



2017 REPUBLIC DAY RALLY

REGULATIONS

28-29 OCTOBER 2017

1.1 Rally Program

20.09.2017	Wednesday	10:00-11:00	Registration Opens
25.10.2017	Wednesday	17:00	Registration Ends
26.10.2017	Thursday	10:00	Registration List Announcement
28.10.2017	Saturday	08:00-09:00	Technical Control NG Sapanca Bedesten
	09:00	Meeting of Rally Commissaries	NG Sapanca Bedesten
	09:30	Start List Announcement	NG Sapanca Bedesten
	10:30	Start of Day 1	NG Sapanca Bedesten
	13:00	Lunch	Göynük
	17:30	Finish of Day 1	Abant Von Hotel
29.10.2017	Sunday	10:00	Start of Day 2 Abant Von Hotel
	12:30	Lunch	Kartalepe
	16:00	Finish of Day 2	Abant Lotus Hotel
	19:30	Announcement of Prelim. Results	Abant Lotus Hotel
	20:00	Results and Award Ceremony	Abant Lotus Hotel

1.2 Definition:

The 2017 Republic Day Rally is a FIVA A Class Regularity Rally Event organized within and governed by International Automobile Federation (FIA) and Fédération Internationale des Véhicules Anciens" (FIVA)'s Classic Cars Regularity Event Code.

This Rally is organized from October 28th, 2017 to October 29th, 2017 by the Classic Automobile Club within the legal and operational framework defined by Turkish Automobile and Motor Sports Federation (TOSFED) and Republic of Turkey Traffic Law provisions and their appendices.

The criteria that is the basis to rating is not the highest speed reached by the Teams but their conformity to the average speeds directed by the organizers. The given speed average is ALWAYS within the allowed limits at the relevant location(s), and it is max. 50km/h on urban roads and max. 70km/h on highways.



1.2.2 Approvals:

TOSFED Ref No: : 2017/0210-TKOS.03

FIVA ID: IR 121/2017

1.2.3 Organizing Club:

KOK Klasik Otomobil Kulübü Derneği (Classic Automobile Club)

Maslak Mahallesi A.O.S. 55. Sokak 42 Maslak Sitesi No: 4/18 Sariyer 34398 Istanbul - TURKEY

Phone: (0212) 803 40 10

Fax: (0212) 803 40 02

Gsm: (0553) 783 85 65

Email: info@klasikotomobil.org

Web: www.klasikotomobil.org

1.2.4 Organization Committee:

Pertev Özad	Rally Director
Durgut Berberoğlu	Club Vice President
Bahar Sunman	Club General Secretary

1.2.5 Board of Directors of the Club

Aydın Harezi	President
Durgut Berberoğlu	Vice-President
Bahar Sunman	General Secretary
Mustafa Bağrıaçık	Treasurer
Sinan Dünder	Board Member
Murat Şakar	Board Member
Erdal Gömügen	Board Member

1.2.6 Competition Officials:

ASN Supervisor:	Ahmet Tollu
FIVA Supervisor:	Valentin Zbynovsky
National Commissars:	Ahmet Tollu
	Atilla Çeker
	Ercan Bayrak
Rally Director:	Pertev Özad
Technical Controls:	Serkan Topçu
Rally Gen. Secretary:	Serkan Topçu
Contestant Relations:	Erdem Karaalioglu

1.2.7 Secretariat and Official Announcements:

Location:	Club Headquarters
Person:	KOK Secretary, Erdem Karaalioglu
Phone:	+90 (212) 803 40 10
Fax:	+90 (212) 803 40 02
Web:	www.klasikotomobil.org
E-mail:	info@klasikotomobil.org



1.3 Route:

The 2017 Republic Day Rally will be performed on all asphalt course of approximately 310 km and will include 12 Regularity Tests. The Time Control Points and Target Times will be stated on the Time Card, Time Table and the Road Books. The Official Unit of Measure showing the distances is KILOMETER (km). For the convenience of the Teams, the distances in km will be converted to Miles using "1Mile=1,6093km" and be recorded in the Road Books as well. The Road Books prepared to ease the passage of the race course will be given to all Teams at the start of the Rally, at the beginning of the stages and/or at the start of the RT (Regularity Test).

1.4 Awards:

General Classification First, Second, Third Places
Trip Master Category First, Second, Third Places
Handicap Category First, Second, Third Places
Spirit of the Rally
Coup des Dammes
Despite All Odds
Rookie
Group Winners
Pilots and Co-pilots will be awarded with trophies.

2.1 National Classic Automobile Regulations

TOSFED allows for National Classic Automobile competitions to take place in accordance with Automobile Sports General Competition Rules article 2, and bulletins issued in relation and addition to these rules.

The aforementioned rules have been issued by the TOSFED Board of Directors and are in effect between January 1st and December 31st of 2017.

Details not included in these rules and international competitions are subject to FIA/FIVA regulations.

2.2 Amendments to the National Classic Automobile Rules and their implementation

The Organizing entity will adhere by these rules completely. Amendments to and interpretations of these aforementioned rules will be done only by TOSFED.

Decisions regarding these rules and other issues not included in these rules, during the competition, is up to the Commissariat. Changes in the course of the competition (such as route or timing) will be announced in official announcement boards with the approval of the commissariat.

The bulletins will include date, time and number. They must be distributed to all participants by signature.

2.3 Responsibility

TOSFED and other officials authorizing the competition, competition organizing Clubs or other third party licensed organizers are not responsible for any damages, injuries, deaths, financial or emotional distress for competitors, officials or spectators, that may occur prior to, during or following the competitions that are organized under these rules, where all necessary safety precautions are taken. All competitors and drivers are considered to have read all related rules and pledged to adhere by them, as they register for the competition.

The Classic Automobile Club (KOK), the Organization Committee and its Officials are not responsible for any accident, damage and injuries that may happen during the rally, and they are not responsible for any damages and injuries caused by the Teams to third parties.



3 Organization

TOSFED announces the approved competitions and additional rules for competitions organized by licensed clubs and third parties, to take part in the national championships, in accordance with championship calendars. The organizer submits the route, time table and safety schemes during its application for approval.

The competition regulations published by the organizer will only include important information specific to the competition. The competitors will refer to Competition Rule Amendments, General Competition Rules, Competition Regulation Amendments, National Classic Automobile Rules and FIA International Sport Law, in this order.

3.1. Cars allowed to participate: The General Specifications and Categories

3.1.1 Cars which are allowed to participate must have been manufactured in 1986 or previous years and must be in conformity with their out of factory specification. Parts pertaining to other models of the same brand, manufactured prior to 1986 and in 1986 and which are being sold on the market, can be used on the cars.

3.1.2 Participating cars are categorized as follows;

Category C : Production between 1.1.1919-31.12.1930

Category D : Production between 1.1.1931-31.12.1945

Category E : Production between 1.1.1946-31.12.1960

Category F : Production between 1.1.1961-31.12.1970

Category G : Production between 1.1.1971-31.12.1980

Category H : Production between 1.1.1981-31.12.1986

3.1.3 If in one category there is less than two (2) cars, this category will be combined with an upper category.

3.1.4 The traffic documents of the car (including their current insurance policies) must be fully in order and must be within the car throughout the whole competition.

3.1.5 Cars without FIVA identification cards cannot participate in FIVA A Events.

3.1.6 The participating cars must bear all the specifications stated in their FIVA ID cards. Cars that are not in conformity with the specifications stated in the ID card will not be allowed to start.

3.2 Participating pilots and co-pilots

3.2.1 Applications for participating in the competition are evaluated by the organization committee.

The team member stated as the pilot in the registration form must at least have a current B class driver's license and must have a Classic Automobile Driver's License prepared by TOSFED .

3.2.2 The pilots and co-pilots of the teams that want to receive points for the Turkey Championship must hold a Classic Car Driver's License issued by TOSFED.

3.2.3 Team members without a driver's license cannot drive during the rally. Otherwise the team will be disqualified from the rally.



3.2.4 The Organization Committee holds the right to reject any team's application, approved by ASN, at its own discretion.

3.2.5 Members of the organization committee cannot participate in the competition.

3.2.6 Foreign participants must fulfill the conditions stated in 2.2.1 and 2.2.2 to be able to receive points for Turkey Championship.

3.3 Application Forms and registrations

3.3.1 Teams who want to participate in Classic Car Regularity Event must forward their completed registration forms signed by all their team members, to the secretariat within the period declared in the program. The Organization Committee holds the right to demand to see the FIVA ID Cards or their photocopies.

3.3.2 All team members who sign the registration form are assumed to have accepted to comply to FIA and FIVA's Historic Regularity Event Rules, to the instructions of TOSFED (Turkey Automobile Sports Federation) and to the provisions of the Turkish Traffic law and to these regulations and appendices.

3.3.3 The Organizing Committee must be informed of any changes in the team members stated in the Registration Form, with the condition that the pilot responsible for the team remains the same, in writing, prior to the date stated in the appendices.

3.3.4 Any requests by the teams regarding changing the cars with which they will participate, can be accepted until the date of the Technical Control, with the condition to remain in the same category and with the condition that this does not affect the ranking of the start. Requests that affect ranking must be made until the date stated in the appendices. If such a request is accepted by the organization committee after the start list announcement, if the exchange of a registered car is made with an older model, no change is made in the ranking. In the event of an exchange of an old model with a new model, the new number given will be a number after the last contestant.

Expenses incurred due to the exchange (new door no, rally plate, time card, etc.) will be collected from the contestant. (This fee is 250,- TL for the year 2017)

3.3.5 Three teams can create a Group. Applications for forming a Group must be made until the end of the Technical Control. One team cannot take part in more than one group. If the Group bears name of a car manufacturing company, all the cars must be of the same brand. The Group Registration fee will be announced in amendments and will be collected during application. For Group rating there should be at least registered 3 Groups.

3.4 Registration Fee and Insurance

3.4.1 The registration fees have been determined to include: the contribution shares of the teams in the general organization expenses, the gala dinner and Award Ceremony and all other social activity expenses. Accommodation Fee is separate, the cost depends on accommodation chosen by the team.



3.4.2 The Registration Forms will be valid only if the registration fees have been paid. The deadline to pay the full Registration Fee is the closing date of registrations.

3.4.3 The registration fees, in addition to article 2.4.1, also cover the team's insurance policy fee intended for damages to third parties under the stipulated limits in the Turkish Traffic Law. This insurance is valid from the start of the rally to the end of the rally or until the team leaves the rally or is disqualified.

3.4.4 The service cars of the teams, despite carrying the plate "Service" given by the organizer, are not considered as officially taking part in the rally, are out of the insurance coverage. For this reason all their responsibility belongs to their owners.

3.4.5 The Registration Fee's will be reimbursed to the teams if the rally cannot be performed due to any reason or if the application is rejected by the organizer.

3.4.6 Those who have deposited their registration fees, under the condition that they take back their application before the rally registrations are closed, will be refunded with the equivalent of 50% of their deposit. No refund will be made if applications are withdrawn after this period.

3.5. Advertisement

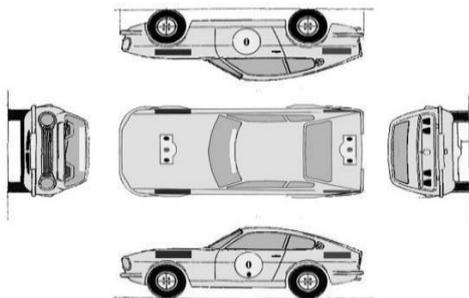
3.5.1 The teams can use a name and or logo representing their team's names, sponsors or other stickers only with the approval of the Organising Committee.

3.5.2 It is strictly forbidden to place any ads and / or logos other than the ads suggested by the organizer and the logos of the rally sponsors on to the cars.

3.5.3 No advertisement must be within the prohibitions of Turkish Laws and FIA/FIVA restrictions.

(See TOSFED General Competition Rules Article 41)

3.5.4 The teams have no right to refuse to use the ads provided by the organizer.



PLACEMENT OF ORGANIZATION ADVERTISEMENTS ON THE CARS



3.6 Pilots' Attire

There are no specifications regarding the pilots' attires.

3.7 General Rules related with the organization

Organizing entities holding competitions registered in the TOSFED calendars must hold organization licenses issued by TOSFED.

3.7.1 Control Points - General Rules

3.7.1.a All the control points will be marked with signs according to KOK (Classic Automobile Club) norms and these signs there will be preceded with yellow warning signs bearing the same figure. If early entrance is allowed, there will not be a yellow warning sign at the control point.

3.7.1.b Control Points will open 15 minutes prior to the time at which car number "0" is due and will be close 15 minutes following the time which the last car is due.

3.7.1.c With the condition that all teams performing the rally have passed the control point, there will be no need to wait 15 minute for closing time.

3.7.1.d Checks will only be performed while the car is in the control area. Teams may enter this area only at or later than their Ideal Time and are obliged to follow the instruction of the Marshal in charge. Penalty Points may be applied if instructions are not followed.

3.7.1.e All Control Points must be passed according to the order stated in the Time Cards. Time and Passage Control as well as start and finish points not passed in the proper order will be considered as a missed control point.

3.7.1.g Teams who do not have their Time Card stamped at a Control Point cannot return to the same point and have their Time Card stamped. In control points where entry and exit directions are stated, those who do not adhere to this route and / or those who make an entry from the wrong direction will get 300 penalty points.

3.7.1.h The time of arrival at a control point will be calculated by the teams.

3.7.1.i Teams can check and adjust their own times with the clock on the Marshal's desk.

3.7.1.j Marshals will not help the pilots in calculating the time required to reach a control point.

3.7.1.k No penalty will be administered if early entry is made at stages, section end or finish control points if the time cards state that early entry is allowed. Late stamps will still receive penalty points at these checks.

3.7.1.l At Pass Control Points, Time Cards are only stamped/signed by the marshal in charge without writing the passage time and returned to the co-pilot.

3.7.1.m The Organization Committee or the Rally Director can make a Pass Control at places on the route where there seems to be a necessity, even if it is not previously stated. These points are marked with Passage Control Point signs.



3.7.1.n According to Traffic Law, Article 14, traffic signalization on the competition route cannot be annulled, covered, modified or obstructed.

3.7.2 Time Control Points

3.7.2.a At Time Control Points, one of the pilots must hand the time card to the marshal and the time of arrival at this point must be recorded by the marshal.

3.7.2.b The Arrival Time is the hour and minute shown on the marshal's clock at the moment that the card is given to the marshal.

3.7.2.c The Arrival Time is written as hour and minute on the Time Card by the marshal in charge, it is then signed and given back to the competitor. Nothing else besides this is written on the time card.

3.7.2.d The Ideal Registration Time given to make the distance between two control points is stated on the Time Card.

3.7.2.e The Ideal Registration Time is calculated by adding the recorded time at a prior control point with the "Target Time" of the current stage.

Example

TC 2 Recorded Time:	11.42
TC 3 Target Time:	90 minutes
TC 3 Ideal Registration Time:	13.12

3.7.2.f The teams will not receive any penalty points if they present their time cards to the marshal within the Ideal Registration Time: As an example; a team due to be at a control point at 18.58 presents its card to the marshal between 18:58:00 and 18:58:59; they will be considered on time and will not receive any penalty points.

3.7.2.g Penalty points will be received when there is a differences between Ideal Registration Time and Arrival Time, as shown below.

For every minute late:	10 points
For every minute early:	20 points

3.7.2h The time recorded on the Time Card is the finishing time of the last stage and the starting time of the next stage.

3.7.2.i The maximum allowed delay at any Control Point is 15 minutes.

3.7.2.j If a team is more than 15 minutes late to a control point, team will be considered to have missed that control point.

3.7.2.k There is a penalty of 150 points for every missed control point.

3.7.2.l Teams missing a Control Point, will reach the next control point by adding the target times of the missed Control Point, as well as the current one they are in.



3.7.2.m In the event that a Time Control is not administered by the organization for any reason; the next Target Time is calculated by adding the next stage's Target Time to the current stage's Target Time.

3.7.2.n In order to be considered as having finished the rally;

- One must take start
- One must complete at least one of the Regularity Tests on each day.
- One must not be disqualified
- One must reach the finish point

3.7.3 Regularity Tests

3.7.3.a Regularity Tests are sections where the required average speed in KM/hour is stated in an attachment letter given to the pilots at the start of that day / stage. This speed should be maintained until the end of the section is reached. The automobiles may be given varied speeds based on their categories.

3.7.3.b Regularity Test are made on roads open to traffic. Competitors must strictly adhere to the speed limits in residential areas and to all other traffic rules, in these section as well as for all the course of the rally. A traffic sign of a speed limit below the given RT speed will be considered as a "Speed Change" and the teams will be expected to continue the Regularity Test at this speed. In the event of a sign stating that the speed limit has ended; teams will return to their previous speed, as stated in letter. In the event that there is no sign indicating that the speed limit is over and the rally director may place one or more speed change signs or indicate a speed change in the road book, still as permitted by traffic laws.

3.7.3.c Within the Regularity Tests it is forbidden to stop or drive abnormally slowly, except for allowing oncoming traffic to pass in narrow roads. Each violation will be punished with 100 penalty points.

3.7.3.d The RT Control Points are points stating the start and the finish of the test. The opening hours of the RT Start Point are determined by the ideal time of the previous TC point and informed to the competitor by the marshals. RT Start Area is marked with a Yellow Entry sign and after 25-100 m with a Red RT Start Point sign.

3.7.3.e The RT ends at a point not previously known to the competitor, RT's can be min. 3 km's from the start point and max. 30 kms in total and the end of RT is shown by a red Regularity Test Finish sign. All the restrictions related with RT will be over when the RT Finish sign is passed. There may be no marshal at the RT Finish.

3.7.3.f RT speeds that can be min. 20.00km /hour and max. 49.90 km/h.

3.7.3.g Time Control Point attached to RTs

3.7.3.g.1 In a RT connected with a TC Point, the TC Point is the entry of the RT Start zone.



3.7.3.g.2 The end of the previous stage and the beginning of the following stage will be marked separately on the Time Cards.

3.7.3.g.3 Competitors who register at the TC will proceed to the RT start, without stalling at the TC, following the Marshall's instructions and related regulations.

3.7.3.g.4 If two or more teams register at the TC at the same time, the Marshall will give precedence to the car with the lower number and give the other team/s a TC time a minute later, allowing one minute intervals between teams. These teams will not be penalized for this time difference.

3.7.3.g.5 Teams who have made their registration at the TC point and are given permission to enter the RT, continue racing according to the related regulations and infringements are penalized accordingly.

3.7.3.g.6 Teams that do not pass such RT are given 300 points penalty.

3.7.4 Stop Start

3.7.4.a Start is given at one minute intervals with the condition that it is not given before the "Opening Time" stated in the Time Card.

3.7.4.b The Marshal in charge will record the start time in the Time Card and in his own sheet and will return the Time Card to the team, and will also inform it verbally.

3.7.4.c The last 15 and 10 seconds and the last five seconds to the start time will be announced by the Marshall as "5 – 4 – 3 – 2 – 1" in a loud voice, and with the 'start' command the car should reach the average speed as soon as possible.

3.7.4.d Exits made before the start command will be penalized with 10 points for each second. Delaying the start more than 15 seconds after the command is given, will be punished 150 points.

3.7.4.e.1 Flying Start

3.7.4.e.2 – In flying starts marshals will only be observing and recording time and regulation violations, they will not record anything on the Time Cards.

3.7.4.e.3 – At the beginning of the RT with flying start, there will be a yellow sign indicating the entry to the control area and 25 – 100 m. further a red sign defining the start point (with a chronometer marshal or photocell device), according to the KOK norms.

3.7.4.e.4 – In order to make the necessary preparations, the teams may stop prior to the yellow sign. Teams, who have arrived at this point earlier than the RT opening time, will have to wait for the opening time.

3.7.4.e.5 – The team who is going to start the RT, not earlier than the RT opening time, will try to reach his ideal speed starting from the yellow sign. At the moment car passes the start line shown by



the red sign, the Marshall in charge will start his chronometer (or the photocell at located this point). The pilots should start their own chronometers at this point.

3.7.4.e.6 – If more than one team is present at the start point, since only one car is allowed between yellow and red sign, another car cannot enter the start area until the team in front has passed the red sign. Otherwise the team in violation will be penalized 50 points.

3.7.4.e.7 – For teams who arrive at the start point at the same time, precedence belongs to the team carrying a lower door number (or the team that takes place in front in the start ranking)

3.7.4.e.8 – A speed close to the ideal speed should be maintained between the yellow and red signs. Abnormally slow driving in the start area, stopping between two signs or at the start line (at the level of red sign) will be penalized 100 points.

3.7.4.f.1 Starts without a Marshall

3.7.4.f.2 In the practice of start without a marshal, there may be no KOK sign, no Marshall desk, no photocell connected chronometer or any device to record or to show the times.

3.7.4.f.3 The start place will be announced in the road book and there will be marking line perpendicular to the route direction on the road, in either yellow, red, or orange, clearly visible. This line will be accepted as the RT start and the RT will be evaluated accordingly.

3.7.4.f.4 There may be no yellow sign defining the RT start area in a start without a Marshall. In this situation RT start area rules will not be applied.

3.7.4.f.5 The teams will calculate the start time according to the ideal time given in their Time Cards. This time will be used as RT start time.

3.7.4.f.6 Start time will be used as Hour, Minute and Second, in the calculations. Hour: Minute : second : 1/1000 second will be used.

Example:

TC and start time without a Marshal:	10:35:00
Ideal Time :	30 Min
Start Time :	11: 05: 00
Start time used for calculation:	11:05:00:000

3.7.4.f.7 Teams can get a start by using any of the “Stop and Start” or “Flying Start” techniques.

3.7.4.f.8 There may be an observing officer at the start place.

3.7.4.f.9 If a team waits at the start line with an intention other than taking start, if they obstruct the start line or if they block the other teams and hinder their start, they will be penalized for “contrary to sportsmanship behavior.”

3.7.4.g The method of the RT Starts will be determined in the road books and/or Time Cards.



3.7.4.h The concealed check that will measure the time travelled during RT will be approximately 25 – 150 meters before the RT finish point marked by the red finish sign. Time of the team passing this concealed check will be recorded by the Marshall on the Marshall's Card in hours , minutes, seconds . 1/100 second.

In RTs where several speed changes are applied, there may more than one check points to record times outside the finish point. Differences between the times determined at these points and the given ideal time will be penalized according to the terms of the article "2.7.3.m"

3.7.4.i – There may be unannounced concealed controls in an RT. Differences between the measurement taken at the concealed check point and the ideal time according to the given speed or the calculated ideal speed according to speed changes within the RT are penalized according to related articles.

3.7.4.j The time differences between the RT ideal time and the result obtained by the team, with a tolerance for 1 second, will be penalized by 1 (one) point for every second.

Example :

Ideal RT Time : 17 min 32 sec
Time realised by Team : 17 min 31 sec = 0 penalty point
 17min 33 sec = 0 Penalty point
 17 min 25 sec = 6 penalty points
 17 min 35 sec = 2 penalty points

In the event where start and finish times are recorded by a photocell device, sensitive to 1/1000 second and more, 1 second tolerance is not applied and penalty points are calculated with decimals of 1/1000 second and above.

Example :

Ideal RT Time : 17 min 32 sec
Team Realised by Team: 17 min 31,555 sec = 0,445 penalty point
 17 min 32,123 sec = 0,123 penalty point

3.7.4.k - Teams that don't have any time recorded on the RT start or finish by the concealed check Marshall, are considered to have missed the regularity test. Each missed regularity stage will be penalized with 300 points.

3.7.4.l Officials appointed by the organization may stop the car at any point in the rally and check for restricted equipment.

3.7.4.m The director may choose to start or finish one or more RTs at the same time during the course of the rally. She may start or finish one or more RTs within a continuing RT or end more than one RT at the same time.

3.7.5 - Acceleration / Brake Test:

It may take place in an area closed to traffic. Teams will take a start with the supervisors flag and time will begin clocking when they pass the first photocell. The finish will be determined by a white



line drawn on the road and the teams times will be recorded at this line. Their records will be added to their other RT records as Minute – second and 1/ 1000 second.

At the finish point teams will try to stop with their vehicles front and rear wheels covering the finish line in between. If a vehicles front or rear wheels touch the finish line or the vehicle stops before or after the line, that team will be considered having failed the acceleration / brake test stage and will get a 120 point penalty.

3.7.6 Slalom and Runway:

May be performed in an area closed to traffic. Times will be recorded by the organization committee on special racecourses or existing runways, in accordance with FIVA maximum speed conditions. The results will be recored as “ minute _ second and 1/ 1000 second” and added to other RT scores. During the slalom, hitting keels and failing to pass between keels will count as 5 penalty points per keel. Six and more hits misses will be punished as having failed the whole slalom stage and will be penalized with 120 points.

3.7.7 Application of the rules

3.7.7.a – Conditions written in the book of regulations are applied by the Rally Director.

3.7.7.b- In matters and penalties not mentioned in the book of regulations, a decision will be made by the Commissars, with the Rally Director’s advice.

3.7.7.c – All objections related with the regulation applications should be made in written and the objection fee should be paid in cash in order for the objection to be forwarded to the National Commissariat by the Rally Director. The decision taken by National Commissariat is final. These decisions may be appealed before the FIVA Steward.

3.7.7.d - Behavior not in compliance with sportsmanship, not adhering to the rules, or behavior that might hinder the respectability of FIVA, TOSFED and / or KOK, will lead to 1000 penalty points. If such behavior is continued, the team will be disqualified from the rally.

3.7.7.e - During the rally, it is forbidden that any other vehicle leads or follows the competing team to provide information regarding the course or speed. Not obeying this rule will lead to the disqualification of the team.

3.8 – Safety Measures:

In order to obtain a start, teams have to have the following in their vehicles:

- first aid kit
- a safety belt (to be worn during the entire course of the rally)
- a min. 4 kg fire extinguisher (may be in 2)
- towing cable and tire block

The fire extinguisher should placed in an easy to reach location in the vehicle.

The pilots are responsible for obeying traffic rules concerning their vehicles.



4 Contest Rules And Flow :

4.1 Teams

4.1.1 Teams consist of a pilot, a co-pilot; there can be teams of 2, 3 or 4 people. The whole responsibility of the team belongs to the pilot.

4.1.2 In the event that teams consist of more than 2 people, and if the other team members are above 16 years of age, teams will take a start with a penalty points of 5.000 sec (five seconds) for the 3rd member and 10,000 sec (10 sec) for the 4th member. These seconds will be added to their penalty points at the end of the rally. A 4 people team will receive a total of 15.000 seconds and a 5 people team will receive a penalty of 30.000 seconds.

4.1.3 All members of the team must remain inside the vehicle throughout the whole rally, while the cars are in motion.

4.1.4 Members of a team can only leave their vehicles at stops, at check points or during any danger.

4.1.5 – It is forbidden to use mobile and car phones and any device for communication purposes other than emergency calls. This kind of equipment will be stated on the registration form with their numbers, but will be kept switched off during the rally. Teams violating this rule by trying to get information about the course of the rally will be disqualified.

4.1.6 - It is forbidden to use road measuring devices, fixed on the car or handheld, as such;

notebook, tablet and I-pad as well as GPS or similar tracking equipment that enables road or time measurement, that calculates average speed or that gives signals according to this speed

All such kinds of electronic devices and chronometers will incur a penalty of 1000 points per device.

Devices that are allowed and forbidden are defined in Attachment 2. Teams must declare all the devices they are going to use during the rally in the registration form.

4.2.- Start ranking and competition numbers

4.2.1 – The organization committee holds the right to give numbers at its own discretion.

4.2.2 – In general the start ranking will be made according to competition numbers, at the rally's initial start and all stages.

4.2.3 The organization committee will give each team two door numbers and two rally plates. Throughout the rally, the numbers will be carried on the two front doors, rally plates on the front hood and rear lid. Plates should not hide traffic plates. Teams are responsible for keeping these numbers and plates in a visible way on their cars throughout the whole rally.

4.2.5 Teams who leave the rally or are disqualified must cover their door numbers and rally plates. If a team wants to leave the rally, it should inform the Rally Director ASAP.



4.3 Time Cards

4.3.1 Each team will be given a Time Card prepared according to Target Time principle.

4.3.2 Teams are responsible for keeping the Time Cards, for presenting them to officials, for receiving them back and for the times recorded by the Marshals.

4.3.3. Records on Time Cards can be made only by responsible Marshals. Mistakes made by officials can be corrected only by the officials themselves with their signature or initials.

4.3.4 Time Cards that are manipulated in any way will be invalid and is a reason for disqualification from the race.

4.4 Flags

The National Flag and / or the Club Flag can be used at the start of the rally.

4.5 Briefing

A briefing will take place following the technical control. At least one member from each team should be present at the briefing.

4.6 Traffic and Repairs

4.6.1 Teams are required to adhere to all traffic rules throughout the whole rally.

4.6.2 If a violation of the traffic rule is denounced by authorities and forwarded to the Organization Committee before the official announcement of the results, the following penalties will be given:

First violation: 1000 points

Second violation: Disqualification from the rally.

4.6.3 A team may be disqualified from rally under the following circumstances:

- Not adhering to Traffic Rules
- Reckless behavior causing distress to the rally flow

4.6.4 Throughout the whole rally teams are responsible for the repair of their cars. Teams may organize a service team for their own cars, besides the general service team supplied by the Organization Committee. Teams that wish to bring a service team must apply to the Rally Secretariat until the closing date of the registrations in order to obtain their "Service Team" plates and card.

4.6.5 Service Teams taking part in the rally will carry a "Service Team" plate including the number of the competing team they belong to. The competing team will be held responsible for the behavior of the Service Team in the Rally. Service vehicles can under no circumstances lead or follow the cars participating in the rally and cannot give information about the course of the rally. Otherwise the team responsible for the service team will be evicted from the rally.

4.6.6 Throughout the rally teams are allowed to help one another.

4.6.7 Teams who cause a delay without reason to other teams will be penalized with points.



4.6.8 The participating cars cannot pass a check point, stage end or rally finish while being pushed, towed or on a trailer. Those who do not adhere to these restrictions will be disqualified from the rally.

4.7 Administrative and Technical Control

4.7.1 Teams are required to bring their cars with which their participating in the rally to the Technical and Administrative Control at the time shown on the program. Cars which have not passed Technical Control cannot take a Start for the Rally.

4.7.2 Scope of the Technical and Administrative Control:

- Driver's Licenses
- Cars traffic and registration documents and insurance policy
- FIVA ID Card
- If one of the team members is not the owner of the car, a consent letter from the car owner for the participation of his/her car in the Rally.
- Car's technical specifications and statement that there is no restriction for participating in the Rally.

4.7.3 Any discrepancies determined at the technical control, may be resolved until the second control made before the Rally's starting time. Otherwise the car will not be given a start and the contribution collected for Rally expenses will not be reimbursed.

4.7.4 The Rally Director holds the right to control any team to verify that their cars specifications and equipment at the first technical control is still true, at any point. Situations contradictory to the rules will be penalized according to the regulations related articles.

4.8 Training/Practice

4.8.1 It is forbidden to perform a training prior to the rally.

4.8.2 If a team member is found on the rally course (even in a car other than the one with which he/she will participate in the rally) the team will be considered as having violated the training ban and the team will be penalized by not receiving a start.

4.9 Start

4.9.1 Teams are required to be readily present at the start place as stated in the program before the start time.

4.9.2 Cars will be given starts at one minute intervals. The start intervals may be changed with the condition of applying the same to all teams. Each team's start time will be stated in its time card.

4.9.3 In case a team does not start at the stated starting time, 10 penalty points will be given for each early or late minute.

4.9.4 In case of a 15 minute delay at the start, the team will be considered not to have started the rally.



4.9.5 Hours and minutes are shown from 00:00 to 23:59. The official hour is the Marshal's clock.

4.10 Park Ferme

Park Ferme is not applied.

5. Scoring and Ranking

5.1 All the penalty points received during the course of the rally (except for those received for additional copilots) are added up and the result obtained is multiplied with the last two numbers of the car's manufacturing year and divided by 100 in order to determine the penalty point. (If the team consists of more than two members, the related points will be added to this total.)

Example:

Total Penalty Points: 35.200

Car's Year of manufacturing: 1932

$35.200 \times 32 / 100 = 11.264$

Three contestants in the car- 5,000 penalty points

Total penalty for the team: $11.264 + 5.000 = 16.264$

According to the resulting evaluation the team obtaining the least penalty points will be announced first, the other teams following the first team will be ranked second, third, fourth, etc. according to their total penalty points.

5.2 The Results to be announced at the end of the Rally or at the end of the stages will be considered final at the end of the 30 minutes following their announcement.

5.3 If more than one team finishes the Rally with the same points, the team with the older car model will be ranked above. If the car models are of the same year, the team who did not use a trip master or obtained a lower penalty point from RT's or has less participants in the car will be ranked above, in that order.

5.4 In order to get into the classification for Group Cup, all teams in the group must finish the rally. In the classification the total points of the three teams will be taken in to account.

5.5 Results are announced at the location and time stated in the program.

5.6 Automobiles in the H category have more and newer technical specifications. Therefore they will receive an additional 5 point penalty for each completed RT.

5.7 The first 15 competitors to rank in the General Classification will receive points toward the Turkey Championship in reference to the #1 points chart in article 8 of 2017 Additional Competition Rules.

The first 6 competitors to rank in the their respective categories will receive points toward the Turkey Classic Automobile Championship in reference to the #2 points chart in article 8 of 2017 Additional Competition Rules.



The results obtained at the rallies will be multiplied by the following coefficients for the 2017 Turkey Classic Automobile Championship:

Spring Rally (FIVA B) 2017 / 1.3 Coefficient
West Anatolian Rally (FIVA B) 2017 / 1.7 Coefficient
Republic Day Rally (FIVA A) 2017 / 2.0 Coefficient

6. Objections and Appeals

6.1 All objections will be made in written to the Rally Director with objection fee paid in cash, as stated in the supplement to the regulations and in the FIVA Terms. If the objection is found to be rightful, the fee will be reimbursed.

6.2 Under controversy, the English texts of FIA/FIVA will be valid.

6.3 TOSFED General Race Rules Section IV and TOSFED 2017 Race Supplementary Regulations article 9 are applied. In addition to basic fees, additional fees necessary for the removal of any part will be determined by the race commissar.

7. Awards and Awards Ceremony

7.1 The awards presented to ranking competitors will be given separately for Pilots and Co-pilots.

8. Other

8.1 A team caught once using prohibited equipment will be disqualified.

8.2 The start list of the first day will be prepared by the rally director at his/her discretion. The manufacture dates of participating cars, ranking of the previous year's TOSFED championship or the teams' previous rankings may be taken into consideration.

8.3 The rally director may apply seeding to the start list following the first stage of the rally.

8.4 Automobiles in the H category have more and newer technical specifications. Therefore they will receive an additional 5 point penalty for each completed RT.

8.5 Both contestants's TOSFED Licenses will be reviewed while preparing the start list. If one or both contestant do not have a license, it is expected that this license is obtained by the end of the registration period. Otherwise the team will participate in the Touring category. Only one license per team is not sufficient. Additional passengers to the pilot and co-pilot do not need licenses. However their licenses cannot be used in lieu of the pilot or co-pilots license. Both the registering pilot and co-pilot must obtain licenses.



8.6 Touring participants will not be issued Time Cards. Since their times will not be recorded during the course, they will not classify for ranking at the end of the rally. They cannot gain points for the TOSFED Championship. The competitors and Touring participants may be given varied road books.

8.7 The pilots are obliged to show their driver's licenses to the Start Marshall at the morning start. No documents besides original driver's licenses will be accepted, regardless of authorization. Start will not be given if the original license is not presented. The TOSFED license does not replace the driver's license. A passenger's license cannot be used in lieu of the driver's.

8.8 Under no circumstances can a team pass by or reverse at the start or finish points of the RT, unless indicated in the road book. If the route is repeated, the first passage will be recorded as RT time and each additional passage will be penalized with 150 points. Each passage in the reverse direction will be penalized with 200 points.

8.9 Depending on the rally course or the rest stops, the Rally Director may give start for the Touring vehicles prior to or after the competitors. If for any reason a Touring car cannot take start before the competing cars, it can only start 15 minutes after the last competitor takes start. A Touring participant may not take start while the competing cars are taking start.

9- Penalties

I - GENERAL	
A – PENALTY OF PROHIBITING START	
BEHEVIOR DESERVING PENALTY	
B – CASH PENALTIES	
BEHEVIOR DESERVING PENALTY	
Rejected optional ads (for every place) 200 TL.	
C – POINT PENALTIES	
BEHEVIOR DESERVING PENALTY	Penalty Receivable
Having prohibited measurement	1000 Points
Behavior hindering CAC's respectability	1000 Points (*)
Behavior contradictory to sportsmanship	1000 Points (*)
Not adhering to Rally Rules deliberately	1000 Points (*)
Disobeying traffic laws	1000 Points (*)
Obstructing another person's passage	1000 Points (*)
Not adhering to the officials' instructions	300 Points (*)
D – EXCLUSION PENALTIES	
BEHAVIOR NECCESITATING PENALTY	



To use mobile phones and other communication device to obtain information about the Rally
Driving without a license
To obtain information about RT and the course of the Rally
To be led by another car
To be followed by another car.
To lose the Time Card or to manipulate it
Reckless behavior hindering The Rally's course
Service vehicles entering restricted areas and giving information about course of the Rally
To be pushed and tows by another vehicle.
Failing to comply with Park Ferme rules

8.1.3 PENALTY OF DISQUALIFICATION FROM THE AWARD

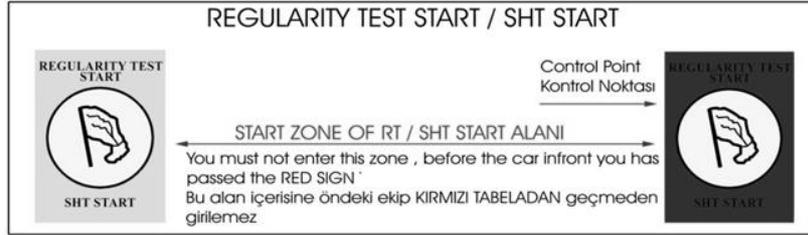
If a prohibited device is found, the award of a team will be denied. The award will be presented to the following ranking team. The team cannot rank in the TOSFED championship. In case of repetition the team will be banned from all competitions for the year.



TIME CONTROL / ZAMAN KONTROLÜ



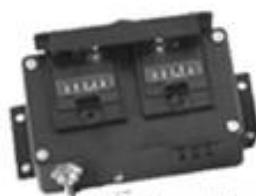
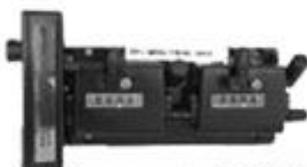
REGULARITY TEST / SABİT HIZ TESTİ



ALLOWED EQUIPMENT KULLANIMI SERBEST CIHAZLAR



Belmogtwin MK II
BELMOG
New Belmogtwin



Retrotrip



GTI Twin



Aifab Gemini



Speedpilot



HALDA

Tripmaster



Hemo Triptaeller



Twinmaster

Any equipment whatsoever other than listed as allowed equipment in regulations, used or just carried along in the car, will result in a 1000 points penalty per each item.

CHRONOMETER / KRONOMETRE



All kinds of analog chronometers are allowed to be used in the car. Whether mounted in the car or hand held.



Analog kronometrelerin araca monte edilmiş halde veya elde kullanımı serbesttir.

Digital chronometers are allowed only when hand held. They must not be mounted in the car



Digital kronometrelerin sadece elde kullanımı serbesttir araca monte edilmiş halde kullanılamaz.

Any equipment whatsoever other than listed as allowed equipment in regulations, used or just carried along in the car, will result in a 1000 points penalty per each item.



NOT ALLOWED EQUIPMENT KULLANIMI YASAK CİHAZLAR

All kinds of average speed calculators
Her çeşit ortalama hız ölçüm cihazı



All kinds of tripmeters with two different calibration inputs
İki ayrı kalibrasyon verilebilen her türlü yol ölçüm cihazı



All kinds of electronic road measurement equipment and rally computers
Her çeşit elektronik yol ölçüm cihazı ve ralli komputeri



All kinds of wheel sensors connected to the tripmet
Yol ölçüm cihazına bağlı her türlü tekerlek sensörü

Any equipment whatsoever other than listed as allowed equipment in regulations, used or just carried along in the car, will result in a 1000 points penalty per each item.

It is strictly prohibited to use a cell phone, tablet, electronic road measuring device, etc.