

ZOUTE GRAND PRIX® BV

Regulations

RALLYE DE DURBUY®

Author: Zoute Grand Prix®
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RALLYE DE DURBUY®

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RALLYE DE DURBUY®

1. Program

29.02.2020 :	Publication of the Regulations and Opening of Commitments
30.11.2019 :	Closing of Commitments
06.01.2020 :	Official Publication of Competitors by written
30.04.2020:	9.00 – 15.00h: Conformity and administrative check
	14.00 – 17.00h: Rally prologue that will determine the start order ®
	16.00 -19.00h: Welcome Cocktail
	19.00h – 23.00h: Dinner
01.05.2020:	08.30h: Stage 1
	11.30 – 15.30h: Lunch
	16.00 – 19.00h: Cocktail
	19.00h – 23.00h: Dinner
02.05.2020:	08.30h: Stage 2
	11.30 – 15.30h: Lunch
	16.00 – 19.00h: Cocktail
	19.30h: Dinner and prizegiving
03.05.2020:	7.00 -14.00h: Brunch



RALLYE DE DURBUY®

2. Organization

Art. 1. Organization

1.1. Name of the Rally:

ZOUTE GRAND PRIX® BV is organising the RALLYE DE DURBUY® from Thursday April 30th to Sunday May 3rd 2020, according to PROEHR rules (BFOV/FBVA Regulations). The rally is a national recreational regularity test open only to classic cars.

At the same time as this recreational regularity event, the Organiser prepares a 'Road Book Touring', which is driven on largely the same route as the regularity rally and which starts after the regularity rally.

1.2. Definition:

The event is entered as such in the FBVA (Belgian Classic Car Federation) Calendar

The RALLYE DE DURBUY® is an automobile event made up of a recreative regularity rally and a tour which will take place from Thursday 30 April to Sunday 3 May 2020 It is open to cars registered between 01.01.1920 and 31.12.1975.

1.3. National Authority:

BFOV - BELGISCHE FEDERATIE OUDE VOERTUIGEN
FBVA - FEDERATION BELGE DES VEHICULES ANCIENS
Brits Tweedelegerlaan 625,
1190 Brussel, Belgium
+32 2 377 13 46
sec@bfov-fbva.be



RALLYE DE DURBUY®

1.4. Organizer

Name : ZOUTE GRAND PRIX® bv
Address : Natiënlaan 125
8300 Knokke-Heist
Belgium
VAT : BE 0822 347 489
Tel : +32 50 600 899
E-mail : info@zoutegrandprix.be

Permanent centre RALLYE DE DURBUY® (from 30.04.2020 to 03.05.2020):
Le Sanglier des Ardennes

1.5. Main Officials / Sport Board of the Event

General Coordinator Event :	David BOURGOO
Sport Director :	Georges VAN OOSTEN
Course Manager :	Charles JEKELER
Competitor Relations :	Eric VAN PEER & Stefan PROVOOST
BFOV Observator & Responsible conformity control :	Peeter HENNING
Stewards :	To be announced
Time recording commission :	Karel DESTORME
Medical commission :	Bruno LANTSOGHT



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3. General Terms

Art. 2. Championship

The results of the RALLYE DE DURBUY® do not count for any championship.

Art. 3. Description

3.1. The RALLYE DE DURBUY® is made up of a road race of +/- 500 km of which +/- 150 km is sector recreational regularity tests.

The ideal interval between vehicles will be one minute (60 seconds).

However, in order to facilitate the flow of the rally, the Organiser may reduce this interval to a minimum of 30 seconds by publication of an additional clause to these regulations.

Drawing up the route as well as time controls, route checks, neutralisation periods, etc. are included in the logbook as well as the Road Book.

All information needed to follow the itinerary is included in the Road Book.

3.2. Competitors will receive a copy of the road book every day.

It will be given to them each day at Le Sanglier des Ardennes 60 minutes before their assigned departure time.

3.3. The route will be shown in German arrows.



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Art. 4. Cars Admitted for selection

4.1. The RALLYE DE DURBUY® is an automobile event by invitation.

It is open to cars registered between 01.01.1920 and 31.12.1975.

The applicants will have to submit a file on their vehicle and their team before the closing date for commitments, 30.11.2019.

This file should contain a precise description of the vehicle in question along with a photograph of it. The vehicles and the teams accepted by the selection committee will be invited to participate in the event at the latest in January 2020.

The Organiser will not have to justify their decision to refuse or not select a vehicle or a team. An invitation to attend administrative and conformity checks will be sent to competitors in mid-April 2020.

4.2. Any applicant who wishes to enter his vehicle for the event must ensure that on the date of the conformity checks his car complies with the traffic law of the countries where the rally is taking place and to the spirit of its period.

The Organiser reserves the right to refuse vehicles that:

- do not comply with the Traffic Law
- do not correspond to the spirit of the period
- are being restored.

The Organiser will not have to justify their decision if they refuse a vehicle or a team.



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- 4.3. The vehicles admitted at the start must have either an FBVA identification card or a FIVA or FIA International Identity Card or a Registration Document for Vehicles of Potential Interest, available from FBVA in Belgium at:

BFOV - BELGISCHE FEDERATIE OUDE VOERTUIGEN
FBVA - FEDERATION BELGE DES VEHICULES ANCIENS
Brits Tweedelegerlaan 625,
1190 Brussel, Belgium
+32 2 377 13 46
sec@bfov-fbva.be
www.bfov.be (Historical rallies).

Dispensation: In accordance with agreements made with the Royal Automobile Club of Belgium (RACB), the Historic Technical Passport and other equivalent documents issued by the FIA are also accepted.

Foreign participants may obtain the FIA International Identity Card or a Registration Document for Vehicles of Potential Interest from the FIA representative of their country (see www.fiva.org).

- 4.4. Tyres must meet the standards for public roadways. (marking « E » and/or « DOT »).

Then height of the tyres must be equal to or greater than 70% of the width (65% for rims of 15 inches or more). The depth of the tyre sculptures must comply with the recommendations of the Rules of the Road (at least 1.6 mm). Racing type tyres and/or ones marked "For track use only" are strictly forbidden.

- 4.5. Distance metres – Peltor – electronic devices - helmets

1. All types of distance metres are allowed.
2. The use of a timing control device or any other electronic or computer means not linked to the car or to the measuring devices is forbidden on penalty of 10,000 penalty points.
3. Wearing helmets is allowed provided that it is in the style of vintage helmets and that the vehicle is a convertible vehicle.
4. The use of a GPS linked to satellite (incl. GPS distance measuring devices), is forbidden.
5. The use of an internal communication system such as a Peltor is forbidden for noise and security reasons.



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- 4.6. The timekeeping as well the checking of speeds will be done using a GeoDynamics device supplied by the Organiser. The competitors will ensure that their vehicles have a specific connection fitted for this type of device.

A specific briefing will be given to the participants at the beginning of September, together with an installation guide.

- 4.7. The competing vehicles must have a sheet of plastic or other absorbent material of at least 75 X 85 cm to be placed under the engine each time the vehicle is stopped for a long time.

- 4.8. Four groups of vehicles will be admitted at the start:

<u>Group 1</u> :	Pre-War Vehicles first registered between 01.01.1920 and 31.12.1939
<u>Group 2</u> :	Post-War Vehicles first registered between 01.01.1940 – 31.12.1959
<u>Group 3</u> :	Classic Vehicles first registered between 01.01.1960 – 31.12.1975
<u>Group 4</u> :	Touring Vehicles first registered between 01.01.1920 and 31.12.1975

Means applied for selection tests organised on the public road.

<u>Group 1</u> :	Pre-War >	Max 50 km / h
<u>Group 2</u> :	Post-War >	Max 50 km / h
<u>Group 3</u> :	Classic >	Max 50 km / h
<u>Group 4</u> :	Touring >	without an imposed average speed except on the privatized sites and during the ranking tests taking place there, the average will be 45 km/h.

- 4.9. The participant must abide by the terms of the law in relation to alcohol and drug abuse.



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Art. 5. Teams Admitted for Selection

- 5.1. Each team is made up of a maximum of two people, who may take the wheel in turn without a systematic plan, as long as they respect the normal conditions of the rules of the road in this respect.

The drivers admitted to the organisation are all adults who have and carry a valid driver's licence and a valid RALLY PASS issued by the FBVA.

The navigators admitted to the organisation are all people who have and carry a valid RALLY PASS issued by the FBVA.

- 5.2. The teams may comprise a minor, but only as navigator and provided that the person is over 15 years old. A navigator under 18 must have parental written authorisation with him/her.

Art. 6. Commitments

- 6.1. Any candidate on receipt of an invitation to the event must fill in the online invitation request completed and signed on the ad-hoc document and only on that document, before 30th November 2019.

Entry forms may be obtained on the web site of RALLYE DE DURBUY® (www.rallyededurbuy.be) .

Any application to participate may be rejected by the Organizer without it being obliged to cite a reason. The decision is without recourse and should be communicated to the candidate at last in September.

- 6.2. Changes to commitments may be accepted up to the 30 March 2020.
Any request for change after that cut-off time must be submitted for the approval and opinion of the Selection Committee of RALLYE DE DURBUY®.

The maximum number of competing cars at the start is 125 vehicles.

- 6.3. By virtue of sending in their request for invitation, all candidates commit to abiding by the terms of these regulations.

- 6.4. The applications will be examined by a Selection Committee made up of specialists in classic cars and regularity rallies.



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Art. 7. Contribution towards the costs

- 7.1. The contribution towards the costs is established and detailed on the website: www.rallyededurbuy.be.

The teams who wish may hire an assistance vehicle which may follow the rally - except in the regularity sectors. There will be an additional fee of €250 (VAT excluded) for this, not including midday lunches, receptions or dinners.

- 7.2 Any request to participate will only be considered on receipt of a duly completed and signed request to participate form and on receipt of the full fee for participation, to be transferred to the account number of:

ZOUTE GRAND PRIX® bv
Natiënlaan 125
B-8300 Knokke-Heist, Belgium

Belfius Bank
IBAN: BE54 0688 8974 9297
BIC: GKCCBEBB

During the month January, the selection committee will carefully select the participants and will send written confirmation to the participating teams.

In the event of non-selection by the selection committee, the candidate will be notified of this in writing and the paid amount will be refunded within the following month.

If RALLYE DE DURBUY® is fully booked at date of closure of the inscriptions, the candidate participant, will then have the option of joining a waiting list. As soon as a place is freed up in the Tour, this candidate participant will be notified immediately.

It is authorised to submit a request to participate form even if the participant does not yet know the name of his co-driver. The missing information must be added as quickly as possible via the online inscription form. This form is only a 'request' to participate on the part of the participant and shall not bind the Organiser to accept the application. The decision of the RALLYE DE DURBUY® selection committee is final.



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- 7.3 In the event of cancellation of participation by the participant, the following rules shall apply:
1. If cancellation before 31.12.2019 refunding of 75% of the contribution towards the costs.
 2. If cancellation before 31.01.2020 refunding of 50% of the contribution towards the costs.
 3. If cancellation before 29.02.2020 refunding of 25% of the contribution towards the costs.
 4. If cancellation after 29.02.2020 no refund of the contribution towards the costs.

In addition, no amount shall be refunded in the event that the RALLYE DE DURBUY® is cancelled due to circumstances beyond the control of the Organiser.

If a competitor or the assistance vehicle is excluded for one of the reasons set out in these regulations, no refund shall be made.

- 7.4 The Organiser has taken out a Civil Liability insurance policy Organisation and Highway traffic with the Group AXA BELGIUM NV. (Policy no. 010.730.293.568). A copy of the policy conditions can be made available to the participant at first request. The Organiser shall only be liable for the risks that are the subject of this insurance policy. For all other risks, the participant must consequently take out an own insurance policy, with a waiver of recourse against the Organiser.

Art. 8. Additional clauses

The terms of these regulations may be modified if necessary. Any modifications or additional terms must be in the form of additional clauses, numbered and dated and which will be an integral part of these regulations. The competitors must be informed about the additional clauses that were added after the publication of these regulations by mentioning it in the WebApp build by the organisation for the participants.

Art. 9. Application and Interpretation of the Regulations

The Sport Director of the Event is charged with the application of these regulations during the course of the event.

If there is a divergence in the interpretation of the regulations in regard to the sport or any other text prepared by the Organizer, the Dutch version will be valid.



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4. Participants' Obligations

Art. 10. Teams

- 10.1. Only the teams listed on the commitment form will be admitted at the starting point.
- 10.2. If a member of a team withdraws or if an extra person comes on board the team could be expelled from the rally.
- 10.3. A team may change during the event while respecting Article 5 and after an official request and approval from the Sport Director of the Event.

Art. 11. Starting order – Rally Plates – Numbers – Vehicle Documents

- 11.1 The departures will be given before Friday 9.10.2020 in the general classification order of the optional prologue which will take place for this purpose on Thursday 30.4.2020. However, at the discretion of the Sport Director of the Event, the departure may be organised in the numerical order of the competition, the lower number leaving first.
- 11.2 The vehicles of group 1 always start for group 2 and group 3, both on Friday and on Saturday. Any delay in the departure of the rally, a stage or a section (new departure after regrouping) may be penalised.
On the second day, the competitors will leave in the same classification order as the previous day.
- 11.3 The organizer will provide each competitor with two rally plates and two door numbers.
The rally plates must be attached at the front and the back of the vehicle, without hiding the essential identification elements of the vehicle (number plates, headlights and back lights, etc.)
The Organiser cannot be held responsible for any damage caused while attaching or removing the door numbers, the rally plates or any other form of advertising. In addition, the organization recommends explicitly removing the rally numbers within 3 days.
- 11.4 In order to be admitted at the start, the vehicles must be correctly registered in a country of the European Community, and duly insured for civil liability with an insurance company authorised in the European Community.
Valid registration books and the insurance green cards will be required for the Technical and Administrative Checks on Thursday 30.04.2020.



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Art. 12 Logbook

- 12.1 At the start of the event each team will receive a logbook with the time allowed to travel the distance between two time controls.
The team is solely responsible for its logbook.
The logbook must be available for inspection on request, especially at any checkpoints where it should be presented personally by a member of the team to be stamped.
- 12.2 Unless ratified by the marshal in question any rectification, change or addition to the logbook will automatically lead to expulsion of the team from the race.
- 12.3 Any cards from the sector regularity tests form an integral part of the logbook, and will be handed over to the participant 10 seconds before the start of a regularity test.
- 12.4 The team is solely responsible for presenting the logbook at the various checkpoints and for the precision of the time cards.

It is therefore incumbent on the team to present its logbook to the marshals at the right time.
Only the marshal concerned is authorised to enter the time in the logbook, by hand or by means of a printing device.

Loss of the logbook will result in a penalty of 150 points;

- 12.5 The loss of the Geodynamics device, an electronic timekeeping system provided by the Organiser, will be sanctioned by a fine of € 900.00 + 21% VAT.

The measurements taken by the Geodynamics device will be taken into account throughout the event. This device will be checked and calibrated before the start of the event. If in doubt the logbook will be relied upon.



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Art. 13 Traffic – Repairs

- 13.1. In designated built-up or sensitive areas the highest speed of the competitor will be measured by satellite in the speed control areas RADAR indicated in the Road Book.

This time-keeping will be done by the GeoDynamics device supplied by the Organisation.

The penalty for infringement will be calculated as follows:

The system will take into account the highest speed reached in the stretch in question. Per km/h over 10km/h of the speed allowed: 10 points

A speed recording can be done for a section under 40 km / h on a regularity test. These are indicated in the Road Book.

If a driver exceeds the maximum speed allowed by the provisions of traffic regulations by 50% he or she could be expelled from the event.

- 13.2. A Judge of Fact will be appointed by an additional clause to carry out speed checks at any point along the route. The check will be done using a GeoDynamics device or a speedometer calibrated by the FBVA. The decision of the Judge of Fact cannot be appealed.

- 13.3. Repairs are free throughout the event unless otherwise indicated in the Road Book.

Only the assistance areas as well as the axes imposed in the 'Road Book Assistance' may be used to the exclusion of any other, under penalty of penalties imposed on the car(s) assisted by the assistance team in question. Assistance is not allowed within the regularity tests.

Refuelling with jerry cans is prohibited in built-up areas. It is allowed in the designated areas.

In the event of failure to comply with the above rules, penalties are provided for.



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- 13.4. Assistance cars are those officially recognized by the Organizer and who have paid the fee for this service. The Organizer does not allow "following cars" on the route.
- 13.5. It is forbidden for vehicles with an assistance plate or to identifiable following cars to drive on the regularity sectors and on the private sites under penalty of immediate expulsion of the competing car(s) involved.
- 13.6. If a following car is intercepted and it can be proved that it follows a competitor of the rally, it may be disqualified.
- 13.7. It is forbidden for teams subject to a penalty leading to expulsion from the test
- to intentionally block the passage of participating cars or to prevent them from overtaking
 - to behave in a non-sportsmanlike manner

Art. 14 Advertising

- 1.1. By virtue of their commitment, the teams accept to carry advertising imposed by the Organiser for the duration of the rally.
- This includes:
1. rally plates
 2. door numbers
 3. sponsors' stickers provided by the Organiser at the start
- 14.2 It is forbidden to display one's own advertising on a vehicle participating in the rally, regardless of the size. Only the advertising material supplied by the Organiser must to be displayed on participating cars.



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5. Proceedings

Art. 15 Start

- 15.1 Any reconnaissance or presence on the route is forbidden from the time of the official opening of administrative and conformity checks, regardless of whether the competitor has already done the administrative and technical check or not.

Any breach of this rule will be sanctioned by refusal to start and/or expulsion from the race of the participant involved.

- 15.2 The interval between vehicles leaving will be 1 minute or 30 seconds at the discretion of the Sport Director of the Event.

The start will be given in accordance with the programme.

The Organiser will arrange for a space between the departure of cars of Group 1 and cars of more recent years.

Failure to hand over the control book to the checkpoints will result in penalties.

The regularity zones will be classified between the time controls.

- 15.3 All the teams will receive the documentation required to complete the itinerary correctly.

Art. 16 Checks - General terms

- 16.1 All the checks, that is to say time controls, traffic checks and start of sector regularity checks are indicated by standardised road signs.

The arrival lines and the intermediate timekeeping points will not be indicated.

- 16.2 The start of the control area is indicated by a warning sign on a yellow background with a corresponding symbol.

At about 25 m the location of the checkpoint itself is indicated by an identical sign on a red background.



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- 16.3 The teams must, subject to penalties, present themselves at each check point in the order of the route.
- 16.4 The checkpoints are open at least 15 minutes before the ideal passing time of the first competing car. They will be closed on instructions from the Sport Director of the Event 30 minutes after the ideal time of passage of the last competitor.
- 1.1. The teams must, subject to penalties, follow all the orders and instructions given to them by the person in charge of the checkpoint in question.
- 16.6 The distinctive signs of the marshals and officials of the rally are the following:
- Organisation clothes
 - Function card

Art. 17 Passage and Time Controls – Withdrawal

- 17.1. Passage Controls
At these control points, the marshals will record and/or stamp and/or sign the logbook of the team without noting the passage time of the competitor.

Not having obtained a stamp or other mark from any one passage control will lead to penalties.

The Organiser reserves the right to set up one or more secret traffic controls on the itinerary. Satellite controls may be set up by the Organizer. They can either be mentioned in the Road Book (E Control) or be secret.



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17.2. Timekeeping checks

17.2.1. Each day there will be at least four timekeeping checks:

1. Morning start
2. Arrival for lunch
3. Restart after lunch
4. Evening arrival

The Organiser may add at its discretion other time controls. These may be e-time controls. They will be indicated in the Road Book and on the route by a yellow sign.

17.2.2. At the arrival time control, any difference between the actual time entered and the ideal time will be penalised as follows:

- For each delay at a Time Control Point:
5 points per minute or fraction of a minute above the ideal time, with a ceiling of 75 points.
- For each advance at a Time Control Point:
10 points per minute below the ideal time
- Penalty for missed time control:
150 points

On Friday May 1st and on Saturday May 2nd, the teams may check in early without incurring penalties at the evening arrival check points or where this is specifically mentioned in the road book or expressly indicated by the Commissioners present on the point considered.

17.2.3. Each team may accumulate a total of 15 minutes delay per day at the time controls of the lunch stop and the arrival, without penalties for the purpose of dealing with any unforeseen events. If a team accumulates any delay of over 30 minutes per day, she shall be attributed 10.000 points but will remain in the competition.

17.2.4. No other vehicle may be passed between the time control and the start and the participant may not take or stop assistance



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17.3. Departure time for the Sector Regularity Tests

At the start of a Sector Regularity Test the competitor will present himself at the starting line and the marshal in charge of control in question will record the departure time of the Sector Regularity Test and enter it in the logbook. He will then give the starting order for the team at the time entered.

17.4. Withdrawal

- 17.4.1. If a driver skips a regularity sector, or for technical reasons, does not complete a sector regularity test, he may be admitted again into the event and return to the classification, with a flat penalty of 250 points per RT segment.

If a team breaks off from the rally at any time by not following its itinerary, it may be admitted again on condition that within an hour of the posting of the stage results, it informs the Sport Director of the Event of their intention to continue. In this case, the car must be submitted at the Departure Park 15 minutes before the departure of the next stage.

In order to be classified the car must have passed the last time control of the test.

- 17.4.2. If a team has to change cars for reasons of a breakdown or an accident, it may continue the rally outside classification, without however, disturbing the other participants.

- 17.4.3. A team that withdraws definitively from the event must remove or cover its rally plates and door numbers and hand in its logbook as well as its GeoDynamics device under penalty of a fine (see Art 12.5) in Le Sanglier des Ardennes on Saturday 02.05.2020 before 18 :00 hours.

Art. 18 Checks and Regrouping

On arrival at the regrouping control, the teams will submit the logbook to the marshal there.

The teams will be briefed regarding the departure time.

As the aim of these regrouping areas is to reduce the intervals created between the cars by delays and/or withdrawals, the departure time of the regrouping must be considered and not its duration.



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Art. 19 Sector Regularity Tests

19.1 Sector Regularity Tests on the Public Road

- 19.1.1 The teams must complete the sector regularity tests at the average speeds or by following the "averages tables" provided by the Organizer. These averages will always be equal to or below 50 km/h. On a Regularity sector there will be no timekeeping/
- for the first 500 m,
 - 500 meters after a dangerous intersection indicated with a stop traffic sign. Additional information can be mentioned in the Road Book;
 - 500 meters after a zone where less than 40 km / h may be driven. Speed checks can take place in these zones.

- 19.1.2 Any timekeeping missing on the GeoDynamics device will, subject to verification, be considered as a missed check point and give rise to a penalty of 100 Points.

The regularity tests are segments on "open" roads, not for private use. Great care should be taken with regard to other users and going through villages. Belgian and European rules of the road must be respected at all times.

Similarly, the fact of wasting time on a sector if disturbed by another road user, to overtake a competitor or to momentarily obstruct a footpath, will be considered as a "race incident" and will not give rise to modification of time by the competitor. In case of an accident, your responsibility may be engaged.

- 19.1.3 Every half days the worst time recordings of each team will be reduced by 60 points

- 19.1.4 The classification of sector regularity tests is done as follows:

- | | |
|---|--------------------|
| - For each second late: | 1 PENALTY POINT |
| - For each second early | 2 PENALTY POINTS |
| - In relation to assigned time - Maximum Penalty: | 100 PENALTY POINTS |
| - Maximum penalty of sector regularity: | 250 PENALTY POINTS |



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19.2 Sector Regularity Tests on the Privatized ground

19.2.1 The crews must carry out the regularity tests organized on privatized ground respecting the average speeds specified in the Road Book or if necessary, following the "average tables" provided by the Organizer. These averages will always be equal to or less than 50 km/h.

Art. 20 Stage Parks

20.1 The cars are only in "Parc Fermé" condition from their entry into the control area (yellow warning sign) and until leaving this area.

During the whole period of "Parc Fermé", no work whatsoever must be carried out on the car (repairs, assistance, refuelling, etc.)

Only if there is a case of force majeure and/or for reasons of safety, the Race Direction or one of its Delegates will allow a team a maximum of 10 minutes extra to remedy the precarious situation of the vehicle and/or the team in this zone without penalties.

20.2 At the end of each stage there will be no Parc Fermé.

20.3 The assistance vehicles are forbidden in the areas immediately surrounding the arrivals under penalty of 300 points being inflicted on the cars in question.
They will have to carry out any assistance in the areas set aside for this purpose.



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6. Conformity Checks

Art. 21 Checks before the Start

- 21.1 All the competitors must present themselves for the administrative and conformity checks planned according to the Event Programme on the day and at the time shown on the commitment confirmation.
- 21.2 The administrative and conformity checks carried out before the departure will focus on the following points among others:
1. checking the make and model of the vehicle,
 2. its first year registered,
 3. its compliance with traffic law and the period of the vehicle,
 4. its registration number,
 5. safety,
 6. insurance,
 7. driving licence
 8. insurance green card
 9. official car documents (registration card)
 10. a declaration authorising the use of the vehicle if the driver or the navigator is not the owner.
 11. Vehicle Identification Card (FBVA/BFOV-FIVA-RACB-FIA)
 12. BFOV/FBVA Rally pass of the pilot and co-pilot
 13. Presence of illegal devices
 14. Comply with the Traffic Law

The checks listed above take place without engaging the responsibility of the Organiser in any way. Each participant is personally responsible for the conformity and administrative condition of the vehicle (registration, insurance, etc.) at the moment when the contestant submits it.

At the end of the Administrative and Conformity Control, the competitor will receive a sticker attesting that he has satisfied this control and that he can be admitted at the start of the Prologue. Without this sticker affixed to the front windshield, he will not be able to perform the Prologue or start the rally.

Art. 22 Final check

On arrival each team should present its car for a quick check to be carried out by the marshals when appropriate.



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7. Penalties

Art. 23 Summary of possible penalties

23.1 Possible expulsion

Art. 23.1.1 Exceeding the maximum speed allowed by more than 50%

Art. 23.1.2 Third breach of traffic regulations.

23.2 Penalties in Time and in Points

Art. 23.2.1 Over 30 minutes of delay per day: 10.000 POINTS

Art. 23.2.2 Use of an unauthorized electronic system: 10.000 POINTS

Art. 23.2.3 Late for the start of the rally, a stage or a section (per minute): 60 POINTS

Art. 23.2.4 First breach of traffic regulations: 150 POINTS
Second breach of traffic regulations: 300 POINTS

Art. 23.2.5 Per km/h above 10 km/h over the speed limit authorised in built-up or sensitive areas: 10 POINTS

Art. 23.2.6 Arrival at any checkpoint from the wrong direction: 100 POINTS

Art. 23.2.7 Fault at a traffic checkpoint or not having a stamp at a traffic checkpoint: 100 POINTS

Art. 23.2.8 Late at a Checkpoint:
Penalty of 5 POINTS per minute above the ideal time, with a ceiling of 75 POINTS.

In advance at a Checkpoint:
Penalty of 10 POINTS per minute below the ideal time.

Art. 23.2.9 Sector regularity not done or skipped: 250 POINTS

Art. 23.2.10 Failing to note time in an RT: 100 POINTS



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Art. 23.2.9	<u>Sector Regularity Tests on the Public Road</u>	
	Per second late in relation to the allotted time:	1 POINT
	Per second in advance in relation to the allotted time:	2 POINTS
	compared to the allocated time maximum :	100 POINTS
	Maximum penalty:	250 POINTS

Sector regularity on a private road

	Per second late in relation to the allotted time:	1 POINT
	Per second in advance in relation to the allotted time:	2 POINTS
	Maximum penalty:	250 POINTS

Art. 23.2.10	Assistance vehicle in close proximity to the Arrival Point: to the competing car(s) concerned	300 POINTS
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23.3 Penalties left to the discretion of the Sport Director of the Event

Art. 23.3.1	Intentionally blocking the passage of competing vehicles or behaving in a non-fair play.	
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8. Classifications – Prizes - Grievances

Art. 24 Classifications

24.1. The penalties shall be expressed in POINTS

24.2. At the end of Day 1, an intermediate general classification is drawn up. There will be no prize giving at the end of this day.

At the end of Day 2, a cumulative general classification of all groups over two days is drawn up.

General classification REGULARITY

1 st	2 trophies for the team
2 nd	2 trophies for the team
3 rd	2 trophies for the team

General classification TOURING

1 st	2 trophies for the team
2 nd	2 trophies for the team
3 rd	2 trophies for the team

The Ladies Cup will be awarded to the best all female team in the general classification of the rally.



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24.3. Coefficient of seniority

The penalty points incurred due to delay in the regularity tests are settled by applying a coefficient, taking into account the age of the car.

The coefficient is determined by adding the number 1 the last two digits of the car built.

Example:

Car A - that is 1951 - totalled 400 penalty points

Car B - that is 1961 – also totalled 400 penalty points

applying the coefficients is as follows: Car A: $400 \times 1.51 = 604$ points

Car B: $400 \times 1.61 = 644$ points

- 24.4. In the event of a tie, the winner will be the winner who has obtained the smallest penalty in the first regularity test section. If this rule is not sufficient for a tie, the penalties of the second, third, fourth, etc. ... regularity test areas would then be taken into consideration. This rule can be applied at any time of the rally.

Art. 25 Award ceremony

The Award Ceremony will be held on Saturday May 2nd 2020 during a dinner offered in hotel Le Sanglier des Ardennes, Durbuy.

Art. 26 Grievances

- 26.1 Any protests must form the object of a written document, to be submitted to the Sport Director of the Event and the FVBA observer within a maximum of 30 minutes following publication of the rankings. The decision of the Sport Director of the Event in consultation with the FVBA observer shall be final and no appeal is possible.

Every evening participants can submit their query form, which is to be found at the end of each Road Book, to the Competitor Relations. The next day at the start of the rally or during the official publication of the classifications you may expect an answer.

- 26.2. For all other disputes, the court of Bruges shall alone be competent.

23.03.2020