



# Ostbelgien Classic 2022

## *Particular Regulations*

02 December to 04 December 2022



thevent<sup>t</sup>

Thevent A.G. | Voulfeld 24 | B - 4700 Eupen

info@thevent.eu  
www.thevent.eu  
Tel.: +32 498 742950  
Fax: +32 87 561997

IBAN: BE51 7512 0412 9062  
BIC: AXABBE22  
Vat Nr.: BE 0811.823.880



## English translation of the regulations approved by the RACB and FIA (French version)

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### Hall of fame

**2019:** Reuter - Vandevorst (Porsche 944)  
**2021:** Classic: Berteloot – Gengoux (Porsche 911)  
Light: Lamberty – Herne (Opel Ascona)

### PROGRAMME OF THE OSTBELGIEN CLASSIC 2022

**01 February 2022:** Opening of the entries  
**01 February 2022:** Publication of the regulations (subject to approval)  
**01 July 2022:** End of the entry period with reduced entry fee  
**02 July 2022:** Start of the entry 1<sup>st</sup> period with increased entry fee  
**01 October 2022:** End of the entry 1<sup>st</sup> period with increased entry fee  
**02 October 2022:** Start of the entry 2<sup>nd</sup> period with full entry fee  
**15 November 2022:** End of the registration period  
**22 November 2022:** Publication of the entry list

**02 December 2022:**  
07:30 to 11:00: Administrative checks on invitation  
08:00 to 12:00: technical scrutineering on invitation  
12h30: Publication of the starting list of the participants admitted to the start and the time for handing out the roadbooks (every minute)  
13h00: Placement of the vehicles on the Klötzerbahn (obligatory)  
13h30: Obligatory drivers' briefing of the participants  
15h00: Departure of the 1<sup>st</sup> car for LEG 1  
19h30: Arrival of the 1<sup>st</sup> car  
23h00: Publication of the start list with the departure times of the LEG 2

**03 December 2022:**  
7h45: Setting up of the cars in the starting area  
8h00: Departure of the 1<sup>st</sup> car for LEG 2  
18h30: Arrival of the 1<sup>st</sup> car  
23h00: Publication of the start list with the departure times of the LEG 3

**04 December 2022:**  
7h45: Setting up of the cars in the starting area  
8h00: Departure of the 1<sup>st</sup> car for LEG 3  
16h30: Arrival of the 1<sup>st</sup> car  
19h00: Closing dinner with awards ceremony



## **GENERAL**

### **Official notice board**

02 December to 04 December 2022: Kloster Heidberg Eupen  
Bahnhofstraße 4 - 4700 Eupen (BE)

Maassen – Hotel Wemperhardt  
Op den Haart, 24  
L-9999 Wemperhardt (LUX)

A virtual notice board will also be available on the official website [www.ostbelgien-classic.be](http://www.ostbelgien-classic.be) and in the smartphone application “Sportity” during the event.

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

Until 01 December 2022: The Event AG  
Voulfeld 24 - 4700 Eupen (BE)

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

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

02 December to 04 December 2021: The Event AG  
Kloster Heidberg Eupen  
Bahnhofstraße 4 - 4700 Eupen (BE)

Maassen – Hotel Wemperhardt  
Op den Haart, 24  
L-9999 Wemperhardt (LUX)

## **1 - ORGANISATION**

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### **1.1 Definition**

The Event AG is organising a historic regularity rally on public roads called “Ostbelgien Classic” from 02 December to 04 December 2022

These event is exclusively for classic cars that comply with the road traffic regulations of Belgium and the crossed countries and have a valid road registration. The average speed is max. 50km/h.

This rally will be organised in accordance with the C.S.I (and its appendices) of the Fédération Internationale de l'Automobile (F.I.A), the Sporting Regulations of the FIA Trophy for Historic Regularity Rallies, the 2021 National Sporting Code and the present regulations approved by RACB Sport.

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

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



## 1.2 Organising Committee

### Rally promoter and hotel management

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

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

## 1.3 Officials during the event

Clerk of the Course:	MASSILLON Etienne	Licence 0487
Deputy Clerk of the Course:	FRANKENBERK Frank	Licence 4004
	CHAPA Eric	Licence 3461
FIA Eligibility delegate:	O'DOWD Pat	Licence.....
FIA Media Delegate	CARTER Jeff	Licence
RACB Observer:	BACQUELAINE Yves	Licence 1
RACB Technical Inspector:	VAN OVERSTRAETEN Benoit	Licence 2610
Chairperson:	SCHMIDT Uwe	Licence.....
FIA Steward:	HARTZ Norbert	Licence.....
ASN Steward:	BACQUELAINE Yves	Licence 1
Competitors Relation Officer(s):	BARTHOLEMY Noah	Licence 4100
	TBA	Licence.....
Head of press relations:	FRANSSEN Vincent	
Secretary of the meeting:	HAAG Christian	
	RODENBUSCH Sachar	
Timing:	Tripy SA	
Results evaluation office:	JBTimeconcept	
Chief Medical Officer:	TBA	
Medical chef:	TBA	

## 1.4 Notices - Bulletins

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

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

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



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

## 1.5 Application and Interpretation of the Regulation

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

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

## 2 - DESCRIPTION

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The Ostbelgien Classic counts for:

- The FIA Trophy for Historic Regularity Rallies (Final 2022);
- The Belgian Trophy for Regularity Rallies 2022 (RACB);
- The Trophy for Historic Regularity Rallies (ACL).

The **Ostbelgien Classic** has a route length of app. 800 km divided into 3 LEGs.

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

**Two categories are defined:**

- **Ostbelgien Classic *plus*:** [Classic +]

**Participation in the FIA Trophy for Historic Regularity Rallies is only possible in the Classic plus category.**

Regularity Rally with an **average speed of max. 50 km/h**, with regularity tests (RT), time controls (TC) and time controls on second (TCS), less than for the Classic + category. Routing according to "Tulip drawings" with and without kilometre indication, simple maps with indicated driving route (1:25000) and tests on closed roads or private property. Same concept as the "Classic" category in 2021.

- **Ostbelgien Classic:** [Classic]

95% of the same route as in the Classic plus category, only with an **average speed of max. 45 km/h**, with regularity tests (RT), time controls (TC) and time controls on second (TCS). Routing according to "Tulip drawings" with kilometre indication, simple maps with indicated driving route (1:25000). Tests on closed roads or private property. Same concept as the "Light" category in 2021.

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

Participation on the FIA Trophy for Historic Regularity Rallies is only possible in the Classic plus category.



### 3 -ALLOWED VEHICLES

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

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

**The engine must be of the same make as the body cage and must have been marketed or approved by the FIA/CSI before 1 January 1992.**

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

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

**All vehicles listed in category J2 of appendix K to the FIA CSI, homologated between 01/01/1986 and 31/12/1990 (see list on the FIA website) without any other restriction, and any vehicle not included in this list but registered before 31 December 1990, with the agreement of the organising committee, are also admitted.**

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

Each of these categories includes 3 cylinder capacity classes:

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

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



- 3.5** For exact calculation of the cylinder capacity, the displacement number for turbocharged engines (turbo) is multiplied by a coefficient of 1.7. For the exact calculation of the cylinder content of Wankel engines, the displacement number is multiplied by a coefficient of 2.0.
- 3.6** Classes with less than 3 competitors at the start will be added to the higher class (es).
- 3.7 Presentation of the vehicles**
- 3.7.1** The vehicles must be in conformity with the road traffic regulations of the countries crossed. Vehicles registered in Belgium and holding a technical vehicle control certificate limited to automobile racing and a valid racing vehicle certificate issued by the RACB ("yellow book") may participate in the event and must comply with the requirements of the technical approval of the equipment (headlights, ...).
- Vehicles with limited license registered abroad must comply with the specific regulations of their respective ASN.
- 3.7.2** The replacement of the original dynamo with an alternator is allowed.
- 3.7.3** The tires must comply with the road traffic regulations of the countries crossed. The tread depth must be at least 1.6 mm. The tires that can be used are limited to those marked "E" or "DOT". Any alteration, modification or adaptation of the tires other than due to wear caused by normal use is prohibited. This prohibition also includes the re-cutting of the tyre tread
- Regardless of the weather conditions prevailing at the time, only WINTER tires may be used during the event in order to comply with the road traffic regulations of certain countries crossed. According to UNECE Regulation 117, these are defined by a specific marking on the lower part of the tire sidewall, which must be at least 15 mm wide and 15 mm high. This logo is located adjacent to the "M+S" or "M&S" marking, if present, and must be permanently visible and painted yellow for this purpose throughout the special stage.
- Racing tyres are strictly forbidden. Studded tires and similar devices such as snow chains are prohibited. Controls will be carried out throughout the event.
- 3.7.4** There must be at least one spare wheel in the vehicle with the same winter tires as on the operational vehicle.
- 3.7.5** In case of doubt or dispute, it is the participant's responsibility to prove that the modifications made to the vehicle conform to the specifications corresponding to the time period.
- 3.7.6** The installation of up to additional 4 headlights to the original ones is allowed. In order to correspond to the spirit of the era. XENON bulbs are not allowed. LED bulbs are permitted if they are fitted in headlamps of the era corresponding to the age of the vehicle (original headlamps or additional conventional headlamps). **LED bars are not permitted.**
- 3.7.7** If excessive noise in excess of 94 dB is verified during the event, the penalty may be up to disqualification.
- 3.7.8** A spare set of bulbs and fuses is highly recommended.
- 3.8** The use of odometers and other electronic devices is permitted.
- 3.9** All vehicles must carry a 3 x 3 m tarpaulin. This must be placed under the vehicle at all regrouping points, breaks and parcs fermés. The same applies before any mechanical intervention on the vehicle.



## 4 - CREW

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- 4.1 Each crew shall consist of one pilot and one co-driver (navigator) as indicated on the entry form.
- 4.2 Both team members must be minimum 18 years old and in possession of a valid driver's license.

### 4.3 Licence

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

- An international FIA 2022 licence;
- either an 2022 RACB Sport licence (Rally or Circuit) or an equivalent 2022 national licence issued by another ASN;
- or a "One event regularity" licence.

To obtain it, the request must be made directly at the time of the application for entry at the latest 14 days before the event on the website:  
[https://racb.com/obtenir\\_sa\\_licence-792.html](https://racb.com/obtenir_sa_licence-792.html).

### 4.4 Safety equipment

**The wearing of safety belts is mandatory for the pilot and the co-driver during the whole event**, except for vehicles approved at the time without seatbelts, which do not have them.

- 4.5 Helmets must be worn on the circuit (Francorchamps and EMA) and are forbidden on public roads. The circuits where helmets must be worn will be specified in the briefing. The use of intercoms is accepted on the whole course in compliance with the rules of each country crossed.
- 4.6 If, at the time of the technical scrutineering, it is found that a vehicle does not correspond in its presentation configuration to the class in which it has been entered, this vehicle may, on the proposal of the Technical delegates, be reclassified by decision of the Race Direction into the appropriate class.



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

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**5.1** Anyone who wants to participate at the Ostbelgien Classic must complete the online entry form on the website [www.ostbelgien-classic.be](http://www.ostbelgien-classic.be).

The entry form must be received by the organiser by 15<sup>th</sup> November 2022 at the latest.

Co-driver details can be submitted until 22<sup>nd</sup> November 2022.

A member of the crew or of the vehicle may be exchanged with the approval of the rally direction up to the time of the administrative controls. Only the rally direction can authorise the replacement of all crew members.

Brand or club teams can register for the "team classification" until the end of the administrative controls. A team must consist of a minimum of 3 and a maximum of 5 vehicles, regardless of the category chosen. Each team may only enter one team.

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

### **5.3 Inscription**

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

#### **All-inclusive package:**

- **2190 €** Registration and receipt of full payment until 01.07.22
- **2490 €** Registration and receipt of full payment from 02.07.22 to 01.10.22
- **2690 €** Registration and receipt of full payment from 02.10.22 until 15.11.22

The entry fee includes

**the road book and time cards for each LEG; the time recording system Tripy; the sporting and technical logistics** (time controls, regularity tests on public roads, the services of stewards and technical staff as well as the calculation of results and the display of rankings; live results); **rally signs and door numbers; organiser's insurance** (insurance includes a liability insurance of the participant against third parties during the event with stable value as well as legal assistance; **overnight stay on 03. 12.22** incl. breakfast in double room; **catering:** 3x lunch; evening dinner on Friday and Saturday for driver and co-driver; 10 drink tokens; snacks during breaks; **jacket and cap** for driver and co-driver; **2 entries for the closing dinner** on Sunday; Ostbelgien Classic "**Welcome package**"; **trailer parking; trophies for the winners.**

Optional:

- **150 €** Single room supplement for overnight stay on Sat. 03.12.22.



### **Just drive package:**

- **1290 €** Registration and receipt of full payment until 01.07.22
- **1590 €** Registration and receipt of full payment from 02.07.22 to 01.10.22
- **1790 €** Registration and receipt of full payment from 02.10.22 until 15.11.22

### **The entry fee includes**

**the road book and time cards for each LEG ; the time recording system Tripy; the sporting and technical logistics** (time controls, regularity tests on public roads, the services of stewards and technical staff as well as the calculation of results and the display of rankings; live results); **starting numbers for the doors; organiser's insurance** (insurance includes a liability insurance of stable value for the participant against third parties during the event as well as legal assistance; **overnight stay on 03.12.22** incl. breakfast in a double room; **trophies** for the winners.

### **Optional:**

- **150 €** Single room supplement for overnight stay on Sat. 03.12.22.
- **310 €** Jacket and cap for driver and co-driver
- **590 €** Meals and drinks package (3x lunch; evening dinner on Fridays and Saturday for driver and co-driver; 10 drink tokens; break snacks)
- **220 €** 2 entries for the closing dinner on Sunday
- **50€** trailer parking

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

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

### **5.3.3 Method of payment**

Each service will be invoiced in due form by:

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

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

### **5.3.4 Cancellation and refunds**

The entry fee is a fixed fee and will only be refunded in full if an entry is not accepted. In the case of non-starting or cancellation after a binding registration, there is no right to claim a refund of the paid entry fee.

In the case of cancellation of the event due to external circumstances or "force majeure" outside the responsibility of the organiser, either 75% of the entry fee will be refunded or the entry fee will be used for the following edition at the same conditions.

Any invoice already issued shall be deemed to be due. However it may possibly be adjusted in application of the preceding paragraph.

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

Belgian law applies. The place of court is Eupen (Belgium).



5.3.6 **The maximum number of entries is 95.** Entries will be closed as soon as the number of cars has been reached or at the latest on 15<sup>th</sup> November 2022.

## 5.4 Insurance

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

## **6.0 Exclusion of liability**

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

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

## **6 - ADVERTISING**

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**6.1** Participants' advertising shall be in accordance with normal usage and legal provisions, provided that it :

- is permitted by national laws and FIA regulations;
- is not contrary to good morals and customs;
- does not encroach on the areas reserved for competition signs and plaques;
- does not prevent the crew from seeing through the windows.

**6.2** The competitor may not object to the obligation to display the organisation's compulsory advertising. This may be specified by a diagram communicated to the competitors. The advertising will be in accordance with article 10.6 of the FIA ISC.



- 6.3** The names of the members of the crew may appear on either side of the car, in a space not exceeding 10cm x 40cm.
- 6.4** A car may compete in its original advertising livery, according to the legal regulations in force.
- 6.5** The advertising spaces (the positioning and dimensions of these spaces will be communicated by e-mail to the participants before the scrutineering) immediately above and below the door numbers as well as the sun visor and the rally plates are reserved for the advertising of the organisers. Their format and layout will be the subject of an appendix to be circulated at a later date.

Any damage to these advertisements will automatically result in a fine of €500 per missing advertisement.

The application of the start numbers and advertising material will be organised by the organiser and applied immediately before the technical scrutineering.

Competitors must present their cars at scrutineering with these advertisements and numbers affixed. Vehicles that do not follow this procedure will not be checked.

## **7 - IMAGE RIGHTS, USE AND REPRODUCTION**

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- 7.1** By subscribing to the present special regulations of the Ostbelgien Classic, hereinafter referred to as the event, any person participating in the event, hereinafter referred to as the competitor, authorises the organiser, both in his own name and on behalf of his accompanying persons, co-drivers, sponsors, equipment manufacturers and/or constructors, hereinafter referred to as the partners, without reservation to record, reproduce and represent his vehicle including all its markings as well as his name, voice, images and/or biography and to report by any means on his participation in the event, both to promote the event and its organiser and to give them the widest possible coverage, particularly in the media.
- 7.2** By subscribing to these special regulations for the event, the competitor undertakes to indemnify the organiser against any claim by its partners relating to the use and reproduction by the organiser of the brands, markings, names, voices, images and/or biographies as well as any report on his participation in the event.
- 7.3** The very basis of motor sport, in its personal component, is to highlight the results of competitors and all those who provide them with services, funding and support.
- 7.4** The organiser shall take the utmost care and freely use the right to generate the widest possible media coverage of the event, the competitors and their partners.
- 7.5** The organiser may not be held responsible for this, unless a competitor and/or his/her partner(s) expressly request in writing that their anonymity be maintained.
- 7.6** Competitors and/or their partners who intend to make images and other recordings of the event for their own personal use must inform the organiser in good time and submit the resulting recordings and the purpose of their use to the organiser for prior approval.
- 7.7** The organiser shall have the right to object to any use that is contrary to the promotion of the event or exceeds the legal limits of freedom of expression.
- 7.8** By subscribing to these special regulations for the event, competitors also acknowledge that all intellectual property rights (copyright, trademark rights, etc.) attached to the images, texts and other footage of the event, its competitors and/or their partners are or become the



exclusive property of the organiser. They are therefore forbidden to make any use other than strictly private and to reproduce them for any purpose whatsoever.

- 7.9** Any violation of the rights and obligations mentioned above may be the subject of legal proceedings at the initiative of the organiser and/or the authors of the texts, images and other recordings or comments of the event, its competitors and their partners, notably on the basis of the legal provisions (articles L.335-2 and L.335-3 of the French Intellectual Property Code) defining the facts of counterfeiting or, conversely, legal claims by the organiser on the basis of unfair competition, this list not being in any way limited.

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

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### **8.1 Acceptances before the start**

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

The following documents must be presented at administrative checks:

- driving licence ;
- identity card or passport ;
- official documents of the car, i.e. valid registration and technical certificates; in the case of a red card from the technical control for competition vehicles, a valid RACB/ASAF yellow booklet (or equivalent from another ASN) will be required;
- insurance documents for the car ;
- valid sports licences (RACB Sport or foreign ASN);
- Authorisation from the owner of the vehicle if not a member of the crew.

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

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

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

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

### **8.2 Control on arrival**

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



## 9 - GENERAL OBLIGATIONS

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### 9.1 Crews

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

### 9.2 Starting order - Plates - Numbers

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

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

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

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

The allocation of the start numbers is at the discretion of the organisation, the start numbers will be allocated according to the choice of the organiser and the ranking of the team from the previous year.

The Ostbelgien Classic category will start each stage after the last competitor of the Ostbelgien Classic plus category.

- 9.2.2 The competition numbers distributed by the organiser must be displayed on both sides of the vehicle throughout the rally.

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

The absence of a competition number during the competition will always result in a time penalty (see Art. 10.3). The participant who withdraws from the event must remove or cover the rally signs and competition numbers.

### 9.3 Time Cards

- 9.3.1 Each crew will receive a time card for each section on which will appear the times allowed to cover the distance between two time controls. This time card will be returned to the finish control of each LEG or section.



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

#### **9.4 Traffic - Repairs**

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

#### **9.4.5 Penalties for traffic violations**

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

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

##### **9.4.5.2 Other traffic violations:**



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

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

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

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

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

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

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

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

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

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

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

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

## 10 - PROCEDURE OF THE RALLY

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### 10.1 Departure

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



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

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

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

#### 10.1.5 **Distribution of roadbooks**

For the **Ostbelgien Classic plus** category:

30' before the start time according to the starting list.

For the **Ostbelgien Classic** category:

45' before the start time according to the starting list.

### 10.2 **Controls - General Provisions**

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

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

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

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

### 10.3 **Passage Controls and Time Controls - Abandonment**

#### 10.3.1 **Passage Controls (PC)**

10.3.1.1 3 types of passage controls may be used:

- With Tripy: the procedure is automatic and GPS-controlled;
- With alpha-numeric signs. The crew must use the letter or number on the panel;
- With a steward on duty who must simply sign and/or endorse the control booklet, as soon as it is presented to them by the crew, but without mentioning the time of passage. The Human Passage Controls (HPCs) are not systematically mentioned in the roadbook but they are clearly identifiable on the road with the regulatory FIA signs.

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

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



### 10.3.2 Time Controls (TC)

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

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

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

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

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

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

Example of a time per minute (TC) control:

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

Example of a time per second control (TCS):

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

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

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

- For any delay: 60 points per minute (TC) or 1 point per second (TCS);
- For any advance: 120 points per minute (TC) or 2 points per second (TCS);
- Maximum penalty for a TCS: 200 points;
- Missing TCS: 300 points;
- Absence of a time control visa or arrival at the control after the maximum time allowed: 900 points per control;
- Maximum time allowed without flat penalty at time controls: 15 minutes per LEG (day).

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



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

10.3.2.7 The Race Direction may decide to allocate jokers on the results to the TCS. The number of jokers and the way they are applied will be communicated in an addendum. There is no joker applicable on a result in advance.

### 10.3.3 Catch-up

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

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

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

## 10.4 Regrouping Controls

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

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

## 10.5 Regularity Test (RT) sectors

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

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

At the **Ostbelgien Classic plus** category, these averages are sometimes announced before the start of the rally, sometimes before the start of a section or before the start of a RT.

In the **Ostbelgien Classic** category, these averages are announced either before the start or before the start of a section, but never before the start of a RT.

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

10.5.2 The minimum length of a regularity test sector on public roads is 1 km. The overall average speed may not exceed 50 km/h or 45 km/h.

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

- per tenth of a second of delay from 0.4 seconds : 0.1 points ;
- per tenth of a second of advance from -0.4 seconds : 0.2 points ;
- between -0.3 seconds and +0.3 seconds from the ideal time: no penalty;
- for each missing time slot : 100 points ;
- The maximum penalty per time **taken** will be : 60 points ;
- The penalty for any **RT NOT REALISED** will be :  
(no. of time captures x 100 points) + 100 points ;



- 10.5.4 The regularity sectors will all be measured by the Tripy system. RT starts will be either "Self-Start" and will be indicated in the road book in a very precise way or given by a steward.
- 10.5.5 If, for any reason, a competitor arrives late at the start of a RT, he may not start at the same time as the crew that is in his ideal time; he will have to start the regularity sector 30 seconds after this competitor.
- In this way, by coming between two crews, the late competitor will not disrupt the rally.
- 10.5.6 Secret time controls may be located from 300 m after the start of the RT or after a sensitive area controlled by the Tripy system.
- 10.5.7 Competitors will be given a very limited number of "jokers" per stage. These "jokers" will correspond to the highest penalties for delay incurred in the RTs of that stage. The modalities of application of the "Jokers" will be communicated by addendum.
- 10.5.8 If, for any reason unrelated to the rally, a section of the RT cannot be covered by several crews, the organisation may award a flat time to these competitors on the basis of the average of the penalties incurred by the last three crews to cover the said section under normal traffic conditions.
- 10.5.9 If, for a technical reason beyond the control of the crew concerned, the Tripy system ceases to function, recording only a portion of the RT checkpoints, the RT penalties of that crew will be calculated on the average of the penalties incurred on the measured checkpoints of the current leg under normal traffic conditions.
- 10.5.10 If a steward was not in place and therefore the competitor did not receive the averages to be achieved, the RT(s) must be drive at an **average speed of 45 km/h**.

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

## 10.6 Tests on "closed" roads

Closed road tests will be organised.

The details of these tests will be specified either:

- during the briefing
- in the roadbook ;
- on a document given at the start of the test.

A regularity test will be organised on the Francorchamps circuit. This test will not count for the classification of the Ostbelgien Classic or Classic +. It will be the object of a specific "Francorchamps" classification. This test is therefore optional and for the pleasure of driving on this mythical circuit.

For the tests measured with a cell (see briefing), points will be awarded as follows

- per tenth of a second late: 0,1 point ;
- for every tenth of a second ahead: 0.2 points;

## 10.7 Car Park (parc fermé)

Access to the parc fermé as well as to the regrouping parks is free. The parc fermé at the end of the stage will be guarded by a security service.

## 11 - PENALTIES

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## 11.1 Summary of penalties

### Disqualification:

- Art. 3.7.3 Non-conforming tyres.  
Art. 3.7.7 Excessive noise exceeding 94 dB, after a first warning.  
Art. 9.4.2 Exceeding the maximum speed limit three times.  
Art. 9.4.5. 3<sup>rd</sup> violation of traffic regulations.  
Art. 9.4.5.3 Repeated speeding violation of 51% over the speed limit.  
Art. 9.4.5.6 Non-assistance to the injured person.

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

- Art. 9.1.2 Abandonment of a member of the crew or admission of an additional person on board, except in case of "force majeure".  
Art. 9.3.3 Rectification or modification made on the control booklet not approved by the concerned officials.  
Art. 9.4.5.1 Exceeding the authorised speed by more than 30 km/h.  
Art. 9.4.5.4 Obstruction, unsportsmanlike behaviour  
Art. 9.4.5.5 Unfair, unsportsmanlike, improper or fraudulent conduct.  
Art. 9.4.6 Infraction on the regulation of assistance.  
Art. 10.2.4 Ignoring the instructions of any road marshal in charge of a checkpoint  
Art. 10.3.3 Absence of the visa of the last time control of the stage.

### Point Penalties:

- Art. 9.2 1 Delay at the start of the rally, of a stage: 60 points per minute.  
Art. 9.2.3 Absence of a competition number or a rally plate: 60 points.  
Art. 9.3.4 Failure to endorse any checkpoint or to hand in the checklist at each checkpoint: 300 pts.  
Art. 9.4.5.1 In the event of exceeding the authorised speed outside the RTs:  
  - More than 10 km/h : 200 points ;
  - More than 20 km/h: 350 points.  
Art. 9.4.5.2 Other traffic violations:  
  - 1<sup>st</sup> offence: 150 points ;
  - 2<sup>nd</sup> offences: 300 points.  
Art. 9.4.5.3 In case of speeding in a sensitive area (radar):  
  - Up to 10% above the speed limit: 1 point per km/h.
  - Between 11% and 25% above the speed limit: 2 points per km/h.
  - Between 26% and 50% above the speed limit: 5 points per km/h.
  - Above 51% above the speed limit: 200 points.  
Art. 10.1.4 Delay at the start of the rally or of a stage: 60 points per minute.  
Art. 10.2.2 Arrival at a human control from the wrong direction: 60 points.  
Art. 10.3.1.2 No visa at a passage control: 60 points.  
Art. 10.3.2.5 Any difference between the actual time and the ideal time will be penalised by:  
  - For any delay: 60 points per minute (TC) or 1 point per second (TCS);
  - For any advance: 120 points per minute (TC) or 2 points per second (TCS);
  - Maximum TCS penalty: 200 points, missing TCS: 300 points;
  - Absence of a time control visa or arrival at the control after the maximum time allowed: 900 points per control;  
Art. 10.5.3 A classification based on the times achieved by the crews will be established as follows:



- per tenth of a second of delay from 0.4 seconds: 0.1 point;
- per tenth of a second of advance from -0.4 seconds: 0.2 points;
- between -0.3 seconds and +0.3 seconds from the ideal time: no penalty;
- for each missing time slot : 100 points ;
- The maximum penalty per time taken will be 60 points;
  - The penalty for any **RT NOT REALISED** will be :  
(no. of time captures x 100 points) + 100 points ;

Art. 8.1.1 Advance time or delay at secret controls: 100 points.

## 11.2 Application of correction coefficients:

### 11.2.1 Age coefficient of vehicles

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

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

Example:

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

### 11.2.2 Cubic capacity coefficient

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

SEE ANNEXED TABLE AT THE END OF THE REGULATION

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

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



## 12 - RANKINGS - TROPHIES - CLAIMS

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### 12.1 Rankings

At the end of the rally, detailed rankings and the overall classification will be provided for both categories.

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

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

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

### 12.2 Trophies - Cups

#### 12.2.1 General ranking

##### **Ostbelgien Classic plus:**

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

##### **Ostbelgien Classic:**

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

#### 12.2.2 Special awards

- 1 trophy for the best team ;
- 1 trophy for the first lady (Ostbelgien Classic)
- 1 trophy to the first lady (Ostbelgien Classic plus);
- 1 trophy to the first crew member from the German speaking community (Ostbelgien Classic plus);
- 1 trophy to the first crew member from the German speaking community (Ostbelgien Classic);
- 1 trophy for the best RT and tests performer (number of scratches)
- 1 Fair Play Award ;
- Other special prizes will be announced by addendum.

### 12.3 Prize-giving ceremony

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

- Sunday 04 December 2022, from 20:00 ;
- At the Kloster Heidberg in Eupen

### 12.4 Complaints

Any protest shall be made in accordance with the International Sporting Code.  
(Art. 9.1.2 of CSI)



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

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

## **13 - HEALTH MEASURES**

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All participants must comply with any health protocols in force at the time of the event and will be excluded from the rally if they do not.

Furthermore, any person with a positive Covid 19 test result or with corresponding symptoms is obliged to report them and will not be allowed to participate in the event under any circumstances.



## APPENDIX 1

Item 11.2.2

Table of moderating factors

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

## APPENDIX 2

Regulations of the 2022 FIA Historic Regularity Rally Trophy