralised" and the crews must follow the instructions of the organisation's commissaires, even if this contradicts the route sheet. There is never a penalty between these two TCs unless the commissaires' instructions are not followed.

### 10.5 Regularity Test (RT) sectors

10.5.1 Regularity tests will be organised in each section. At the start of a time trial or a regularity event, the competitor will receive:

- or the average in Km/h, if the average is unique ;
- or a table where the different averages to be achieved are implemented;
- or a document in the form of a summary table of the different averages to be achieved by RT.

These averages will sometimes be distributed before the start of the rally, sometimes at the start of a section or sometimes at the start of a RT.

The crews must maintain the average speed(s) imposed during the entire regularity event as much as possible. There may be several finishes in the same regularity sector.

10.5.2 The minimum length of a regularity test sector on public roads is 1 km. The overall average speed may not exceed 50 km/h.

10.5.3 A classification based on the times achieved by the crews will be established as follows

- per tenth of a second of delay from 0.6 seconds : 0.1 points ;
- per tenth of a second of advance from -0.6 seconds : 0.2 points ;
- between -0.5 seconds and +0.5 seconds from the ideal time: no penalty;
- for each missing time slot : 100 points ;
- The maximum penalty per time **taken** will be : 60 points ;
- The penalty for any **RT NOT DONE** will be :  
(no. of time trials x 100 points) + 100 points ;

10.5.4 The regularity sectors will all be measured by the Tripy system. RT starts will be either "Self Start" and will be indicated in the road book in a very precise way or given by a steward.

10.5.5 If, for any reason, a competitor arrives late at the start of a RT, he may not start at the same time as the crew that is in his ideal time; he will have to start the regularity sector 30 seconds after this competitor.

In this way, by coming between two crews, the late competitor will not disrupt the rally.





- 10.5.6 Secret time controls may be located from 300 m after the start of the RT or after a sensitive area controlled by the Tripy system.
- 10.5.7 Competitors will be given a very limited number of "jokers" per stage. These "jokers" will correspond to the highest penalties for delay incurred in the RTs of that stage. The modalities of application of the "Jokers" will be communicated by addendum.
- 10.5.8 If, for any reason unrelated to the rally, a section of the RT cannot be covered by several crews, the organisation may award a flat time to these competitors on the basis of the average of the penalties incurred by the last three crews to cover the said section under normal traffic conditions.
- 10.5.9 If, for a technical reason beyond the control of the crew concerned, the Tripy system ceases to function, recording only a portion of the RT checkpoints, the RT penalties of that crew will be calculated on the average of the penalties incurred on the measured checkpoints of the current leg under normal traffic conditions.
- 10.5.10 If a steward was not in place and therefore the competitor did not receive the averages to be achieved, the RT(s) must be run at an **average speed of 45 km/h**.

Please note that the sensitive areas controlled by the Tripy system indicated in the roadbook must be respected and no time will be taken within 300m of the end of the reduced speed zone.

## 10.6 Car Park (parc fermé)

Access to the car park, as well as to the regrouping parks, will be free. On arrival, crews will be given instructions on their start time. They must then drive their car according to the instructions of the stewards. The engines must be stopped and the crew must leave the parc fermé quickly. The car park at the end of LEG 1 and 2 will be guarded by a guard service.

## 11 - PENALTIES

### 11.1 Summary of penalties

#### Disqualification:

- |              |  |
|--------------|--|
| Art. 3.7.3   | Non-conforming tyres.                                    |
| Art. 3.7.7   | Excessive noise exceeding 94 dB, after a first warning.  |
| Art. 9.4.2   | Exceeding the maximum speed limit three times.           |
| Art. 9.4.5.  | 23 <sup>ème</sup> violation of traffic regulations.      |
| Art. 9.4.5.3 | Repeated speeding violation of 51% over the speed limit. |
| Art. 9.4.5.6 | Non-assistance to the injured person.                    |

#### Possible disqualification at the discretion of the race direction:

- |              |   |
|--------------|---|
| Art. 9.1.2   | Abandonment of a member of the crew or admission of an additional person on board, except in case of "force majeure". |
| Art. 9.3.3   | Rectification or modification made on the control booklet not approved by the commissaire concerned.                  |
| Art. 9.4.5.1 | Exceeding the authorised speed by more than 30 km/h.  |
| Art. 9.4.5.4 | Obstruction, unsportsmanlike behaviour  |
| Art. 9.4.5.5 | Unfair, unsportsmanlike, improper or fraudulent conduct.  |
| Art. 9.4.6   | Infraction on the regulation of assistance.   |



- Art. 10.2.4 Ignoring the instructions of any road marshal in charge of a checkpoint  
Art. 10.3.3 Absence of the visa of the last time control of the stage.

#### Point Penalties:

- Art. 9.2.1 Delay at the start of the rally, of a stage: 60 points per minute.  
Art. 9.2.3 Absence of a competition number or a rally plate: 60 points.  
Art. 9.3.4 Failure to endorse any checkpoint or to hand in the checklist at each checkpoint: 300 pts.  
Art. 9.4.5.1 In the event of exceeding the authorised speed outside the RTs:
  - More than 10 km/h : 200 points ;
  - More than 20 km/h: 350 points.  
Art. 9.4.5.2 Other traffic violations:
  - 1<sup>st</sup> offence: 150 points ;
  - 2<sup>nd</sup> offences: 300 points.  
Art. 9.4.5.3 In case of speeding in a sensitive area (radar):
  - Up to 10% above the speed limit: 1 point per km/h.
  - Between 11% and 25% above the speed limit: 2 points per km/h.
  - Between 26% and 50% above the speed limit: 5 points per km/h.
  - Above 51% above the speed limit: 200 points.  
Art. 10.1.4 Delay at the start of the rally or of a stage: 60 points per minute.  
Art. 10.2.2 Arrival at a human control from the wrong direction: 60 points.  
Art. 10.3.1.2 No visa at a passage control: 60 points.  
Art. 10.3.2.5 Any difference between the actual time and the ideal time will be penalised by:
  - For any delay: 60 points per minute (TC) or 1 point per second (TCS);
  - For any advance: 120 points per minute (TC) or 2 points per second (TCS);
  - Absence of a time control visa or arrival at the control after the maximum time allowed: 900 points per control;  
Art. 10.5.3 A classification based on the times achieved by the crews will be established as follows:
  - per tenth of a second of delay from 0.6 seconds: 0.1 point;
  - per tenth of a second of advance from -0.6 seconds: 0.2 points;
  - between -0.5 seconds and +0.5 seconds from the ideal time: no penalty;
  - for each missing time slot : 100 points ;
  - The maximum penalty per time **taken** will be 60 points;
  - The penalty for any **RT NOT DONE** will be :  
(no. of time trials x 100 points) + 100 points ;  
Art. 8.1. 1 Failure to report to scrutineering: 100 points.

## 11.2 Application of correction coefficients:

### 11.2.1 Age coefficient of vehicles

**For the purpose of establishing the classification, penalties incurred for lateness in a regularity event will be multiplied by the age coefficient of the car. This coefficient is established as follows:**

$CA = (\text{year of construction of the vehicle} - 1900) / 100$

Example:

- 1974 car;
- $CA = (1974 - 1900) / 100 = 0.74$  ;
- 1 second delay in RT: 1 point x 0.74 = 0.74 points.



### 11.2.2 cubic capacity coefficient

In order to take into account the great differences in age and engine capacity of the vehicles entered, and to ensure greater fairness in the penalties incurred, a second factor, the cubic capacity coefficient (CM), will be applied according to the following scale

SEE ANNEXED TABLE AT THE END OF THE REGULATION

11.2.3 The age coefficient and the moderating coefficient will be applied to penalties in regularity events (RT) AND at time controls seconds (TCS). They are not applied to penalties at time controls (TC).

These CA & CM coefficients are not applied to penalties incurred for being early or for missing times.

## 12 - RANKINGS - PRIZES - CLAIMS

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### 12.1 Rankings

Several rankings will be established at the end of the event:

#### Ostbelgien Classic :

- general classification ;
- age category classification ;
- classification by class.

#### Ostbelgien Classic Light :

- general classification ;
- age category classification ;
- classification by class.

12.1.1 Penalties are expressed in points. The final classification will be established by adding the points obtained in the regularity time events with the penalties incurred on the penalizing road course and the other penalties. The team with the least number of points will be declared the winner.

12.1.2 In the event of a tie, the crew of the oldest car will be declared the winner. If the tie still exists, victory will go to the crew of the car with the smallest engine capacity.

12.1.3 A provisional general classification will be drawn up at the end of each stage.

### 12.2 Prizes - Cups

#### 12.2.1 General ranking

##### Ostbelgien Classic :

- 1<sup>st</sup> crew : 2 cups ;
- 2<sup>nd</sup> crew : 2 cups ;
- 3<sup>rd</sup> crew : 2 cups.

##### Ostbelgien Classic Light :

- 1<sup>st</sup> crew : 2 cups ;
- 2<sup>nd</sup> crew : 2 cups ;
- 3<sup>rd</sup> crew : 2 cups.



### 12.2.2 Special awards

- 1 trophy for the best team ;
- 1 trophy for the first lady (Ostbelgien Classic)
- 1 trophy to the first lady (Ostbelgien Classic Light) ;
- 1 trophy to the first crew member from the Ostbelgien (Ostbelgien Classic);
- 1 trophy to the first crew member from the Ostbelgien (Ostbelgien Classic Light);
- 1 trophy for the best RT and circuit performer (number of wins)
- 1 Fair Play Award ;
- Other special prizes will be announced by addendum.

### 12.3 Prize-giving ceremony

The announcement of the results and the award ceremony will take place during the closing dinner:

- Sunday 05 December 2021, from 20:00 ;
- At the Kloster Heidberg in Eupen

### 12.4 Complaints

Any protest shall be made in accordance with the International Sporting Code.

Each protest must be submitted using the query form at the end of the roadbook by a single crew and must involve only one crew or the organiser.

In the absence of any protest, the final provisional classification will be made official 30 minutes after its publication on the official notice board and on the official virtual notice board.

## 13 - HEALTH MEASURES

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All competitors must comply with any health protocols in force at the time of the event or risk exclusion from the event.

Similarly, any person who is positive for covid19 or has symptoms of it must report it and cannot participate in the event under any circumstances.



## ANNEX 1

Item 11.2.2

Table of moderating factors

FIA	A > E	F	G	H	I	J1	J2
Years > Engines v	Until 1961	1962 - 1965	1966 - 1971	1972 - 1976	1977 - 1981	1982 - 1985	1986 - 1990
< or = 1300 cc	0.800	0.850	0.875	0.900	0.925	0.950	0.975
1300 - 2000 cc	0.850	0.900	0.925	0.950	0.975	1,000	1,025
> 2000 cc	0.900	0.950	0.975	1.000	1,025	1.050	1.075

## ANNEX 2

Regulations of the 2022 FIA Historic Regularity Rally Trophy

