

Klasik Otomobil Kulübü Derneği

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2019 5th MERCEDES BENZ SPRING RALLY REGULATIONS



2019 5th MERCEDES BENZ SPRING RALLY ADITIONAL REGULATIONS

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2019 5th MERCEDES BENZ SPRING RALLY ADITIONAL REGULATIONS

1 RALLY PROGRAM

13 March 2019	Wednesday	09:00	Registration Opens	
19 April 2019	Friday	17:00	Registration Ends	
		18:00	Registration List Announcement	
20 April 2019	Saturday	07:00	Administrative Control	Çırağan Palace Kempinski
		08:00	Technical Control	Çırağan Palace Kempinski
		09:15	Meeting of Rally Commissaries	Çırağan Palace Kempinski
		09:30	Start List Announcement	Çırağan Palace Kempinski
		10:30	Start of Day 1	Çırağan Palace Kempinski
		13:00	Lunch	Riva Kalyon Restaurant
		18:00	Finish of Day 1	The Sign Şile Gardens Hotel & Spa
21 Nisan 2019	Pazar	09:30	Start of Day 2	The Sign Şile Gardens Hotel & Spa
		13:00	Lunch	Gebze Doğa Çiftlik Restoran
		18:00	Finish of Day 2	Kartal İstmarina Avm
		19:00	Announcement of Prelim. Result	Kartal İstmarina Avm
		19:30	Results	Kartal İstmarina Avm
22 Nisan 2019	Pazartesi	20:00	Award Ceremony	Çırağan Palace Kempinski

2 ORGANIZATION

2.1 Definition

The 2019 5th Mercedes Spring Rally will be held in İstanbul and Kocaeli, on April 20 and 21, 2019, and in compliance with FIVA (Federation Internationale Vehicules Anciens) Historic Regularity Event Regulations, TOSFED (Automobile Sports Federation of Turkey) Regulations, Traffic Laws of the Republic of Turkey and 2019 National Classic Automobile Rules and Regulations.

The main criteria for rating is not highest speed achieved but compliance to the specified speed. This speed will remain below 50 km/h in inner city roads and 70 km/h on highways and the race will take place on roads open to regular traffic

2.2 Tosfed Ref No:

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 Sarıyer 34398 İstanbul

Phone : (+90) 212 803 40 10

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2.4 Organization Committee

Egemen BEDER : Rally Director

Durgut BERBEROĞLU : President

Erdem KARAALIOĞLU : Club Secretary

Can ATLI : Board Member

2.5 Board of Directors of the Club

Durgut BERBEROĞLU	: President
Yeliz İNAÇ BALIBEY	: General Secretary
Hasan Murat ŞAKAR	: Treasurer
Erdal TOKCAN	: Board Member
Can ATLI	: Board Member
Bülent İŞSEVEN	: Board Member
Sencer SİVRİDAĞ	: Board Member

2.6 Rally Officials

	: ASN Supervisor
	: Head of the Board of Commissioners
Ercan BAYRAK	: Member of the Board of Commissioners
Egemen BEDER	: Rally Director
Serkan TOPÇU	: Technical Controls
Erdem KARAALIOĞLU	: Club Secretary
Erdal TOKCAN	: Contestant Relations

2.7 Secretariat and Official Announcements

Club Secretary	: Erdem KARAALIOĞLU
Phone	: +90 (0212) 803 40 10
Web	: www.klasikotomobil.org
E-Mail	: info@klasikotomobil.org

2.8 Route

The 2019 5th Mercedes Spring Rally will take place on an approximately 310 km long road and will include 12 Regularity Tests.

The checkpoints and regularity speeds will be included in the Time Card, Time Chart and Road book.

The official distance measurement is kilometre. Distances calculated (1 mile = 1,6093 km) in miles will also feature in the road book for the convenience of participants. These road books may be distributed to participants at the Start, at the Start of each phase or at the Start of the Regularity Tests. The Classic Automobile Club, The Organization Committee and other officials are not responsible for any accidents, damages or injuries or injuries or damages caused to third parties by the teams.

3 SPRING RALLY AWARDS

General Classification		First, Second, Third Places
Trip Master Category	E, F, G, H	First, Second, Third Places
Handicap Category	E, F, G, H	First, Second, Third Places
Spirit of the Rally		
Coup de Dammes		First Place
Despite All Odds		
Second to Last		
Team		First Place
CEERT Participant		First, Second, Third Places

Pilots and Co-pilots will be awarded with trophies.

2019 GENERAL CONDITIONS

1 GENERAL CONDITIONS

1.1 Classic Automobile Championship Of Turkey

The Classical Automobile Championship of Turkey will be held in compliance with FIVA and TOSFED regulations. The regulations will be implemented in this order: Competition Amendments, National Classic Automobile Regulations and FIVA International Sports Laws.

1.2 Implementation Of National Classic Automobile Regulations of Turkey And Ammendments

- The Rally director is responsible to implement the regulations.
- These regulations have been prepared by TOSFED Board of Directors and are valid between January 1, 2019 and December 31, 2019.
- Details not mentioned in these regulations and international competitions are subjects to FIVA regulations.
- These regulations and regulations will be executed by the organization. Amendments, interpretation and explanations regarding these rues and regulations can only be made by TOSFED.
- Solely the Board of Commissaries is entitled to interpret the articles and to make decisions regarding issues excluded from these regulations and regulations during the competitions.
- Changes made to the flow of the competition (course and timing etc.) will be approved by the Board of Commissioners and announced through bulletins displayed at official communication boards.
- The bulletins will include date, time and serial number. The bulletins must be distributed to all pilots or co-pilots in exchange for their signatures.

1.3 Awards For The Classic Automobile Championship of Turkey

All pilots and co-pilots eligible to receive the cups listed below and announced by the National Classic Automobile Regulations of Turkey, may participate in all or at least one of the four competitions listed under the Classic Automobile Championship of Turkey. At most three of the highest scoring results of these four races will be evaluated for the championship;

- First Place in the Classic Automobile Championship of Turkey (Pilot and Co-pilot)
- Second Place in the Classic Automobile Championship of Turkey (Pilot and Co-pilot)
- Third Place in the Classic Automobile Championship of Turkey (Pilot and Co-pilot)
- First Place in Category D of Classic Automobile Championship of Turkey (Pilot and Co-pilot)
- First Place in Category E of Classic Automobile Championship of Turkey (Pilot and Co-pilot)
- First Place in Category F of Classic Automobile Championship of Turkey (Pilot and Co-pilot)
- First Place in Category G of Classic Automobile Championship of Turkey (Pilot and Co-pilot)
- First Place in Category H of Classic Automobile Championship of Turkey (Pilot and Co-pilot)
- First Place in Handicap Category D of Classic Automobile Championship of Turkey (Pilot and Co-pilot)
- First Place in Handicap Category E of Classic Automobile Championship of Turkey (Pilot and Co-pilot)
- First Place in Handicap Category F of Classic Automobile Championship of Turkey (Pilot and Co-pilot)
- First Place in Handicap Category G of Classic Automobile Championship of Turkey (Pilot and Co-pilot)
- First Place in Handicap Category H of Classic Automobile Championship of Turkey (Pilot and Co-pilot)
- First Place in Women's Classic Automobile Championship of Turkey (Pilot and Co-pilot)

To qualify for first place at least two participants must take START at a competition. For Women's Championship at least two women's teams (pilot and co-pilot) must take START at a competition.

1.4 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 regulations, where all necessary safety precautions are taken. All competitors and drivers are considered to have read all related regulations and pledged to adhere by them, as they register for the competition.

1.5 Cars allowed to participate: The General Specifications and Categories

- Cars which are allowed to participate must have been manufactured in 1989 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 1989 and in 1989 and which are being sold on the market, can be used on the cars.
- Participating cars are categorized as follows;
 - Category D: Production before 31 December 1945
 - Category E: Production between 1 Ocak 1946 - 31 Aralık 1960
 - Category F: Production between 1 Ocak 1961 - 31 Aralık 1970
 - Category G: Production between 1 Ocak 1971 - 31 Aralık 1980
 - Category H: Production between 1 Ocak 1981 - 31 Aralık 1989
- When only one automobile is present in any given category, that category will be merged with the nearest category including vehicles with a newer production date. In case of the absence of a newer year category, the category will be merged with the nearest category including vehicles with an older production date.
- 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.
- Cars without FIVA identification cards cannot participate in international competitions.
- 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.

1.6 Mandatory Items In The Vehicles

Teams that do not have these mandatory items will not be granted START, due to safety reasons.

- First Aid Kit
- Seat Belt (To be worn during the entire competition)
- Fire extinguisher (The fire extinguisher must be positioned to be easily accessible within the vehicle.)

1.7 Participating Pilots and Co-Pilots

- 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 .
- 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.
- A TOSFED or FIVA license of solely the pilot is not sufficient. The co-pilot must also possess a TOSFED or FIVA license. Extra passengers in the vehicle are not required to obtain licences. However the license of an extra passenger may not replace the co-pilot's license. Both the registered pilot and co-pilot must possess separate TOSFED or FIVA licenses.
- Pilots must present their Driver's licences to the Start Referee at the morning start, throughout the rally. In case of absence of the license or an official copy the team will not be granted START. The TOSFED or FIVA participation license may not be used in lieu of a Driver's Licence. International Driver's Licences valid in Turkey are acceptable.
- An extra passenger's license may not be used in lieu of the pilot's licence. A pilot lacking one of these documents may not START.
- The Organization Committee holds the right to reject any team's application, approved by ASN, at its own discretion.
- Members of the organization committee cannot participate in the competition.

- Foreign participants must fulfil the conditions stated in 3.2.1 and 3.2.2 to be able to receive points for Turkey Championship.
- There are no clothing restrictions for the pilots.

2 ORGANIZATION

TOSFED announces the approved competitions and additional regulations 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 Regulations Amendments, General Competition Regulations, Competition Regulation Amendments, National Classic Automobile Regulations and FIA International Sport Law, in this order.

TOSFED geçerli organizatör lisansına kulüpler ve üçüncü şahıslar asgari müddetlere uymak ve ulusal şampiyona için takvimlerini onaylatmak şartıyla, düzenleyecekleri yarışmaların yarışma ek kurallarını TOSFED tarafından öngörülen örneğe uygun ve onaylı olarak yayınlarlar.

2.1 Application Forms and Registrations

- 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.
- All team members who sign the registration form are assumed to have accepted to comply to FIA and FIVA's Historic Regularity Event Regulations, to the instructions of TOSFED (Turkey Automobile Sports Federation) and to the provisions of the Turkish Traffic law and to these regulations and appendices.
- 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.
- 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 500,- TL for the year 2019).
- 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.

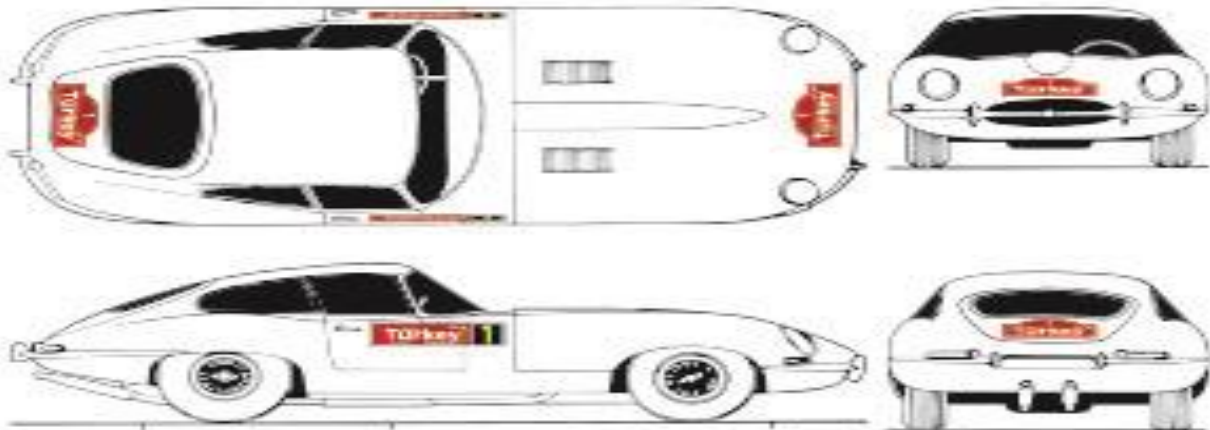
2.2 Registration Fee and Insurance

- 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.
- 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.
- The registration fees, in addition to article 3.2.1, 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.
- 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.
- 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.

- 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. Final decision belongs to the organising committee.

2.3 Advertisement

- Teams must obtain the approval of the Organizing Club's Sports Committee regarding the dimensions and placement of stickers and similar advertorial materials of individual sponsors other than the official sponsors of the event.
- If teams wish to use advertorial materials or logos on their vehicles in addition to the stickers suggested by the Organizer and those of the rally sponsors, they must report these during registration and seek the approval of the Organizing Club's Sports Committee. The committee is free to approve or disapprove or demand an additional fee.
- No advertisement must be within the prohibitions of Turkish Laws and FIA/FIVA restrictions.
Cars that are not with specifications will not be allowed to start (See TOSFED General Competition Regulations Article 44)
- The teams may not refuse to use the advertisement suggested by the Organizer. Teams that refuse will not be given START. The registration fee will not be refunded. Advertisements that are removed or fall off the vehicles for any reason must be re-used.
- The left and right doors of the vehicles may only bare the DOOR NUMBER. The Rally Plate must be placed on the bonnet. One placed on the truck is subject to the Organizer's decision.



3 CONTEST REGULATIONS AND FLOW

3.1 Application of the Regulations

- Additional Rally Rules and Regulations, National Classic Automobile Regulations and written regulations of the FIVA International Sports Law are implemented by the Rally Director.
- 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.
- 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.
- Behavior not in compliance with sportsmanship, not adhering to the regulations, or behavior that might hinder the respectability of FIVA, TOSFED and / or KOK the team will be disqualified from the rally.
- 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 regulations will lead to the disqualification of the team.

3.2 Teams

- Teams consist of at least 2 or more people, one pilot and one co-pilot. The pilot is totally responsible for the entire team.
- In case the teams consist of more than two competitors, each extra participant over the age of 16 will be, each team will be given the following penalty points:
 - 3rd team member: 5 penalty points,
 - 4th team member: 10 penalty points,
 - 5th team member: 15 penalty points,
 - If there is a 6th member, the 6th member and each additional member will cost the team 20 penalty points.

These times will be added to the total penalty points at the end of the rally. A 4 people team will receive a total of 15 penalty points and a 5 people team will receive a total of 30 penalty points. A decrease in the number of team members after the START will not entail a decrease in the penalty points received during START.

- Both the pilot and the co-pilot must be inside the vehicle while the vehicle is being driven throughout the course of the rally. Third of other team members may leave the car after the start however it is forbidden to increase the number of team members after the start. Teams in breach of this regulations will be penalised 100 points.
- It is forbidden to use cell phones, car phones and all other communication devices during the rally except for asking for first aid assistance. These devices and their numbers must be declared at registration and must remain OFF during the rally. Teams determined to use such devices to obtain information regarding the flow or course of the rally will be disqualified.
- All mounted or independent electronic devices and chronometers, Notebooks, iPads, I-phones, Androids, Linux, ios, Tablet and Windows software used to measure distance or time or to calculate average speed or to alert according to an average speed are strictly prohibited. Teams determined to use such devices will be disqualified.
- Devices allowed and prohibited are listed in 'Item 9' and 'Item 10'. Teams must declare the types and specifications of additional devices they will use in their vehicles in the Registration Form.
- It is forbidden to use cell phones, tablets, laptops and other similar electronic devices, under all circumstances during the rally. (Chronometers, MP3 players etc, and for whatever reason). Use of such devices may be absolutely necessary in emergencies even during Time Control or Regularity Tests. In such emergencies, the 3rd, 4th, 5th members of the team (of whatever age) must exit the vehicle, parked at a safe point, and speak outside the vehicle. Otherwise the penalties specified in the regulations will be applied.

3.3 Traffic and Repairs

- Teams are required to adhere to all traffic regulations throughout the whole rally.
- If a violation of the traffic regulations 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.
- It is prohibited to disobey traffic laws and endanger the entire rally. Teams in breach of this prohibition will be disqualified.
- 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.
- 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.
- Teams may help each other in case of breakdowns during the rally. Although stopping to help another competitor during a Regularity Test will not be penalised, it will not provide any privileges to the helping team in making the ideal time. It is obvious that 'help' cannot be help regarding Regularity details.
- Teams who cause a delay without reason to other teams will be penalized with points.
- 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.

3.4 Training/Practice

- It is forbidden to train prior to the competition. Teams in breach of this prohibition will be disqualified.
- 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.

3.5 Administrative and Technical Control

- Teams are obliged to bring the vehicle they will use during the Rally to the Technical Control point at the specified time.
- Automobiles and teams that fail to pass the Technical Control will not be given START.
- Scope of the Technical Control:
 - Driver's Licences,
 - The traffic and Registration documents of the automobile as well as its insurance policy,
 - FIVA ID Card for FIVA races,
 - Safety devices listed in "Item 2.6",
 - If the owner of the vehicle is not a team member, the owner's official consent for participation,
 - The technical specifications of automobile and the absence of conditions that prevent the vehicle from participating.
- 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.
- 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 regulations will be penalized according to the regulations related articles.

3.6 Briefing

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

3.7 Start Ranking and Competition Numbers

- The organization committee holds the right to give numbers at its own discretion.
- The Start List of the first day will be prepared by the Rally Director. The director may take into account the production dates of the vehicles, the ranking of the TOSFED championship of the previous year, the performances of the teams in previous year or similar criteria.
- The Rally Director may change the order of the start list after the first stage of the Rally.
- 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.
- 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.

3.8 Start

- Teams are required to be readily present at the start place as stated in the program before the start time.
- 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.
- In case a team does not start at the stated starting time, 10 penalty points will be given for each early or late minute.
- If the team is more that 15 minutes late for START, the team will not be able to take start. In case of a vehicle malfunction the pilot or co-pilot must report to the Rally Director in written form and the team may be given START as the last participant for that day. Calculations will be made according to this time. False declarations and abuse of goodwill will result in disqualification.
- Hours and minutes are shown from 00:00 to 23:59. The official hour is the Marshal's clock.
- The National Flag or the Club Flag may be used at the START.

3.9 Time Cards

- Each team will be given a Time Card prepared according to Target Time principle.
- 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.
- 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.
- Time Cards that are manipulated in any way will be invalid and is a reason for disqualification from the race..

3.10 Control Points - General Regulations

- 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.
- 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.
- 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.
- Time Controls may be made while the vehicles are inside the Control Area. Teams may enter this area earliest during the Ideal Control Times and each late or early minute will be penalized with 10 penalty points.
- The participants must obey the regulations set by the appointed supervisor. Penalty will be issued according to "Item 3.1.4".
- Time Control Points must be passed in the order specified in the Time Cards. Time or Passage Controls, Regularity Starts and Finish points passed outside of this order will not be registered. Penalty will be issued according to "Item 3.11.11".
- Skipping a Control Point will result in a penalty and penalty will be issued according to "Item 3.11.11".
- A team that does not have its Time Card marked at a Control Point, may not return to this point after having its card marked at the following point.
- Teams that do not follow the correct course at Control Points with predetermined entrance and exit directions, or those that enter from the opposite direction will be penalised with 300 points.
- The time of arrival at a control point will be calculated by the teams.
- Teams can check and adjust their own times with the clock on the Marshal's desk.
- Marshals will not help the pilots in calculating the time required to reach a control point.
- Penalty points will not be issued for early entrance to check points marked as 'free early arrival' in the Time Cards, such as stage, phase or rally finishes. Late registrations at these points will be penalised according to "Item 3.11.8".
- At Pass Control Points, Time Cards are only stamped/signed by the marshal in charge without writing the passage time and returned to the pilot.
- 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.
- According to Traffic Law, Article 14, traffic signalization on the competition route cannot be annulled, covered, modified or obstructed.
- 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

3.11 Time Control Points

- 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.
- 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.
- 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.

- The Ideal Registration Time given to make the distance between two control points is stated on the Time Card.
- Ideal registration Time is calculated by adding the target time of the current phase to the time registered at the previous control point.
- In case the vehicle cannot enter the designated area due to traffic, the co-pilot may exit the vehicle, bring the team's Time Card to the supervisor and show the vehicle, entering the field no earlier than the Ideal Time for the team. The supervisor must see the vehicle and pilot inside the vehicle. The Time Cards of parked vehicles, vehicles without a driver inside or co-pilots that enter the control area prior to the Ideal Time will not be marked. In such an instance, the driver or an extra passenger in the vehicle may not have the card marked.
- 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.
- 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
- The maximum allowed delay at any Control Point is 15 minutes.
- If a team is more than 15 minutes late to a control point, team will be considered to have missed that control point.
- Each missed check point will be penalized with 300 points (No other time penalties will be issued.)
- Teams that skip, miss or are considered to have missed a check point for any reason, must add the Target Times to last recorded time they have and reach their next control point.
- 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.

3.12 Passage Control

- Supervisors will make passage controls at any point during the rally, at a location indicated with a signboard and mark the Time Cards.
- Teams that do not pass Passage Controls will be penalized with 300 points.

3.13 Regularity Tests

- Regularity Tests are stages during which the team must observe the average speed specified as km/h on either the letter given out at the start of the day or in the concerning road book, until the finish points unknown by the teams.
- Automobiles may be given varied regularity speeds depending on their start order and/or their categories.
- Regularity Tests are held in roads open to traffic as part of regular phases. Teams must diligently observe speed restrictions and all other traffic regulations, as in all other phases of the rally.
- A speed limit sign indicating a speed below the speed of the specified regularity is considered as a "Speed Change" and teams are expected to continue at this speed.
 - In case of a sign indicating the end of the speed limit or a speed limit sign indicating a higher speed than the previous speed, teams must resume their previous speeds.
 - If the sign indicates a speed lower than the previous speed and higher than their current speed, the teams must continue according to the new speed limit sign.
 - When teams spot the Organization's speed change sign or road sign indicated in the Regularity envelopes, teams should go at the speed indicated in the envelopes. HT
 - The Rally Director may place a Speed Change sign on a Speed Limit sign or another traffic sign at the same spot. In this case, if the new time is higher than the speed limit, the teams are expected to go at the speed limit.

Example :

In a regularity test where the first speed is 45 km/h and

The speed chage is at 'X' sign for 43 km/h

Teams will start the regularity at 45 km/h and continue

If they see a speed limit "20" sign, they will reduce their speed from 45 to 20 km/h.

If they see a speed limit "30" sign, they will increase their speed from 20 to 30 km/h.

If they see a 30 is over sign or a sign indicating a speed higher than 45 such as 50 or 70, they will resume their first speed of 45 km/h.

When they see the "X" sign, they will update their speed to 43 km/h and make all following calculations based on this speed.

- 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.
- 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.
- Each RT will end at least 3 km and at most 30 km. after its start, at a previously unannounced point, marked with a red finish sign in compliance with the Organizing Club's norms. Spotting a referee supervising the regularity does not mean the end of the RT. All regularity restrictions end after passing the Regularity Finish sign. There may not be a supervisor at the Regularity Finish.
- RT speeds that can be min. 20,00 km/hour and max. 50,00 km/hour
- There may be concealed and announced Control Points within the RT. The difference between the ideal time calculated for the concealed control point and the time of the vehicle measured at this point will be penalised according to the concerning items.
- One or more RTs may start at the same time or a new RT may start before the end of a previous one.
- When more than one RTs are active at the same time, the first RT will end before the following one, unless indicated otherwise. If there is to be a different order, this order must be indicated in either the road book or the speed notes.

3.14 Starts Of Regularity Tests

3.14.1 Time Control Point Attached to RTs

- In a RT connected with a TC Point, the TC Point is the entry of the RT Start zone
- 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.
- 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.
- 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.
- Teams that do not pass through these types of RTs will be penalised with 300 points (They will not receive other time penalties).

3.14.2 Stop Start

- Start is given at one minute intervals with the condition that it is not given before the "Opening Time" stated in the Time Card.
- Door numbers are not considered in Stop Starts, the first automobile to arrive will have precedence. Precedence is given to the team with the lower door number if various teams arrive at the Start at the same time.
- 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.
- The automobile should start immediately following the "GO" instruction after the 15, 10, 5 second countdown and should reach the average speed as soon as possible.
- 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.

3.14.3 Flying Start

- In flying starts marshals will only be observing and recording time and regulation violations, they will not record anything on the Time Cards.
- 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.
- Teams may stop before the Yellow Sign in order to complete necessary preparations.
- Teams that arrive prior to the RT Opening Time must wait for the Opening Time. The Start times of teams that Start before the Opening Time will not be registered.
- 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.
- 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.
- 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)
- 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.

3.14.4 Starts Without a Marshall

- 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.
- 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.
- There may be no yellow sign defining the RT start area in a start without a Marshall. In this situation RT start area regulations will not be applied.
- 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.
- Start time will be used as Hour, Minute and Second, in the calculations. Hour: Minute : second : 1/1000 second will be used.
- Teams can get a start by using any of the “Stop and Start” or “Flying Start” techniques.
- There may be an observing officer at the start place.
- Waiting at the start line for reasons other than taking start, concealing the line or obstructing the other teams will be penalised according to “Item 4.1.4”.
- The method of the RT Starts will be determined in the road books and/or Time Cards.

3.15 Regularity Test Finish

- The Concealed Referee Point is located 25 to 500 meters of the RT Finish and the passing time of the team is recorded in the Supervisor Sheet by the Concealed Referee as second:1/1000 second. There may be one or more additional check points at RT Finishes to check the speed. The differences between the actual and Ideal Speeds at these points will be penalised according to “Item 6.1.”
- If the Start and Finish times cannot be recorded by the photocell devices as 1/1000 seconds and fractions due to possible technical problems, teams at the Finish points will record the times as Hour:Minute:Second, in compliance with the Supervisor’s Clock. The team will be granted 1-second tolerance for the difference between their time and the Ideal RT Time and each late or early second after this will be penalised 1 point.
- 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.
- Officials appointed by the organization may stop the car at any point in the rally and check for restricted equipment.

3.16 Acceleration / Brake Test

- Teams will take a start with the supervisors flag and time will begin clocking when they pass the first photocell device. The finish will be marked by two 1,5 meter long lines drawn 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.
- The Acceleration / Break Test is not included in the General Classification and is not mandatory. It may be rewarded as stated in the Additional regulations.

3.17 Slalom and Runway

- It takes place in an area closed off to traffic. Results obtained in special courses or tracks regulated by the Organizing Committee in compliance with FIVA speed regulations will be recorded as “Minute-Second and 1/1000 second”.
- Each pin hit or each two pins that the team fails to go between will result in 5 penalty points.
- Teams that make six or more pin faults will be considered having failed the Slalom and Runway test and will get a 120 point penalty.
- The Slalom ve Runway is not included in the General Classification and is not mandatory. It may be rewarded as stated in the Additional regulations.

4 SCORING AND CLASSIFICATION

- Points announced at the end of the rally or following each leg will be considered final at then of 30 minutes following the announcement.
- The team with the lower model year will rank higher if more than one team finishes with the same points. If the model years are also the same, the team without an additional road measurement device, the one with a lower RT penalty and the team with fewer members will rank higher.
- To qualify for a Team Cup all teams in the alliance must complete the rally. The total points of all three teams will determine the ranking.
- Results and rankings will be announced at the time and place indicated in the additional regulations.
- Since the technical specifications of vehicles in the H category are more and newer, these teams will be issued extra 5 penalty points for each registered RT.
- The first 15 participants in the general classification at the end of the rally, will receive points toward the Championship of Turkey, according to the score chart in Item 8 of 2019 Additional Race Regulations.
- Participants ranking in the the first six their own categories will receive points toward 2019 Classic Automobile Championship of Turkey, according to score chart 2 of Item 8 of 2019 Additional Race Regulations.

4.1 Calculation of RT Time Penalties

- If the RT Finish time is recorded as Hour:Minute:Second, the team will be granted 1 second tolerance for the difference between their time and the Ideal RT Time and each late or early second after this will be penalised 1 (one) point.

Example :

Ideal Time : 17 min 32 sec

Team Time: 17 min 31 sec = 0 penalty points

17 min 33 sec = 0 penalty points

17 min 25 sec = 6 penalty points

17 min 35 sec = 2 penalty points

- When Start and Finish times are recorded with photocell devices as 1/1000 seconds and fractions, the 1 second tolerance is not granted and penalty points are calculated with 1/1000 seconds and fractions.

Example:

Ideal Time : 17 min 32 sec

Team Time: 17 min 31,555 sec= 0.445 penalty points

4.2 Calculation of the Year Multiplier

- The result of the division of the last two digits of the automobile's registration year by 100 constitutes that vehicle's year multiplier.

Example:

The year multiplier of a 1956 vehicle is 0,56.

The year multiplier of a 1960 vehicle is 0,60,

The year multiplier of a 1973 vehicle is 0,73.

4.3 Calculation of the Total Time Penalty

- The RT time penalties calculated according to "Item 4.1" will be added and the sum will be multiplied by the year multiplier to determine the total time penalty points.

Example:

If the RT penalties sum of a 1956 model vehicle is 42,400, the total time penalty points of the team will be calculated as $42,400 \times 0,56 = 23,744$.

If the RT penalties sum of a 1960 model vehicle is 36,850, the total time penalty points of the team will be calculated as $36,850 \times 0,60 = 22,110$.

4.4 Calculation of Total Penalty Points

- The sum of all penalty points received by the team during the course of the rally and of the Time penalties calculated according to "Item 4.3." will constitute that team's total penalty points.
- Penalties other than RT Time penalties will not be multiplied by the Year multiplier.
- Ranking and awarding will be made according to the "Total Penalty" points.

Example:

A team with a "23,744" penalty calculated according to "Item 4.3." and no additional violations or extra passenger penalties will receive "23,744" "Total Penalty" points.

A team consisting of four members with a penalty calculated according to "Item 4.3." as "22,110", will receive $22,110 + 15 = 37,110$ "Total Penalty" points.

4.5 2019 Season Races and Coefficients

- Spring Rally 2019 / 2 factor
- Western Anatolian Rally 2019 / 1.5 factor
- Republic Rally 2019 / 1.7 factor
- Fall Rally 2019 / 1 factor

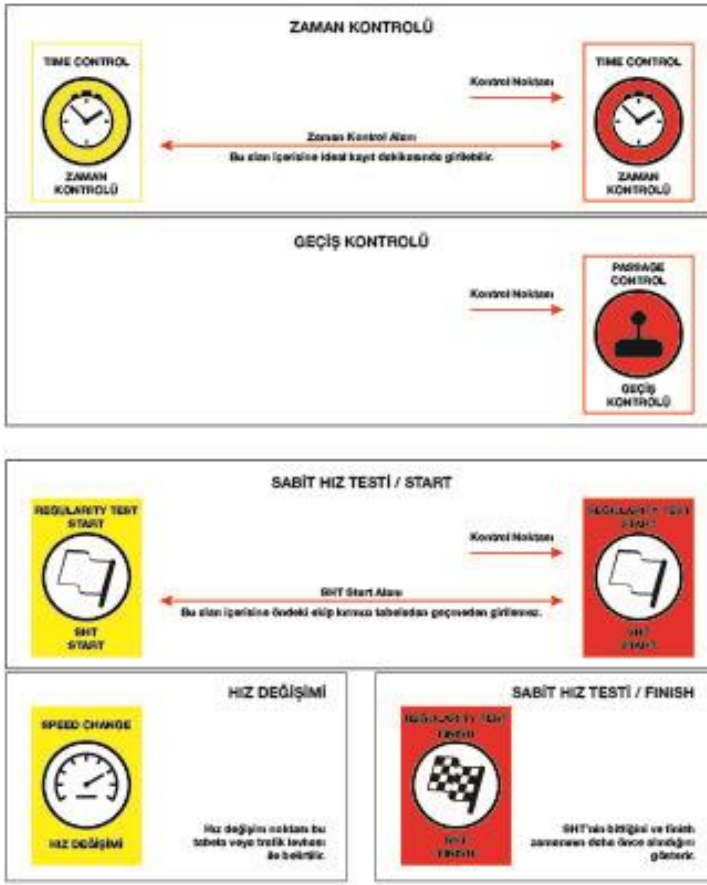
5 OBJECTIONS AND APPEALS

- All objections must be made in writing and accompanied by the cash fee specified in additional regulations, in compliance with FIVA regulations, to the Rally Director. If the objection is found to be legitimate, the fee will be reimbursed. This fee is implemented according to the Item 9 of TOSFED 2019 Additional Race Regulations.
- In case of conflict the "Additional Regulations of Competition", "Additional Rules of Competition", "National Classic Automobile regulations" and the English text of the "FIVA International Sports Law" are valid, in their order above.
- TOSFED General Race regulations 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.

6 AWARDS AND AWARDS CEREMONY

- The awards presented to ranking competitors will be given separately for Pilots and Co-pilots.
- The time and place of the award ceremony will be indicated in the programme.
- All teams participating in the rally must be present at the Award Ceremony.

7 CONTROL POINT SIGNS



8 ALLOWED DEVICES

- All types of analogue chronometers, mounted or not are allowed.
- Digital chronometers must always be hand held. All digital chronometers mounted on the vehicle are prohibited.
- Teams that do not comply will be penalized 1000 points.



9 PROHIBITED DEVICES

- Devices to measure average speed,
- Trip measuring devices that can calculate two separate calibrations,
- All electronic trip measurement devices and rally computers and all wheel sensors connected to trip measuring devices are prohibited.
- Teams that do not comply will be penalized 1000 points

