



# Retro Carpathia

**I CENTRAL ZONE EUROPEAN CHAMPIONSHIPS IN HISTORIC CHAMPIONSHIPS**

**RALLY ON REGULARITY**

**SUPPLEMENTARY REGULATIONS**

**May 12-13, 2023**

PZM visa ..... *visa no*

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*Legal status as of March 15, 2023*

## REGULAMIN UZUPEŁNIAJĄCY – Retro Carpathia 2023 – FIA CEZ HRRC

### PROGRAM

<b>March 20, 2023</b>		Publication of the Supplementary Regulations
<b>April 21, 2023</b>	<b>23:59</b>	Closing of accepting Applications
<b>April 28, 2023</b>		Publication of the official list of entries
<b>08/05/2023</b>		Publication of tables with speed changes
<b>May 12, 2023 Friday</b>	<b>08:00</b>	Opening of the Rally Office - Hotel Splendor, Siedliska 495
	<b>08:00 - 11:30</b>	Administrative check-in (OA) - issuing documents - Hotel Splendor, Siedliska 495
	<b>08:15 - 11:45</b>	Check-up (BK), GPS installation - Hotel Splendor, Siedliska 495
	<b>12:00</b>	Issuing road books for the first stage according to the schedule - Hotel Splendor, Siedliska 495
	<b>12:45</b>	Briefing of competitors - Hotel Splendor, Siedliska 495, Conference room
	<b>13:15</b>	The first meeting of the Rally Jury - Stewards
	<b>1:30 p.m</b>	Publication of the Starting List for the first stage - Hotel Splendor, Siedliska 495
	<b>14:00</b>	Start of 1 competitor to the first stage - Hotel Splendor, Siedliska 495
	<b>21:25</b>	Finish of the 1st runner of the 1st stage - Hotel Splendor, Siedliska 495
	<b>22:55</b>	Announcement of unofficial results of the first stage - notice board
<b>May 13, 2023 Saturday</b>	<b>07:30</b>	Issuing road books for the second stage according to the schedule - Hotel Splendor, Siedliska 495
	<b>08:30</b>	Publication of the Starting List for the second stage - Hotel Splendor, Siedliska 495
	<b>09:00</b>	Opening of the pre-start park - Pratkano Development, ul. Aroniowa 7, 35-317 Rzeszow
	<b>09:30</b>	Start of 1 competitor to the 2nd stage - Pratkano Development, ul. Aroniowa 7, 35-317 Rzeszow
	<b>4:45 p.m</b>	Finish of the 1st competitor to the second stage - MCK Boguchwała, Plac Rynek 2
	<b>5:45 p.m</b>	The second meeting of the Rally Jury - Stewards
	<b>6:15 p.m</b>	Announcement of the unofficial results of the general classification - Notice board
	<b>6:45 p.m</b>	Announcement of the results of the official general classification. Awards ceremony in the general classification, rally - MCK Boguchwała, Plac Rynek 2
	<b>19:15</b>	Closing of the Rally Office

### OFFICIAL NOTICE BOARD

From May 12, 2023 08:00 to May 13, 2023 at 10:00. Notice board - Rally Office - Hotel Splendor, Siedliska

495.

From May 13, 2023 10:00 to May 13, 2023 at 19:15. Notice board - Rally Office - MCK Boguchwała, 2 Rynek Square.

Website: [www.retrocarpathia.com](http://www.retrocarpathia.com)

Application: Sportity

## **1. – ORGANIZATION**

### **1.1. Definition**

**The organizer of** the Retro Carpathia Rally taking place on May 12-13, 2023 is the Automobilklub Doliny Sanu

Organizer's address : ul. Poniatowskiego 19c, 37-450 Stalowa Wola

Phone /Fax: +48 693844166

e-mail: marcinscapien@poczta.onet.pl

#### **Rally Office:**

from: May 12, 2023 08:00 - Hotel Splendor, Siedliska 495

to: May 13, 2023 at 10:00 - Hotel Splendor, Siedliska 495

from: May 13, 2023 10:00 - MCK Boguchwała, 2 Rynek Square

to: May 13, 2023 at 19:15 - MCK Boguchwała, 2 Rynek Square

phone : +48 664387110

e-mail: marcinscapien@poczta.onet.pl

#### **The official website of the Rally :**

[www.retrocarpathia.com](http://www.retrocarpathia.com)

#### **The competition is conducted in compliance with :**

- the FIA International Sporting Code (MKS) and its attachments,
- FIA Regional Rally Sporting Regulations with appendices,
- FIA CEZ HRRC Framework Regulations,
- Regulations for Environmental Protection in Motor Sports,
- Traffic rules,
- these Supplementary Regulations and any Announcements.

### **1.2. organizing committee**

Chairman: Marcin Ścapien

Members: Andrzej Makaran

Marek Rydz

### **1.3. Officials during the competition**

CEZ Observer – Marcin Fiejdasz license number: I-10003

Jury of the Rally - Stewards:

➤ Chairman - Marcin Fiejdasz license number: I-10003

➤ Members - Marek Rydz license number: II-12087

Urszula Zajko-Sitarz license number: II-12086

Rally Director: - Marcin Ścapien license number: I-660/15 phone : +48 693844166

Vice Director: - Błażej Chojnacki: II-12419

Control Research Manager: - Grzegorz Sitarz license number: II-

	12085	
Tournament Route Manager:	- Andrzej Makaran license number: I-178/12	
Results handling:	- Beata Ścipień license number: II-12420	
Referee Manager:	- Adrianna Błądek license number: II-12449	
Office manager:	- Justyna Markiewicz license number: II-12119	phone : +48 664387110
Time measurement:	- iTripcomputer - Robert Skierski	
Athletes Spokesperson	- Krzysztof Faraś	phone : +48 507419134

### 1.4. Supplements to the Regulations

Any amendments are announced through dated and numbered Announcements which form an integral part of these Regulations.

Each Announcement issued after the start of the Administrative Checks must be signed by the Jury - Stewards of the Rally.

Announcements are posted on the official bulletin board and directly delivered to participants who must acknowledge receipt with their signature. If there is no such possibility, and also during the competition, messages and individual information addressed to the crews will be sent via the Sportity application . Downloading the message by the Sportity application is tantamount to reading and accepting it.

### 1.5. Application and interpretation of the provisions of the Regulations

The Race Director is obliged to apply these regulations and their provisions during the competition. Any case not provided for in the current Regulations is resolved by the Jury - Stewards of the Rally.

## 2. – COMPETITIONS INCLUDING THE RALLY

The results of Retro Carpathia count towards the classification of the Central Zone European Regularity Rally Championship (FIA CEZ HRRC).

## 3. - DESCRIPTION

The length of the entire Retro Carpathia route is 540.55 km in total. The 18 sections of the Regularity Test (RT) have a total length of 289.3 km, of which 288.38 km are asphalt and the remaining 0.92 km are gravel or concrete. The competition is divided into 2 stages and 4 sections.

After the last Test of Regularity, the competitors will have to overcome the Media Stage played for time on a closed route with a length of about 2.0 km, which is not included in the general classification of the rally, but in a separate classification for the Cup of the Mayor of the City of Boguchwała. Competitors must start this trial with their seat belts fastened, protective helmets fastened and with their windows closed. Failure to comply with the above regulations will result in a penalty up to and including disqualification.

All information regarding the Media Stage, its starting procedure, penalty system, test scheme and other detailed information will be provided in a separate announcement.

The journey of the route is based on an itinerer . Itinerer contains all the information needed for the crew to complete the route correctly, including route description, route breakdown into stages and sections, travel times, neutralization periods, etc.

## 4. – PERMITTED CARS

### 4.1. Approved cars

- 4.1.1.** The driver entering the vehicle for the Rally must ensure that on the day of Scrutineering and during the competition his vehicle has a permit to move on the roads of the Republic of Poland.  
The organizer may not allow a car that does not comply with the specification of the year.
- 4.1.2.** Cars manufactured for:  
- Sports groups until December 31, 1990  
- Youngtimer Group from January 1, 1991 to December 31, 1998  
- Guest group from 01/01/1999
- 4.1.3.** In the European Championship of the Central Zone in Historic Regularity Rallies, cars manufactured until December 31, 1990 are classified.
- 4.1.4.** In Retro Carpathia , entered cars are divided into Groups:  
➤ Sporty  
➤ Youngtimer  
➤ Guest
- 4.1.5.** It is forbidden to use lighting (additional headlights) that are not in line with the era of the car, the car's loudness must not exceed the standard set in the Road Traffic Act (72dB).
- 4.1.6.** Cars must be equipped with GPS connection installations in accordance with Appendix 2.
- 4.1.7.** In the event of the crew withdrawing during the rally, the crew is obliged to return the GPS at the nearest checkpoint or at the rally base.

**4.2. Measuring devices**

The organizer allows the use of:

- additional mechanical or electronic odometers with any number of counters;
- any number of mechanical or electronic stopwatches/chronometers;
- speed tables in both paper and electronic versions;
- any number and type of speed sensors.

**5. – AUTHORIZED CREWS, ENTRY FORMS, TEAM ENTRIES**

**5.1. Crew**

- 5.1.1.** The crew consists of a driver and a co-driver (two pilots are allowed). The driver must have a driving license that allows him to drive the vehicle on public roads.
- 5.1.2.** The entire route is carried out only by the registered driver.

**5.2. Submissions**

- 5.2.1.** Anyone who wants to take part in the Rally must send a duly completed application form attached to the website [www.retrocarpathia.com](http://www.retrocarpathia.com)

Copies of the following documents should be sent to the e-mail address: [mrkrdz@gmail.com](mailto:mrkrdz@gmail.com)

- ✓ Valid registration document (**original available for inspection**),
- ✓ liability insurance,
- ✓ Entry fee payment receipt,
- ✓ Color photo of the car.

When applying for the FIA CEZ HRRC rally , copies of the following documents should be sent to the e-mail address together with the application:

- ✓ Historical Technical Passport (HTP) or
- ✓ Card (FIVA IC) issued by FIVA or
- ✓ KZTSH issued by ASN,
- ✓ Valid registration document (**original available for inspection**),
- ✓ liability insurance,

- ✓ Entry fee payment receipt,
- ✓ Color photo of the car.

- 5.2.2.** The organizer must receive the application form by April 21, 2023 at the latest. 23:59.
- 5.2.3.** A change of entered driver, co-driver or car may only be made prior to the start of the Administrative Checks and must be approved by the Clerk of the Course.
- 5.3.** The organizer reserves the right not to accept the application without giving a reason.
- 5.4.** By submitting the application form, all drivers and pilots undertake to comply with the provisions of these Regulations.
- 5.5.** The maximum number of crews that can start in the rally - 50.

## **6. – ENTRY FEES, INSURANCE**

### **6.1. Buy-in**

The entry fee for the competition for each car entered in the first deadline, before April 17, 2022, at 23:59 is set at:

- for crews with the Organizer's advertisement - PLN 1,500;
- for crews without the Organizer's advertisement - PLN 3,000;

Entry fee for each car entered in the second deadline, between April 18, 2022, 0:00 a.m. 21/04/2022 23:59 is set at:

- for crews with the Organizer's advertisement - PLN 2,100;
- for crews without the Organizer's advertisement - PLN 4,200;

This fee includes:

- full documentation of the rally (books and road cards),
- mandatory stickers along with starting numbers and rally boards,
- personal identifiers,
- gadgets and gifts,
- overnight stay (from Friday to Saturday) for a two-person crew at the Splendor Hotel in Siedliska,
- free, unguarded car park,
- meals from Friday noon to Saturday afternoon.

It is possible to extend the number of nights and meals, and all options have been included in the application form.

### **6.2. Payment**

Entry fee and application fees should be paid to the Organizer's bank account by April 21, 2022

San Valley Automobile Club

Bank name: BGZ 29 2030 0045 1110 0000 0230 8280

### **6.3. Resignation**

The entry fee is fully refunded:

- candidates whose application has not been accepted;
- in case of cancellation of the rally.

The organizer may return up to 50% of the entry fee to those competitors who submit a written resignation by April 21, 2022.

### **6.4. Insurance**

- 6.4.1.** Organizer: Third party liability insurance in the amount of PLN 50,000, extended by Clause No. 16 - Extending the scope to include damages incurred during the insurance period caused to participants as a result of an event not having the character of a mass event subject to compulsory third party liability insurance.

- 6.4.2.** Crews: Each crew participating in the Rally must have a document confirming the conclusion of a third party liability contract for the owner or user of the vehicle in accordance with the provisions of the Republic of Poland. The organizer is not responsible for damages and losses caused to competitors during the rally and other damages caused by competitors.
- 6.4.3.** The organizer is not responsible for damages and/or losses of crew members and/or participants' service members that occurred during the Rally. Each participant takes part in the rally at his own risk. By signing the Entry Form, the driver and all crew members waive any rights to claim compensation for damages and/or losses that may result from accidents during the Rally. This waiver applies to the FIA, PZM, Organizer, rally officials and other rally drivers and crew members. The participant is solely responsible for his/her team members.

### 7. - ADVERTISEMENT

- 7.1.** The advertising provisions of the FIA International Sporting Code must be respected. If necessary, a copy of these recommendations is available from the Organizer.  
Advertisements provided by the Organizer are mandatory and must be placed by competitors in the indicated places.  
Lack of advertising or incorrect placement will be treated as an application without the Organizer's advertising.
- 7.2.** The Organizer reserves the exclusive right to place any advertisements in the Rally Office, at the Rally Start and Finish, at the Rally Base and along the entire route of the Rally.  
All advertising activities must be agreed with the Organizer.
- 7.3.** The use of advertising materials, such as flags, banners, umbrellas, and the distribution of any advertising materials without the consent of the organizer is not allowed.
- 7.4.** Crews may not be accompanied by team members or any other person during the Start and Finish ceremonies of the Rally.
- 7.5.** Crews may place advertisements only within the assigned parking spaces in the Rally Base.

### 8. – GENERAL OBLIGATIONS

- 8.1. Crews**  
Only crews specified in the entry form are allowed to start.  
If one of the members withdraws or if an additional person(s) is admitted to the car, that crew may be disqualified from the competition.
- 8.2. Order Starting - Tables - Numbers**
- 8.2.1.** The start to each Stage takes place on the basis of and in accordance with the Starting List, every 1 minute.  
Any crew that is late to the start of the competition or stage or stage (start after regrouping) will be penalised. A penalty of 10 points is imposed for each commenced minute of delay.
- 8.2.2.** The organizer will provide each crew with 2 rally plates (one commemorative one), 2 starting numbers.
- The rally plate, which also includes the starting number, must be affixed to the front hood of the car for the entire duration of the rally.
  - Starting numbers provided by the Organizer must be on both sides of the car (on the door) during the entire rally.
- 8.2.3.** If it is found, at any time during the rally, that any starting number or rally plate has been removed, the crew will be penalized with a penalty of 100 points.  
The organizer will provide a car wrapping scheme in a separate communication.  
The organizer reserves the right to control the correctness of the sticker on the rally car in

accordance with the message specifying the correctness of displaying the logotypes of supporting companies and media patrons.

The message specifying the correctness of the sticker on the competitor's car will be presented by OA at the latest.

### 8.3. Road map

Each crew receives a time card showing the time allotted to cover the distance between two time control points.

Road cards valid throughout the Rally are handed over at the starting checkpoints for sections.

The competitor only fills in the gray sections of the time card. The fields specifying the actual start time for the regularity test with self-start (RT) must be completed by the crew themselves.

Making any corrections by the crew in the time card may result in disqualification. Crews must have their times entered in the time card at all points indicated on the card, in the correct order.

### 8.4. Traffic Regulations - Repairs

8.4.1. Throughout the rally, crews must strictly comply with the Polish Road Traffic Regulations.

Any crew that fails to comply with these regulations is subject to a penalty:

- ✓ Violations of traffic regulations, including the speed limit above 20 km/h:
  - first - 600 points;
  - second - 1200 points;
  - third and subsequent - 2400 points;

These rules also apply to Regularity Test (RT) sections, in particular to slow down sections.

8.4.2. Service or support vehicles may not enter the Regularity Test (RT) area during the entire duration of the rally.

It is forbidden to tow a car along the entire route of the rally.

Repairs and refueling are allowed during the rally in places not colliding with road traffic.

8.4.3. Crews may not, under penalty of Ineligibility:

- prevent overtaking by other crews
- block the road to prevent passage
- behave in an unsportsmanlike manner.

## 9. – COURSE OF THE COMPETITION

### 9.1. Familiarization with the route

The organizer does not provide familiarization with the route.

The organizer has prepared a calibration section with a length of 4 km with a marking on the first km. The access and course of the calibration section can be found in the road book.

### 9.2. Start

9.2.1. The start to each Stage takes place in accordance with the Starting List. The break between the start of individual cars is 1 minute.

9.2.2. Crews must have their times entered in the time card at all points indicated in the card and in the correct order.

No entry is tantamount to leaving point and is subject to a penalty of 1800 points.

### 9.3. Inspections - General Regulations

9.3.1. All controls, i.e. journey (PKP), time (TC), start and end of regularity test (RT), are marked with approved FIA standardized marks (see Appendix 1). All intermediate travel time checkpoints on RT are not marked.



- 9.3.2.** Arriving at the time control point (TC) or transit point (PKP) from a direction other than the designated one or not checking in at the time or transit control point entails a statutory penalty:
- PKC - 1800 points;
  - PKP - 1800 points;
- 9.3.3.** The time or run control and RT start control stands are ready 15 minutes before the scheduled time of the first crew and stop working 15 minutes after the time of the last crew or at the request of the Clerk of the Course.
- 9.3.4.** Crews are obliged to follow the instructions issued by the Judges at the checkpoints.
- 9.3.5.** Judges and functionaries and persons accredited at all points are dressed in yellow vests and have name badges or with the inscription "organizer".
- 9.3.6.** In the event that the route of the rally proves to be impassable at any point, the participants of the event are obliged to immediately notify the Rally Director of this fact and make a detour returning to the further route of the rally by the shortest route.
- 9.4. Time Control Points (PKC) and Passage Control Points (PKP)**
- 9.4.1.** Passage Control - PKP
- Judges at the checkpoints they only stamp and/or sign the time card immediately after being handed over by the crew, without specifying the time of the journey.
- Lack of a stamp and/or signature in the time card entails a statutory penalty - 1800 points.
- 9.4.2.** Time Control - PKC
- At the time control points, the judges enter the time at which one of the crew members hands over the time card. The check-in time is the time obtained by adding the time allotted for completing the segment to the time of leaving the previous segment's timekeeping point.
- Any difference between the current check-in time and the target check-in time is penalized as follows:
- for being late - 1 min = 10 points;
  - for early entry - min = 60 points
- No entry made at the time control point or exceeding the maximum allowed delay - 1800 points.
- 9.4.3.** The maximum allowable delay with respect to the target time between two time control points is 15 minutes.
- 9.4.4.** The organizer allows for earlier entry to TC - 9A - Finish of Stage I, 18B Finish of Stage II
- 9.5. Failure to complete a stage, rally**
- A crew which, for technical or other reasons, has left the time or passage control points or regularity test sections during a stage, may continue the rally, provided that it informs the Rally Director of its intention to continue the competition in writing.
- Penalties will be imposed on the crew in this respect in accordance with the Regulations for failed RT attempts, missing entries from PKP and PKC.
- In order for a crew to be classified in the Rally, it must report to the last time control.
- 9.6. Regrouping**
- Regroupings will be organized at every stage. Upon arrival at the entry time control, the crews shall hand over their time card to the judge and receive instructions on the restart time.
- 9.7. Regularity Test Episodes (RT)**
- 9.7.1.** Regularity driving tests take place on roads open to public traffic.
- 9.7.2.** Regularity test sections are marked in the itinerary in accordance with the tables in Appendix 1.

- 9.7.3.** Sections of the regularity test must be completed at an average speed imposed by the Organizer, different for each test, but not higher than 50 km/h.
- 9.7.4.** The organizer may introduce changes to the average speeds on regularity (RT) sections. Speed change locations and the applicable average speed will be marked in the itinerary . For competitors starting at a higher speed, the values in red apply, for competitors starting at a lower speed, the values in green apply.
- 9.7.5.** Competitors who have the option of choosing a speed report it on the application form. The selected speed is valid for the entire duration of the rally.  
Competitors can choose their speed and report it on the entry form. The selected speed is valid for the entire duration of the rally. The right to choose a lower or higher average speed is available to the crews of cars manufactured until December 31, 1990 with an engine capacity of up to 1300 cm3.  
The other riders have no choice and must run at a higher average speed .
- 9.7.6.** In each test for regularity, the Organizer may provide any number of unmarked intermediate points of time measurement, both by chronometer and by the GPS system. Time measurement accuracy is 0.1 sec.
- 9.7.7.** Start procedure for the regularity test section with TC combined with self-start:
- The competitor enters the TC preceding the regularity test at his minute and hour. The judge enters the current entry time of the Time Control. He also enters the start time in the RT, adding a minimum of 3 minutes to the time of entry to the TC. Then the competitor arrives in front of the starting line to the RT. The competitor independently starts the regularity test at exactly the full minute assigned by the PKC judge according to the Official Rally Time (GPS time). The start time for the RT given by the TC judge is also the start time for the next road section. Checkpoints and RT start points are marked with a red line on the road, a red board (Annex 1), GPS location and a precise diagram in the itinerary .
- 9.7.8.** Penalties during RT:
- For times below or above the target (fixed) time at each intermediate timing point: 0.1 sec. = 0.1 points;
  - Missing the regularity test - 3600 points;
  - Leaving the measurement point on the regularity test - 500 points;
  - The maximum number of points for the regularity test - 3600 points.

### **9.8. Parc farm**

Valid during the consolidation of TC 5A - TC 5B (Dynów), TC 14A - TC 14B (Pilzno) and from the arrival of the competitor at the finish line until the official announcement of the results of TC 18B (Finish of the Rally).

## **10. – ADMINISTRATIVE CHECK (OA) AND CHECK (BK), PENALTIES**

### **10.1. Administrative Acceptance and Scrutineering**

**10.1.1.** Each crew taking part in the Rally must appear for administrative checks and scrutineering.

At the administrative check-in, participants within the FIA CEZ HRRC must present the originals of the following documents:

- ✓ the original of the application signed by the crew,
- ✓ driving license of the reported driver,
- ✓ Historic Technical Passport (HTP) issued by FIA or Identification Card (FIVA IC) issued by FIVA or KZTSH issued by ASN.

At the administrative acceptance (OA) the originals of the following documents must be presented:

- ✓ the original of the application signed by the crew,
- ✓ driving license of the reported driver,

**10.1.2.** The scrutineering (SC) carried out before the start is of a completely general nature (checking the make and model of the car, year of production, compliance of the car with the provisions of the Road Traffic Law).

Required documents during BK:

- ✓ valid registration document;
- ✓ current OC car insurance;
- ✓ mandatory car equipment: fire extinguisher 1 kg, warning triangle, first aid kit, two reflective vests for the crew.

During Scrutineering, mandatory advertisements, starting numbers, rally plate will be checked.

**10.1.3.** Participants come to Scrutineering with cars wrapped and with GPS devices installed for the installation prepared by competitors in accordance with Appendix 2 (GPS locators). The competitor performs the assembly and disassembly of the GPS independently.

**10.1.4.** Being late for the Check-Up Examination (BK) for more than 5 minutes will be penalized - PLN 200.

**10.1.5.** Crews that appear at the OA will receive a full starting package with a road book for the calibration section, supplementary regulations and a car sticker scheme.

Road books for Stage I will be issued on Friday, May 12, 2022 from 12:00, according to the schedule at the Rally Office.

Road books for Stage II will be issued on Saturday, May 13, 2022 from 07:30, according to the schedule at the Rally Office.

## **10.2. Final inspection**

The GPS will be dismantled by the competitor on his own upon arrival at the finish line of the rally. The competitor is obliged to return the GPS transmitter to the organizer of the Rally.

## **10.3. Penalty List**

### **Possible exclusion: At the discretion of the Stewards:**

- Art.8.1.**
  - Retirement of a crew member or additional person(s) in the car, with the exception of 'force majeure' (force majeure);
- Art.8.3.**
  - Correction, change to the time card by the crew, or loss of the time card;
- Art.8.4.3.**
  - Preventing overtaking;
- Art.8.4.3.**
  - Blocking the road preventing passage;
- Art.8.4.3.**
  - Unsportsmanlike conduct.

### **Time Penalties:**

- Art.8.4.1.**
  - First violation of the Rules of the Road - 600 points;
- Art.8.4.1.**
  - Second violation of the Rules of the Road - 1200 points;
- Art.8.4.1.**
  - Third and subsequent violation of the Traffic Regulations - 2400 points;
- Art.9.3.2.**
  - No entry or entry to PKP or PKC from another side - 1800 points;
- Art.9.3.2.**
  - No entry of an unmanned passage control point - 50 points.
- Art.9.4.2.**
  - Late to the time checkpoint: 1min = 10 pts;
- Art.9.4.2.**
  - Early entry to the time control point: 1 min = 60 points;

- Art.9.7.8.** • For times below or above the target (fixed) time on each timekeeping on a regularity test section: 0.1 sec. = 0.1 points;
- Art.9.7.8.** • Missing the regularity test - 3600 points;
- Art.9.7.8.** • Leaving the measurement point on the regularity test - 500 points.
- Art.9.7.8.** • The maximum number of points for the regularity test - 3600 points.

**Financial Penalties:**

- Article 10.1.4.** • More than 5 minutes late for a check-up (BT) - PLN 200.

**11. – CLASSIFICATION, AWARDS, PROTESTS**

**11.1. Classification**

The team with the fewest points wins the round.

In the event of an equal number of penalty points, the place is decided in the following order:

- no or fewer points for traffic violations,
- less delays at PKC,
- start on an older car.

**11.2. Prizes - Cups**

Each crew finishing the Retro Carpathia rally will receive a commemorative gift.

**11.2.1 .** Classification in Retro Carpathia :

- Sports Group - 1st, 2nd and 3rd place - 2 cups each
- Youngtimer Group - 1st, 2nd and 3rd place - 2 cups each
- Guest Group - 1st place - 2 cups

**11.2.2 .** Ladies standings:

- The best female crew (Driver and Pilot) in the General Classification (combined Traditional and Sports Group) - 1st, 2nd and 3rd place - 2 cups each

**11.2.3.** Carpathia FIA CEZ HRRC standings :

- General Classification - 1st, 2nd and 3rd place - 2 cups and 1 commemorative prize each

**11.2.4.** Classification of the most distant crew that completed the rally (the distance from the driver's place of residence to the rally base Hotel Splendor, Siedliska 495 counts):

- 1st place - 2 cups

**11.2.5.** Classification The oldest crew to finish the rally (the sum of the years of the driver, co-driver and car counts)

- 1st place - 2 cups

**11.2.6.** Classification for the Cup of the Mayor of Boguchwała for the Media Episode:

- 1 - 2 cups

**11.2.7.** Classification of cars of Italian production:

- 1st, 2nd and 3rd place - 2 cups

**11.3. Awards ceremony**

May 13, 2022 at 18:45 - MCK Boguchwała, 2 Rynek Square

**11.4. Protests**

**11.4.1.** All protests must be made in accordance with the International Sporting Code.

- 11.4.2.** Each protest must be made in writing by a single crew and may only be lodged against one single crew or against the Organiser.
- 11.4.3.** Protests and explanations regarding the behavior of other participants of the competition are accepted by the Competitors Ombudsman up to 30 minutes after the last competitor has entered the finish line.
- 11.4.4.** Protests and explanations regarding the results are accepted up to 30 minutes after the posting of the provisional results.
- 11.4.5.** Protests against entries in the time card and time measurement will not be accepted. Clarification of time entries is not considered a protest.
- 11.4.6.** The participant has the right to lodge a protest after paying a deposit of PLN 3,000 (200% of the entry fee), which is refundable if the protest is accepted.
- 11.4.7.** All decisions made by the Stewards are final.

APPENDIX NO. 1: REGULATION TABLES



PCC



RT ANNOUNCEMENT



RT START

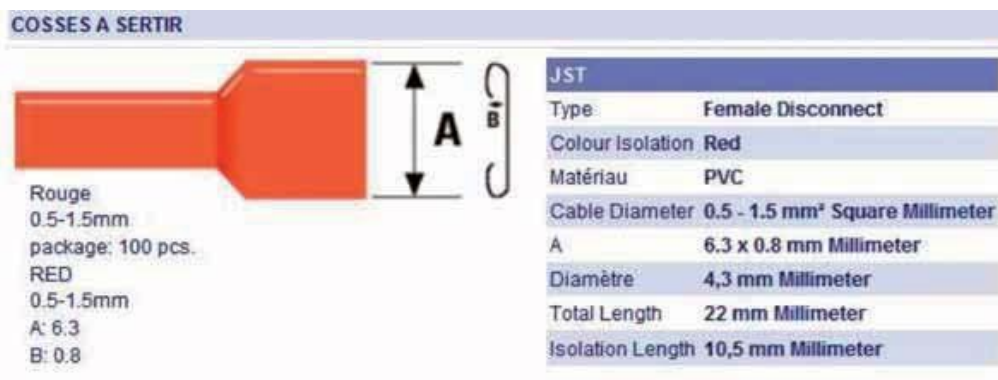


RT META

APPENDIX 2: ELECTRICAL INSTALLATION FOR GPS

**12 V electrical system connected directly to the battery:**

- The installation must be done with a cable consisting of 2 wires with a cross-section of 0.75 mm<sup>2</sup>
- The + pole (distinguished by the red wire) must be protected with a 1 Ampere fuse.
- Cables should be equipped with insulated terminations with female output (technical description of terminations below).



- The power supply must be close to the place reserved for GPS. This cable will allow you to connect the module provided by the Organizer.
- Power must be ON PERMANENTLY, 24h, throughout the competition, with the exception of the post-stage park.

Director rally

*Marcin Scipien*