



TÜRKİYE OTOMOBİL SPORLARI FEDERASYONU

# National Classic Automobile Rules



2025



TOSFEDOFFICIAL

# RALLY RULES

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**GENERAL PRINCIPLES 1. GENERAL CONDITIONS**

-TOSFED organizes the "Classic Car Championships" under its responsibility. The word "Championships" automatically includes the Turkish Classic Car Championships. All TOSFED Championships are organized by the International Federation of Historic Automobiles (FIVA) . Internationale Vehicles Anciens ) are subject to these rules, which contain the clauses applicable to one or more championships with their annexes.

-TOSFED will publish a Competition Calendar for the Championship.

-The drivers who competed as announced in these National Classic Car Rules and had the highest score at the end of the competitions included in the Turkish Classic Car Championship;

- Turkish Classic Car Champion
- Turkish Classic Car Co -Pilot Champion
- Türkiye Classic Car D Category Winner
- Turkey Classic Car D Category Co -Pilot Winner
- Türkiye Classic Car E Category Winner
- Turkey Classic Car E Category Co -pilot Winner •

Turkey Classic Car F Category Winner

- Turkey Classic Car F Category Co -pilot Winner
- Türkiye Classic Car G Category Winner
- Turkey Classic Car G Category Co -pilot Winner •

Turkey Classic Car H Category Winner

- Turkey Classic Car H Category Co -pilot Winner
- Türkiye Classic Car Female Pilot Winner
- They are declared the Turkey Classic Car Female Co -pilot Winner.

**1.1 APPLICATION**

**1.1.1** All drivers, competitors and officials participating in the Championships agree, on their own behalf and on behalf of their employees and agents, to comply with the International Sporting Code, the applicable Technical Rules, these Sporting Rules and all provisions added or amended by the supplementary rules of each competition.

For the purposes of these Sporting Rules, championship organisers, tyre manufacturers, fuel suppliers or any other supplier connected with a car in competition are considered to be participants in Classic Cars in accordance with Article 1.3 of the International Sporting Code and are bound to comply with the obligations imposed on them as such, as well as the decisions of the Sporting Authority.

**1.1.2** Only TOSFED may permit changes and exceptional practices in these Rules.

**1.1.3** Any request for changes to the rules applicable to the Championship must be submitted using the form provided by the TOSFED Sports Directorate for this purpose. Any clause in the Competition Supplementary Rules that would modify these rules without exception is void.

**1.1.4** Any violation of these Rules shall result in the International

It is reported to the Stewards, who may impose penalties as specified in Articles 12.2 and 12.3 of the Sporting Code. Cases not covered by these rules are evaluated and decided upon by the Board of Stewards, who have decision-making authority (in accordance with Article 11.9 of the International Sporting Code).

**1.1.5** The Competition Director is responsible for the application of these rules and the Competition Supplementary Rules before and during the Classic Cars competition. The Director must notify the Stewards of any significant events occurring during the competition that require the application of these rules or the Competition Supplementary Rules. The Director will also notify the competitor(s) in writing of any such events specifically referred to in these rules and, where deemed appropriate, by the Director.

**1.1.6** Anything not expressly permitted in these Rules is prohibited.

**1.1.7** Any changes to the additional competition rules will be announced in bulletins posted in official announcement areas, with the approval of the TOSFED Sports Directorate prior to the start of the administrative inspection, the Administrative Inspection, and the Board of Stewards thereafter. Bulletins will include the date, time, and number as specified in Article 2.2. Bulletins must be distributed to all drivers with a signature. If the bulletin is published on the Digital Notice Board, all drivers must confirm that it has been viewed.

Corrections to the Timetable and Itinerary may be made by Communication published by the Competition Director. However, such changes must be notified to the Competition Stewards before publication.

**1.1.8** All competitors participating in a Championship event must ensure that their driver and co-driver signs the Driver declaration and undertaking form **when obtaining their Sportsman's Licence** .

**1.2 RESPONSIBILITY**

The Turkish Automobile Sports Federation (TOSFED), the authorities that grant official permission for the race, and the organizing clubs that organize the race cannot be held liable in any way, financially or morally, for death, injury, damage or disability to the competitors, officials or spectators in the event of any accident that may occur before, during or after the competitions organized within the framework of the TOSFED General Competition Rules, the affiliated National Branch Competition Rules and other rules in the TOSFED Rule Book, and provided that safety measures have been taken.

By registering for the race, competitors and drivers are deemed to have read, understood and agreed to comply with the National Classic Car Rules and all other relevant rules.

**1.3 COMMENT**

In the event of any dispute regarding the interpretation of these rules, TOSFED has sole authority to decide. Any disputes during the competition will be resolved by the Board of Commissioners. **1.4 IMPLEMENTATION DATE**

These rules will come into force on January 1, 2025.

## 1.5 ORGANIZATION

**1.5.1 Clubs holding a valid** TOSFED organizer license are required to comply with the minimum timeframes and publish the Competition Supplementary Rules for the competitions they organize, in accordance with the model and approved by TOSFED. Organizers who fail to comply with the minimum timeframes will be subject to the penalties set forth in Article 62 (d) of the 2025 Competition General Rules by TOSFED. (See SECTION VI – MINIMUM TIMEFRAMES of the 2025 Competition General Rules.)

**1.5.2** During the application for TOSFED approval (visa), the organizer will also have the track, timetable and service area location approved.

**1.5.3** The Competition Supplementary Rules, published by the Organizer, will only cover important information regarding the competition. Competitors will refer to the Competition Supplementary Rules, Competition General Rules, Competition Supplementary Regulations, National Classic Car Rules, and the relevant articles of the FIVA International Sports Code for the competition rules.

## 2. DEFINITIONS

### 2.1 START OF THE RACE

The race begins with administrative checks. The sporting competition begins at the first time checkpoint (ZK 0).

### 2.2 BULLETIN

An official written document containing the date, time, and number intended to clarify or supplement the Competition Supplemental Rules. The Bulletin cannot change or amend the National Classic Car Rules. This can only be done through a Bulletin published by TOSFED.

### 2.3 COMMUNICATION (NOTIFICATION)

Official written document published by the competition director or commissioners for informational purposes.

### 2.4 CONTROL ZONES

The areas between the first yellow warning sign and the last beige diagonal sign with three diagonal stripes on it are considered control zones.

### 2.5 TEAM

**2.5.1** Teams consist of two or more people, one driver and one co-driver, with a minimum of two people. The Lead Driver is responsible for the entire team.

**2.5.2** If crews consist of more than two people, a penalty of 2 seconds will be applied to the third and subsequent crew members, provided they are at least 12 years of age, for each Constant Speed Test (SHT). Because separate scores and awards are given for the driver and co-driver in the Turkish Classic Car Championship, the first driver must drive the vehicle during the SHT, which directly affects championship points. On routes outside the SHT, the co-driver and driver may alternate. Passengers other than the driver and co-driver are prohibited from driving the vehicle.

These times are added to the time penalty points at the end of each SHT. For example, a crew of three receives 2 penalty points per SHT, and a crew of five receives 6 penalty points per

SHT. A decrease in the number of crews after the start cannot reduce the penalty points received at the start.

**2.5.3** The driver and co-driver must remain in the car while it is in motion for the duration of the rally. The number of third and/or other crew members may be reduced after the start of the race, but increasing the number of crew members is prohibited unless special permission is received from the Rally Director .

Teams found not to comply with this prohibition will be subject to 100 penalty points.

**2.5.4** The use of any communication devices, such as mobile phones and car phones, is prohibited except for first aid requests. Such equipment will be identified by number on the registration form and must be switched off during the competition. Teams found by officials to be in violation of this prohibition while attempting to obtain information about the rally's progress will be disqualified from the rally.

**2.5.5** The use of any electronic devices or stopwatches, including those mounted on vehicles or portable electronic odometers, which measure distance and time, calculate average speeds, or issue warnings based on speed, including notebooks, iPads, iPhones, Android, Linux, iOS, tablets, and Windows software, is prohibited. Teams found to be in violation of this prohibition will be disqualified from the rally.

**2.5.6** Information regarding permitted and prohibited devices is specified in "Article 8" and "Article 9." Teams will indicate the type and characteristics of the additional odometers and timers they will use in their cars on their registration forms.

**2.5.7** The use of electronic devices such as mobile phones, tablets, laptops, etc., for any purpose is prohibited (stopwatch, MP3 player, etc., regardless of purpose). In emergencies, even while in Time Control (TK) or SHT, their use may be necessary. In emergencies, all occupants (regardless of age) must stop the vehicle in a safe location and speak outside the vehicle. If any violation is detected, the relevant penalties in the regulations will apply. The Organizing Committee reserves the right to take measures, such as installing a video recorder inside the vehicle, assigning a spotter to the vehicle, etc., to detect possible electronic device use or to deter it . Teams that prevent these practices will be disqualified from the race.

### 2.6 DECISION

A document published by Commissioners to publicise their findings following an investigation, hearing or inquiry.

### 2.7 TOSFED

Any mention of TOSFED refers to the TOSFED Board of Directors.

### 2.8 END OF THE COMPETITION

The competition concludes with the announcement of the Official Classification. The Classic Car sports competition portion concludes at the final time checkpoint.

**2.9 LEG**

A Classic Car has a specific night parking garage ( parc ). Each sporting competition section divided by a fermé is called a leg.

If a special spectator stage is organised on the evening before the first leg, this will be considered as Part 1 of Leg 1.

**2.10 NEUTRALIZATION**

This is when teams are stopped by the organizer for whatever reason and parking garage rules apply.

**2.11 NOTIFICATION**

The official written document issued and published by the Competition Director that properly informs a competitor(s) of the application of these Rules and the Classic Car Supplementary Rules.

**2.12 CLOSED PARKING (PARC FERMÉ)**

An area where any intervention, inspection, adjustment or repair of racing cars is prohibited except as specifically permitted in these Rules or the competition Supplementary Rules, and where only authorized officials are allowed to enter.

**2.13 TRAFFIC AND REPAIRS**

**2.13.1** Crews must comply with all traffic rules throughout the Rally.

**2.13.2** If the traffic rules violation notice reaches the Organizing Committee by the authorized persons before the official announcement of the results.

- First violation: 1000 penalty points
- Second violation: Expulsion from the rally.

**2.13.3** Any behavior that may jeopardize the entirety of the rally, including any violation of traffic rules, is prohibited. Teams found to be in violation of this prohibition will be expelled from the rally.

**2.13.4** The teams are responsible for the maintenance of their cars throughout the rally. In addition to the general service team designated by the Organizing Committee, teams may organize a service team for their own vehicles. Teams wishing to bring a service team must apply to the Rally Secretariat by the closing date of registration to obtain a "Service Team" license plate and card.

**2.13.5** Service crews will carry a "Service Crew" plate bearing the number of the participating crew, and their crews will be responsible for their conduct during the rally. Service vehicles may not drive in front of or behind participating cars and may not provide information about the rally's progress. Otherwise, service crews will be disqualified from the rally.

**2.13.6** Crews may assist each other in the event of a breakdown during the rally. Stopping to assist another competitor within the SHT does not incur a stop-in-SHT penalty, but does not grant the assisting crew any privileges in achieving the ideal time.

**2.13.7** Those who delay another team without reason will be charged 300 penalty points.

**2.13.8** Rally cars may not be towed or transported to any checkpoint, end of leg, or finish line of the rally. Teams that do not comply with these restrictions will be deemed not to have finished.

**2.14 ROAD RECONNAISSANCE**

**2.14.1** Training is prohibited before the competition. Teams found not to comply with this prohibition will be expelled from the rally.

**2.14.2** If a team member is seen on the track, even in a car other than the one in which he/she will participate in the race, the team will be deemed to have violated the training ban and will be expelled from the rally.

**2.15 ROAD RECONNAISSANCE TIMELINE**

The timetable specified in the competition Supplementary Rules during which competitors can familiarise themselves with the Classic Car track.

**2.16 COLLECTION**

To ensure compliance with the competition program and to regroup the cars that continue the race, the organizers have a closed parking lot ( parc ) with time control points at the entrance and exit. Stopping area planned under conditions (fermé ) and specified in the timetable. Waiting times may vary from team to team.

**2.17 TEAM**

The team consists of the competitor, the team and the support personnel.

**2.18 TIME REPORT**

**2.18.1** Each team will be given a "Time Report Card" prepared according to the "Target Time" principle.

**2.18.2** Teams are responsible for keeping time cards, showing them to the officials, retrieving them and recording control times correctly.

**2.18.3** The first time is entered on the time cards at the start of each day and leg by the designated marshal. Errors made by officials may only be corrected by signing or initialing them. Competitors may use their designated areas.

**2.18.4** Damage to, loss of, or failure to return time cards is prohibited. Teams found not to comply with this prohibition will be expelled from the rally.

**2.19 TECHNICAL CONTROL ZONE**

An area separated by two time control points where technical control officers can carry out technical checks .

**2.20 YELLOW CARD**

If a serious safety deficiency is detected during a race, the TOSFED Sports Directorate may issue a Yellow Card to a competition organizer upon the recommendation of a TOSFED Observer. The TOSFED Board of Directors may decide not to include an event awarded a Yellow Card in the following year's calendar.

**2.21 BLUE CARD**

If the rules and commitments (such as the competition route, organizational structure, etc.) are not strictly adhered to, the TOSFED Sports Directorate may issue a Blue Card to the competition organizer. The organizer must accept and

implement the action list determined by the TOSFED Board of Directors to be included in the following year's calendar.

## 2.22 WAIVER

The act of deliberately waiving or modifying a portion of these rules. TOSFED may only grant a waiver in a specific, unavoidable, and individual case. A waiver cannot alter the general meaning of the rules.

## CHAMPIONSHIPS AND POINTS 3. CHAMPIONSHIP REQUIREMENTS

### 3.1 CHAMPIONSHIP POINTS

**3.1.1** The ratings to be announced at the end of the rally or at the end of the legs will become final 30 minutes following their announcement.

**3.1.2** Among teams that finished the rally with the same number of points, the team with the lower year model will be ranked higher. If the model year is the same, the team that did not use additional odometers, the team with the lower total SHT penalty, and the team with the lower number of participants in the vehicle will be ranked higher, respectively.

**3.1.3** To be considered for the Team Cup, all teams must complete the rally. The total points of all three teams will be considered for the ranking.

**3.1.4** Results and winners will be announced at the time and place specified in the Competition Supplementary Rules .

**3.1.5** At the end of the competition, the top 15 competitors in the general classification will receive points in the Turkish Championship according to the scoreboard number 1 in Article 8 of the 2025 Competition Additional Regulations.

**3.1.6** The competitors who rank in the top six in their categories will receive points for the Category Winners of the 2025 Turkish Classic Car Championship according to the scoreboard number 3 in Article 8 of the 2025 Competition Additional Regulations.

### 3.2 CHAMPIONSHIP BASIC RACE NUMBERS AND POINTS

#### 3.2.1 Championship Base Race Numbers

a title at the end of the season, Turkish Classic Car Championship drivers must have participated in at least 3 (three) points-granting competition weekends in the relevant championship/group/category/class.

#### 3.2.2 Pilot and Co -Pilot Championships

i) The drivers' three (3) results from three (3) races will be used to determine the championship standings. The driver and co -driver with the highest points at the end of the championship standings will be declared the Turkish Classic Car Drivers' Champion and the Turkish Classic Car Co -driver Champion. In the event of a driver being disqualified from a race, that race will always count as one of the races that determine the final total points for the Championship.

ii) In the Turkish Classic Car Class Championships, drivers will receive points based on their overall ranking (top eight). Points table No. 3 in Article 8 of the TOSFED 2025 Competition Supplementary Regulations applies.

iii) the Turkish Classic Car Women's Pilot and Women's Co -Pilot Championships, points table No. 3 in Article 8 of the TOSFED 2025 Competition Additional Regulations will apply. (To receive points for the Women's Championship, it is

sufficient for one (1) female crew (a female crew with a female driver and co-driver) to start. If one (1) female crew is present in the races, it is mandatory to start at least three (3) races during the season to become the Turkish Women's Classic Car Champion.)

#### iv) Number of cars starting in any class: 2

If there are fewer than (two), this class is combined with the class above; points and, if applicable, trophies are awarded in the combined class. If the required number of entries in the above class is not met, the relevant prize(s) are not awarded. Results are announced separately for each class.

### 3.3 RACES GIVING POINTS TO THE TURKISH CLASSIC AUTOMOBILE CHAMPIONSHIP AND THEIR COEFFICIENTS

1st Leg : 1.0 Coefficient

2nd Leg : 1.2 Coefficient

3rd Leg : 1.4 Coefficient

The races will be awarded points for the championship based on coefficients determined by TOSFED following the season's audit. TOSFED reserves the right to exclude from the Turkish Classic Car Championship the team with the lowest points during the season.

For International Classic Cars, the relevant FIVA Sporting Regulations apply.

## 4. TIE IN THE CHAMPIONSHIP

### 4.1 PILOTS AND CO-PILOTS

In determining the championship season-end classification, the ranking will be made among the pilots and co -pilots who have the same number of points, taking into account the following criteria:

**4.1.1 Pilots and Co -drivers** who have achieved more first places, then second places, then third places etc. in the general classification of Classic Cars which counts points towards the Championship and constitutes the total points of the Pilots and Co -drivers in question ;

**4.1.2 Pilots and co -pilots** who have achieved a greater number of top positions in the general classification of the races in which the competitors in question have participated . For example, one 7th place is more valuable than any number of 8th places , and one 8th place is more valuable than any number of 9th places .

**4.1.3** In the event of a tie, the winner will be the driver and/or co-driver who achieved the highest number of points in the final race of the Championship. If a tied driver/co-driver is not classified in that race, the penultimate race will count, and so on.

## 5. RACE CHARACTERISTICS

### 5.1 RACE PROGRAMS

Provided that the following criteria are adhered to as closely as possible, organisers are free to create their own Classic Cars characteristics and create their own Classic Car programmes, routes and timetables.

**5.1.1** The competition program begins with administrative and technical inspections and concludes

with the awards ceremony. The format below is provided as an example for Classic Cars.

**5.1.2** Those wishing to watch a program or hold the awards ceremony separately, other than the recommended program below, must obtain written approval from TOSFED (for example, holding a portion of the race at night). This application must be submitted at

There must be constant and appropriate communication between the competition director and the stewards. At least one steward must be present near the Classic Car Center throughout the competition.

#### **PARTICIPATING CARS AND COMPETITORS**

##### **6.2 TOSFED Observer**

### **7. CARS THAT CAN PARTICIPATE IN THE TURKISH CLASSIC CAR CHAMPIONSHIP**

#### **7.1 CLASSES OF AUTOMOBILES**

CATEGORY GROUPS	
<b>D</b>	Production on or before December 31, 1945.
<b>E</b>	Vehicles manufactured between January 1, 1946 and December 31, 1960.
<b>F</b>	Vehicles manufactured between January 1, 1961 and December 31, 1970.
<b>G</b>	Vehicles manufactured between January 1, 1971 and December 31, 1980.
<b>H</b>	Vehicles manufactured between January 1, 1981 and December 31, 1995 .
<b>YOUNGTIMER</b>	Vehicles manufactured between January 1, 1996 and December 31, 2005 .

least 60 (sixty) days before the start of the race.

#### **5.2 ENVIRONMENTAL POLICY**

Unless otherwise stated in the relevant Championship regulations, all TOSFED Turkish Classic Car Championship event organizers must comply with the TOSFED Environmental Policy Program.

#### **OFFICIALS 6. OFFICIALS AND DELEGATES**

##### **6.1 COMMISSIONERS**

the Turkish Classic Car Championship will always consist of three members. Two of these members (including the chairman of the board of stewards) are appointed by TOSFED. The other member is appointed by the organizing club with TOSFED's approval.

#### **7.2 ADDITIONAL PROVISIONS**

**7.2 .1** Participating cars must have been manufactured in 1995 or earlier and must be in compliance with factory ex-factory standards.

**7.2 .2** Parts of other models of the same brand that were produced in 1990 and earlier and sold in the market can be used in automobiles.

**7.2.3** If there is only one vehicle in any category, the vehicle in that category is combined with the nearest category that has a newer production year and a vehicle in its category. If there is no category with a newer production year, it is combined with the nearest category

TOSFED appoints the following delegates (each of whom will prepare reports within the scope of their duties).

##### **6.3 COMMUNICATION OFFICER WITH COMPETITORS**

The primary duty of the Competitor Communications Officer is to inform and explain the rules and the operation of the Classic Car to the competitors/teams . Each Classic Car is required to have at least one Competitor Communications Officer. This officer must be easily identifiable by the competitors/teams and must be present at the designated locations at the times specified in the competitor communication schedule.

The photograph and contact information of the Contact Person for the Contestants must be included in the additional rules of the contest or in the newsletter or communication published immediately before the contest.

that has a vehicle in its category and a vehicle in its category that has an older production year.

**7.2 .4** The cars must have complete Traffic Registration Documents (including valid Compulsory Traffic Insurance Policies) and must be kept in the car throughout the competition.

**7.2 .5** Cars without FIVA ID Cards issued by the Classic Automobile Club in Turkey cannot participate in international competitions.

**7.2.6** Cars participating in FIVA International Races must meet the specifications specified on their FIVA ID Card. Cars that do not meet the specifications specified on their ID Card will not be allowed to start .

### 7.3 ELIGIBLE COMPETITORS AND DRIVERS

**7.3.1** Applications to participate in the competition are evaluated by the Organizing Committee. The team member designated as the driver on the registration form must hold the required driver's license class for the vehicle and a TOSFED Classic Car Driver's License. Drivers without this license will not be allowed to start.

**7.3.2 Teams wishing to participate** in the race as competitors ( including touring ) must have both the driver and co-driver in possession of a TOSFED Classic Car Driving Licence. Teams without this licence will not be allowed to start. A TOSFED Classic Car Assistant Driver's License is available to those who are 18 years of age or older. Holders of this license cannot drive a car under any circumstances and may only be in the driver's seat.

**7.3.3** A TOSFED Sport Driver's License alone is not sufficient for teams. The co-driver must also hold a TOSFED Classic Car Driver's License. A license is not required for additional passengers in the vehicle during registration. A Classic Car Driver's License for an additional passenger does not replace the Classic Car Driver's License of the driver or co-driver. The driver and co-driver must each hold a separate TOSFED Classic Car Driver's License. Those registered as passengers in the vehicle cannot serve as drivers or co-drivers, nor can they sit in the driver's seat or the passenger seat of a vehicle. Teams that fail to comply with this rule will be disqualified from the race.

**7.3.4 Drivers must present their original driver 's** license to the start supervisor during the morning start of the race . If the original or an officially certified copy of the license is not presented, the race will not be allowed to start. The TOSFED Sports Driver's License does not replace the driver's license. Foreign driver's licenses valid in Turkey may be used. Having a driver's license for an additional passenger is not sufficient for the start. Drivers without one of these documents will not be allowed to start.

**7.3.5** The Organizing Committee reserves the right to reject any team's application upon approval of the ASN.

**7.3.6** Organizing Committee Members cannot participate in the competition.

**7.3.7** In order for foreign participants to receive points from the Turkish Championship, they must fulfill the conditions in Article 43 of the TOSFED Competition General Rules .

**7.3.8** Driver's clothing is free.

### 8. VEHICLE TRACKING SYSTEM

At TOSFED championships, all cars are required to be fitted with a vehicle tracking system. The system's presence will be verified during technical inspections. The conditions for receiving, installing, and returning the devices will be published by the organizers.

During the Classic Cars event, the crews are responsible for the operation of the device. Any interference with the system will be reported to the Board of Stewards.

### STANDARD DOCUMENTS AND TOSFED VISA 9. STANDARD TOSFED DOCUMENTS

#### 9.1 GENERAL

- Additional Rules (electronic and print optional)

- Bulletins (electronic and print)
- Timetable (electronic and print)
- Road Book (electronic and/or printed)
- Time Card (printed)
- Registration Form ( electronic and printed)
- Registration List ( electronic and printed)
- Start Lists, Results (electronic and print)

Official documents such as Provisional and Official results, class results, bulletins and decisions should be published on the digital and/or physical Official Notice Board with the time of publication.

Documents published electronically may be changed after publication, provided that all competitors and officials are notified and the changes are clearly stated. Documents requiring TOSFED approval before publication cannot be changed without TOSFED approval.

#### 9.2 ROAD BOOKS / TIMELINE

diagrams , will be distributed to all team members . It is mandatory to follow this route. Additionally, during reconnaissance or the initial passage of special stages, the organizers may place barriers or obstacles where they believe competitors may be deviating from the route. Any changes must be communicated to all competitors before the start of the relevant stage.

The Road Book may be submitted in full or in part in PDF format. The use of an electronic Road Book must be specified in the Supplementary Rules and published with the Registration List at the latest . Any deviations/violations will be reported to the Stewards. The Road Book will also include the latest and approved version of the Timetable.

#### 9.3 TIME CARDS

##### 9.3.1 Each team

- From his own time report card,
- To present this time card at the checkpoints,
- Responsible for checking that the correct entry is made in the Time Card.

**9.3.2** Except for the "Competitor use" sections, the only persons authorized to enter times on the report card are the relevant invigilators.

**9.3.3** If it is determined that the recorded time and/or signature is missing at any time checkpoint, or that the report card has not been presented at any time checkpoint, the Competition Director may, on an exceptional basis, conduct an investigation using electronic records (GPS), official documents, and/or other available resources. Except as noted above, if the team is found to have passed the time checkpoint correctly, a 1-minute penalty will be applied. In addition, if applicable, a penalty will be applied in accordance with Article 33.2.10. Otherwise, the team will be deemed to have been disqualified at that point. This information will be communicated to the competitor by the Competition Director at the end of the segment, at the latest before the overnight parking garage.

Alternatively, if there is uncertainty regarding the circumstances, the Competition Director will report the matter to the Stewards for consideration.

**9.3.4** If a difference is detected between the team's time card and the official documents, the final decision will be made by the Competition Director.

#### 10. GRANTING TOSFED APPROVAL (VISA)

i) Clubs with a valid TOSFED organizer license shall send to TOSFED the additional competition rules of the competitions they will organize, in accordance with the model prescribed by TOSFED, by complying with the minimum periods in SECTION VI – MINIMUM PERIODS .

ii) During the application for TOSFED visa, the organizer will have the track, timetable and service area location approved with the layout plan.

iii) These documents and information are evaluated by TOSFED and the race visa is given with a confirmation number.

iiii ) TOSFED will impose financial penalties on organizers who do not comply with the minimum deadlines.

#### INSURANCE 11. INSURANCE POLICY

##### 11.1 DEFINITION OF INSURANCE POLICY

The organizer must specify the details of the policy it has taken out for the race in the supplementary rules. The policy must include the names of the competitors, TOSFED, and race officials. The risks and coverage covered must be explained. The coverage amount cannot be below the limits set annually by TOSFED .

##### 11.2 INSURANCE AGAINST THIRD PARTIES

**11.2.1** All financial liabilities of the competitors to third parties must be covered by the insurance premium to be paid in addition to the registration fees.

**11.2.2** This insurance against third parties must not invalidate any individual insurance policy taken out by any competitor, legal entity or individual participating in the competition.

**11.2.3 Insurance policies** will come into effect from the first special stage, **will cover the entire route of the race from the first special stage and** will end at the end of the race or when the competitor leaves the race permanently or is expelled from the race.

##### 11.3 OUTSIDE SCOPE CASES

Even though they carry competition plates issued by the organizer, the crews of these vehicles are not considered to be participating vehicles and therefore are not covered by race insurance.

#### RECORDS 12. REGISTRATION PROCEDURE

##### 12.1 GENERAL

Entries must be made in accordance with articles 3.8 to 3.20 of the International Sporting Code.

##### 12.2 DELIVERY OF REGISTRATION FORMS (REGISTRATION APPLICATION)

A competitor holding a TOSFED Sportive Competitor Certificate wishing to participate in a race must submit a

fully completed registration form and receipts confirming the payment of the registration fee to the race secretariat no later than the "Registration Closing Date" announced by the organizer. Electronic applications (online) or faxes are acceptable.

If the registration form is sent by fax, email, or electronically, the original, with its original signature, must be presented at the administrative inspection at the latest. A copy of the valid TOSFED Sports Competitor/Driver's License must also be submitted with the registration form.

Registration fees are set to cover the teams' contribution to the overall organization costs, as well as accommodation, the Gala Dinner, Awards Ceremony, and other social event expenses. The Organizing Club reserves the right to determine alternative prices for different options.

#### 12.3 CHANGES TO THE REGISTRATION FORM

Competitors may replace the car they specify on their registration form with another car, provided it is in the same group and class, until the technical inspection.

#### 12.4 ASN PERMISSIONS

Foreign competitors, Pilots and Co -pilots must present the ASN permit to which they are subject in accordance with Article 3.9.4 of the International Sporting Code.

#### 12.5 CHANGES OF COMPETITORS AND TEAM MEMBERS

**12.5.1** After the closing of registrations, a member of the team shall:

- With the approval of the organizer before administrative control
- By the decision of the Board of Commissioners, changes may be made after the start of these controls until the announcement of the start list.

**12.5.2** Only TOSFED may allow the replacement of the competitor or both pilots after the registrations are closed.

#### 12.6 COMMITMENTS OF COMPETITORS AND TEAM MEMBERS

Competitors, registrants and all team members who sign the registration form accept and undertake to comply with the International Sports Code and its Annexes, FIVA Regional Classic Car Sporting Regulations, TOSFED Competition General Rules, TOSFED Competition Additional Regulations, these rules and all provisions of the competition additional rules.

#### 13. REGISTRATION CLOSING DATE

The organizer must announce the registration list in accordance with the minimum periods in accordance with the Competition General Rules SECTION VI – MINIMUM PERIODS and send a copy to TOSFED by fax and e-mail.

Exceptionally , TOSFED may approve later registrations.

#### 14. REGISTRATION FEES

##### 14.1 ACCEPTANCE OF REGISTRATION FORM

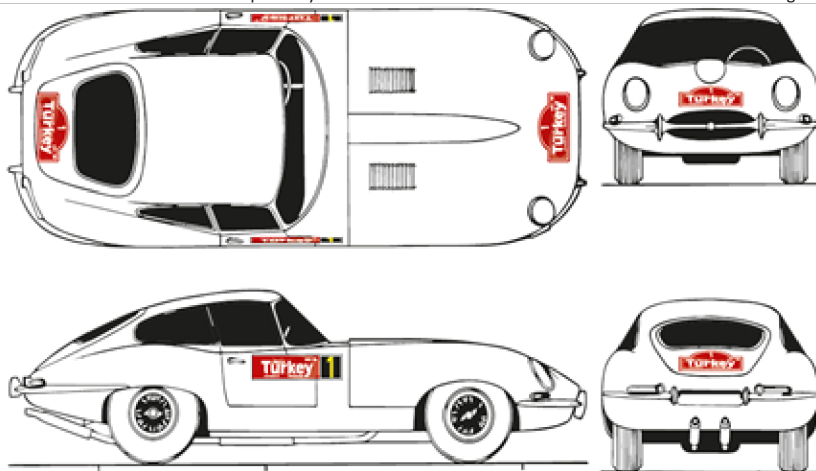
The registration application will be accepted only with confirmation that the registration fee has been paid in full.

##### 14.2 REFUND OF REGISTRATION FEES

Registration fees are fully refunded in the following cases:

- To the contestant candidates whose registration is not accepted,
- If the competition cannot take place for any reason.
- **In case of force majeure for the competitor, after the decision to be made by the Stewards.**

There will be no advertising on the vehicle other than the door numbers on the right and left doors. Rally plates must be placed on the hood and optionally on the trunk at the discretion of the Organizing Club.



**15.1.3** The absence of all competition numbers and plates within this description will be penalised by the Competition Director;

#### 15.2 ADVERTISING POSITIONS

**₺4,680.00 (Four Thousand Six Hundred and Eighty**

## 16. ADVERTISEMENTS

### 16.1 ADVERTISING LIMITS

**16.1.1** Competitors may display any kind of advertising on their cars under the following conditions;

- In accordance with national laws and TOSFED Competition General Rules Article 46,
- In a way that does not constitute an insult,
- Not political or religious in nature,
- In accordance with the articles regarding competition numbers,
- They can carry it in a way that does not obstruct the team's view from the windows.

**16.1.2** The content of the organizer's mandatory advertising must be clearly stated in the supplementary rules or announced in an official bulletin at the latest before the closing of registration.

### 14.3 PARTIAL REFUND OF REGISTRATION FEES

Half of the registration fee will be refunded to contestants who register for the competition and withdraw their registration before the registration closing date.

No refunds will be made to the registration fee for competitors who fail the first technical inspection or who decide to withdraw during or after the technical inspection.

## IDENTIFICATION OF CARS 15. COMPETITION NUMBERS

### 15.1 GENERAL

**15.1.1** The organizers will give each team the numbers and plates defined below, which must be affixed to the specified places on the cars before the technical inspection.

**15.1.2** All advertising within this description is mandatory and cannot be rejected by competitors or registrants. Race plates and event advertising labels cannot be modified.

**Turkish Lira)** for each missing or incorrectly placed Classic Car plate ,

- **₺4,680.00 (Four Thousand Six Hundred and Eighty Turkish Lira)** for each incorrectly attached organizer sponsor labels or those removed or not attached during the race .

- If the Classic Car plate covers the vehicle's traffic plate even partially, **3,600.00 (Three Thousand Six Hundred Turkish Lira) ₺** ,

**3,600.00 (Three Thousand Six Hundred Turkish Lira) ₺** for each missing competition number ,

- For the lack of the driver's or co -pilot's names or national flags, **2,200.00 (Two Thousand Two Hundred Turkish Lira) ₺** fines are given.

**15.1.4** All vehicles must have their official traffic plates (or a sticker indicating their plates) visible on the front and rear license plates. Otherwise, the commissioners

**15.1.5** Teams must obtain approval from the Organising Club for the size and location of their sponsor's equipment.

## 16.2 ORGANIZER'S OPTIONAL ADVERTISING

**16.2.1** Any other advertisements offered by the Organizers are optional. In case of rejection of such optional advertisements, the registration fee specified in the Additional Rules must be paid.

**16.2.2** If the competitors' sponsor is a rival company and they refuse to carry advertisements of car brands, tires, fuel and oil, no additional registration fee can be requested.

**16.2.3** Competitors who accept the Organizer's optional advertisements must reserve the spaces specified in the supplementary rules for these advertisements and leave them blank. Advertisements cannot be modified.

## 16.3 DEFINITION AND ADVERTISING OF CHAMPIONSHIPS

**16.3.1** The Championship organizer (TOSFED) has additional advertising rights. The areas defined below are reserved for the Championship organizer to identify and advertise the Championship:

**16.3.2** Any advertising within the Championship description must comply with Article 20.1.

## ADMINISTRATIVE CONTROL AND TECHNICAL CONTROL

### 17. ADMINISTRATIVE CONTROL

**17.1** Administrative inspections must be conducted prior to the race technical inspection. Competitors participating in the race must arrive at the administrative inspection according to the timetable published in the Competition Supplementary Rules. Penalties for late arrivals are also specified in the Competition Supplementary Rules.

**17.2** Documents to be requested from the competitors during administrative control:

- Completely filled and signed registration form original ,
  - Received by the Provincial/District Directorates of Youth and Sports
- Athlete licenses, TOSFED Sportive Competitor/Driver License received from the federation,
- Original driver's licenses,
  - Registration fee receipt or receipt,
  - Racing car license or ATA carnet / Customs permit,
  - Insurance of the racing car,
  - If the vehicle owner is someone else, a waiver from the vehicle owner,
  - Driver declaration and commitment forms signed by the driver and co-driver ( **To be signed when obtaining the Sportsman's License** ).

If the organizer wishes to check other documents, these must be specified in the additional rules.

During administrative control, correspondence and newsletters must be distributed in exchange for signature, competition numbers and license plates, registration list and all printed materials and sponsor products specified in the additional rules.

**17.3** If the competitor and driver are the same person (individual registration), at least one of the drivers must be present at the administrative inspection and present the required documents in person. Individually registered competitors cannot have their administrative inspections authorised. This must be immediately reported to the Stewards by the Competition Director.

## 18. TECHNICAL CONTROL (BEFORE THE SPORTING PART OF THE RACE)

### 18.1 GENERAL

**18.1.1** Teams must bring the cars in which they will participate in the rally to Technical Control at the time specified in the programme .

**18.1.2** Cars and teams that have not passed the Technical Inspection will not be allowed to start.

#### 18.1.3 Scope of Technical Control :

- FIVA ID Card for FIVA International Competitions ,
- The technical specifications of the car and whether there are any obstacles to its participation in the rally,
- Tripmaster or not.

**18.1.4** If the deficiencies identified during the technical inspection are not remedied by the second inspection to be carried out before the start time of the race, the teams with the deficiencies will not be allowed to start and the registration fee will not be refunded.

**18.1.5** The Rally Director and Technical Control Officer have the authority to stop any or all teams at any point during the rally, if deemed necessary, to check that the cars maintain their specifications and equipment as at the first technical inspection. Any violations of the rules will result in teams being expelled from the rally in accordance with the relevant regulations.

## DRIVING RULES 19. BEHAVIOR

### 19.1 GENERAL RULES

**19.1.1** Teams must behave in a sportsmanlike manner at all times.

**19.1.2** Demonstration riding may only be performed if specifically permitted in the supplementary rules. Drivers may not perform a "DOUGHNOT" (turn the car around its own axis) at any time during the start, finish, or ceremonial start. Doing so is considered dangerous driving, and the Board of Stewards may impose a fine of not less than five (5) times the registration fee on the competitor concerned, including expulsion. However, it may be permitted with TOSFED approval, provided the organizer has taken the necessary safety precautions before the competition.

## START AND RE-STARTS 20. START CEREMONY

To promote the Classic Car and increase media interest, a starting ceremony may be organized. The order of the starting ceremony and the starting intervals are left to the organizer's discretion. The starting ceremony schedule and location must be specified in the supplementary rules. If a team's race car is unable to participate in the ceremonial start, the team may continue to start at their designated starting time for the remainder of the Classic Car race , provided this is reported to the Board of Stewards and the car has passed the necessary

technical inspection . However, the team in question must participate in the starting ceremony on foot at their designated starting time, wearing their racing overalls.

## 21. START OF THE RACE

### 21.1 START AREA

Before the start, the organizers may assemble the competing cars in the starting area, in accordance with the rules detailed in the supplementary rules. In this case, the penalty for arriving late to the starting area will be specified in the supplementary rules. Service is not permitted in the starting area.

### 21.2 MAXIMUM LATE TO START TIME

Teams arriving more than 15 minutes late to the start of a section will not be allowed to start that section.

## 22. START ORDER AND INTERVALS

### 22.1 FIRST LEG START ORDER

the first Classic Car of the season , Round 1, is as follows:

**In each leg, the starting order is ordered starting with the oldest car, with the youngest car of the year of manufacture starting last.**

If the Competition Director is of the opinion that all the above-mentioned competitors cannot take advantage of the priority advantage due to the cars they are using, even on the initial start list, they may change the places of these drivers.

### 22.2 START ORDER OF NEXT LEGS

The starting order for subsequent legs is determined by the order established after the final special stage of the previous leg. The starting order is announced by the competition director at the time specified in the competition supplementary rules.

### 22.3 START INTERVAL

**22.3.1** Cars will start at 1 (one) minute intervals. Start intervals may be changed by the Rally Director. The start times for each team will be indicated on the Time Cards.

**22.3.2** A team that does not start at the specified time will be charged 10 penalty points for each minute early or late.

**22.3.3** If the start time is delayed by more than 15 minutes, the crew will be deemed to have not started the rally. In the event of a vehicle malfunction, the driver or co-driver will notify the Rally Director in writing, and the vehicle will be given the last starting position for that day.

Calculations are made based on this time. In cases of misconduct or malicious intent, teams will be expelled from the rally.

**22.3.4** Hours, minutes, and seconds are displayed from 00:00:00 to 23:59:00. Official time is the watchman's time (watchman's time synchronization is based on TRT Time).

**22.3.5** The National Flag or Club Flag may be used at the start of the competition.

## CONTROLS 23. CONTROLS - GENERAL REQUIREMENTS

**23.1.1** All "Checkpoints" will be marked with signs complying with the Organizing Club's standards, and a yellow warning sign featuring the same figure will be placed before this sign. Yellow signs will not be used at checkpoints where early entry is permitted.

**23.1.2** Checkpoints open 15 minutes before the time when vehicle number "0" should arrive and close 15 minutes after the time when the last vehicle should arrive.

**23.1.3** The 15-minute waiting period for the closing time may be waived, provided that all teams continuing the rally have passed the control point.

**23.1.4** The inspection is carried out when the car is within the "Control Area." Teams can enter this area at the earliest possible Control Time. 10 penalty points are applied for each minute earlier or later.

**23.1.5** Competitors must comply with the rules of the supervisor on duty at these points. Penalties will be applied in accordance with "Article 3.1.4".

**23.1.6** Checkpoints must be passed in the order specified on the time cards. Time and Pass Control and SHT Start and Finish checkpoints not passed in the order are considered unvisited. Penalties are imposed in accordance with Article 3.11.11.

**23.1.7** Not stopping at the checkpoint will result in penalty points and a penalty will be applied in accordance with "Article 3.11.11".

**2.1.8** If a team does not operate its time card at a checkpoint, it cannot return to the same point and operate its time card if it operates its time card at the next checkpoint.

**23.1.9** At the checkpoints with specified entry and exit directions, teams that do not comply with this route and enter this point from the opposite direction will be given 300 penalty points.

**23.1.10** The time to reach the control points will be calculated by the teams.

**23.1.11** Teams can check their own time with the clock on the supervisor's desk.

**23.1.12** Supervisors cannot assist drivers in calculating the time required to reach the Checkpoint.

**23.1.13** No penalty will be incurred for early entry at points where early entry is permitted on the time cards, such as at the end of legs and sections, and at the finish control points. Late registrations at these points will be subject to penalties as per Article 3.11.8.

**23.1.14** At the " Pass Control" points, the time cards are given back to the driver by the Supervisor on duty, only after signing them, without writing the passage time.

**23.1.15** The Organizing Committee or the Rally Director may conduct access control at any location on the course that is not previously designated. These locations will be marked with Access Control Point signs.

**23.1.16** According to Article 14 of the Turkish Traffic Law, traffic signs on the competition course cannot be cancelled, rendered invalid, these signs cannot be covered and their locations cannot be changed in any way.

**23.1.17** To be considered as having finished the rally;

- Having started,
- Having done at least one of the Fixed Speed Tests every day,
- Not having received a deportation penalty,

- the Finish Point .

#### 24. PASSAGE CONTROLS

At the controls identified by signs anywhere on the competition course, the supervisors on duty will only stamp and/or sign the time cards of the teams when they hand them over, without specifying the passage time.

#### 25. TIME CONTROLS

##### 25.1 OPERATION

During these checks, supervisors will record on their time cards the moment they are given their time cards. Only the minutes spent are recorded.

##### 25.2 ENTRY PROCEDURE

**25.2.1** The entry procedure begins when the car passes the time control entry sign.

**25.2.3** The actual time and entry on the time card can only be recorded if the car and two crew members are within the control area and in the immediate vicinity of the control desk.

**25.2.4** The time to be recorded is the time when one of the team members submits the time card to the relevant supervisor.

**25.2.5** The relevant supervisor is only responsible for recording the actual time on the card at the time it is given to him/her.

**25.2.6** The recording time is calculated by adding the target time to the start time of the special stage or the previous TK time. These times are expressed in minutes.

**25.2.7** Registration times are the sole responsibility of the team. Teams may use the official time at the checkpoint. Supervisors may not inform the team of the target registration time.

**25.2.8** If teams enter the control area within the ideal registration minute or the minute before, they will not receive any penalty.

**25.2.9** Teams that submit their time cards to the supervisor on duty within the ideal registration minutes will not receive a late penalty.

**25.2.10** Differences between the ideal recording time and the actual recording times are penalized as follows.

- a) Late arrivals: 10 penalty points for each minute,
- b) early arrivals: 20 penalty points are given for each minute.

**25.2.11** The maximum time you can be late for any time control is 15 minutes.

**25.2.12** If more than 15 minutes are missed between two checkpoints, that checkpoint is deemed not to have been passed.

**25.2.13** 300 penalty points will be applied for each checkpoint not passed. (No further time penalty will be given.)

**25.2.14** Teams that fail to pass any checkpoint or do not pass intentionally will reach the next checkpoint by adding the target times from the Time Controls they did not register to the last time they registered.

**25.2.15** If a time control point cannot be made by the organization for any reason, the next time control point is reached according to the target time found by adding the target time of the next stage to the target time of the current stage.

**25.2.16** Early entry to a time control point may be permitted without penalty if specified by the organizers in supplementary rules or in a later official bulletin.

**25.2.17** If a team is found not to have complied with the registration procedures outlined above, the chief invigilator at the location must immediately report the incident in writing to the Competition Director.

**25.2.18** The Competition Director may, at his discretion, grant neutralization to a team that enters a point early, ensuring that the team actually leaves the point at the scheduled time.

#### 26. SPECIAL STAGES

##### 26.1 CONSTANT SPEED TESTS

**26.1.1** Constant Speed Tests are sections where the average speed required in km/h is specified in the letter attached to the start of that day's leg or on the relevant road Book, and where teams are required to adhere to the given speeds until the end, and where the finish points are unknown to the teams.

**26.1.2** Cars may be given a fixed speed separately according to their category and/or starting order.

**26.1.3** Fixed Speed Tests are conducted on public roads as part of the regular stages. Crews will strictly comply with speed restrictions and all other traffic regulations during these stages, as they do throughout the rally.

**26.1.4** A speed restriction below the given fixed speed will be considered a "Speed Change" and crews will be expected to continue the rally at this speed.

- If there is a speed limit sign indicating the end of the speed restriction or a speed limit sign that is higher than the previous speed, crews will return to their previous speed.

- If the speed restriction sign is lower than the previous speed but higher than the current speed, the teams will be expected to continue the rally according to the new speed restriction sign.

- If they see the organization speed change sign and/or road sign specified in the SHT speed envelopes, the teams will comply with the speeds specified in the speed envelopes.

- The Rally Director may place an organization's speed change sign on the speed restriction sign or designate another road sign at the same location as the speed change sign. In these cases, if the new speed is higher than the speed restriction, crews are expected to comply with the speed change sign.

- In case of a speed change road sign, the SHT must be indicated with a photograph on the speed envelope.

##### Example:

SHT with an initial speed of 45 km/h and a speed change of 43 km/h with an "X" village sign, teams start the SHT with 45 km/h. and continues,

If they see the "20" sign, teams will reduce their speed from 45 km/h to 20 km/h. If they see the "30" sign, teams will increase their speed from 20 km/h to 30 km/h.

that is over "30" or higher than 45 (50, 70), they will increase their speed to the initial speed of 45 km/h.

When the teams see the "X" village sign, they update their speed to 43 km/h and make all their future calculations accordingly.

**26.1.5** During fixed speed tests, stopping to yield to oncoming vehicles on narrow roads where passing is difficult is prohibited, except when traffic signs and signals indicate "Stop." Failure to comply with this prohibition will result in a penalty of 100 points for each violation.

**26.1.6** SHT Checkpoints are the points that mark the start and finish of the test. The opening times of the SHT start point are determined by taking into account the ideal time of the previous ZK point and are communicated to the supervisors and competitors.

**26.1.7** The SHT ends at an unspecified point, a maximum of 20 km from the starting point, and is marked with a red finish sign during the rally, in accordance with the Organizing Club's standards. The presence of supervisors marking the finish time does not necessarily mean the SHT has ended. All restrictions related to the SHT end upon passing the SHT Finish Sign. There may be no supervisors at the SHT finish point.

**26.1.8** An average speed of up to 50 km/h can be given within SHT.

**26.1.9** Intermediate checks may be conducted at one or more unspecified hidden points within the SHT. The SHT Start is at point A, the Secret Check is at point B, and the SHT Finish is at point C; time measurements are made as AB and AC. The penalty point for that stage is the sum of the AB and AC grades, based on the ideal time difference calculated for the relevant items.

**26.1.10** During the race, 1 or more Constant Speed Tests may start at the same time or a new Constant Speed Test may start before a Constant Speed Test is completed.

**26.1.11 In races where** multiple Constant Speed Tests are active simultaneously, the first SHT to start will finish first, unless otherwise stated. If a different order is to be used, this order must be stated in the track notes or speed notification notes.

## 26.2 CONSTANT SPEED TESTS START

**26.2.1 Constant Speed Depending on Time Control Point Tests**

**26.2.1.1 In Constant Speed Tests based on the time control point, the ZK point** is also the "SHT Start Area Entry Point".

**26.2.1.2** Teams registered at the ZK point proceed to the SHT start without delay at the ZK point and continue to race in accordance with the provisions of the relevant article, in accordance with the Rules of the responsible supervisor.

**26.2.1.3** If two or more teams register for the same time at the TMC, the supervisor on duty will give priority to the team with the lower number and will maintain the one-minute time gap between teams by writing the time one minute later to the other team(s) (This time may vary by one minute depending on the number of teams registered at the TMC at the same time).

Teams in this situation will not be penalized for delay due to the time difference.

**26.2.1.4 Teams that are allowed to enter** the SHT by recording their time by the supervisor must comply with the provisions of the relevant article, and violations of the rules will be penalized according to this article.

**26.2.1.5** Teams that do not pass such SHTs will be subject to 300 penalty points. (No other time penalty will be given.)

## 26.2.2 Standing Start

**26.2.2.1 Starts are given at intervals determined by the Supervisor according to road and traffic conditions**, provided that they are not earlier than the opening time stated in the timetable.

**26.2.2.2** In standing starts, the gate number is not taken into account, the vehicle arriving first takes the start priority.

**26.2.2.3** After announcing the last 15, 10 and 5 seconds until the start time, the car will immediately move with the "EXIT" command and reach the average speed as soon as possible.

**26.2.2.4** 10 penalty points are applied for each second of exit before the exit command is given.

## 26.2.3 Moving Start

**26.2.3.1** In the Moving Start application, supervisors will only perform their inspection duties and identify time and rule violations, and will not make any records on the time cards.

**26.2.3.2 At the beginning** of the SHTs with Moving Start, there is a "Yellow Sign" in the Organizer Club standards indicating the entrance to the control area and a "Red Sign" in the same shape 25-100 m ahead where the start time will be determined (by the chronometer observer or photocell device).

**26.2.3.3** Teams may stop before the yellow sign to make the necessary preparations.

**26.2.3.4** Teams arriving before the SHT opening time must wait for the opening time. Teams starting before the opening time will not receive their starting times.

**26.2.3.5 The team that will start** the SHT (not earlier than the SHT opening time) will try to reach the ideal speed as much as possible, starting from the yellow sign. The supervisor on duty will start the stopwatch as soon as they pass the start line at the red sign. (Or the photocell will be located at this point.) The drivers must start their stopwatch at this point.

**26.2.3.6** If multiple teams are at the starting point at the same time, other teams may not enter the starting area until the team in front passes the red sign. Only one car may be allowed in the SHT starting area. The team following behind may not enter the yellow sign until the team in front passes the red sign. Teams found not to comply with this prohibition will be assessed 50 penalty points.

**26.2.3.7** In moving starts, the door number is not taken into account, the vehicle arriving first takes the start priority.

**26.2.3.8** Riding must be done at near-optimal speed between yellow and red signs. Teams that stop within the

starting area, between two signs, or at the start line (red sign level) will receive 100 penalty points.

#### 26.2.4 Unsupervised Start

**26.2.4.1** In the case of an unsupervised start, there may be no Organiser Club sign, supervisor's desk, photocell-connected stopwatch or any other time-measuring or displaying device.

**26.2.4.2** The starting point will be indicated on the road Books. This location may be a road sign or the Organizing Club SHT start sign. A line on the road surface is not required. This point will be considered the SHT start point, and the SHT evaluation will be based on it.

**26.2.4.3** In the unsupervised start application, the yellow start sign designating the SHT start area may not be present. In this case, the SHT start area will not be used.

**26.2.4.4** Teams will calculate their own start time based on the ideal time given on their time cards. This time will be used as the SHT start time.

**26.2.4.5** Start time will be in hours, minutes and seconds, and hours, minutes and seconds will be used as 1/1000 seconds in calculations.

**26.2.4.6** Teams may start using either "Standing Start" or "Moving Start" applications.

**26.2.4.7** An officer may be present at the start area for control and monitoring purposes.

**26.2.4.8** If teams wait on the start line for purposes other than starting, if they obstruct the start line from being visible or if they obstruct other teams, they will be penalized in accordance with "Article 3.3.7".

**26.2.5** The way in which SHT starts will be given will be stated in the route notes and/or time cards.

#### 26.3 FINISH CONSTANT SPEED TESTS

**26.3.1** The "Secret Observer Point," where the SHT grade will be determined, is located approximately 25 to 100 meters before the SHT finish board. The crew's time in hours, minutes, and seconds per 1000 seconds is recorded on the supervisor's sheet by the secret observer. One or more additional checkpoints may be placed on the SHT for speed control purposes beyond the finish point. If the speed determined at these points cannot be determined by photocell devices, which also display fractions of the ideal speed given, the teams at the SHT finish points will record their finishes in hours, minutes, and seconds, in accordance with the supervisor's watch. Any time difference between the SHT Ideal Grade and the crew's grade, after a one-second tolerance is applied, will be assessed with one penalty point for each second of early passing and late passing.

**26.3.2** Teams that do not have a time recorded on the SHT start or finish invigilator sheet will be deemed to have failed the Constant Speed Test. 300 penalty points will be applied for each SHT not passed.

**26.3.3** Officials determined by the organization may stop randomly selected vehicles at any time or place during the race and check for prohibited equipment.

#### 26.4 ACCELERATION / BRAKE TEST

**26.4.1** Teams arriving at the start of the Test Stage will begin at the supervisor's flag signal. The clock will begin running once they pass the first photocell line. The finish point of the stage will be marked with two lines, each at least 2 meters long and 10 cm wide, 1.5 meters apart. The teams' finishing times will be measured on these lines, and their times will be determined in minutes, seconds, and 1/1000th of a second.

**26.4.2** Teams will attempt to stop at the finish line, with the finish line between their vehicles' front and rear wheels. If the vehicle's front or rear wheels touch the finish line, or if the vehicle stops before or after the line, the teams will be deemed to have not participated in the Acceleration/Brake Test Stage, and a penalty of 25 (time) points will be applied to the rankings.

**26.4.3** Stage times: For each category, the team with the best time is recorded as a penalty (time) point of 0.000. The other teams' times are calculated by calculating their difference from the best time and are recorded as stage penalty (time) points. Additionally, the year multiplier is not calculated.

**26.4.4** The Acceleration/Brake Test is included in the general classification and added to the race's total score. The Organizer may award additional prizes as deemed appropriate, provided they are specified in the Competition Supplementary Rules.

#### 26.5 SLALOM AND TRACK

**26.5.1** It is held in an area closed to traffic. The times to be held on special tracks or established tracks, designed by the Organizing Committee in accordance with FIVA Maximum Speed Rules, are determined as "Minute, Second and 1/1000 second."

**26.5.2** In slalom, 2 penalty (time) points are applied for each skittle that is hit and for each skittle that is not crossed.

**26.5.3** Teams that make ten or more skittle errors are deemed not to have participated in the Slalom Stage and 25 penalty (time) points are applied in the ranking.

**26.5.4** Stage times: For each category, the team with the best time is recorded as a penalty (time) point of 0.000. The other teams' times are calculated by calculating their difference from the best time and recorded as stage penalty (time) points. Additionally, the year multiplier is not calculated.

**26.5.5** Slalom and Track Tests are included in the general classification and added to the race's total score. The organizer may award additional prizes if deemed appropriate, provided they are specified in the Competition Supplementary Rules.

#### 27 PENALTIES

##### 27.1 SHT TIME PENALTY CALCULATION

**27.1.1** If the SHT finishing time is taken as hours, minutes and seconds, the time differences that occur after applying one second tolerance will be penalized with 1 (one) point for each second passed early or late.

**Example :**

Ideal Degree: 17 minutes 32 seconds

Team Rating: 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

**27.1.2** If the start and finish times are determined with photocell devices that show fractions of 1/1000 seconds or more, 1 second tolerance will not be applied and penalty points will be calculated with fractions of 1/1000 seconds or more .

**Example:**

Ideal Degree: 17 minutes 32 seconds

Team Rating: 17 min 31.555 sec = 0.445 penalty points

Team Rating: 17 min 32.123 sec = 0.123 penalty points

**27.1.3 Vehicles** in the Youngtimer **Category** may only participate in races as "Touring." They are not included in the general classification.

**CALCULATION OF THE 27.2-YEAR MULTIPLIER**

The result of dividing the last two digits of the car's registration model year by one hundred constitutes the year multiplier of that vehicle.

**Example:**

For a 1956 model car, the year multiplier is 0.56. For a 1960 model car, the year multiplier is 0.60. For a 1973 model car, the year multiplier is 0.73.

**27.3 TRIPMASTER MULTIPLIER**

Tripmaster : 1.2

Tripmaster (handicap) coefficient: 1.0

**27.4 CALCULATION OF TOTAL TIME PENALTY**

the SHT time penalty points of the team calculated according to "Article 4.1" by the Year Multiplier calculated in "Article 4.2" and the tripmaster /handicap multiplier (1.2 or 1.0).

**Example:**

If the total SHT for a 1956 model handicap car is 42,400, the team's total time penalty is calculated as  $42,400 \times 0.56 \times 1.0 = 23,744$ .

the 1960 model Tripmaster vehicle is 36,850, the team's total time penalty is calculated as  $36,850 \times 0.60 \times 1.20 = 26,532$ .

**27.5 TOTAL PENALTY POINTS CALCULATION**

**27.5.1** In addition to the time penalties calculated in "Article 4.4.", the total of all penalty points received by the teams during the competition constitutes the total competition penalty points of that team.

**27.5.2** Penalties other than SHT periods (and additional crew member and category penalties) are not multiplied by the year multiplier.

**27.5.3** Grading and rewarding will be made according to the "Total Penalty" score.

**Example:**

The "23,744" points are calculated as the "Total Penalty" score for the team whose score is "23,744" as calculated according to Article 4.4 and who has not received any violations or penalties in the competition.

The team whose score is "26,532" calculated according to Article 4.4 and receives 100 penalty points due to stopping violation in the competition will be calculated as  $26,512 + 100 = 126,532$  points "Total Penalty" score.

**INDOOR PARK 28. INDOOR PARK RULES**

**28.1 APPLICATION**

Cars are subject to indoor parking in the following cases:

**28.1.1** From the moment they enter a collection area until they leave that area.

**28.1.2** From the moment of entering a control area or registration at that point until leaving that area.

**28.1.3** From the moment they reach the end of the sporting competition section of the Classic Car until the Stewards approve the opening of the parc ferme.

**28.2 PUSHING A CAR IN A CLOSED PARKING LOT**

Only officials and/or team members can push or pull a car within the closed parking lot.

**RESULTS AND ADMINISTRATIVE REQUIREMENTS AFTER THE COMPETITION**

**PROCEDURES 29. RACE RESULTS**

**29.1 CALCULATION OF RESULTS**

Results are determined by adding up all special stage times and all time penalties applied on road sections, plus all other penalties expressed in time.

**29.2 PUBLICATION OF RESULTS**

The results of the Classic Cars competition will be announced as follows:

**29.2.1** Unofficial results: Results announced by the Organizer during the Race.

**29.2.2** Partial (end of day) unofficial results: Results announced by the Organizer at the end of a leg.

**29.2.3** Provisional Results: Results announced by the Organizer at the end of the Classic Car .

**29.2.4** Official Results: Results approved by the Stewards.

**29.2.5** In case of delay in the announcement of the Start List or Provisional Results, the new announcement time must be posted on the official notice board with a Communication Notification Document prepared by the Competition Director.

**29.2.6** Stage results, like the start list, will be published jointly for all competitors. At the end of the day (at the end of the legs), the Turkish Classic Car Championship, Historic Classic Car, and affiliated Classic Car Cup classifications will be published separately.

**29.3 TIER IN CHAMPIONSHIP RACE OR ONE LEG**

In the event of a tie in a Classic Car race, the competitor with the best time in the first special stage, which is not a Spectator Special Stage, will be declared the winner. If this is not sufficient, the times of the second, third, and fourth special stages will be considered. This principle can be applied at any time during the Classic Car race.

**29.4 PRESENTATION OF RESULTS**

Any advertising promoting the outcome of a Classic Car leg is prohibited. However, contestants may refer to "winning" a leg in their media releases, provided that the outcome does not imply that the Classic Car leg is the entirety of the competition.

### 30. OBJECTION AND APPEAL

#### 30.1 FILE OF OBJECTION OR APPEAL

All objections and appeals will be made in accordance with TOSFED Competition General Rules Section IV and International Sports Code Articles 13 and 15.3.

#### 30.2 OBJECTION FEE

TOSFED 2025 Competition Additional Regulations are applied in accordance with Article 9.

If payment was made by bank transfer, a receipt must be submitted with the objection. If a receipt is not provided or the Board of Commissioners deems it insufficient, the objection will not be accepted.

#### 30.3 APPEAL

All appeals will be made in accordance with Article IV of the TOSFED Competition General Rules and Article 15.3 of the International Sports Code governing the National Appeal Procedure .

The national appeal fee must be specified in the supplementary rules.

The international appeal fee is announced annually by TOSFED. For 2025, it is applied in accordance with Article 9 of the TOSFED 2025 Competition Additional Regulations.

### 31st AWARD CEREMONIES

#### 31.1 PUDDLE CEREMONY

The sporting competition portion of the race will conclude at the "Finish Time Control Entry." After this stage, standard podium procedures will be applied.

It is recommended that the awards ceremony be held on the finish podium.

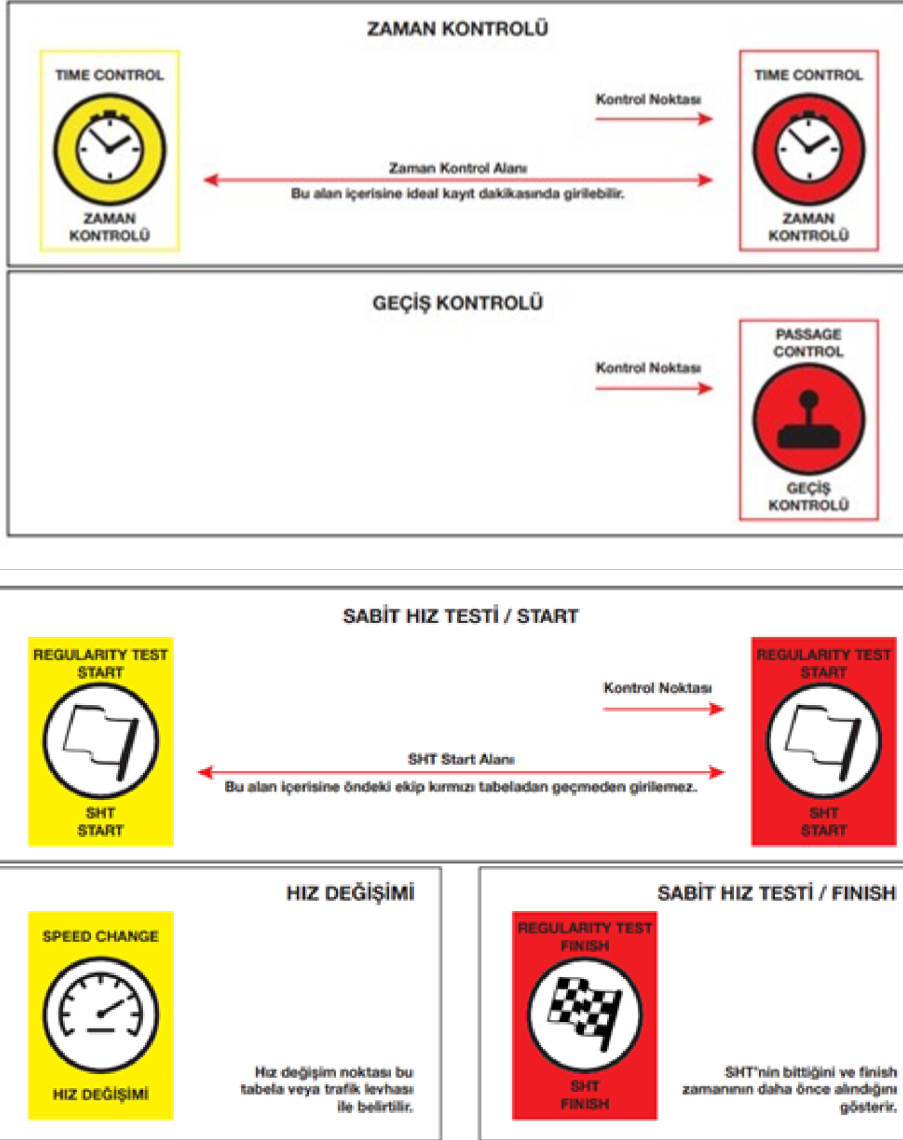
#### 31.2 AWARD CEREMONY

**31.1.1** The trophy awards to the winners at the end of the rally are given separately to the driver and co-drivers.

**31.1.2** The place and time of the Awards Ceremony are specified in the program.

**31.1.3** All teams participating in the rally must be present at the Awards Ceremony.

## ANNEX-1 CONTROL POINTS AND SIGNS



## ANNEX-2 FREE-TO-USE EQUIPMENT

- types of analog and digital stopwatches, whether installed in the car or not, is permitted.
- The use of any stopwatch with GPS, location, speed and distance features is prohibited.
- Only the "Terratrip 202 Classic V4" and "Monit Q-10" brand digital odometer devices are allowed to be used.

- It is free to use the accessories of these devices.
- Teams that do not comply with this ban will be subject to 1000 Penalty Points.













#### ANNEX-3 EQUIPMENT PROHIBITED TO USE

- Average Speed Measuring devices,
- The use of electronic track measuring devices and rally computers is prohibited, except for the permitted devices specified in Article 8.
- Teams that do not comply with this ban will be subject to 1000 Penalty Points.
- any kind of Android or IOS mobile phone for any purpose (listening to music, using it as a stopwatch, playing games, watching movies/TV series, making bank transactions, looking at Instagram , finding directions, using GPS , calculating SHT, determining average speed, etc. ).



# YOL NOTUNDA KULLANILAN SEMBOLLER

Organizasyon  
Plakası

ÖZEL ETAP BİLGİSİ		ZK'DAN ZK'YA TOPLAM KM		ORTALAMA HIZ	
TC 1 - İÇMELER		MESAFE DISTANCE 52,10 K.m.		10.09.2020 FRIDAY ÇARŞI	
TC 2 - GÖKÇE		SÜRE TIME 70 min.		GÜN DAY 1	
ÖZEL ETAP SPECIAL STAGE SS1 - İÇMELER		13,90 Km.		HIZ SPEED 44,66 Kms	
MESAFE DISTANCE		YÖN DIRECTION		AÇIKLAMA INFORMATION	
TOPLAM TOTAL	ARA INTERVAL			KALAN MESAFE KMS to TC	
12,66	0,59				
12,90	0,24				
13,90	1,00				
14,17	0,27				
15,52	1,35				
2,88				55	

PLANLANAN ZAMAN

SECTION 2/3

SS 2/5 İÇMELER 1/2

200 KM ALTINDA ÇİZİĞİ YOK

SAYFA PAGE