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LEGEND BOUCLES DE SPA®
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REGULATION

I. PROGRAMME – PALMARES

A. PROGRAMME

Tuesday 1st November 2011

Entries open.

Wednesday 18th January 2012

Entries closed.

A.1. LEGEND

Thursday 16th February 2012

09.00 till 21.00: Headquarters open : **Casino de Spa, Comptoirs des Festivals**, Rue Royale, Spa.

From 14.00 to 20.00 (following notification timetables): Sportive controls, Allocation of competition numbers, "rally" plate & **service map**, Radisson Blu Palace Hotel, Place Royale 39, Spa

From 15.00 to 21.00 (following notification timetables): Scrutineering, Marquee Place Royale, Spa

Friday 17th February 2012

08.00 till 20.00: Headquarters open, **Casino de Spa, Comptoirs des Festivals**, Rue Royale, Spa

From 08.00 to 17.00 (following notification timetables): Sportive Controls, Allocation of competition numbers, "rally" plates & **service map**, Radisson Blu Palace Hotel, Place Royale 39, Spa

08.30: Distribution of the road-books for the recce, headquarters, **Casino de Spa, Comptoirs des Festivals**, Rue Royale, Spa.

09.00: Start of Reconnaissance

From 09.00 to 18.00 (following notification timetables): Scrutineering, Marquee Place Royale, Spa

16.00: End of Reconnaissance.

20.00: Drivers' briefing & ignition party: La Lido, Rue Albin Body, 4900 Spa

Saturday 18th February 2012

07.00 till 02.00 Headquarters open, **Casino de Spa, Comptoirs des Festivals**, Rue Royale, Spa.

07.00: List of allowed cars to start displayed at Headquarters, **Casino de Spa, Comptoirs des Festivals**, Rue Royale, Spa.

07.30: Opening of assembly area (Spa-Monopole Industrial road)

08.20: Distribution of the Road books for the first car for the first car at the exit of assembly area time control, each one is leaving minute by minute to Parc des 7 Heures at Spa & wait his target time published with the starting order.

09.30: Simultaneous start of the first car Legend Category and first car Classic Category, Marquee, Place Royale in Spa.

23.15: Arrival of the first car (Legend + Classic category) – end of the event, marquee, Place Royale in Spa

Sunday 19th February 2012

10.00: results posting at the headquarters, **Casino de Spa, Comptoirs des Festivals**, Rue Royale, Spa

10.30: End of the period allowed for protests.

11.30: Prize giving ceremony, **Salle Le Lido, Rue Albin Body**, 4900 Spa

A.2. CLASSIC

Thursday 16th February 2012

09.00 till 21.00: Headquarters open : **Casino de Spa, Comptoirs des Festivals**, Rue Royale, Spa.

From 14.00 to 20.00 (following notification timetables): Sportive controls, Allocation of competition numbers, "rally" plate & **service map**, Radisson Blu Palace Hotel, Place Royale 39, Spa

From 15.00 to 21.00 (following notification timetables): Scrutineering, Marquee Place Royale, Spa

Friday 17th February 2012

08.00 till 20.00: Headquarters open, **Casino de Spa, Comptoirs des Festivals**, Rue Royale, Spa

From 08.00 to 17.00 (following notification timetables): Sportive Controls, Allocation of competition numbers, "rally" plates & **service map**, Radisson Blu Palace Hotel, Place Royale 39, Spa

From 09.00 to 18.00 (following notification timetables): Scrutineering, Marquee Place Royale, Spa

20.00: Drivers' briefing & ignition party: La Lido, Rue Albin Body, 4900 Spa



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Saturday 18th February 2012

07.00 till 02.00 Headquarters open, **Casino de Spa, Comptoirs des Festivals**, Rue Royale, Spa.

07.00: List of allowed cars to start displayed at Headquarters, **Casino de Spa, Comptoirs des Festivals**, Rue Royale, Spa.

07.30: Opening of assembly area (Spa-Monopole Industrial road)

08.20: Distribution of the Road books for the first car for the first car at the exit of assembly area time control, each one is leaving minute by minute to Parc des 7 Heures at Spa & wait his target time published with the starting order.

09.30: Simultaneous start of the first car Legend Category and first car Classic Category, Marquee, Place Royale in Spa.

23.15: Arrival of the first car (Legend + Classic category) – end of the event, marquee, Place Royale in Spa

Sunday 19th February 2012

10.00: results posting at the headquarters, **Casino de Spa, Comptoirs des Festivals**, Rue Royale, Spa

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11.30: Prize giving ceremony, **Salle Le Lido, Rue Albin Body**, 4900 Spa

A.3. GENERAL

Official notice board

Headquarters, **Casino de Spa, Comptoirs des Festivals**, Rue Royale, Spa together with virtual notice board on web @ www.race-rally.be.

Headquarters during the event:

Casino de Spa, Comptoirs des Festivals, Rue Royale, Spa,
Tel : +32.4.375.97.64, Fax : 087/47.49.87, E-Mail : info@race-rally.be, web : www.race-rally.be

Press Office:

Radisson Blu Palace Hotel, Place Royale 39, Spa – First floor, Tel: +32.4.375.97.65

Friday 17th February 2012: from 14.00 to 23.00

Saturday 18th February 2012: from 08.00 to 01.00

B. RESULTS

1953	RICHARD (B): Volkswagen
1954	GENDEBIEN - WASHER (B): Aston Martin

1955	Aucun classement, tous les équipages hors délais
1956	EVRARD - COLLIGNON (B): Ford Anglia
1962	SANDER - SANDER (B): Daf
1963	Epreuve annulée à l'élaboration du calendrier
1964	STAEPELAERE - MEEUWISSEN (B): Ford Cortina Lotus
1965	MOMBAERTS - MOSBEUX (B): Lotus Elan
1966	STAEPELAERE - CHRISTIAENS (B): Ford Cortina GT
1967	HAXHE - TRICOT (B): Lotus Elan
1968	JACQUEMIN - CHAVAN (B): Renault 8 Gordini
1969	JACQUEMIN - DEMAY: Alpine
1970	CHAVAN - VANGUTSHOVEN (B): Alfa Romeo Duetto
1971	PEDRO - JIMMY (B): BMW 2002 TI
1972	ADRIAENSENS - DAEMERS (B): BMW
1973	HAXHE - DELFERRIER (B): Daf 66
1974	BRINK - "GERD IDEL" (D): Porsche C
1975	STAEPELAERE - VAILLANT (B) : Ford Escort
1976	BLOMQVIST - SYLVAN (S): Saab 99
1977	POND - GALLAGHER (GB): Triumph TR 7
1978	DUMONT - MATERNE (B): Opel Kadett GTE
1979	KLEINT - WANGER (D): Opel Ascona
1980	BLOMQVIST - CEDERBERG (S): Saab 99 Turbo
1981	SNYERS - SYMENS (B): Ford Escort RS
1982	COLSOUL - LOPES (B): Opel Ascona
1983	DUEZ - LUX (B): Audi Quattro
1984	CAPONE - CRESTO (I): Lancia 037
1985	WALDEGAARD - THORZELIUS (S) : Audi Quattro A2
1986	PROBST - DE CANCK (B): Ford Sierra XR 4X4
1987	SNYERS - COLEBUNDERS (B): Lancia Delta 4WD T
1988	SNYERS - COLEBUNDERS (B): BMW M3
1989	SNYERS - COLEBUNDERS (B): Toyota Celica 4WD
1990	SABY - GRATALOU (F): Lancia Delta Integrale 16 V
1991	SNYERS - COLEBUNDERS (B): Ford Sierra Cosworth 4X4
1992	VERREYDT - BIAR (B): Toyota Celica GT4
1993	de MEVIUS - LUX (B): Nissan Sunny GTI-R
1994	CHATRIOT - GIRAUDET (F): Toyota Celica 4WD
1995	SNYERS - COLEBUNDERS (B): Ford Escort Cosworth
1996	de MEVIUS - FORTIN (B): Ford Escort Cosworth
1997	VERREYDT - JAMAR (B): Toyota Celica
1998	de MEVIUS - FORTIN (B): Subaru Impreza WRC
1999	MUNSTER - VERGALLE (B): Mitsubishi Gr A
2000	VERREYDT - ELST (B): Seat Cordoba
2001	PRINCEN - COLEBUNDERS (B): Peugeot 206 WRC
2002	COLS-LOPES (B): Mitsubishi Lancer Evo VII



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2003	TJOEN-CHEVAILLIER (B): Toyota Corolla WRC
2004	TJOEN-CHEVAILLIER (B): Toyota Corolla WRC
2005	Epreuve annulée à l'élaboration du calendrier
2006	TIMMERS - SMETS (B): BMW 325ix
2007	DUEZ - MUTH (B): Porsche 911
2008	SNIJERS – SOENEN (B): Ford Escort BDA
2009	SNIJERS – SOENEN (B): Porsche 911 Gr 4.
2010	THIRY – GILSOUL (B): Audi Quattro A2
2011	STOUFF – ERARD (B): Ford Escort Mkl

PALMARES LEGEND BOUCLES DE SPA CLASSIC	
2007:	1. LAUSBERG-PIROTTE: Opel Kadett GTE 2. VAN PEER-LAMBERT: BMW 202 Tii 3. PAISSE-GULLY: Porsche 914/6
2008:	1. PENDERS/LIENNE: Alfa Romeo Bertone 2. PAISSE-GULLY: Porsche 914/6 3. BERTRAND-CHAPPA: Ford Escort Mexico
2009:	1. LOPES-LAMBERT: Porsche 911 2. VERHELLE-THIRIONNET: Ford Cortina GT 3. CHABALLE-DELVENNE: Bmw 2002
2010:	1. LAREPPE-LAMBERT: Opel Ascona B 2. HOLVOET-VANOVERSCHELDEN: Toyota Celica 1600 GT 3. VERHELLE-THIRIONNET: Ford Cortina GT
2011:	1. VAN ROMPY-PIROTTE: Opel Kadett GT/E 2. DELINCE-MINGUET: Ford Escort RS 2000 3. BERTRAND-CHAPA: Ford Escort Mexico

II. ORGANISATION

ARTICLE 1 : ORGANISATION

1.1. Définition :

The Royal Automobile Club de Spa organises the "Legend Boucles de Spa®" which will take place from 17th to 18th February 2012.

This event will be run in compliance with the International Sporting Code (and its appendices) of the Fédération Internationale de l'Automobile (F.I.A.), the National Sporting Regulations and the present one, **subject to approval of RACB Sport.**

The Legend Boucles de Spa® - 54th edition are not part of any championship. **The Legend Boucles de Spa® Classic Category is counting for the RACB Regularity Trophy 2012.**

Cars are divided in 2 categories :

REGULARITY CLASSIC

See Art. 4 Vehicles and Art.5 Crews

REGULARITY LEGEND

For cars in compliance with safety prescriptions of the FIA Appendix K. For cars Belgian road registered, crews will need to have the valid racing vehicle attestation ("yellow card").

See Art. 4 Vehicles and Art.5 Crews

The event is run in compliance with:

- the FIA International Sporting Code,
- the national historic **technical regulations applicable**,
- the present Regulations and eventual Bulletins,
- the Belgian Driving Code.

1.2. Organising Committee :

Organisation :

Royal Automobile Club de Spa
Rue Jules Feller, 1
B-4800 Ensival
Tél : +32 87.79.50.00
Fax : +32.87.47.49.87
Email : info@race-rally.be
Web : www.race-rally.be

Promotor :

Race & Rally Organisation
Rue Jules Feller, 1
B-4800 Ensival
Tél : +32 87.79.50.00
Fax : +32.87.47.49.87
Email : info@race-rally.be
Web : www.race-rally.be

Chairman: Pierre DELETTRE

General Manager: **Alain LOPES**

Secretaries of the event: Emilie MAX
Marie-Charlotte LEDUC

Safety Officer : Jean-Paul MALMENDIER

Police Services: Commissaire André GEORIS

Competitor's liaison officers: Alain WALEFFE

1.1. Officials :

Panel of the Stewards of the Meeting:

Chairman: TBA

Member: TBA

Member: TBA

ASN Observer: Etienne MASSILLON

Event Director Legend : Georges VAN OOSTEN

Event Director Classic: Geert STAPELAERE

Scrutineering Responsible: Xavier SCHENE



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Competitor's relations officers:

"Legend" (Fr.) Michel HUBERT
(NI.) Eric DE BAETS
(D.) Fred MICHELS
« Classic » (Fr.) Didier LODEWICKX
(NI.) Filip DEWULF

Press Relations Officer : Olivier de WILDE

Safety Officer : Jean-Paul MALMENDIER

Chief Medical Officer: Dr. Christian WAHLEN

Secretary of the Meeting: Emilie MAX

Sporting Secretary: Pat LAMBERT

Timekeeping: Tripy – Jean-Christophe SPRIMONT

Calculation : Consult End Result

III. GENERAL CONDITIONS

ARTICLE 2: ELIGIBILITY

The Legend Boucles de Spa® - 54th edition are not part of any championship. The Legend Boucles de Spa® – Classic Category is counting for the RACB Regularity Trophy 2012.

ARTICLE 3: DESCRIPTION

The LEGEND BOUCLES DE SPA ® is divided up into 3 boucles.

The event will take place on closed roads.

Regularity tests on a "secret" basis and partly on open roads for Classic Category & with a recce for the Legend Category. The planned length of the event is +- 500 km with 12 regularity Tests for approx 160 km.

The breakdown of the route as well as its time controls, passage controls, neutralisation periods etc. are described on the Time Card and in the Road Book which gives the crews all information they require to complete the route correctly.

The route will be defined by tulip diagrams with distance. In principle, the road book will contain all the changes of directions. However certain notes will be added to ensure competitor safety or to confirm passage controls.

Location of assembly area : Spa-Monopole industrial road

Location of the parc fermé : Parc des Sept Heures in Spa.

Scrutineering: Marquee, place Royale at Spa

Headquarters during the event: **Casino de Spa, Comptoirs des Festivals, Rue Royale, Spa**

ARTICLE 4: ELIGIBLE VEHICLES

4.1 The homologation date of the vehicle by the FIA/CSI must be taken into consideration, not its building year. For vehicles never homologated, the first road registration year

will be taken into consideration and must be submitted to approval of Organizing Committee.

4.2 The event will be divided into four (4) AGE PERIOD categories and into the following classes:

4.2.1. Age-Period Category 1 : up to 31/12/1961

Class 1: up to 1600 cc

Class 2: over 1600 cc

4.2.2. Age-Period Category 2: from 01/01/1962 to 31/12/1971

Class 3: up to 1300 cc

Class 4: from 1301 to 1600 cc

Class 5: from 1601 to 2500 cc

Class 6: over 2500 cc

4.2.3. Age-Period Category 3: from 01/01/1972 to 31/12/1981

Class 7: up to 1300 cc

Class 8: from 1301 to 1600 cc

Class 9: from 1601 to 2500 cc

Class 10: over 2500 cc

4.2.4. Age-Period Category 4: from 01/01/1982 to 31/12/1986

Class 11: up to 1300 cc

Class 12: from 1301 to 1600 cc

Class 13: from 1601 to 2500 cc

Class 14: over 2500 cc

4.3. Turbo-charged and super-charged cars will be affected by 1.7 coefficient on the cubic capacity & so for the calculation of the cubic capacity (except diesel engines). **Cubic capacity for rotary engine (wankel) will be affected by a coefficient 2.0 & so for the exact calculation of cubic capacity.**

4.4. The four wheels drive cars will be affected by 1.20 coefficient for cars up to 2000 cc (after possible correction due to charge) and by 1.40 coefficient for cars over 2000 cc

4.5. Classes containing less than 5 competitors can be merged into the higher class.

4.6. The organiser may not accept a car which will not comply with the historic spirit &/or shape. Admitted cars will be selected by the Organising Committee which has the right to accept or refuse an entry without justifying the reasons.

4.7 All kinds of time and distance measuring devices are allowed.

4.8. The vehicles admitted are as follows:

All cars and similar models homologated by the FIA before December 31, 1986, **except the ones listed in appendix III. List of FIA homologated cars is available on RACB WEB site.**

4.9. Cars must be Belgian road-legal.

4.10. **Vehicles REGULARITY LEGEND**

The prescriptions of the article 4.11 "Vehicles Presentation" will be respected and the vehicles will **be in conformity with**

the safety prescriptions of the FIA Appendix K which are mandatory.

The vehicles must be equipped with safety harness (**original safety belts are prohibited**)

4.11. Vehicles Presentation.

4.11.1. Cars must be road-legal. Each car will receive a « **2012 Legend Boucles de Spa - Car Pass** » from the organiser, included in the entry fee.

4.11.2. The replacement of the original dynamo with an alternator is allowed.

4.11.3. The fitting of maximum 4 additional headlights is permitted, not including the original ones. To keep the spirit of the period, Xenon bulbs are not allowed.

4.11.4. Only tyres which are in conformity with the Belgian road use will be accepted. The tread depth must be minimum 1.6 mm.

Width & as well as diameter of the rims in use must comply with FIA homologation form datas'. If the car hasn't been FIA homologated or if the homologation form does not included maximum dimension, width & diameter have to comply with FIA Appendix K of International Sporting Code.

!! Only « snow » tyres may be used whatever weather conditions.

Theses ones are defined by affixing of the following logo on the tyre side which has to be at minimum of 15mm on base on 15mm high sidelined by « M+S » mark if existing.



This logo must be visible at all times & therefore painted with yellow color. Crews will endeavor the full liability to have it visible at all times. Scrutineers will be appointed as Judges of Facts for the tyres controls. A car fitted with illegal tyre(s) will be not allowed at the start of RT.

Racing tyres are not allowed.

Studded tyres as well as chain or any similar equipment are forbidden.

Controls will take place during the course of the event.

4.11.5. The vehicle must carry a minimum of one spare wheel **of the same kind of these allowed**, securely fixed.

4.11.6. All cars must carry of safety bells for the category **Regularity Legend** and one valid fire-extinguisher (2 Kg minimum), correctly fitted.

4.11.7. In case of doubt or fault, the competitor has to prove that the modifications made to the car are in accordance with the period **specifications**. For all cars of legend Category, an official copy of the homologation form will requested at scrutineering.

4.11.8. The cars times in the annex K of FIA article 7.4.1 (Audi Quattro S1, MG Metro 6R4, Citroën BX 4TC, Ford RS 200, Peugeot 205 T 16, Lancia Delta S4, Subaru XT 4WD Turbo) are not permitted.

4.11.9. Cars included in appendix XI of the Appendix K of the FIA will have to be in conformity with appendix XI (Lancia 037, Audi Quattro, Opel Manta 400, Renault 5 Turbo, Ferrari 308 GTB, Opel Ascona 400, Citroen Visa 1000 pistes).

ARTICLE 5 : CREWS

5.1 A crew is made up of two people.

5.2 The first driver & the co-driver must hold a current valid driving licence.

5.3 Throughout the duration of the event competitors must comply with road traffic regulations.

ARTICLE 5.A: Crews REGULARITY CLASSIC

55. A.1. Members of the crews which doesn't have a RACB licence or from any other ASN will have to fill in the same time than entry form, a request for a permit "One Event Pass" to download on the web site of the 2012 Legend Boucles de Spa®. The licence will be given at the documentation control. They have to pay in addition a fee of 100€, 50€ per member of the crew which does not have a licence to be paid in advance on the Royal Automobile Club de Spa bank account # 348-0110845-38; IBAN: BE24 3480 1108 4538 Bic Code: BBRUBEBB with in communication name(s) of the crew member(s) & "regularity pass".

5.A.2. The helmet and seat belts (or harnesses) is mandatory for the driver and co-driver in sections of regularity.

ARTICLE 5.B: Crews REGULARITY LEGEND

5.B.1. After the approval of RACB Sport, drivers and co drivers will participate at the rally under the conditions below:

-The drivers and co-drivers who are holders of a FIA international license 2012 (H4 regularity not included)

- The drivers and co-drivers who are holders of a license RACB Sport 2012 (rally or circuit) or a 2012 national license from a foreign ASN.

- The drivers and co-drivers who are not holders of a license must get a "National Regularity" license 2012 from RACB.

To get the "National Regularity" driver or co-driver needs to:



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- Being 18 years old for the license delivery date
- Be a holder of a road license under validity.
- Be a holder of a medical certificate to compete in motorsport delivered by an **RACB Sport**/asn registered doctor with ECG if more than 45 years old.
- Received a positive advice from RACB Sport under previous motorsport results

This license must be requested **beforehand** to the RACB Sport (cb.sport@racb.com).

The drivers and co-drivers must wear in the regularity tests a helmet registered following the norms FIA 8860-2004 or SNELL 2000/2005 or British Standard BS6658-85 type A/FR or SF1 31-1.A or SF1 31.2.A, an fireproof resistant overall as well as long underwear, socks, shoes, gloves & balaclava with homologation minimum 8856-2000 of the FIA. See appendix L of the ISC.

The co-driver will allowed to not wear fireproof shoes & gloves from appendix L of the ISC.

ARTICLE 6: ENTRY FORMS - ENTRIES

6.1. Persons interested in taking part in this event are requested to fill in the enclosed entry application, duly completed to the address: Rue Jules Feller, 1 – 4800 Ensival, Tel: 087/79.50.00, Fax : 087/47.49.87, e-mail : Legendbouclesdespa@cybernet.be or fill the on-line form on web site www.race-rally.be

6.2. Crews who have been chosen by the Organising Committee will be advised by letter or e-mail and invited to participate.

6.3. **The entry fee are per car (crew of 2) and includes:**

a - All the sport logistic and technical : road books, time controls and regularity sections, full services of the Stewards, Marshals and technical staff, calculation of the results and the rankings, compulsory insurance guaranteeing civil liability of competitors and the organization for historic event regularity. The entry fees includes the insurance premium, which guarantees the competitor unlimited cover for civil liability towards third parties. The insurance cover will come into effect from the start and will cease at the end of the rally or at the moment of retirement, disqualification or exclusion. The insurance subscribed by the organizer provides cover for the competitor's responsibility towards third parties, as laid down in Section II. Article 5 of the National Sports Provisions and in accordance with the Belgian law of November 21st 1989 article 8 in force regarding the mandatory insurance. It covers responsibility of the RACB, organizer/promoter of the event, authorities involved and their staff or remunerated members or volunteers, the above-mentioned as well as the civil responsibility of the owners, holders or drivers of the registered vehicles and of their co-operators for an unlimited guarantee.

"RC Organisation" cover:

Physical, material & immaterial damages consecutive confused: 5.000.000€ per accident.

Excess for material damages: 125€ per accident.

Organizers' civil liability for damages caused third parties by accident which may be caused by a fault of the organizer when prepared, during & finishing the event.

"RC Circulation" cover:

Corporal damages: no limit

Material damages: 100.000.000€ per accident

Recce as well as road section are not covered by the civil liability insurance contract of the organizer.

The service vehicles, even those bearing special plates issued by the organizer, may never be considered as official participants in the event. They are therefore not covered by the insurance policy of the event and remain the sole responsibility of their owners.

- b - One set of road books
- c - One time card
- d - Two rally plates
- e - The door numbers with the white background.

Legend Category:

The participation in the event is conditioned by the payment by each crew of the fee of 950 euros vat incl as entry fee.

Classic Category:

The participation in the event is conditioned by the payment by each crew of the fee of 850 euros vat incl as entry fee.

Payment:

By bank transfer to the account 348-0110845-38 in the name of Royal Automobile Club de Spa
IBAN: BE24 3480 1108 4538 BIC Code: BBRUBEBB

The amount of entry fee included 6% vat, following decision # ET119.653.

6.4 Complete entry fees must be paid for closing dates for entries, (January 18th 2012). After this date, 100€ will be added to the fee.

Organisers will refund **outside the amount paid for Regularity pass**, entry fees less 200€ for administrative expenses to any crew which will notified by writing or email its intention to not compete before Saturday 11th February 2012 at 20.00 & with a force majeure reason duly controlled.

The maximum number for entries is **340**.

6.5. Should it turn out, at the time of scrutineering, that a vehicle does not correspond in its presentation to the group and/or class in which it was entered, this vehicle may, upon the proposal of the Scrutineers, be transferred to the appropriate group and/or class upon the decision of the Panel of the Stewards of the Meeting.

6.6. By the very fact of signing the entry form, the entrant, as well as the crew members, submits themselves to the



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sporting jurisdictions specified in the International Sporting Code and the prescriptions of the present regulations only.

6.7. The organizing Committee reserves the right to refuse the entry of an entrant or a driver without having to give reasons for the refusal (Art. 74 of the International Sporting Code).

6.8. By the fact of his entry, the competitor and/or the driver discharge the F.I.A., the RACB, the RACB/Sport, organizers, promoters and their official agents and each of them in particular of any responsibility about actions, fees, expenses, claims and complaints about mortal wounds or others, coming or resulting of his entry or of event participation which result directly or no of negligence or fault of the organizers, promoters in question, their agents or their officials, the RACB, the RACB Sport and/or the F.I.A.

6.9. Any use what ever of the title of the competition "LEGEND BOUCLES DE SPA®" either completely or partly, is submitted to a written authorisation from the Board of Directors of the ASBL Royal Automobile Club de Spa. The payment of the fee for engagement or any formula in its place does not excuse the competitor, his drivers, his preparing personal, the constructor, the team or its advertisers, from asking for this authorisation. The competitor or else, the first driver, has to inform them.

ARTICLE 7: AMENDMENTS TO THE REGULATIONS -BULLETINS

7.1. The provisions of the present regulations may only be amended according to Article 66 and 141 of the International Sporting Code.

7.2. Any amendment or any additional provision will be announced by dated and numbered bulletins, which will be an integral part of the present regulations.

7.3. These bulletins will be posted in the Secretariat, in the Headquarters and on the official notice board(s), and will also be directly communicated to the participants, who must acknowledge receipt by signature, unless this is materially impossible during the running of the rally.

7.4. Each crew will mention on the ad hoc bulletin, an emergency mobile number to receive communications during the event. The organization will inform by SMS about neutralizations, cancellations of RT, emergency information to the crews. These communications will have the same value the "hard paper" communications.

ARTICLE 8: APPLICATION AND INTERPRETATION OF THE REGULATIONS

8.1. The **Event Director** is charged with the application of the present regulations, and their provisions during the running of the event.

8.2. Nevertheless, he must inform the Panel of the Stewards of the Meeting of any important decision he has had to take

in application of the general or supplementary regulations of the event.

8.3. Any case not mentioned in the present regulation will be submitted to the panel of the Stewards, who will take the decision. (Art. 141 of the International Sporting Code).

8.4. In case of contestation of the interpretation of the present regulations, only the French text will be binding.

8.5. For the exact interpretation of this text the following definitions apply: "crew", used for the first driver or for the co-driver.

8.6. Any incorrect, fraudulent or unsporting action carried out by the Competitor or members of the crew will be judged by the Stewards of the Meeting who will impose penalties which may go as far as exclusion.

IV. GENERAL OBLIGATIONS

ARTICLE 9: CREWS

9.1. Only crew made up of 2 persons shall be admitted to the start.

9.2. The 2 members of the crew will be nominated as First Driver and Co-Driver.

9.3. They are free to share their driving time between them.

9.4. All members of the crew must be on board the car throughout the entire duration of the rally, with the exception of the cases provided for in the present regulations.

9.5. If one member retires, or if a third party is admitted on board (except if this is to transport an injured person) the car shall be excluded from the rally.

ARTICLE 10 : ADVERTISING

10.1. Advertising must be in accordance with the normal use and with the legal prescription. Advertising must respect the following:

- It is authorized by the national laws and the F.I.A regulations
- It is not likely to give offence;
- That it does not encroach upon the spaces reserved for plates and competition numbers;
- That it does not interfere with the crew's vision through the Windows.

10.2. Advertising material will take up a maximum of six locations of 50 cm x 14 cm. Four locations will be placed above and below the side doors competition numbers and two locations can be placed where the competitor decides **except on the windows and on the windscreens where advertising is forbidden (except sun strip of windscreen – max 10cm high) where the organiser will keep a space for mandatory advertising on each side of the sun strip (20 x 10**



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cm) et of the rear window sun strip with 10cm max high.

Should these areas be insufficient, the advertising material may be placed next to the number, without however touching it. The upper location adjacent to each competition number will be reserved for the advertising space of the organiser's official sponsor, without the competitor being able to refuse.

Cars needs to have white background or exceptionally on historic reproduction with another colour & this with duly approval of organising committee on each side of front doors, either with a square shape of 50cm side, either circle of 50cm diameter.

10.3. A car can compete in its original advertising livery.

10.4. The advertising spaces situated immediately above or immediately below the competition numbers, as well as the "rally" plates, are all reserved for the organiser advertising. Such advertising is mandatory and may not be refused by the competitors. Advertising on the competition numbers and on the "rally" plates are totally part of them. Any damage to this publicity will automatically lead to a fine of 500 € for each missing publicity.

The competition numbers, the "rally" plates and the organiser advertising will be provided to all competitors at the sporting controls. The competitors have to go to the scrutineering with the numbers, the "rally" plates and the advertising already affixed. The uncomforted cars will not be controlled.

10.5. Commercial rights & advertising

The advertising (cars and clothes) must respect the RACB Sport regulations.

Any advertising and promotional action or of public relations must be the subject of a written prior agreement from the Organising Committee.

All the places allocated in the services areas are only of sporting vocation, to the exclusion of the organisation of public relations, sponsors lunches, guests' reception, hospitality units, etc.

Any infraction of this rule leads to a fine of 125 € per m².

Only a dispensation of the Organising Committee can be taken into consideration.

Any aerial advertising, any advertising or promotional action taking place in the air space located above the circuit perimeter, is also strictly forbidden without prior agreement of the Organising Committee and is, in any case, subject to express authorisation of the concerned Local Authorities and the Aeronautics General Direction.

Any pictures picking up of the race in and/or outside the participating cars are subjected to a prior agreement from the Organiser. Just as, all the pictures picked up and/or produced on the event are and will remain property of the Organiser, except prior agreement from this one. The pictures broadcasting, transmission, copy on internet is forbidden, except prior agreement from the Organiser.

All TV footage, photographs and similar taken by journalists, photographers, cameramen etc. will be the exclusive property of the race organiser/promoter, regardless of their originators.

The organiser/promoter and its institutional sponsors reserve the right to use the names, portraits (photographic and TV) and the results of the drivers participating in the meeting, both in Belgium and abroad, for promotional or advertising purposes, without notice and without payment.

The competitors, their representatives and their sponsors are warned that the BELGIAN LAW "FORBIDDING THE ADVERTISING AND THE SPONSORING FOR THE TOBACCO PRODUCTS" as promulgated by the King on 10.02.1998 is strictly in application. They must so conform to it perfectly.

The organiser, the promoter as well as any person member by close or by far of the organisation of the event refuse to accept any responsibility for the application of this as the result of the first named and possible sanctions they could create.

The Name "Boucles de Spa®" is a registered trademark and cannot be used for commercial or promotional actions without written agreement of the organizing committee.

ARTICLE 11: SIGNING ON

11.1. Signing on will take place with an individual notification.

11.2. Crews must be in possession of:

- a - The confirmation of their entry
- b - Their driving licences
- c - Their identity card or passport
- d - A green card insurance certificate valid for the duration of the event.
- e - Valid licences if necessary
- f - Official documents of the vehicle

11.3. Crews will receive:

- a - The door numbers
- b - 2 "rally" plates
- c - A scrutineering form
- d - Any other necessary documents...

ARTICLE 12: SCRUTINEERING

12.1. Scrutineering will take place with an individual notification and will follow the signing on.

12.2. Numbers, "rally" plates and mandatory organisers advertising must be displayed on the vehicle before scrutineering.



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ARTICLE 13: TIMEKEEPING

13.1 Timekeeping system Tripy will be used (satellite system). A receiver will be fitted by Tripy company during scrutineering.

13.2 A deposit of 1050 € TTC will be asked through the form attached to the communication #1 (possibility to download it on the official web site)

Payment only possible via "Mastercard" and "Visa".

The form must be given at the signing on with the credit card for checking.

Crews will have to give back the GPS system to the Organisation in the following places & times:

- Either immediately in case of retirement during the event at the Event HQ between 09.30 to 22.00
- Either at the end of the event, from 22.15 to 02.00 at the arrival park.
- Either & last, during the prize giving ceremony on Sunday between 11.00 to 11.45.

The competitor agree, & with irrevocable manner, his agreement on the fact of failing to give back the TRIPY GPS device as described in former §, the organizer may take without notification, from the bank account related to the credit card which data's has been given by the competitor:

- the amount of 1050 € corresponding to the cost of the transponder loan to the crew if it is not given back at the latest on **Sunday 19th Feb 2012 at 11.45.**

- The amount corresponding to the damages if the transponder is given back with damages under following fees:

- a) Arial & arial cable broken: 70.18€ vat incl
- b) Adaptator or power cable broken: 58.08€ vat incl
- c) Total damage: 1050€ tva incl.

13.3. Set-up:

13.3.1. A direct connexion cable (**2 wires**) must be fitted on car battery (without passing through start engine circuit. Tripy IIC needs +/- 0.4 VA & allows tension of 6 Vcc to 28 Vcc). The cable needs to be long enough to reach easily the area where the Tripy IIC will be fitted for the event. It doesn't need to have any special end. Connectors will be fitted at scrutineering.

13.3.2. Suggested places (check that neither cable &/or Tripy IIC could obstruct)

- a. In the tidy
- b. In a side pocket
- c. Behind seat
- d. Under the hood housing
- e. In the boot as it doesn't interfere with radios waves.

13.3.3. Visibility by the crew during the event of the Tripy IIC is not necessary.

V. RUNNING OF THE EVENT

ARTICLE 14: STARTING ORDER – PLATES – NUMBERS

14.1. The start shall be given in the order of competition numbers, with the lowest number starting first.

14.2.: The competition numbers allocation will be up to the Organizer's discretion.

14.3. However, Event Director will be free to modify the starting order of any crew during the Event.

14.4. The organizer will provide to the crews two "rally" plates.

14.5. The "rally" plates must be fixed to the front and rear of the car in a visible position for the duration of the event. The front plate must under no circumstances cover, even partially, the car's license plate. Such an infringement shall result in a cash penalty of 50 €.

14.6. The competition numbers supplied by the organizers must appear on both front doors of the car during the whole event.

14.7. If it is ascertained at any time during the event that :

14.7.1. Any competition number or "rally" plates is missing a cash penalty of 50 €

14.7.2. The 2 competition numbers or "rally" plates are missing at the same time, exclusion will be pronounced

14.8 The retired crew must take off or mask the "rally" plates and doors numbers.

14.9 The names of the first drivers, his co-driver plus their national flags, must appear on both wings at the front of the car. Any car failing to comply with this rule shall be subject to a penalty of 50 €

ARTICLE 15: RECCE

Exceptionally, for the Legend Category, a recce of some regularity tests will be allowed on Friday 17th February 2012 from 09.00 to 16.00. Only 2 passages by RT are allowed. **This recce will be onboard a normal car. Rally &/or participating cars are forbidden.**

ALL RECCE OUTSIDE THIS DAY ARE TOTALLY FORBIDDEN.

Severe controls will be enforced by the local authorities & the organization.



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Reconnaissance's trips must be made at a moderate speed, with the respect of Belgian Driving Code, otherwise contestants may be received penalties. It is strictly forbidden to place some bearings on any stand.

For "Classic" Category, no recce will be allowed. Any infringement will lead to exclusion of the meeting and without any refund.

ARTICLE 16: TIME CARD

16.1. At the start of the event, each crew shall be given a time card on which the times allowed to cover the distance between 2 time controls shall appear.

This card shall be handed in at the arrival control of a boucle and replaced by a new one before the start of the next boucle. The crew alone is alone for his time card.

16.2. The time card must be available for inspection on demand, especially at the control posts where it must be presented personally by a member of the crew for stamping.

16.3. Any correction or amendment made to the time card will result in exclusion, unless such a correction or amendment has been approved by the competent marshal.

16.4. The absence of a stamp for any control or the failure to hand in the time card at each control (time or passage), regrouping or at the arrival, will result in exclusion.

16.5. The crew alone is responsible for submitting the time card at the different controls and for the accuracy of the entries.

16.6. Therefore, it is up to the crew to submit its time card to the Marshals at the correct time, and to check that the time is correctly entered.

16.7. The post marshal is the only person allowed to enter the time on the time card by hand or by means of a print-out.

16.8. Any difference between the times noted on the time cards and official documents from the event will be enquired by the stewards of the meeting who will take the final decision.

ARTICLE 17: TRAFFIC - REPAIRS

17.1. Throughout the entire event, the crews must strictly observe the traffic laws of the country crossed. Any crew which does not comply with these traffic laws shall be subject to the penalties laid out below:

Speed checks controls may be established at any point. These controls will occur especially in urban centres and dangerous areas indicated in the road-book.

Speed Controls:

+ 10% : 150 pts + 20% : 300 pts + 30% : 450 pts
+ 40% : 600 pts + 50% : disqualification

Others infringement to the traffic law

- 17.1.1. 1st infringement: 150 pts
- 17.1.2. 2nd infringement: 300 pts
- 17.1.3. 3rd infringement: Exclusion

17.2. In the case of an infringement of the traffic laws committed by a crew participating in the event, the policemen or officials having noted the infringement must inform the offender thereof, in the same way as for normal road users.

17.3. Should they decide against stopping the driver in the wrong, they may request the application of penalties laid out in the Supplementary Regulations of the event, subject to the following :

17.3.1. That the notification of the infringement is made through official channels and in writing, before the posting of the current classification:

17.3.2. that the statements are sufficiently detailed for the identity of the offending driver to be established beyond all doubt, as well as the place and time of the offence;

17.3.3. that the facts are not open to various interpretations.

17.4. It is forbidden, under pain of exclusion, to tow, transport the cars, or to have them pushed, except to bring them back into the road, or to clear the road.

17.5. Similarly, crews are forbidden under pain of exclusion :

- 17.5.1. to deliberately block the passage of competing cars or to prevent them from overtaking;
- 17.5.2. to behave in an unsporting manner.

17.6. Assistance :

17.6.1 Competitors are responsible for providing their own fuel, oil, water etc...

17.6.2.1 Service, repairs and refuelling are permitted throughout the whole event. Specific areas will be recommended. In the road-book.

17.6.2.2 Outside these areas, all repairs and refueling must be carried on out exclusive by the crew using only equipment carried on board the competing vehicle. Judge of facts will monitor the respect of these prescriptions. And any infringement will result of a penalty which may lead to exclusion. Any outside help outside these areas will result of a fine of 250€ per infringement.

17.6.2.3 Definition of forbidding assistance.

1 °) Any person other than the driver and/or the co-driver of a particular competing car performing any work or action on that car.

2°) The use or receipt by the driver or the co-driver of any materials (solid or liquid) spare parts, tools or equipment other than those carried by the competing car.



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3°) The parking of an identified service vehicle or the positioning or setting up of any materials, spare parts, tools or equipment elsewhere than in a service park.

17.6.2.4. Service and refuelling are totally forbidden in RT.

17.6.3 In the case of a serious breakdown, competitors may be allowed to restart at the beginning of another section after repairs are completed, incurring corresponding penalties.

17.6.4 Refuelling points will be indicated in the road-book.

17.6.5 Each vehicle must be equipped with a floor protection carpet or floor protection cover to be placed under the car for any services or regroupings. Any lack of this, duly reported by an official on duty, will result of a penalty of 150 pts.

17.6.6. Crews and their car may receive outside help in the following cases:

17.6.6.a. The service car will receive a service plate and a detailed map of the itinerary with the indications of the obligatory service points.

17.6.6.b. The entry of a service car on the route of the regularity test will automatically lead to exclusion of the responsible car out of the event.

17.7. The Royal Automobile Club de Spa must ensure the public order as well as organizing circulation without assuming security of the goods. Special arrangements exist for the privilege service area in Spa. The Royal Automobile Club de Spa will organize an hospitality area. All areas in this hospitality area must be negotiated and booked through the promoter. This one will give on request the prize list following dimensions as well as privilege degree at these areas. Any area not ordered and not paid in conformity with general sales conditions and the specific contract in the hospitality area at Spa will be deemed null and void. Any infringement will lead to prescribed penalties.

17.8. The competitor is responsible for its own assistance service. Any act or non observation of instructions will penalize the competing car:

- 1st infringement: 500 €
- 2nd infringement: 750 €
- 3rd infringement: 1250 €

17.9. Service cars have to be equipped with:

- a canvas cover from minimum 3x3 m
- a container for liquid formula round 50 x 50 cm ;
- a container for fuel if fuel is spilled by refueling;
- a container for liquid waste with a capacity from minimum 10 liters and also a dustbin;

Service will happen on the following way:

- At every service area, the canvas cover has to be putted under the car when repairs are done on the car;
- When fuel can be spilled, containers or any other means have to be used;
- All the service areas have to be left properly. Waste and material have to be carried into the service car;
- When pollution happens, the team has to inform the

clerk of the course and has to go into all the details on this pollution;

- Provisional repairs which happened out of the service areas have to be done on the same way;

ARTICLE 18: START

18.1. The official time will be the official Belgian time. (Phone: 1300).

18.2. Cars will start at one minute intervals for "Regularity Legend" & for "Regularity Classic" together.

The hour of presentation at the assembly area will be specified on the scrutineering sheet – as well as assembly area OUT.

The vehicles may be presented by any representative of the competitor. For each minute delay at the exit of assembly area, there will be a penalty of 10 pts.

18.3. The exact time of the start will appear on each crew's time card.

18.4. Any late arrival, ascribable to the crew, at the start of the event, of a day, of a boucle, or a service area shall be penalized by 60 pts for every minute late. Any crew reporting more than 30 minutes late shall be excluded from the event.

18.5. Since the crews have 30 minutes within which to report at the start of the event, of a day or of a boucle, if they report within these 30 minutes the exact starting time shall be entered on the time card. The minimum interval between the crews must be respected.

18.6. Crews are obliged to have their passage checked at all points mentioned on their time card and in the correct order, under pain of exclusion.

18.7. The target time for covering the distance between the 2 time controls will appear on the time card.

18.8. Hours and minutes will always be shown thus: 00.01 - 24.00 only the minutes which have elapsed will be counted.

18.9. All the crews shall receive a road book contained a detailed description of the itinerary which has to be followed; this itinerary is compulsory under pain of exclusion.

ARTICLE 19: CONTROLS - GENERAL PROVISIONS

19.1. All controls, i.e. passage and time controls, start and arrival of regularity tests, regrouping and neutralization zone controls will be indicated by means of F.I.A. approved standardized signals.

19.2. The beginning of the control area is marked by a warning sign on a yellow background. At a distance of about 25m, the position of the control post is indicated by an identical sign on a red background.



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19.3. The stopping time within any control area must not exceed the time necessary for carrying out control operations.

19.4. It is strictly forbidden, under pain of exclusion:

19.4.1. To enter a control area in any direction other than that of the event;

19.4.2. To cross again or re-enter a control area once checking-in has taken place at this control.

19.5. The target check-in time is the responsibility of the crews alone, who may consult the official clock on the control table.

19.6. The post marshals may not give them any informations on this target check-in time.

19.7. Control posts shall be ready to open 15 minutes before the target time for the passage of the 1st crew.

19.8. Unless the Event Director decides otherwise. They will cease to operate 30 minutes after the target time for the last crew.

19.9. Crews are obliged to follow the instructions of the Marshal in charge of any control post. Failure to observe this may lead to exclusion at the discretion of the Stewards of the Meeting.

ARTICLE 20: PASSAGE CONTROLS (P C) - TIME CONTROLS (T C) - DISQUALIFICATION

20.1. PASSAGE CONTROLS

At these controls, the Post Marshalls must simply stamp the time card as soon as this is handed in by the crew without mentioning the time passage. **CP's will be recorded by Tripy GPS & will have the same value that the one done by marshals.** Passage control locations may or may not be indicated in the road book.

The absence of a stamp will result a penalty of 300 pts.

20.2. TIME CONTROLS

At these controls, the Post Marshalls shall mark on the time card the time at which the card was handed in.

20.3. CHECK-IN PROCEDURE

20.3.1. The check-in procedure begins the moment the vehicle passes the zone entry sign. **(yellow board)**

20.3.2. Between the zone entry sign **(yellow board)** and the control post, the crew is forbidden to observe a halt of any kind or to drive at an abnormally slow speed.

20.3.3. The clocking of the card can only be carried out if the 2 crew members and the car are in the control zone and within the immediate vicinity of the control table.

20.3.4. The check-in time corresponds to the exact moment **when the car enter the area just after the yellow board, as recorded by GPS. Then a crew member will hand it to the marshals.**

BE CAREFUL do not enter the area (after yellow board) before the target minute is started.

Ex: target time is 9.34

You have to pass through the yellow board position between 9.34.00 & 9.34.59.

If you pass through the yellow board position at 09.33.45 you will get a penalty for advance even if you hand the time card at 09.34.

20.3.5. Then either by hand or by means of a print-out device the Post marshal marks on this card the actual time at which the card was handed in, and nothing else.

20.3.6. The target check-in time is the time obtained by adding the time allowed to complete the road section to the time of leaving this section, these times being expressed to the minute.

20.3.7 The crew does not incur any penalty for checking-in before time if the vehicle enters the control zone during the target check-in minute

20.3.8. The crew does not incur any penalty for lateness if the act of handing the card to the Post Marshal takes place during the target check-in minute.

20.3.9. Example: a crew who is supposed to check-in at a control at 18H58' shall be considered on time if the check-in takes place between 18H58'00" & 18H58'59". Any difference between the actual check-in time and the target check-in time shall be penalized as follows:

20.3.9.a. If a competitor reports at a Time Control after due time, the lateness is added to that competitor's Accumulated Lateness. No lateness penalty will be applied. This means that a competitor can be up to 30 minutes late in total at Time Controls for all Time Controls. After 30 minutes of lateness, the crew will be excluded. A time control missing will be penalized **by 600 pts.** However art 20.5 & 22.4 may be enforced

20.3.9.b. For earlier arrival: 60 pts by minute, or fraction of a minute.

20.3.10. A crew penalized for early arrival can be neutralized by the **Event Director** for starting at the right time.

20.3.11. At the T.C. Parc Fermé, at the end of the event, the competitors are allowed to be checking time in advance early arrival with no penalties.

20.3.12. Lastly, if it is found that the crew has not observed the rules for the check-in procedure as defined above (and especially by entering the control zone before the actual check-in time), the Chief Marshal at the control post must take this subject of a written report, to be sent immediately by the **Event Director** to the Panel of the Stewards, which will impose any appropriate sanction..



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20.4. TIME OF LEAVING CONTROLS

20.4.1. If the next road section does not start with a regularity test, the check-in time entered on the time card shall continue both the arrival time at the end of the road section and the starting time of the following one.

20.4.2. Conversely, when a time control is followed by a start control of a regularity test, the following procedure shall be applied:

20.4.2.a. These two posts shall be included in a single control area the signs of which shall be laid out as follows:

20.4.2.a.1. Yellow warning sign (beginning of zone)

20.4.2.a.2. Red sign with dial (time control post) at the distance of approximately 25m

20.4.2.a.3. Red sign with flag (start of the regularity test) at a distance of 50 to 200m

20.4.2.b. At the time control at the finish of a road section, the Post Marshal will enter on the time sheet on the one hand the check-in time of the crew and on the other, its provisional starting time for the following road section. There must be a 3' gap to allow the crew to prepare for the start of the RT. Furthermore, in the case of a puncture, the crew concerned will be allocated a maximum of 5' extra.

20.4.2.c. Immediately after check-in at the time control the crew will go to the start of the RT. The Marshal in charge of this post will enter the time foreseen for the start of the RT on the event sheet, which will usually correspond to the provisional starting time for the road section. He will then start the crew according to the procedure laid down in the regulations.

20.4.2. d. In the case of an incident, should there exist a divergence between the two entries, the starting time of the RT will be binding, unless the Stewards of the Meeting decide otherwise.

20.5. INTERJECTION VOLUNTARY DURING A DAY/BOUCLE

All crew who for technical ground or any other reason is not able to pursue the entirety of a boucle will resume after agreement of the Event Director share the event. Crew may resume the rally only at 1st TC of next boucle and as much as possible following starting order.

In addition, in any control (s) and missed (s), the penalties to Article 29 will be applied.

ARTICLE 21: REGROUPING CONTROLS

21.1. Regrouping controls may be set up along the route. Their entry and exit controls shall be subject to the general rules governing the control posts (Art. 19 & 23). Engines may be started with a battery by leaving a regrouping control. Afterwards, this battery may not be carried into the car.

21.2. The purpose of these regroupings will be to reduce the intervals which may occur between crews as a result of late arrivals and/or retirements. Thus the starting time from the regrouping control and not its duration must be taken into consideration.

21.3. On their arrival at these regrouping controls, the crews will hand the Post Marshal their time card and possibly the sheets for the RT covered. Engines must be stopped. The crews will receive instructions on their starting time. They then must receive instructions on their starting time. They then must drive their car immediately and directly to the parc fermé (Art. 20). The organizers may give them a new card either at the entrance or the exit of the parc fermé.

ARTICLE 22: REGULARITY TESTS

22.1. Regularity sections will be included in each boucle. They will be on roads closed to normal traffic. **For "Classic" Category they will be on a "secret" basis & partly on open road.**

22.2. A target time for each Regularity tests will be different for the group Regularity Classic (medium average 50 km/h maximum) one or several checks of average will be organised, and the group Regularity Legend (medium average 80 km/h maximum). Competitors must get as close as possible to this target time.

22.3. A calibration route will propose & its road-book will be at disposal at the sporting control.

22.4. **Proof of regularity missing:** 600 pts of penalties Following article 20.5, all crew who for technical ground or any other reason is not able to pursue the entirety of a boucle will resume after agreement of the Clerk of the Event share the event.

Crew may resume the rally only at 1st TC of next boucle and as much as possible following starting order.

In addition, in any control(s) and missed(s), the penalties to Article 29 will be applied.

22.5 "Classic Category": average respect.

In a RT, any crew who achieved an average more than 20% between two timing points may be excluded of the event following decision of the panel of the Stewards of the Meeting.

22.6. In the Regularity tests, the crews must wear safety equipment (Art.5) under pain of exclusion.

22.7. Crews are forbidden to drive in the opposite direction to that of the event, under pain of exclusion.

22.8. The start will be a standing one, and engines must be running whilst the car is on the start line.

22.9. Starts of RT will be given as follows:



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22.9.1. When the car with its crew on board has stopped in front of the starting control, the Marshal will enter the time scheduled for the start of the car in question on the RT sheet (hour and minutes). He will hand this document back to the crew and will countdown aloud: 30" - 15" - 10" and the last 5 seconds one by one.

22.9.2. When the last 5 seconds have elapsed, the starting signal shall be given upon which the car must start immediately.

22.10. a. The start of the RT may only be delayed in relation to the scheduled starting time by the Post Marshal in a case of "force majeure".

22.10.b. The flying start of a RT where the timekeeping start will be shown by a green board with flag.

22.11. In the event of lateness on the part of a crew, the Post Chief will enter a new time, the lateness then being considered as lateness on a road section.

22.12. A false start, particularly one made before the Marshal has given the signal, shall be penalized by 60 pts. This penalty does not exclude heavier penalties being inflicted by the Stewards of the Meeting, especially if the offence is repeated.

22.13. RT will end in a flying finish, stopping between the yellow warning sign and the stop sign special forbidden on pain of exclusion.

22.14. At a distance of 100 to 300 m after the finish, the crew must report to a control (Point Stop) indicated by a red "STOP" sign to unload the Tripy and have its finishing time entered on the timing sheet (hour, minute, second). **If the timekeepers cannot give the exact finishing time of the RT to the Marshals immediately, the latter will write in any case hour & minutes of the time of the stop point, WHICH WILL BE USED TO CALCULATE THE FOLLOWING ROAD SECTION.**

Ex.: your passage time at the finish of RT: 10.23.17, time for following road section to next TC: 0.24; you have to report to TC at 10.47; if two crews report in the same minute at stop point, the crew overtaken during the RT, will wait et restarts after the one who overtook, for next RT.

22.15. If, through a fault of the crew the time entry cannot be made the following penalties shall be imposed :

22.15.1. at the start: exclusion

22.15.2. at the "STOP" (Point Stop): 300 pts penalty.

22.16. Each second early in Regularity test will be result in a penalty of 2pts, each second late in RT: 1 pt.

22.17. During a RT, assistance is forbidden. Any infringement will be punished by the Stewards of the Meeting with exclusion.

22.18. The starting intervals for RT must respect the same dispositions as those laid down for the start of the day in question.

22.19. Any crew refusing to start in a RT on the time and in a position allocated to it shall be given a penalty by the Panel of the Stewards of at least 600 pts, and which may go as far as exclusion if the Clerk of the event so requests, whether the Special Stages run or not.

22.20. Any crew which refuses to leave normally in the 20 seconds following the signal to start will be pushed in order to clear the timekeeping area and excluded immediately.
Anyhow, art 20.5 & 22.5 may be enforced.

22.21. Interruption of a RT:

22.21.1. When a RT has to be definitively stopped for any reason whatsoever before the last crew has covered it, a classification for the stage may however be established by allocating to each crew, which has been unable to complete the RT because of the interruption **on decision of the Event Director**, a time set before the interruption.

22.21.2. This classification may be drawn up even if only one crew has been able to cover the RT in normal racing conditions.

22.21.3. Only the Event Director may apply this disposition.

22.21.4. However, no crew which is totally or partially responsible for stopping a RT may benefit from this measure. He will be given the time it might have eventually set if this is greater than the biggest delta time awarded to the other crews.

ARTICLE 23: PARC FERMÉ

The access to the Parc Fermé is free, but the service areas are forbidden in the Parc des sept Heures in Spa.

VI. SCRUTINNING

ARTICLE 24: SCRUTINEERING BEFORE START AND DURING THE EVENT

24.1. Any team taking part to the event must arrive at signing on at the Radisson Blu, Pl. Royale, Spa with its full crew and car at the marquee, Pl. Royale, Spa at the time as it is written in the invitation they will receive with the confirmation of entry, **respect of the time schedule is mandatory.**

Present in advance result in a penalty of 125€

A lateness exceeding 1 minute to 30 minutes will be sanctioned of a penalty of 25€. **These measures are taken to respect the good unwinding of the scrutineering.**

24.2. Any car reporting to the scrutineering area outside the time citation exceeded 30 minutes will not be allowed to



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start, except in case of force majeure duly recognized as such by the director of the event.

24.3. After scrutineering, if a vehicle is found not to comply, the Stewards of the Meeting may set a deadline before which the vehicle must be made to comply.

24.4. Any vehicle which does not comply will be refused the start.

24.5. The scrutineering carried out before the start will be of a completely general nature (checking of licenses, make and model of car, apparent conformity of the car with the group in which it is entered, essential safety items, conformity of the car with the National Highway Code, etc ...).

24.6. This shall be followed by:

24.6.1. The identification of the vehicle

24.6.2. Additional checking may be carried out at any time during the event, of the crew members as well as of the car. The competitor is responsible for the technical conformity of his car throughout the entire duration of the event, under penalty of exclusion.

24.7. Should identification marks (see art. 21.7) be affixed, it is the responsibility of the crew alone to see that are protected until the end of the event. Should they be missing, the car will be excluded from the event immediately. The crew is also responsible for the putting back of all the elements which were checked at the scrutineering.

24.8. Any fraud discovered, and in particular the fact of presenting as intact identification marks which have been retouched, will result in the exclusion of the crew, as well as that of any entrant or crew who helped or been involved in the carrying out of the infringement. This will not prejudice the fact that the National Sporting Authority, to which the entrant or accomplice belongs, may be asked to impose heavier sanctions.

VII. PROTESTS - CLASSIFICATION - PRIZES

ARTICLE 25: PROTESTS

Event Director decisions' &/or Stewards of the Meeting are final & not pending any appeal.
All Stewards of the Meeting decisions are final.

ARTICLE 26: CLASSIFICATION

26.1. At the end of the event, the classifications will be:

- a - General classification
- b - Age-period category classification

- c - Class classification
- d - Ladies crew classification
- e - Mixed crew classification

26.2. A provisional general classification will be established at the end of each day.

26.3. In case of a death-head, the crew with the car that has the oldest car will be winner. If there is still equal score, the crew with the smallest engine capacity will be winner.

26.4. Penalties shall be expressed in points.

The final results shall be determined by adding the points obtained in the regularity stages and the penalties incurred during the road sections and any other penalties expressed in points.

26.5. For the classifications, the penalties given to the car for each second late on regularity tests will be multiplied by a reducing coefficient of 0,XX. (XX being the 2 last digits of the year of manufacture of the car).

The penalties given to the car for each second early on regularity sections will apply without a reducing coefficient.

26.6. 4x4 cars will receive a coefficient for penalties. It will be 1.20 for cars up to 2000cc (after correction due to eventual turbo charged engines) and 1.40 for cars over 2.000cc.

26.7. The crew with the lowest total shall be proclaimed the overall winner, the next lowest, second and so on. The Group and Class shall be determined on the same basis.

26.8. The results shall be posted in accordance with the programme.

26.9. The classification is official at the end of the event, and final 30 minutes after the posting of the results by the Stewards of the Meeting.

ARTICLE 27: PRIZES & TROPHIES

27.1 Overall classification:

- 1st crew : 2 awards
- 2nd crew : 2 awards
- 3rd crew : 2 awards
- 4th crew : 2 awards
- 5th crew : 2 awards

27.2 Classification by class: In each class:

- 1st crew : 2 awards

27.3 Ladies prize:

- 1st crew : 2 awards
- 1st mixed crew : 2 awards

27.4 The prize for the most beautiful car which respects the mind of the period and for the appearance will be awarded by a jury from media.



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27.5 The prize of « show » will be award by the public.

27.6 A crew winning an Overall Award is not eligible for an age-period category or Class Award.

ARTICLE 28: PRIZE GIVING

The team or his representative who is not present at this prize giving will have his prizes cancelled, unless derogation is granted by the director of the event.

The prize giving shall take place on Sunday 19th February 2012 at 11.30 am at Le Lido, Rue Albin Body, 4900 Spa.

Subject to approval of RACB Sport



VIII. PENALTIES

Article 29: SUMMARY OF PENALTIES:

Art. & Par.	Reasons	Start refused	Exclusion / disqualification	Time penalty	Money Penalty
The start shall not be authorized					
4.6,8,9,11	Equipment of the car	X			
6.3	Entry Fee	X			
6.3,4	Sum due unpaid	X			
10.2,4	Advertising of the organisation missing	X			
11.2.c	Absence of F.I.A./RACB Sport conductor licence	X			
15	Reconnaissance(Classic)	X			
15	Reconnaissance before 18 february (Legend) – 2 nd infringement	X			
15	Reconnaissance with race car	X			
18.4	Delay for start (+30')	X			
24	Documentation default	X			
24	Documentation not conform	X			
24.5,6,7	Scrutineering	X			
Exclusion or disqualification					
4.6,8,9,10,11	Car and tyres no conforms		X		
9.4	Retirement of a crew member		X		
16.3	Rectification on control book		X		
17.1	Speed Check + of 50%		X		
17.1.3	Traffic laws (3rd infringement)		X		
17.4	Vehicle towed		X		
17.5.1.2	Unsporting manner, deliberately block the passage		X		
17.6.2.2	Service area forbidden		X		
17.6.2.4	Service area forbidden in RT		X		
18.4	Delay for start (+30')		X		
19.9	Failure to follow the instructions of the marshals		X		
22.5	Classic Category more than 20% quicker between two flying secret time traps.		X		
22.6	Safety equipment must be worn in RT		X		
22.7	Driving in wrong direction in a RT		X		
22.15.1	Starting time ,not recorded in Control Book		X		
22.17	Service in RT		X		
22.19	Refusal to start on time and in order		X		
24.7.2	Technical conformity		X		



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24.8	Absence of identification marks		X		
24.9	Falsification of identification marks		X		
Start					
18.2	Delay at the start parc fermé (by minute)			10	
18.4	For each minute late to tolerance limit			60	
Traffic laws					
17.1	Speed Check + of 10%			150	
17.1	Speed Check + of 20%			300	
17.1	Speed Check + of 30%			450	
17.1	Speed Check + of 40%			600	
17.1.1	1st infringement			150	
17.1.2	2 nd infringement			300	
Time Controls					
16.4	Absence of stamp on control book			600	
18.2	Delay at the start Parc Fermé (by minute)			10	
20.1	Passage control missing			300	
20.2	Time control missing			300	
20.3.9.a	From 0 to 30 minutes late (over that. Necessity for the crew to be present at the start of the next boucle)			0	
20.3.9.b	Each minute early			60	
Regularity Test					
15	Preliminary reconnaissance (Legend) – 1st infringement			600	
22.4	Regularity test missing			600	
22.12	False start			60	
22.15.2	Time entry not made			300	
22.16	Each second late			1	
22.16	Each second early			2	
22.19	Refusal to start on time and in order			600	
Various					
10.4	Damage advertising				500
14.5	For each covered plate				250
14.7	For each missing rally plate				50
14.7	For 1 missing competition plate				50
14.9	For names of 1st & Co-driver and national flag of drivers not appearing on sides				50
17.6.2.2.	Service area forbidden				250
24.1.2	Early arrival at scrutineering/sporting controls				125
24.1.2	Each minute delay at scrutineering / sporting controls				25



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Traffic laws					
17.8	Assistance vehicle: 1st infringement				500
17.8	Assistance vehicle: 2nd infringement				750
17.8	Assistance vehicle: 3rd infringement				1250
Penalties left to the discretion of the stewards of the Meeting					
5B/11.2,3	Documentation default				
8.6	Incorrect, fraudulent or unsporting action				
17.5.1,2	Unsporting manner, deliberately block the passage				
17.6.2.4	Service area forbidden				
19.9	Failure to follow the instructions of the Officials				
20.3.12	Inobservation of check-inprocedure				
22.12	Repeated false start (RT)				
22.19	Refusing of start				
	Dangerous driving				
	Irregularity in the composition of the crew				
	Rudeness or threat with a marshal				
	Excessive noise after 2 warning				
	Contrary behavior to the ethic of the event				
	Time card lost				
	Excessive noise after 2 warning				

APPENDIX I : TERMINOLOGY

Road section:

Section of itinerary between two successive time controls.

Boucle:

All the zones :

- between the start and the first regrouping halt
- between two successive regrouping halts
- between the last regrouping halt and the finish of the stage or the event.

Day:

Each part of the event, separated by a stopping time of 8 hours, or by a stopping time at least equal to the duration of the course completed if this is less than 7 hours.

Neutralisation Period :

Time during which the crews are stopped by the event organisers for whatever reason.

Regrouping :

Stop scheduled by the organizers to enable the theoretical times to be observed on the one hand, and on the other, to regroup the cars still in the event. The stopping time may vary according to the crews.

Bulletin :

Official bulletin which is an integral part of the regulations of the event and intended to modify, clarify or complete the latter. The bulletins must be numbered and dated.

The entrants (or crews members) must confirm receipt thereof by signature.

The bulletins are established :

- By the organizers, up until the day of scrutineering. They will submitted for the approval of the RACB Sport., except with regard to possible modifications to the itinerary
- By the Stewards of the Meeting throughout the event.

Time card:

Card intended for the stamps of the different control points scheduled on the itinerary.

A time card must be issued for each section of each boucle.



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Regularity Test :

Regularity tests will be organized in each boucle and take place in closed road. Regularity tests on a "secret" basis for Classic category.

**APPENDIX II :COMPETITORS' RELATIONS
OFFICER**

PRINCIPALS MISSIONS

Inform the competitors and play the role of mediator at all times.

This post must be entrusted to an official in possession of a licence issued by his ASN as it implies a certain knowledge of the general regulations. He may be invited to the meetings of the Panel of Stewards of the Meeting, in order to keep abreast of all the decisions taken.

The competitors' Relations officer must be able to be easily identified by the competitors. To this it is advisable that:

1. He wear a very conspicuous badge
2. Be introduced to the competitors when there is a drivers' briefing.
3. His photograph being included in the Supplementary Regulations or in an Addendum if possible.

PRESENCE AT THE RUNNING OF THE EVENT

When the Headquarters office is opened, he should have the Secretary of the meeting will draft a schedule of his duties which shall be posted on the notice board of the event and which shall include:

- Presence at scrutineering
- At the Secretariat of the Meeting
- At the regrouping halts
- At the end of boucle halts.
- Near the "parc fermé" at the arrival (the latter being dependent on the event timetable).

FUNCTION

- Give accurate answers to all questions asked
- Provide all information or additional clarification in connection with the regulations and the running of the event

MEDIATION

Avoid forwarding questions to the Panel of the Stewards of the Meeting which could be solved satisfactorily by a clear explanation, with the exception of protests (for example, clarify disputes over times, with the assistance of the timekeepers). The Competitors' Relations Officer shall refrain from saying anything or taking any action which might give rise to protests

**APPENDIX III: CARS NOT ELILIGLE FOR
LENGEND & CLASSIC CATEGORIES**

Legend Boucles de Spa 2012 Unauthorized vehicles in category Legend & Classic				
Group	# homologation	Make	Model	homologation date
A	5264	Alfa Roméo	Alfa 33 4x4 1,5	1/04/1985
N	5264	Alfa Roméo	Alfa 33 4x4 1,5	1/07/1985
A	5300	Alfa Roméo	Alfa 75 Quadrifoglio	1/05/1986
A	5307	Alfa Roméo	Alfa 75 Turbo	1/08/1986
N	5307	Alfa Roméo	Alfa 75 Turbo	1/08/1986
A	5265	Alfa Roméo	Alfa 90 - 2,5 Quadrifoglio	1/04/1985
A	5063	Alfa Roméo	Giulietta 1,8	1/09/1982
A	5194	Alfa Roméo	Giulietta Turbodiesel	1/02/1984
A	5294	Audi	200 Quattro	1/02/1986
N	5294	Audi	200 Quattro	1/02/1986
A	5006	BMW	528i	1/02/1982
1	5812	Fiat	Panda 30 (141A)	1/12/1980
A	5812	Fiat	Panda 30 (141A)	1/12/1980
A	5008	Fiat	Panda 45	1/02/1982
1	5813	Fiat	Panda 45	1/12/1980
A	5813	Fiat	Panda 45	1/12/1980
A	5155	Fiat	Panda 45 (141 A1)	1/07/1983
N	5155	Fiat	Panda 45 (141 A1)	1/08/1983
1	5717	Fiat	Ritmo 60L (138 A/3)	1/10/1978
A	5105	Fiat	Ritmo 60L (138 A/3/5)	1/02/1983
1	5757	Fiat	Ritmo 65 L (138 A 1/3)	1/04/1979
A	5103	Fiat	Ritmo 75 L (138 A 2/3)	1/02/1983
1	5716	Fiat	Ritmo 75 L (138 A 2/3)	1/10/1978
A	5208	Fiat	Uno 45S	1/04/1984
N	5208	Fiat	Uno 45S	1/04/1984
A	5234	Fiat	Uno 55S	1/07/1984
N	5234	Fiat	Uno 55S	1/07/1984
A	5207	Fiat	Uno 70S	1/04/1984
N	5207	Fiat	Uno 70S	1/04/1984
A	5278	Fiat	Uno Turbo IE	1/10/1985
N	5278	Fiat	Uno Turbo IE	1/10/1985
A	5236	Ford	Fiesta 1,1	1/07/1984
N	5236	Ford	Fiesta 1,1	1/07/1984
A	5237	Ford	Fiesta 1,3	1/07/1984

N	5237	Ford	Fiesta 1,3	1/07/1984
B	286	Ford	Sierra Cosworth RS	1/08/1986
A	5302	Fuji	Subaru 1,8 4WD S/W AL AW	1/07/1986
A	5121	Fuji	Subaru 4 D/S - 1 AB AF AM	1/03/1983
A	5130	Fuji	Subaru 4 D/S 2 AB AF AM	1/04/1983
A	5257	Fuji	Subaru 4 WD (1,0) KA KD	1/02/1985
A	5306	Fuji	Subaru 4 WD (1,2) KA	1/07/1986
N	5306	Fuji	Subaru 4 WD (1,2) KA	1/07/1986
A	5122	Fuji	Subaru H/B - 1 AB AF AM	1/03/1983
A	5126	Fuji	Subaru H/B - 1 AB AF AM	1/04/1983
A	5131	Fuji	Subaru H/B - 2 AB AF AM	1/04/1983
A	5132	Fuji	Subaru H/B - 2 AB AF AM	1/04/1983
A	5124	Fuji	Subaru H/B AB AF AM	1/03/1983
A	5119	Fuji	Subaru H/T - 1 AB AF AM	1/03/1983
A	5127	Fuji	Subaru H/T - 2 AB AF AM	1/04/1983
A	5128	Fuji	Subaru H/T - 3 AB AF AM	1/04/1983
A	5129	Fuji	Subaru S/W - 2 AJ AM AW	1/04/1983
A	5120	Fuji	Subaru Station Wagon - 1 AJ AM AW	1/03/1983
A	5259	Fuji Heavy	Subaru 4 WD Turb,4d sedan	1/03/1985
N	5259	Fuji Heavy	Subaru 4 WD Turb,4d sedan	1/03/1985
B	257	Honda	Ballade Sports CR - X (AF)	1/02/1984
B	281	Honda	Ballade Sports CR - X (AF)	1/02/1986
A	5171	Honda	City (AA)	1/10/1983
A	5268	Honda	Civic 3 Door (AT)	1/04/1985
N	5268	Honda	Civic 3 Door (AT)	1/11/1986
A	5099	Honda	Civic SL	1/01/1983
A	5291	Honda	Prelude (BA1)	1/02/1986
A	5290	Honda	Quint Integra (AV)	1/02/1986
A	5280	Isuzu	Gemini Hatch Back JT150	1/10/1985
A	5279	Isuzu	Gemini Sedan JT 150	1/10/1985
A	5309	Isuzu	Gemini Turbo JT 150	1/10/1986
A	5281	Lancia	Y10 Turbo	1/11/1985
N	5281	Lancia	Y10 Turbo	1/11/1985
T	1062	Lloyd	LP Arabella de Luxe	12/04/1961
A	5286	Mazda	Familia 4WD BFMR	1/01/1986
N	5286	Mazda	Familia 4WD BFMR	1/08/1986
A	5183	Mazda	Familia 1300 BD1031	1/01/1984
A	5182	Mazda	Familia 1500 BD1051	1/01/1984
A	5181	Mazda	Familia Turbo	1/04/1984
B	256	Nissan	Datsun Sunny Pickup B120	1/02/1984
3	3088	Nissan	Datsun Sunny Pickup B120	1/10/1981
A	5228	Nissan	Pick-up Y720	1/05/1984
A	5106	Opel	Corsa A 1,0 L	1/02/1983

A	5161	Opel	Kadett D - 1,8 E	1/08/1983
N	5161	Opel	Kadett D - 1,8 E	1/07/1984
A	5243	Opel	Kadett E - 1,3	1/11/1984
A	5242	Opel	Kadett E - GSI	1/11/1984
N	5242	Opel	Kadett E - GSI	1/11/1984
A	5073	Opel	Kadett 1,3	1/10/1982
A	5074	Opel	Kadett 1,6	1/10/1982
A	5211	Renault	11 Turbo	1/04/1984
N	5211	Renault	11 Turbo	1/04/1984
A	5262	Renault	5GT Turbo C 405	1/04/1985
N	5262	Renault	5GT Turbo C 405	1/04/1985
A	5267	Renault	5TSE Type C403	1/04/1985
N	5267	Renault	5TSE Type C403	1/04/1985
1	5822	Renault	Fuego GTL	1/02/1981
A	5822	Renault	Fuego GTL	1/02/1981
1	5823	Renault	Fuego GTS	1/02/1981
A	5823	Renault	Fuego GTS	1/02/1981
A	5164	Renault	Fuego GTX	1/08/1983
N	5164	Renault	Fuego GTX	1/10/1983
A	5090	Renault	Fuego TX	1/12/1982
1	5824	Renault	Fuego TX	1/02/1981
A	5824	Renault	Fuego TX	1/02/1981
1	5843	Renault	R18TD	1/07/1981
A	5843	Renault	R18TD	1/07/1981
1	5830	Renault	R20TX	1/04/1981
A	5830	Renault	R20TX	1/04/1981
B	244	Seat	Fura Crono	1/05/1983
B	271	Seat	Ibiza 1,5 GLX	1/04/1985
1	5821	Seat	Panda 45	1/02/1981
A	5821	Seat	Panda 45	1/02/1981
1	5775	Seat	Ritmo 75 CL	1/01/1980
A	5775	Seat	Ritmo 75 CL	1/01/1980
B	212	Seat	Ritmo Crono 100 T	1/04/1982
A	5229	Seat	Ronda 1,6 GLX	1/06/1984
B	223	Seat	Ronda Crono 100 TC	1/10/1982
2	1660	Seat	Sport 1430	1/07/1978
A	5310	Suzuki	Cultus 1300 (AA33S)	1/10/1986
A	5186	Suzuki	SA310 (AA41S)	1/01/1984
A	5296	Toyota	Celica 2,0 GT Coupe (ST 162)	1/04/1986
A	5297	Toyota	Celica 2,0 GT Liftback (ST162)	1/04/1986
A	5270	Toyota	Starlet 1300 EP71	1/05/1985
N	5270	Toyota	Starlet 1300 EP71	1/07/1985
A	5022	Toyota	Starlet 1300 KP 61	1/04/1982



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A	5136	Toyota	Starlet 1200 KP 62	1/04/1983
A	5076	Vauxhall	Astra 1,3	1/10/1982
A	5075	Vauxhall	Astra 1,6	1/10/1982
B	246	Vauxhall	Astra 1,8 GTE	1/07/1983
A	5190	Vauxhall	Astra 1,8 GTE	1/01/1984
N	5190	Vauxhall	Astra 1,8 GTE	1/01/1984
A	5255	Vauxhall	Astra 1,8 GTE (modèle 84)	1/02/1985
N	5255	Vauxhall	Astra 1,8 GTE (modèle 84)	1/04/1985
A	5192	Vauxhall	Nova 1,3	1/01/1984
N	5254	Vauxhall	Nova saloon	1/04/1985
N	5354	Vauxhall	Nova saloon	1/04/1985
A	5249	Vauxhall	Nova swing	1/12/1984
N	5249	Vauxhall	Nova swing	1/04/1985
1	5848	Volkswagen	113/1600	1/08/1981
A	5848	Volkswagen	113/1600	1/08/1981
A	5028	Volkswagen	86 Polo	1/05/1982
A	5042	Volkswagen	Golf Diesel 17	1/06/1982
1	5733	Volkswagen	Golf Diesel Typ 17	1/01/1979
A	5733	Volkswagen	Golf Diesel Typ 17	1/01/1979
A	5069	Volkswagen	Golf Diesel Typ 17	1/10/1982
1	5805	Volkswagen	Iltis Typ 183	1/08/1980
A	5805	Volkswagen	Iltis Typ 183	1/08/1980
		Hawk	Stratos	
		Hawk	HF2000	
		Hawk	HF3000	
		Hawk	289	
		Litton	Stratos	
		Cradley	SPD200	
		GMR	037	
			Porsche 356 replica	

ANNEXE IV : CONTROLS SIGNAGE



Key - Page 1



TC @ 25m



TC



RT Start between 50 & 200m after TC



Flying Finish between 25 & 100 m later



Flying Finish (FF)



STOP control
between 100 & 300 m
after FF



Passage Control (CP)
50m later



CP



Flying
start

Subject to ar



Key - page 2



3/4 of distance before
STOP from FF



1/2 of distance before
STOP from FF



1/4 of distance before
STOP from FF



to right with
related angle



to left with
related angle



chicane stay RHS



chicane stay LHS

--- tyres walls, straw balls, new jersey, concrete walls

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Informations

Boards should be RHS even when control is on LHS

Yellow & red FF boards: should be both sides (LHS/RHS)

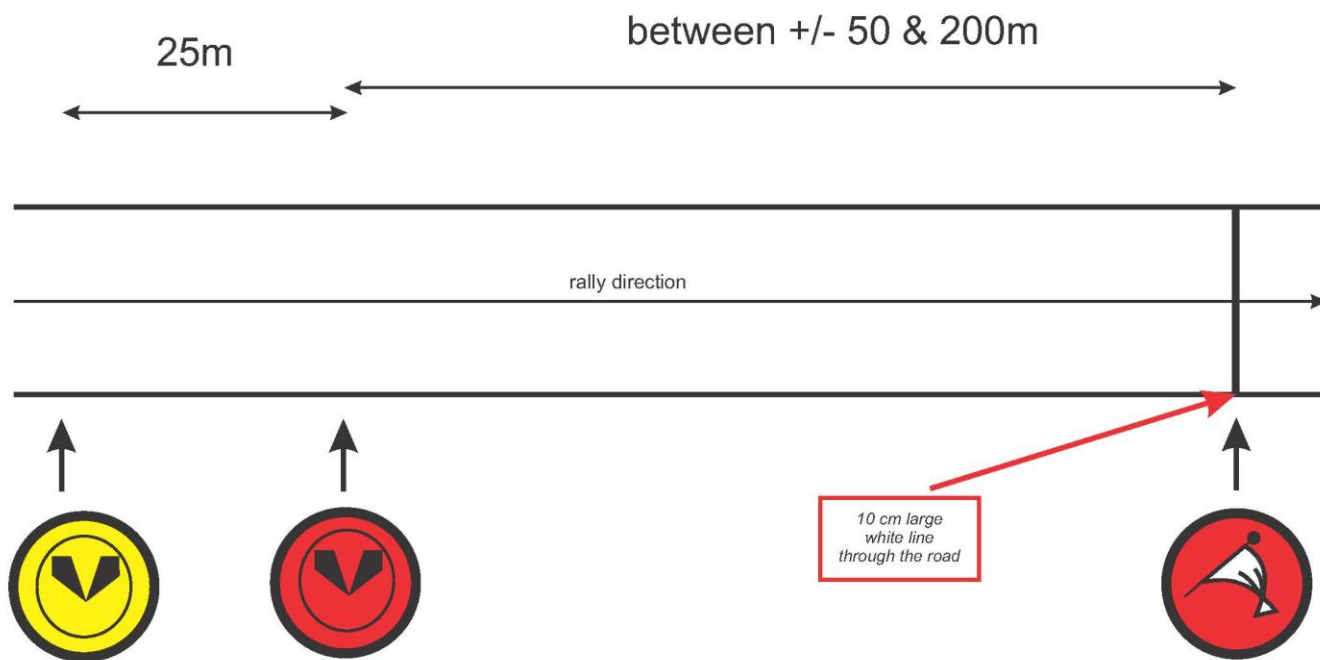
TC-Start-CP-STOP: bottom edge @ at least 1 m from ground.

Fluorescent tape on yellow & red CP as well as red FF.

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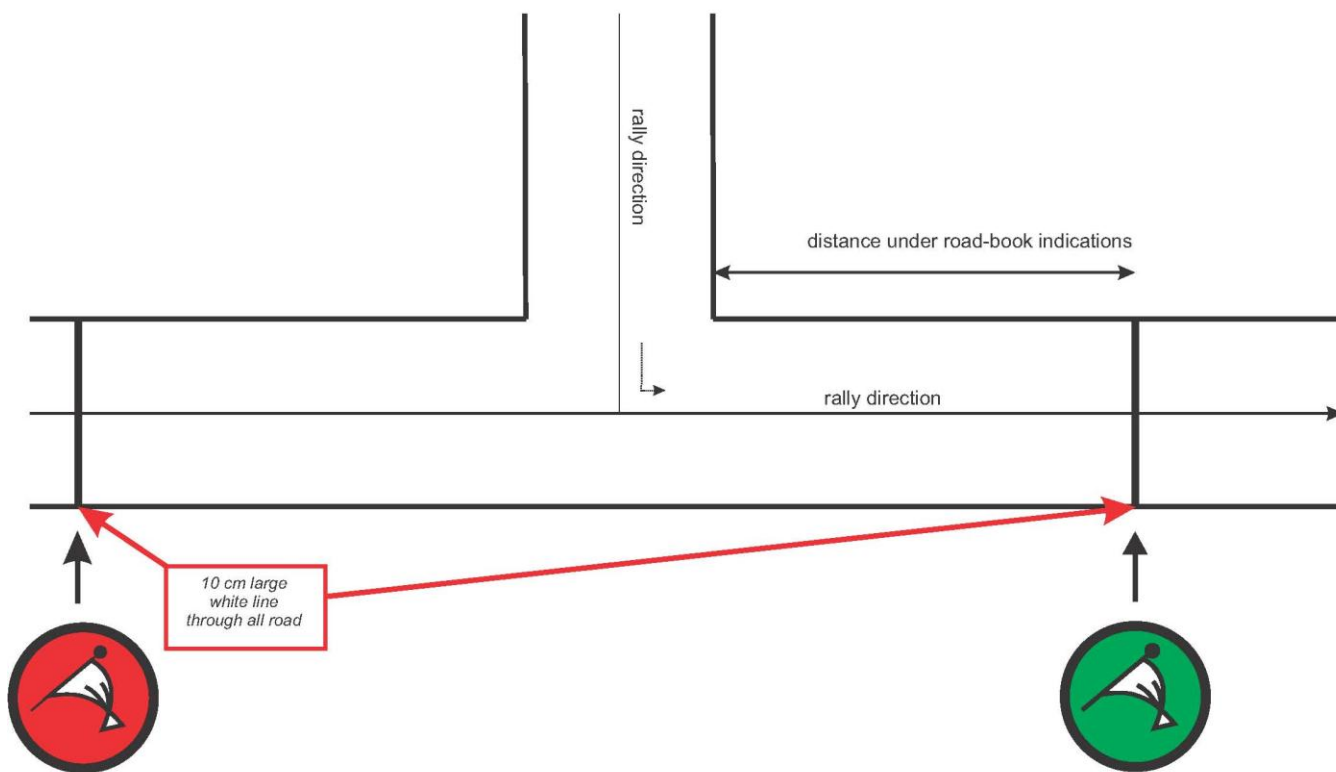
Area TC → Start



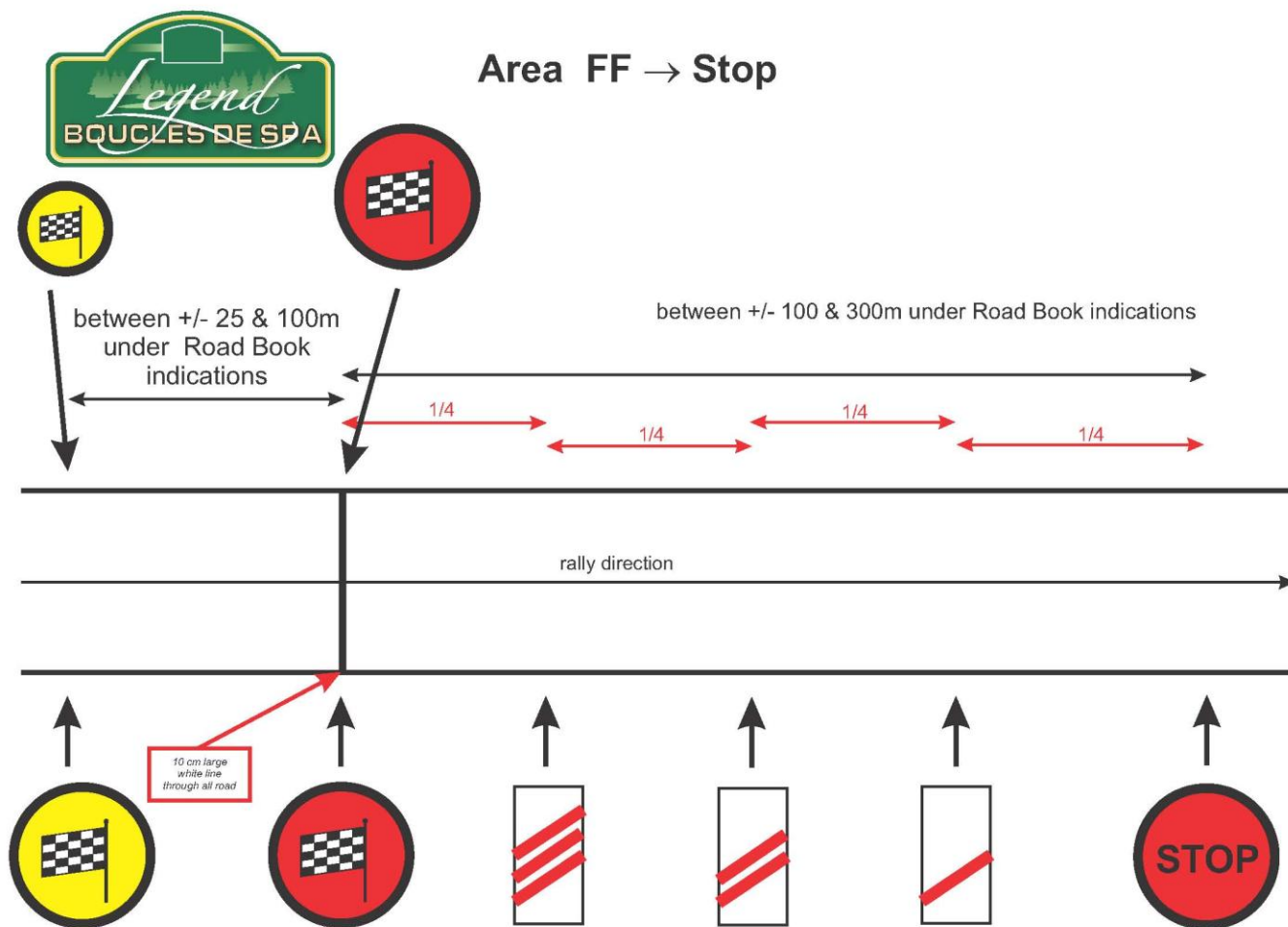
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Area Start → Flying Start



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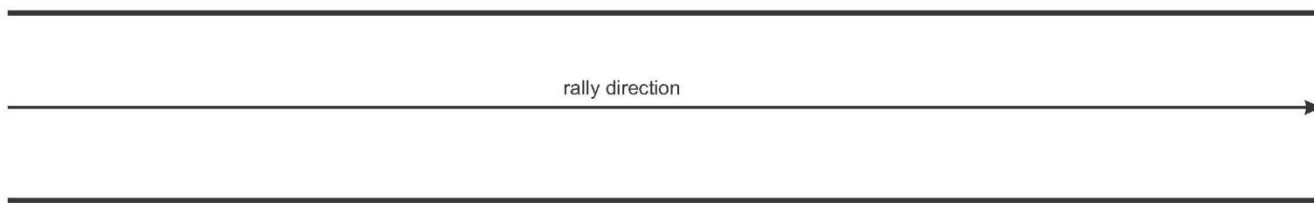


Area CP

50 m



rally direction



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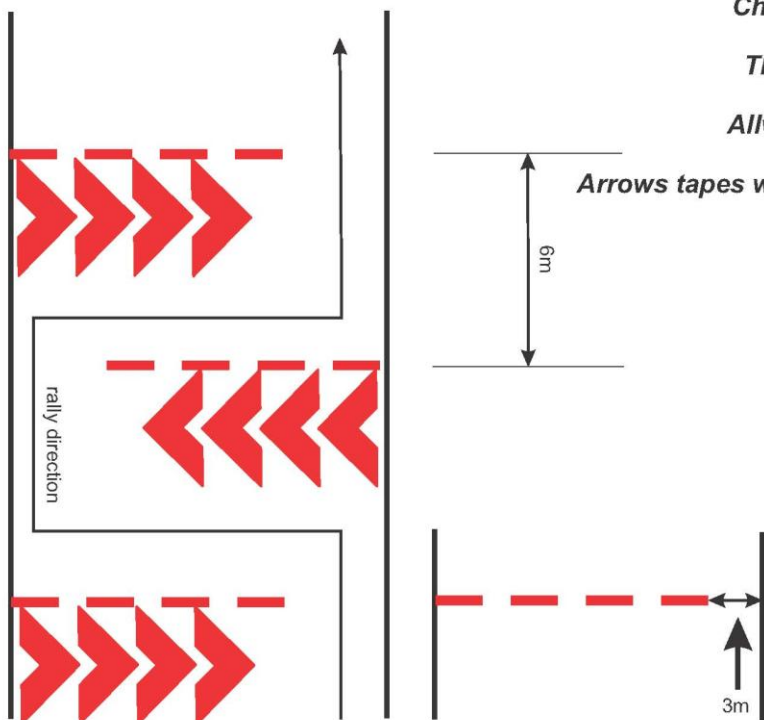
Chicanes

Chicanes may be reversed LHS/RHS.

They may have a different drawing.

Allways follow road-book indications.

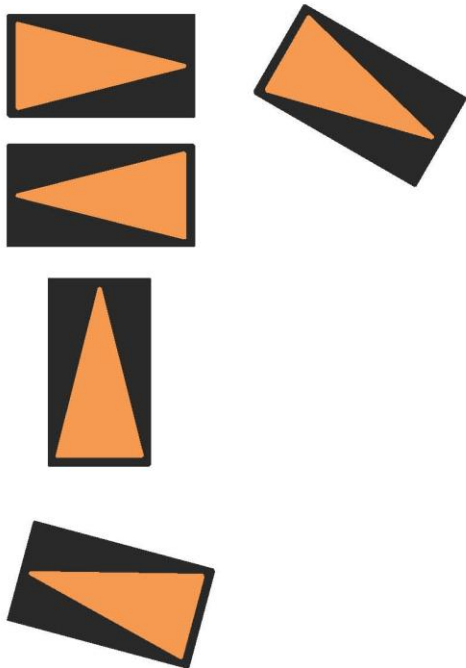
Arrows tapes will be fixed in front of chicane giving direction.



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« RAC » kind arrows signage



50 m before turn, allways RHS but may be fixed on both sides in case of tricky turn.

Arrow angle should show the angle as on a stopwatch, lower = tidy, higher = open.

Forward arrow should represent a blinded crest without a turn follow it immediately.

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