

Preamble

The Carlsbadclassic is a presentation of historically significant vehicles with tests that enable even the slowest vehicle to win the rallye.

1. Organization

Rallye is organized by Reklamni Klinika s.r.o.

Organisation director: František Vahala

Motorsports director, roadbook: Jan Kastl, František Vahala

Track marshals, route planning: Jan Kastl

Participants' relations officer: Jan Blažek, Martin Laciak

Chief timekeeper: Ewitis company

Scoring: Jan Babčáník, Ewitis

Vehicle Scrutineering: František Vahala, Jan Blažek

2. Event description

The Carlsbad Classic is announced as a regularity and reliability test for historical cars. As a basic principle, all tests are not geared to achieving maximum speeds. On the whole route the Traffic Regulations of the respective country apply. The organiser would like to point out in particular that speed limits are to be observed both within city limits and outside of them, and that it is required to carry reflective warning vests.

3. Schedule

Documents Check (in Karlovy Vary):

Friday, 26 July, from 10:00 a.m.

Welcome and briefing of participants: 14:00 p.m.

Start of the first vehicle: Friday, 26 July, 15:00 p.m.

day destination: from 17:30 Karlovy Vary, Savoy Westend

Second day, Saturday 27 July, start of the first vehicle: 09:30 a.m.

day destination: Savoy Westend Karlovy Vary

The detailed schedule will be sent to the participants four weeks prior to the event. Changes necessary at short notice will be published in the form of a bulletin, if need be.

4. Publications of results

The official publication of results will be at the places specified in the roadbook.

5. Entry

Entries for Carlsbad Classic are to be submitted by filling out the official entry form on website www.carslbadclassic.cz and after providing all the necessary documents to the organiser by post. Entries must be done until 31. June 2013.

The entry fee is **200 Euro (188 vychází při kurzu 26 Kč za euro)** including DPH (Czech tax) for one automobile and driver and co-driver.

A possible cancellation of entry has to be made in writing.

In case of cancellation, the organiser is entitled to the following payments:

- from 60 days prior to the event start: 25 % of the entry fee
- from 28 days prior to the event start: 50 % of the entry fee
- from 14 days prior to the event start: 100 % of the entry fee

6. Participations

6.1. Eligible Vehicles

Eligible for the Carlsbad Classic are historically significant vehicles which were built before 31 December 1982 and are road-legal or may be driven with a "red" vintage car licence. Furthermore, selected "neoclassics" (up to model year 1991) will also be permitted. Replicas or vehicles with age-inappropriate modifications are not eligible. Participation is upon invitation of the organiser.

The participating vehicles will be divided into the two classes according to their year of manufacture:

- 1) Oldtimers (until year of manufacture 1975)
- 2) Youngtimer (1976 až 1982 + Neoclassic)

6.2. Disclaimer Of Liability

The participants (driver/co-driver) as well as the owners and registered keepers of the cars take part in the event at their own risk. They carry the sole civil and penal responsibility for any damage caused by them or the vehicle they are using. With submission of their entry, driver and co-driver agree to waive any claims for damages arising out of or in connection with the event: the organiser, the marshals and assistants, administrative authorities, emergency services and other persons connected with the organisation of the event or other participants. In case the vehicle used is not the property of the participant, he also waives any claims for damages against the beneficiary group of people made by the owner or registered keeper of the vehicle.

This disclaimer of liability does not apply to personal damages caused by negligent or intentional breach of duty by the group of people benefitting from this disclaimer of liability. Neither does it apply to damages caused by intentional or grossly negligent breach of duty by the group of people benefitting from this disclaimer of liability.

This disclaimer of liability is also applicable to any damages to the vehicle caused by the fixation of the starting numbers or other event identification (i.e. rallye plates). It is the duty of the participant to fix the plates on his vehicle. Should it become impossible to complete the event due to force majeure or for safety reasons, participants have no claim to a return of the entry fee or other compensation.

6.3. Media Reporting

With submission of their entry, the participants give their consent to allow the organiser to publish the results of all proceedings in the media in connection with the event, and release the organiser or the publishing media from any claims.

7. Documents Check And Vehicle Scrutineering

Every participating team must present itself at the event office during the announced times (see section 3, schedule) for documents check and vehicle scrutineering. A valid driving licence must be carried by the driver during the rallye. During the documents check the following will be checked:
– insurance confirmation (at least the legally required third party liability insurance)

The vehicle scrutineering will be of general nature (checking the make and model of the car, conformity with the rules of the road, i.e. tyres, lights as well as checking the vehicle documents according to valid national rules of the car's country of origin.). Clearance of the scrutineering will be indicated by a sticker. Each vehicle will be provided with two starting numbers and two rallye plates identifying it as a participating car. These need to be attached to the vehicle by the participants before the vehicle scrutineering. Under no circumstances may the rallye plates cover (not even partially) the licence plates.

8. Procedure Of The Classic Car Rallye

8.1 Roadbook/Route Measurement

The roadbook which will be handed out in the event office contains all the details of the routeing including the length as well as the scheduled target times and the regularity tests. Any changes or additions which may become necessary during the event will be posted as a bulletin at the officially designated location. If possible, the drivers will be given a copy. The full route of the Carlsbad Classic is presented in the roadbook using tulip diagrams and sketch maps. The route was calibrated with an odometer. However, deviations are possible.

8.2 Route And Time Measurement Equipment

Tripmaster or twinmaster route measurement devices as well as stopwatches of any kind are allowed. But no "high-tech" equipment is necessary for the regularity tests. Only two stopwatches are required.

8.3 Time Card

Each team will be given the roadbooks and the time cards. The times allowed to cover the distance between two time controls (ČK's) will be listed on the time cards. Each team is responsible for its own time cards. The time card must be presented personally at the control checkpoints by the team. If necessary, the participant has to make sure that the entries made by the timekeeper are accurate. Any changes made by the participant in boxes of the card intended for official use will result in exclusion from the ranking, unless such changes have been approved by the responsible timekeeper or marshal by a stamp or a handwritten remark.

Time card handout:

All time cards will be handed out together with the roadbook during documents check.

Turning in of time cards:

Teams that do not return their time card at the respective day destination at the designated spot will receive penalties for all the missed passage controls (PK's), time controls (ČK'S) and regularity tests (WP's) but stay in the ranking.

8.4 Starting Times

The starting times will be posted every day by the event organiser at designated locations (see roadbook). The vehicles will be started at one minute intervals. From the following time control checkpoint the actual passage times will only be entered in the time card in the form of full minutes. Late starts (also due to a technical breakdown) will be penalised per minute according to section 9.1.

Vehicles late at the start will be queued by the track marshals and will receive a new starting time on their time card. The latest starting time is that of the last vehicle plus one minute.

The only official time is that of the organiser which can be seen at the start time control checkpoint for each day leg.

8.5 Stages And Time Controls (Čk)

On all three days the route is divided into several stages which are monitored by time control checkpoints. A time control checkpoint (ČK) is marked as follows: Approximately 20-50 m before the actual checkpoint there is a yellow clock sign. The ČK itself is marked by a red sign.

You are allowed to pass the yellow sign 1 minute before your target time, thus entering the control area. Your individual ČK time is entered by the timekeeper at the moment the time card is handed over. This requires driver/co-driver and the vehicle to be in the immediate vicinity of the checkpoint. Driver/co-driver must have driven their vehicle through the previous stage by their own effort.

Driver and co-driver are responsible for handing over the time card so that the timekeeper can enter the correct time at the checkpoint table (marked by a red clock sign).

Example:

target time: 11:23

enter control area: from 11:22 to 11:23

present time card: from 11:23:00 to 11:23:59

The driving times for all stages are listed on your time card. The time as entered by the timekeeper + the given driving time of the next stage result in the target arrival time for the next time control checkpoint (ČK).

Due to the one minute intervals at the start the entry at the following time control checkpoint will be as follows:

Example:

(target time ČK 1 – ČK 2: 63 min, ZK 2 – ZK 3: 33 min)

start participant A at ČK 1: 13:01:00

start participant B at ČK 1: 13:01:30

participants A and B enter into

control checkpoint area ČK 2: from 14:03:00 to 14:03:59

participant A presents time card at ČK 2: from 14:04:00 to 14:04:59

participant B presents time card at ČK 2: from 14:04:00 to 14:04:59

entry in time cards for participants A and B at ČK 2: 14:04

target arrival time at ČK 3 for both participants: 14:37 etc.

For arriving too soon or too late at a time control checkpoint (ČK) there are penalty points per minute according to the penalty list (see section 9.1). Delays of over 15 minutes at one time control checkpoint or accumulated over several checkpoints per time card lead to penalty points according to section 9.1 – also for all of the following checkpoints (ČK's) of the time card.

Delays cannot be made up in the next stage without penalty points; the driving time in your time card from checkpoint to checkpoint (ČK to ČK) is always binding.

Exception: The organiser reserves the right to exempt certain less powerful vehicles of any age from the first 15 minutes of delay per day. Delays beyond this will be penalised according to the normal system (see above). This decision by the organiser is binding and cannot be challenged.

If you overtake participating cars during a stage and arrive before your target time at a time control checkpoint (ČK), you must leave enough room in front of the yellow clock sign for the cars which were overtaken to get back in so that they are not hindered when entering the checkpoint area.

The time control checkpoints (ČK's) open at the latest 15 minutes before the given target time of the first vehicle. They close 15 minutes after the theoretical arrival time of the vehicle with the last starting number. Missing a time control checkpoint or passing a time control checkpoint (ČK) from the wrong direction is penalised according to section 9.1.

8.6 Passage Controls (Pk)

At a passage control checkpoint (PK) the track marshal will simply confirm your passage with a stamp, without entering a time. Missing a passage control checkpoint (PK) will result in penalty points as listed in 9.1.

The passage control checkpoints (PK's) open at the latest 15 minutes before the theoretical target arrival time of the first participating vehicle. They close 15 minutes after the last theoretical arrival time of the vehicle with the last starting number.

Missing a passage control checkpoint or passing a passage control checkpoint (PK) from the wrong direction is penalised according to section 9.1.

8.7 Regularity Tests (Wp)

Omitting a regularity test (WP) or parts thereof is penalised according to section 9.1. Not executing a regularity test or parts thereof (i.e. not passing the finish line) is penalised according to section 9.1. (See also the sketches in the roadbook.)

8.7.1 Target Times

All regularity tests are to be driven in line with the target time listed in your roadbook. The information in the roadbook is binding, along with – if applicable – changes posted as a bulletin during the event.

8.7.2 Time Measurement

Standard of measurement for all regularity tests (WP's) is 1/100 of a second! Timing is taken by photo sensors or pressure hoses which are laid across the street. When the front tyres cross the hose, the time measurement is activated (so-called "hose measurement").

1 penalty point will be given for each 1/100 sec deviation from the target time, with a maximum of 500 points per deviation from the target time per part of the regularity test.

8.7.3 Location Of The Regularity Tests

The regularity tests are indicated by a yellow sign "WP advance notice". Here you have to stop and wait for the marshal to give you the starting go-ahead. Approximately 10-25 m after this the timing begins after a photo sensor or pressure hose, marked by a red flag, is passed. The finish of a regularity test (WP) is marked by a sign with a red finish flag.

During short regularity tests, stopping between the yellow sign „WP advance notice” and the finish sign is forbidden and is penalised according to section 9.1. Important: With regularity tests which are longer than 700 m (long regularity tests, mountain regularity tests), before the actual finish there is a yellow finish flag that can be seen in the roadbook. Here, you can wait for your due time. If you overtake one or more participating vehicles during such a regularity test you must allow them to overtake you before the yellow advance notice sign "WP finish", leaving enough room for them to

get back in. Stopping is not allowed between the yellow advance notice sign “WP finish” and the finish line and is penalised according to section 9.1.

The regularity tests (WP’s) open 15 minutes before the target arrival time of the first vehicle. They close 15 minutes after the theoretical arrival time of the vehicle with the last starting number.

8.7.4 Multiple Regularity Tests

The particularities of the multiple regularity tests can be seen in the roadbook. The times taken for the scoring are the specified driving times between the start of A and finish of A as well as the start of B and finish B, etc.

The driven times for the sections "A" and "B" will be listed separately in the scoring lists but will be added together to arrive at a total result for the regularity test in question.

For example, the sections may be one after the other (A – A/B – B), intertwined (A – B – A – B), (A/B – A – B), (A – B – A/B) or one within another (A – B – B – A). The same applies to regularity tests with more than two sections, i.e. A – A/B – B/C – C or A/B – B – C – A/C or A – B – A – B/C – C etc. (see example in the appendix).

8.7.5 Slalom

The slalom stretch will be marked by gates consisting of standing pylons. The outer sides are indicated by horizontally lying pylons. The slalom courses are described in the roadbook. Knocking down, moving or missing a pylon as well as stopping within the measured stretch will be penalised according to section 9.1.

8.7.6 Average Speed Regularity Test

Over a stretch of a maximum of 500 m an average speed listed in the roadbook must be maintained. Passing the start and finish line is the same as for the other regularity tests, i.e. without stopping, a so-called “flying” start or finish. Stopping within the measured stage will be penalised according to section 9.1.

8.7.7 Rolling Regularity Tests

For these tests you must stop at the yellow “WP” sign and turn off the engine. The tests are on a downhill stretch of the road. When the marshal at the yellow sign gives you the signal, let the car roll without starting the engine. After about 60 to 90 m the measured stretch begins at the red start sign. Starting the engine anywhere between the yellow “WP” advance notice sign and the finish is not allowed and results in penalty points according to section 9.1. After passing the finish line, start your engine and continue the trip without stopping. Exception: Participants whose vehicles require hydraulic support for braking and/or steering may, after approval by the marshal, let their engines run and roll down the hill in neutral.

8.7.8 Secret Regularity Tests

A secret regularity test may be included on each day. The secret regularity tests are always 100 m long and to be driven in a target time of 15 sec. They may be along any section of the route, even before, within or after known regularity tests which then appear as double tests, for example with the finish of “A” = the start of “B” which is the secret regularity test). Start and finish of these secret regularity tests are indicated by green signs (see also “Signs and Symbols” in the appendix).

8.7.9 Factual Decisions Of The Judges

The timekeepers and the members of the organisation mentioned in section 1 also serve as judges whose factual decisions are not subject to appeal. They rule on the following:

- stopping between the yellow and red finish flag signs of mountain tests, long tests and circuit tests

- stopping between start and finish line of short tests and slaloms
- starting the engine or using the engine (except when in neutral) between the start and finish of the rolling regularity test
- knocking over, moving or missing a pylon in slaloms

9. Scoring System

9.1 Penalty System

- arriving late at the start: 50 pts.
- arriving late at a time control (ČK), per min: 50 pts.
- arriving early at a time control (ČK), per min: 100 pts.
- delay of more than 15 minutes per time control (ČK) or time card compared to target time: 1000 pts.
- missing a time control (ČK): 1000 pts.
- missing a passage control with marshals: 1000 pts.
- missing a GPS-based passage control: 50 pts.
- passing a ČK or PK from the wrong direction: 500 pts.
- not participating in a regularity test or parts thereof: 1000 pts.
- not completing a regularity test or parts thereof (for example missing the timing at the finish), per part: 500 pts.
- deviating from the target time or times of a regularity test, per 1/100 sec (maximum of 500 points per target time): 1 pt.

Further penalties:

In addition to the time penalties, the following penalties may be imposed:

- stopping between yellow advance notice sign (“WP Finish”) and finish
- with short regularity tests (also due to technical breakdown): 500 pts.
- with long regularity tests (also due to technical breakdown): 500 pts.
- starting the engine between start and finish line during the rolling regularity tests: 500 pts.
- driving more than 10 seconds under the specified maximum lap time during the circuit tests, per case: 1000 pts.
- driving more than 10 seconds over the specified maximum lap time during the circuit tests, per case: 500 pts.
- stopping anywhere during the circuit regularity test 500 pts.
- reversing or turning anywhere during the circuit regularity test: 1000 pts.
- or disqualification
- knocking over, moving or missing a pylon during a slalom, per case: 50 pts.
- violation of regulations of the hourglass class: 2000 pts.
- driving more laps than stated in the roadbook during the circuit regularity test: 1000 pts.

9.2 Obstructions In The Finish Area Of A Wp (Between Yellow And Red Sign), Unforeseen Events, Etc.

After a careful assessment of the circumstances and documentation by a timekeeper, in these cases a team may have an “average deviation” attributed for the regularity test (or part thereof) in question. The average deviation is determined by taking an average of the concerned team’s deviations of the other regularity tests on that day.

9.3 Scratching The Worst Result Of Regularity Tests

In determining the final score, the worst result of a regularity test (or for a double or multiple test the worst partial score) will be deleted. Scorekeeping for determining the winner of the regularity tests remains unaffected by this. After the second driving day the highest score of a (partial) WP from

day 1 and day 2 is scratched. For the total result the highest score of a regularity test (or parts thereof) of all three days will be deleted.

It is not possible to eliminate a 1000 point-penalty received in a regularity test or parts thereof (missing a regularity test or parts thereof) or for driving too fast or for driving additional laps or reversing or turning during a circuit test.

9.4 Ex Aequo

In the case of two teams with the same number of points in the overall ranking and in the class rankings, the car with the lesser amount of penalty points at WP 1 comes first, if necessary continuing to compare penalty points of WP 2, then WP 3, etc. In the case of ex aequo for regularity tests, the decision will be in favour of the car with the older year of manufacture. In the case of two or more teams with the same number of points and with the same year of manufacture, the team that completed the test first will be the winning team.

9.5 Changing Drivers And Vehicles

Changing drivers, co-drivers or vehicles is only allowed if the organiser has been notified of this prior to the daily start and approves of it. Prerequisite is completing and signing the form available in the roadbook and handing it in at the event office. Should the vehicle be changed, the team will only appear in the daily ranking but not in the overall and class rankings.

The driver and co-driver registered during the documents check remain on the result lists even if a change in driver has occurred.

9.6 Binding Information

Binding information on the event procedures may be obtained from the motorsports director and participants' relations officer and only from them.

10. Protest

Protests about the preliminary results of the first day may only be brought forward prior to the participant's individual starting time of the following day and should be presented in writing to the event office or the participants' relations officer. For this, a form can be found in the roadbook with a request for review of the results.

The deadline for protests about the results of the second day (Saturday) or about the overall ranking is 30 minutes after the posting of these results. The posting times will be listed in the roadbook.

11. Appendix

11.1 Time Card

Number on the time card corresponds to the driving day (like roadbook).

Names of the time control checkpoints and the regularity tests (The latter are only marked on the time card for a better overview and as aid.)

Space for the stamp entry of the passage control checkpoint (PK)
(Entry is carried out without time measurement.)

Boxes for entering the arrival times.

(This area is only used by the timekeeper.)

Check box (only for scoring team)

Target times of the single stages

(always from ČK to ČK or from WP “start” to ČK)
Box reserved for entries by the co-driver.
(There, the target time for the adjacent ČK can be calculated.)

12.2 Symbols And Signs

finish
start
driving direction
approx. 100 metres
approx. 10-40 metres
25-50 metres
25-50 metres

Finish (WP)

With a regularity test, the timing device (photo sensor or pressure hose) is at the red sign with a checkered flag. After the participant has passed the finish, he continues driving on the route described in the roadbook without stopping.

Advance Notice Sign: Finish of a Long Regularity Test or a Mountain Regularity Test (WP)

The yellow sign with a checkered flag generally stands 100 metres before the actual finish. The participant may stop in front of this sign before entering the timing area. After passing the yellow sign with a checkered flag, it is not allowed to stop anymore. This means the wheels of the vehicle have to be in motion at all times.

Start of a regularity test (WP)

After passing the start line, the co-driver monitors the required WP target time with the aid of stopwatches until reaching the finish.

Advance Notice Sign for a regularity test (WP)

All regularity tests are announced by a yellow “WP” sign. The start signal is given by a track marshal. Approximately 10-40 metres after that, the time measurement starts by light barrier or pressure hose.

Time Control (ČK)

The time control checkpoint is at the red clock sign. Each team is responsible for observing its correct arrival time. The co-driver hands over the time card to the timekeeper at the team’s exact individual time which can be calculated according to the time card.

Advance Notice Sign: Time Control (ČK)

The participant has to stop in front of this sign in order to wait for his target time. The yellow sign may be passed one minute prior to the individual participant’s target time. Example: target time: 11.23 a.m. – allowed to enter from 11:22 a.m.

Passage Control (PK)

At a passage control (PK) the passage is confirmed with a stamp onto the time card. No timing takes place here.