



## Ausschreibung



**Oldtimerrally, from 22. June – 25. June 2023**  
**(Alternative date will be announced)**

### **Classes 2023:**

Altmühltal Classic Sprint | Vehicles built up to 1993

Sports Car Trophy | Vehicles from year of construction 1994 – 2022 (sports cars)

E – Vehicle Challenge | Vehicles with alternative drives up to year of construction 2022

E- Tech Challenge by Sonnleitner (separate tour with separate rating)

Special bonus 0.30 for pre-war vehicles

Neue Klasse für mechanische Zeitmesser

Stand: 17.09.2022

## **1. Organization**

### **1.1 Squadra Franconia – Uwe Wießmath**

Rennbüro: Hördlertorstr. 2

D-91126 Schwabach

(please correspond)



## 1.2. Uwe Wießmath

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## 1.3 Contact person Uwe Wießmath, head of organisation | Race Management

Veranstaltungsbüro  
Mobile: +49 (0) 179 – 54 62 594

## 1.4 Head of organisation: Uwe Wießmath

Sports director: Uwe Wießmath

## 2. Description of the event

The **Altmühltal Classic Sprint** is a sporty race as a regularity event for classic cars up to the year of construction 1993 (younger vehicles can be included in the Sports Car Trophy). This does not depend on achieving top speeds or best times. Road traffic regulations apply along the entire route. This also applies to cordoned-off routes, areas and properties. In addition, the rules prescribed there apply on private and training grounds.

In addition, all participants must also comply with additional regulations. This includes, among other things, the obligation to carry appropriate safety vests, a warning triangle and the mandatory first aid kit.

**Sports Car Trophy** is open for vehicles from 1994 – 2023

**E - Vehicle Challenge** is open to all vehicles with electric and hybrid drives, without year limit.

SCT and EVC are limited to 10 vehicles each, totaling 20 vehicles.

All of the following points apply to both SCT and EVC analogous to ACS.

**E - Tech Challenge by Sonnleitner** is a separate tour that follows the other rallies.

### 2.1 Length of the event

The route of the Altmühltal Classic Sprint has a total length of about 500 kilometers.

### 2.2 Number of participants

The number of participants is limited to about 80 vehicles.

### 2.3 Bestimmungen der Veranstaltung



1. Road Traffic Regulations (StVO) of the Federal Republic of Germany
2. Road Traffic Licensing Regulations (StVZO) of the Federal Republic of Germany
3. Provisions and obligations of the approving authorities
4. Provisions of this call for tenders and any bulletins

#### 2.4 Start of | End of the event

5. Start corresponds to online submission of the registration form for the advertised event
6. End corresponds to online entry of the registration form for the next event
7. The classic car rally is part of the overall event and takes place on the specified days.

### 3. Course of the event

#### 3.1 Schedule

All schedules published in the run-up to the event are preliminary. The final schedule is issued during document acceptance.

#### 3.2 Mandatory Documents

The organizer uses the document acceptance to issue the following documents:

8. Roadbook and boarding passes
9. Decals and | or rally signs
10. Gifts

In addition, the following valid documents must be submitted:

11. Driver's license
12. Driver's identity card
13. Documents
14. Insurance documents for the car
15. possible waiver of the vehicle owner
16. if necessary, 3G or 20G + detection (Covid rules will be adapted to the current situation)

Vehicles of the participants registered in Germany must be insured with the legally required minimum insurance sums. Vehicles registered abroad must have a minimum liability insurance of € 1,000,000. By submitting the mention, the drivers declare that the entire vehicle is fully insured in accordance with these regulations.

#### 3.3 Technical acceptance

With the technical acceptance, the document acceptance takes place. Place and times see schedule (website) or corresponding bulletins. During the technical inspection, the basic conformities of the vehicles are checked, considering the applicable road traffic regulations. The technical acceptance



does not release the driver or vehicle owner from responsibility for the road safety of the vehicle. In particular, the following are checked:

1. Make and model of the said vehicle
2. Functionality of the lighting (lamps, turn signals, hazard lights, etc.)
3. Functionality of the brakes
4. Oil leaks
5. Valid TÜV (or MOT...) badge
6. Warning triangle, first aid kit and safety vest
7. Tread depth and condition of the tyres

### 3.4 Decals

After passing the technical inspection, the vehicle is marked. Vehicles without this marking may not be registered for take-off.

### 3.5 Drivers Briefing

The driver briefing takes place after the official welcome. Place and time see schedule website or bulletins. Participation is mandatory.

### 3.6 Start

The vehicles are started every minute on all days. Changes to the start times are possible at any time. The start times are displayed at the official notice no later than one hour before the start of the first vehicle | Announced online of the event.

### 3.7 Re-start after lunch breaks

The earliest time of the re-start after the lunch breaks is visible from the roadbook, as with all other DKs. The control stamp (virtual) for the first vehicle for all DKs is based directly on this schedule. All other teams receive their re-start control stamp every 60 seconds. A time entry in the boarding pass is not required.

Since 2020, no more boarding passes are stamped. All controls are carried out virtually.

### 3.8 Milestones – Objective:

The transit checks at the respective daily destinations may be approached regardless of the target arrival time of the first vehicle. Teams that reach the finish line later than the specified TT opening time plus 15 minutes of maternity leave will be charged according to the penalty points listed under point 12.

### 3.9 Evenings – Award Ceremony

All times and places can be found on the website! Evening event Saturday - dress code: sporty to evening wear. Award ceremony - dress code: sporty casual, driver style. The honor is an integral part of the event. Accordingly, trophies and prizes will not be sent back.



## 4. Vehicles

### 4.1 Classification

There are no separate classes. The organizer reserves the right to award individual special cups. Each starter is subject to a coefficient system that includes a year-of-year bonus.

The system is calculated as follows:

Formula: (BJ - 1900): 100 +1

Example:

Year of construction (1960 – 1900) = 60 / 100 = 0.60 + 1 = **coefficient 1.60**

The coefficient is multiplied by the penalties of all relevant tests. The result is the final score.

Example:

Penalty = 1sec (100 points) X coefficient 1.60 = **160 pointste**

The car/participant with the fewest points wins.

Vehicles built after 2000 are generally assigned a coefficient of 2.00.

The coefficient is used for all E-Tech Challenge by Sonnleitner vehicles.

Furthermore, special bonuses can be deducted for special vehicles. These bonuses refer to special features such as special racing past, unique piece, etc.

These bonuses are awarded by the organizer after proof by the owner and amount to a maximum of -0.30 points. In the starter list (website) the vehicles including the coefficients are published. A protest against the classification must be received by the organizer no later than one week after publication of the coefficient list. (See also point 10 Protests).

The Sportscar Trophy and the E-Vehicle Challenge are subject to the same coefficients.

The minimum coefficient is 1.0 and the maximum coefficient is 2.0.

### 4.2 Car Regulations

All automobiles that comply with the regulations of the StVZO of the Federal Republic of Germany are registered. This also includes black season license plates and classic car registrations as H license plates as well as red 07 numbers (classic car change license plates) and 06 numbers, which were handed out as a transitional regulation to the 07 number. Foreign license plates are also permitted, provided that the vehicles also meet the requirements of the StVZO of the Federal Republic of Germany. 06 numbers (dealer license plates) and day registrations are not permitted.

### 4.3 Technical and measuring instruments

#### Class Open

All distance counters and clocks allowed. Programmable systems are also permitted.

#### Class Mechanics

**Allowed timepieces:** Mechanical watches only. Rattrapante, flyback, etc. are allowed. All watches must have a classic hand-wound or automatic movement.

**Forbidden timepieces:** All non-mechanical watches, such as quartz watches (even with normal scale).



In case of doubt, the race management must be contacted in advance. A change from the Open to the mechanics can be made up to a maximum of 7 days before the event.

The class Mechanics must be specified in the message (menu item to click). If this does not happen, the classification is automatically made into the class Open. The mechanics class is marked separately and can be checked at any time. Free access to the vehicles must be allowed to the stewards at all times.

#### 4.4 Changing the Car

A vehicle change is possible under certain conditions. If the said vehicle should no longer be ready for use by the start of the event, the participant must inform the organizer immediately about the vehicle change. The organizer decides on the right to start. If the vehicle change is allowed, the worse coefficient is used for all times driven.

#### 4.5 Driver | Passenger exchange

If the named team cannot participate in the event on all driving days, a driver/passenger exchange is possible at any time. The exchange must be reported to the organizer and can be charged with a one-time penalty of 5sec.

Passenger change before respective time tests, to the goal of a result correction, we feel as unsportsmanlike.

#### 4.6 Approved teams Classic Car Rally

All historic four-wheeled vehicles that comply with the provisions of these regulations are approved. Replicas are considered only under certain conditions. A vehicle should be occupied by a maximum of two people. Other passengers must be registered in advance. No additional licenses or permits are required. Participation is by invitation of the organizer. Passengers under the age of 14 must provide a declaration of consent from a legal guardian.

##### 4.6.1 Admitted teams Sports Car Trophy

All modern (without year of construction limitation) four-wheeled vehicles that comply with the provisions of these regulations are permitted. These vehicles must be located outside or on the edge of the year of construction for the classic car rally. Replicas are considered only under certain conditions. A vehicle should be occupied by a maximum of two people. Other passengers must be registered in advance. No additional licenses or permits are required. Participation is by invitation of the organizer. Passengers under the age of 14 must provide a declaration of consent from a legal guardian.

##### 4.6.2 Registered teams E-Vehicle Challenge

All four-wheeled vehicles (without year of construction limitation) that comply with the provisions of these regulations are permitted. The vehicles have an electric drive, or a hybrid drive, where part of the drive is provided by electric motors. These vehicles must be located outside or on the edge of the



year of construction for the classic car rally. Replicas are considered only under certain conditions. A vehicle should be occupied by a maximum of two people. Other passengers must be registered in advance. No additional licenses or permits are required. Participation is by invitation of the organizer. Passengers under the age of 14 must provide a declaration of consent from a legal guardian.

#### 4.6.3 Approved teams E-Tech Challenge by Sonnleitner

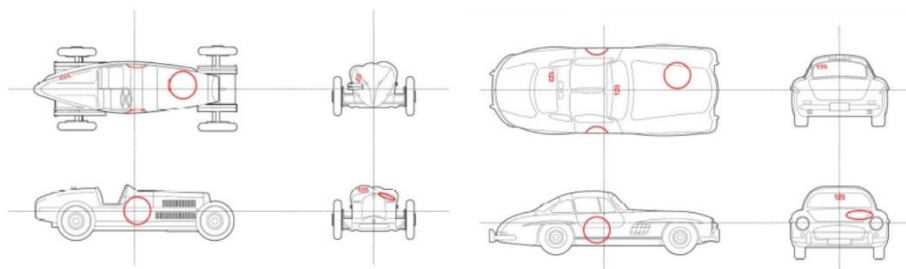
See point 4.6.2

#### 4.7 Advertising on the car

Advertising on the vehicle is only permitted with the written permission of the organizer. It must not be offensive and/or be directed against the interests of the event and/or the organizer. In case of doubt, the organizer decides on the admissibility after consultation with the team before the start of the event. Organizer advertising is mandatory.

#### 4.8 Attachment of Start Numbers (Decals)

For the identification of the vehicles, at least two start numbers are issued, which must be affixed to the side of the vehicle (driver/passenger door). Additional bib numbers must be attached to the front of the vehicle. The small start number sticker must be attached to the vehicle front in such a way that the marshals can see it from afar (windscreen above). The installation must take place at the latest immediately after the technical acceptance. The logo of the event as well as that of the sponsors and partners must always remain visible.



### 5. Mention

For the Altmühltal Classic Sprint, entries are only possible via online entry. The online entry is valid by sending the entry form. Paper entries will not be accepted. Only fully completed and paid entries including a photo of the vehicle (online) will be processed. The organizer reserves the right to refuse entries without giving reasons.

The entries will be processed according to the order of receipt. The organizer reserves the right to close the entry lists earlier.

The mention is only considered complete if the debit order (online form) has been made. No entry will be accepted without a debit order. Any exceptions must be clarified separately with the organizer.



Publications in preliminary starter lists do not count as a final start confirmation and can be withdrawn at any time. They do not require any justification. A return transfer of the entry fee is considered an exclusion from participation.

**For non german Applicants it's possible to do a bank swift to the Account of the Organizer. Please fill out the mandatory fields of the online form with a "x" in every field.**

### 5.1 Team

Team names must be specified when reporting. A team can consist of three to four vehicles. The three best teams will be evaluated. | a vehicle Team may not be named for several teams.

### 5.2 Consent

By submitting the entry, all teams/drivers/co-drivers submit to the provisions of the event's tender.

### 5.3 Entry fee – closing date

The amount of the entry fee including VAT will be published on the homepage.

The entry fee is collected exclusively via a SEPA direct debit mandate. Entries without a SEPA direct debit mandate will not be processed. Exceptions must be clarified with the organizer.

Return debit notes will be invoiced with € 100, - per return debit note.

The organizer's account is as follows:

**Uwe Wießmath/Squadra Franconia**  
**Sparkasse Mfr. Süd**  
**Account No: 231254582**  
**Bank code: 764 500 00**  
**IBAN: DE79 7645 0000 0231 2545 82**  
**of 244721741**

**Please note early bird deadlines. This means that, for example, the early bird discount can only be used if all documents have been received by the organizer (sending the online entry is considered as receipt). The direct debit of the organizer can also be made at a later date. The date of collection is not decisive for the reduced entry fees. For this, the complete submission of the mention is crucial.**

#### 5.3.1. Cancellation of the event

In case of cancellation by the **participant** , the entry fee can only be repaid under certain conditions (entry fee is repentance money!).

In the case of a refund, we reserve the following processing fees:

Cancellation (by the participant) until 31.12.2022: € 50,-

Cancellation (by the participant) until 03.02.2023: € 150,-

Cancellation (by the participant) from 04.02.2023: No refund





The cancellation can be made by e-mail to the following address: [info@classic-sprint.de](mailto:info@classic-sprint.de)

A mention without payment (collection) of the entry fee is considered a complete mention, with all obligations and rights of the participant. In the event of cancellation by the participant, the above-mentioned lump sums will be due. If a entry has been received and the participant does not cancel, the entire entry fee will be due. In case of cancellation by the participant, the above amounts (cancellation by the participant) will be charged. The participant undertakes to pay the fees immediately.

In the event of cancellation or cancellation of the event by the organizer due to force majeure (natural disasters, terrorism, epidemics, etc.) or for security reasons (official orders/prohibitions), there is no entitlement to repayment of the entry fee or reimbursement of any other damages.

The starting place is not transferable.

The payment deadlines do not count for the event "E-Tech Challenge by Sonnleitner 100% Auto"

Point 5.5 remains unaffected by this.

#### 5.4 Services

The entry fee includes the following services:

1. See homepage under menu item "Services"

#### 5.5 Reversal of a mention

The cancellation of the mention must be made in writing. The entry fee will be refunded under the following circumstances:

2. in case of rejection of the mention by the organizer (minus € 50, - bank charges)
3. in case of cancellation of the event by the organizer (minus € 50, - bank charges)

Further claims of the participant are excluded.

#### 5.6 Dispatch of entry confirmations and cancellations

The confirmation of entry takes place by publishing the starter list on the website [www.classic-sprint.de](http://www.classic-sprint.de). Optionally with debit with the passage "Start place confirmation" or similar.

#### 5.7 Bulletins

Changes and | or additions to the invitation to tender are published by the organiser in numbered bulletins, they are an integral part of the call for tenders. In any case, the announcement will be made on the official notice. In addition, also in the rally office and |or directly to the participants, who may have to confirm the reception by signature. All documents are stored in a password-protected participant area on the website or in an App.



The online position in the participant area is considered a publication and at the same time as binding for the participant. Regardless of whether the respective document has been taken note of. The participant is obliged to inform himself regularly and independently. It is recommended to inform yourself daily during the week of the event.

## 6. Media | Data protection | Valuations

### 6.1 Media coverage

By submitting the entry, the teams give | Driver | Co-driver their joint and uniform consent that the organizer and media reporter any photo material created during the event by him or third parties, reports including all photos and films on which the team, driver, co-driver and | or can use the competition vehicle and, if applicable, its license plate are recognizable, without restriction. Furthermore, the teams give | Driver | Co-driver with the mention as well as their joint and uniform consent to the publication of the submitted photo of the competition vehicle as well as the start list including name, nationality of driver and co-driver as well as the vehicle data. In this respect, claims of any kind against the organizer, other reporting media, sponsors and all other event partners are excluded. In the event of any use of the organizer, its media reporters, sponsors and other event partners by the passenger or his legal representatives or by the vehicle owner, the participant shall indemnify the claimed persons. The personal data of the participants may be passed on to 3.

### 6.2 Roadbook

The roadbook is issued during document acceptance. In addition to the schedule, it contains all the details about the track, the passage and time controls as well as the special stages. Short-term changes will be announced as a bulletin on the official notice. The entire route of the Altmühltal Classic Sprint is reproduced with the help of Chinese signs and map sketches. The subdivision can take place in kilometers as well as in miles or both. No special measuring equipment is required for route finding and special stages.

### 6.3 Durchfahrtskontrollen (DK) | Passage Controls (PC)

At a transit control (DK | PC), the participant is only confirmed the passage by stamp. The DK | PC (stamp symbol on a red background) may in principle be approached regardless of the time, but the stamp entry in the boarding pass only takes place during the time window specified in the roadbook. The last DK | PC stamp is also based on this schedule including a waiting period of 20 minutes, after which the DK | PC is closed. The DK | PC can be announced by a yellow license plate. All known DK | PC are clear in the roadbook. Do not start | Omitting a DK | PC is punished with 300 penalty points per DK | PC. Secret DK | PC are possible at any time along the entire route. The structure of this DK | PC is identical, but secret DK | PC are not noted in the roadbook. A time window for secret DK | PC is therefore not to be observed. DK's | PC's can also be virtual (no stamp in the boarding pass)



## 6.4 Start

Start in a 60-second rhythm Start time vehicle 1 lt.

Notice/boarding pass entry: 07:00.00 Start time vehicle 2 lt.

Notice/boarding pass entry: 07:01.00 a.m. Start time vehicle 3 lt.

Notice/boarding pass entry: 07:02.00 Start time vehicle 4 lt.

Notice/boarding pass entry: 07:03.00 etc.

## 6.5 Opening and closing of DK | PC and WP | TT and ZK | TC

The transit (DK | PC) and time trials (WP | TT) open no later than 20 minutes before the theoretical arrival time of the first vehicle (see schedule) and close no later than 20 minutes (waiting period) after the theoretical arrival time of the last vehicle. A corresponding schedule can be found in the roadbook. If a participant has not reached a DK | PC or ZK | TC within this time window, the control is deemed not to have been approached and will be punished in accordance with the catalogue under point 12. The participant can continue his journey to the next control/special stage.

## 6.6 Board Cards

The boarding passes (if provided) are handed over together with the roadbook at the time of document acceptance or are part of the roadbook. The start number and the names of the driver and front passenger must be entered on the boarding passes. The corresponding start times of each team are communicated during the driver briefing (corresponding general schedules can be found on the website). After the breaks, the participant must have his boarding pass stamped at the corresponding Re-Start-DK | PC. The time in which the participants receive the stamp will be noted on the DK | PC-IN on the boarding pass. Apart from the three start centres, there are only (also secret) passage controls on the entire route. The arrival of each DK | PC will be confirmed by stamp on the boarding pass at the appropriately marked place, the boarding pass must be presented personally by each team. Any manipulation of the boarding pass by the team will be punished at the discretion of the arbitral tribunal. Boarding passes that are not handed in at the last DK | PC of each day cannot be taken into account for the rating of the corresponding day. Accordingly, all DK | PC and ZK | TC completed up to that point must also be considered as not completed. Changes to the procedure possible at any time.

## 7. Wertungsprüfungen (WP) | Time Trials (TT)

At the Altmühltal Classic Sprint there are different special stages (WP | TT). The type and structure of the individual WP are freely selectable by the organizer and can be reproduced as an unscaled sketch for better understanding. All sketches are just examples. The details for the WP during the rally can be found in the roadbook or on the boarding pass. Furthermore, the information may be located on the website (public) or on the website (protected area) or in the App. There, a similar sketch of the WP | TT informs about the binding route lengths and target times. In general, the WPs | TT's take place on roads that are not closed to public transport. Should there nevertheless be a blocking, the



rules of the StVO continue to apply. Turning on the WPs | TT's and/or driving in the opposite direction is not allowed. WPs | TT's open no later than 20 minutes before the theoretical arrival time of the first vehicle and end no later than 20 minutes after the theoretical arrival time (waiting period) of the last vehicle. Nevertheless, WPs TT's may be started by the participants at the earliest at the target time of the first vehicle specified in the roadbook/schedule. Participants who start a WP | TT earlier will not be timed. The individual WP | TT will be announced at the driver meeting. The organizer reserves the right to change the special stages at any time during the rally. The change must be announced to the participant at the latest directly before entering the WP | TT. This can also be done by means of information on the website.

The special stages are voluntary services of the organizer and not part of the services included in the entry fee.

### 7.1 Announcement of a WP | TT

Before each WP | TT, the teams are stopped and instructed by the timekeeping staff (see symbolic STOP sign in the sketch). On the corresponding WP | TT announcement sign it is also recognizable that the time value in the WP | TT is 1/100 second. Only then does the actual start take place. The type of time measurement will be announced on corresponding sketches in the roadbook. There is a ban on stopping on the hatched areas. A violation of the holding ban will be punished according to point 12 of the regulations.

### 7.2 Timekeeping

Decisive for the measurement are the times specified in the logbook/roadbook/website at the individual measuring points. For all WP | TT, the target time and route length are specified. The following measurements are possible:

- Start after starting light
- Start by light barrier
- Start after start clock
- Start by pressure hose
- Target by light barrier
- Target by pressure hose

## 8. Driving Rules

### 8.1 Traffic rules

By submitting the entry, all drivers undertake to comply with the applicable road traffic regulations throughout the rally. In the event of non-compliance, the organizer reserves the right to punish the participant in accordance with point 12 of the regulations or to exclude them from the event altogether.



## 8.2 Closed Routes Detour

In the event of a route closure, participants will follow the diversion signs until they are back on the original route. If the organizer is informed in good time of a route closure, the changed route can be marked with "Classic Sprint" direction arrows. Should section travel times be extended by this diversion to such an extent that the following passage control cannot be reached within the opening time specified in the roadbook plus a waiting period of 20 minutes, the organizer will decide as soon as possible on a possible cancellation of the control and the associated penalty points and inform the participants about it. In any case, participants are encouraged to always comply with the StVO.

## 8.3 Environment Rules

Participants must ensure that parking spaces are not contaminated by oil, gasoline or other liquids. Suitable materials for the absorption of environmentally hazardous substances must be provided by the participant himself. These include oil-absorbing environmental mats, which are generally to be used when the vehicle is stationary and visible losses (drip loss) of oil. In the case of repairs, additional fuses (e.g. tubs) must be used in the event of dangers to the environment, especially groundwater, for which each participant must take care of himself.

## 8.4 Service Team Cars

In order to guarantee a smooth running of the special stages, service vehicles are generally not allowed to drive on them. A violation will be punished.

## 8.5 Photography| Filming on factory premises

If photography is prohibited on factory premises, this will be indicated in the roadbook. Violations, which are also monitored and reported by the company's own security personnel, are generally punished by the organizer with 400 points.

## 8.6 Unsportsmanlike conduct

Participants who behave unsportsmanlike towards other road users, other rally teams, spectators, passers-by and/or the organisation team (marshals, timekeepers, etc.) will be punished at the discretion of the arbitral tribunal. Exclusion from the event by the decision of the arbitral tribunal or by the management of the organisation does not entitle the holder to reclaim the entry fee in whole or in part.

# 8. Notice | Objection

## 9.1 Official notice

The results of each individual special stage and the associated daily and overall ranking will be posted as soon as possible on the official notice board of the event. All other official announcements and amendments are also displayed there as a so-called bulletin in numbered form.

Alternatively, the results can only be communicated on the website.



## 9.2 Ex aequo

In the event of a tie , the team wins with the older car.

## 9.3 Objection period

The objection period is 30 minutes after posting the daily results. Thereafter, any absences for organizational reasons can no longer be checked and processed. The overall result can only be announced at the final award ceremony without discriminating against the teams due to possible timing errors.

# 10. Protests – Objections:

Protests or objections to the timing are generally not permitted. However, the organizer allows all teams to have any ambiguities in the timing checked. The organizer will check the incident as soon as possible and correct it if necessary. However, a modified notice will only be published if the affected team is in the top 10 of the overall ranking or falls into the top 10 due to the correction. The 30-minute objection period, which is noted on the first unofficial announcement of the results, will not be extended after corresponding changes in the results due to protests/objections. This also applies if there is a new notice as a result of the changes. The protest fee of € 500 will only be refunded if the objection is granted. The protest fee is to be handed over to the organization management in cash upon submission of the protest. **If the objection is not granted, the amount will be paid to a non-profit organisation.**

## 10.1 Arbitration court

In the event of sporting ambiguities and violations in accordance with point 12 of these Regulations, the arbitral tribunal may be seized. Decisions of the arbitral tribunal are final. The arbitral tribunal shall consist of the following three persons:

- Chairman Arbitrator: Mr. Laszlo Nagy, Member of the German Institution of Arbitration (DIS), Chairman of the Arbitration Court of the German GPM, Lawyer, Specialist Lawyer for International Business Law, Specialist Lawyer for Commercial and Corporate Law, Nuremberg
- 2. Referee: Mr. Daniel Gößling, lawyer, Nuremberg
- 3. Arbitrator: Mr. Wolfgang Diestl, lawyer, Nuremberg

## 10.2 Interpretation of the Regulations

The chief cruiser shall be responsible for the application of the provisions of this invitation to tender during the event. Any case not provided for in this call for tenders will be examined by the arbitral tribunal and finally decided. If there are tender translations into other languages, only the German-language wording shall be decisive.



## 11. Liability

The following liability agreements shall become effective vis-à-vis all parties involved upon submission of the mention to the organiser.

### 11.1 Liability of the participants

The participants (driver, co-driver and, if applicable, passengers) participate in the event at their own risk. They are solely responsible under civil and criminal law for any damage caused by them or the vehicle they use.

### 11.2 Limitation of liability of the organizer etc., waiver

By submitting the mention, the driver and co-driver declare the waiver of claims of any kind for damages arising in connection with the event, namely against the organizer, its employees, sports attendants, helpers, sponsors and all other event partners, their presidents, board members, managing directors, members or owners and employees, track owners, authorities, racing services, road construction carriers, insofar as damage caused by the nature of the Roads to be used for the event including accessories, as well as all other natural or legal persons associated with the organization and the course of the event, vicarious agents and vicarious agents of all aforementioned persons and bodies and the participants and their helpers, except for damages based on an intentional or grossly negligent breach of duty. Furthermore, damages resulting from injury to life, limb or health are excluded, which are based on an intentional or negligent breach of duty – also by a legal representative or a vicarious agent of the liable group of persons. The liability agreement becomes effective upon receipt of the mention by the organizer vis-à-vis all parties involved. The waiver of liability applies to claims for any legal reason, in particular both for claims for damages from contractual and non-contractual liability and also for claims arising from tort. This waiver of liability also applies to any damage to the vehicle caused by the affixing of the start number and event registration number.

Drivers, owners and keepers of the participating vehicles warrant that the participating vehicle is approved for operation on the road in one of the following ways: Regular registration, seasonal license plate, classic car H registration or classic car registration with red interchangeable license plate (07 or 06 german). Drivers, owners and keepers of the participating vehicles also assume a personal guarantee that the vehicles comply with the regulations of the StVZO during the entire period of participation. In particular, the technical acceptance at the beginning of the event does not release the aforementioned group of persons (driver, vehicle owner and owner) from the responsibility for the road safety of the participating vehicle.

If the driver or co-driver are not the owner of the competition vehicle, the driver and co-driver as well as the applicant declare by submitting the mention that the owner agrees to the participation of his vehicle in the Classic Sprint, the tender and in particular the liability conditions mentioned under point 11. Any claims arising from the owner of the competition vehicle in connection with the event can only be asserted against the applicant, driver or co-driver, but not against the natural or legal persons listed above who are involved with the organisation and | or the execution of the event. The driver and co-driver must carry a written declaration of consent from the vehicle owner at the rally, which must be presented at the request of the organizer. Should the participant fail to submit a



written declaration of consent from the vehicle owner when submitting the mention and also later when the event is held, he shall indemnify the entire aforementioned group of persons from allowing claims of the owner.

### 11.3 Liability in the event of termination | Cancellation | Postponement of the event

In the event of cancellation of the event due to force majeure or for security reasons, there is no entitlement to reimbursement of the entry fee or reimbursement of any other damages.

In the event of cancellation of the event due to force majeure, pandemics, natural disasters, etc., there is no entitlement to a refund of the entry fee.

In the event of cancellation of the event without cause, there is no entitlement to a refund of the entry fee.

## 12. Summary of penalties

### Event Rating

Occasion	Points
<b>Time Trials (WP   TT)</b>	
<b>Deviation from the target time for a WP   TT per 0.01 second 1 point</b>	
<b>Maximum penalty points per individual time</b>	<b>300 points</b>
<b>Omitting a WP   TT /part WP   TT, 10,000 points per WP   TT</b>	
<b>Stop between the yellow and red finish signs</b>	<b>300 points</b>
<b>Knock over per pylone in a WP   TT</b>	<b>500 points</b>
<b>Service vehicles in WP   TT</b>	<b>20,000 points</b>
<b>Any disability of another team in a WP   TT</b>	<b>2000 points</b>
<b>Zeitkontrolle (ZK)   Time Controls (TC)</b>	
<b>Delay at the start time control (TC) per minute</b>	<b>500 points</b>
<b>Durchfahrtskontrolle (DK)   Passage Control (PC)</b>	
<b>Omission of a passage control (DK   TC)</b>	<b>800 points</b>
<b>Omission of a secret passage control (DK   TC)</b>	<b>800 points</b>
<b>Other events</b>	
<b>Use of prohibited aids Loss of scoring</b>	
<b>Manipulation of any kind at the discretion of the arbitral tribunal</b>	
<b>Unsportsmanlike conduct at the discretion of the arbitral tribunal</b>	
<b>1. Traffic violation reported to the police</b>	<b>5,000 points</b>
<b>2. Traffic violation reported to the police</b>	<b>10,000 points</b>
<b>3. Traffic violation reported to the police Loss of rating</b>	
<b>Detected speeding of more than 50 % rating loss</b>	
<b>Police reported speeding of more than 50% rating loss</b>	





## Special Evaluation

### E-Tech Challenge

The E-Tech Challenge drives the special stages in the same way as the other series.

Furthermore, a separate rating will be introduced for the E-Tech Challenge, which will be included in the overall ranking. The consumption data of the vehicles are zeroed at the start. The consumption is checked at the finish line. The participant with the lowest consumption receives zero points. All other consumptions are multiplied by the following dot key.

**E-Tech consumption rating per 1kWh corresponds to 200 points**

Each vehicle is equipped with a coefficient. The coefficient shall be shown on a separate list. Each car is assigned a coefficient and multiplied by the penalty points. This multiplication results in the penalty points on which the evaluation is based.

The organizer reserves the right to make changes and errors.

## 13.0

### New Classic Rally Series for young people aged 10-25

#### The European Youngster Cup

The European Youngster Cup (EYC) is a series of different classifications (see list) in the field of classic car rallies with the aim of introducing young people to the topic of classic cars and inspiring them for it. Anyone between the ages of 10 and 25 can participate.

#### Overview of the series of the European Youngster Cup (Series 1-4)

	Alter	Wertung	Jahreswertung	Wertungsgleichstand	Kurzerklärung
<b>Co Cup</b>					
<b>Serie 1</b>	10-14 Jahre	Beifahrer	3 beste Ergebnisse	der jüngere Teilnehmer gewinnt	Gewertet werden nur die Beifahrer, die auch die komplette Veranstaltung navigieren
<b>Serie 2</b>	15-17 Jahre	Beifahrer	3 beste Ergebnisse	der jüngere Teilnehmer gewinnt	Gewertet werden nur die Beifahrer, die auch die komplette Veranstaltung navigieren
<b>Serie 3</b>	18-25 Jahre	Beifahrer	3 beste Ergebnisse	der jüngere Teilnehmer gewinnt	Gewertet werden nur die Beifahrer, die auch die komplette Veranstaltung navigieren
<b>Drivers Cup</b>					
<b>Serie 4</b>	18-25 Jahre	Fahrer	3 beste Ergebnisse	der jüngere Teilnehmer gewinnt	Gewertet werden nur die Fahrer, die auch die komplette Veranstaltung fahren



### **Short description of the individual series**

#### **European Youngster Co Cup**

The European Youngster Co Cup is aimed at girls and boys between the ages of 10 and 25 and includes the following series:

Series 1: Co-driver between 10 and 14 years

Series 2: Co-driver between the ages of 15 and 17

Series 3: Co-driver between the ages of 18 and 25

Series 4: Drivers between the ages of 18 and 25

The participants drive the respective rally continuously as co-drivers and take care of the navigation and the operation of the stopwatches during the special stages.

#### **European Youngster Drivers Cup**

The European Youngster Drivers Cup consists of Series 4 for young adults aged 18 (or accompanied driving from 17 years) to 25 years (driver/co-driver rating only with the corresponding driver). In order to participate in the European Youngster Drivers Cup, the participant must drive the competition car continuously.

#### **Individual classification and series classification**

Each event is evaluated individually according to the regulations. The overall winner of the year results from an overall ranking of all the events mentioned. In order to be included in the annual ranking, you must participate in at least three of the following events. An event can only be evaluated if at least three teams compete in the respective series.

In the event that the vehicle crew starts in different classes, both persons are evaluated separately. If, for example, the co-driver takes part in the European Youngster Co Cup (10-17 years) and the driver in the Drivers Cup (18-25 years), the two series are evaluated separately, whereby this team can theoretically also win both series.

#### **Conditions of participation**

The European Youngster Cup is open to anyone between the ages of 10 and 25 (in different classes). Decisive for the classification is the age on the day of registration for the EYC. If a participant falls out of his/her registered age group during the season, the age at the time of registration counts. For the participants of the EYC, the conditions of participation of the respective organizer apply first and foremost. Should regulations of the EYC and the organizer be mutually exclusive, the rules of the organizer apply.



### **Participating events**

To be announced.

### **Costs**

The European Youngster Cup Series is cost-neutral for the participants.

Only the entry fees for the individual events apply.

The different series receive non-cash prizes at the respective rally.

There is a discount for the Altmühltal Classic Sprint and the Norisring Classic Rally (see website).

### **Serienkoordinator:**

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**\*Due to the current situation (corona pandemic), the event cannot be guaranteed to be 100% safe.**

**Since planning security is nevertheless required for the organizer, the entry fee will not be refunded in the event of a postponement of the event due to the corona pandemic.**

**In the event of postponement, however, the entry fee will optionally be transferred without deduction to the replacement date, which will be announced in good time.**