



YPRES HISTORIC REGULARITY

TIMED BY



MOMENTO™
INDEPENDENT SWISS WATCH BRAND



DRAFT SUPPLEMENTARY REGULATIONS
22-23-24 NOVEMBER 2024

Supplementary Regulations for the Historic Regularity Rallies

YPRES HISTORIC REGULARITY 2024 22-23-24 November 2024

Changes compared to 2023 are highlighted in yellow
VISA RACB: xxxxxxxx op xx/xx/2024

PALMARES

Ypres Regularity

2023 | *International* | Christophe Baillet – Colliard Pierre (Ford Escort MK 2)
2023 | *National* | Jurgen De Bruyne – Bart Engels (Toyota Corolla)
2022 | Yves Deflandre – Yves Noelanders (Porsche 911)
2021 | Guino Kenis – Dupan Anton (BMW 325i)
2019 | Ruben Maes – Michel Perin (Porsche 914/6)
2018 | Yves Deflandre – Yves Noelanders (Porsche 911)

Ypres Rally

2023 | Adrien Fourmaux – Alexandre Coria (Ford Fiesta Rally 2)
2022 | Ott Tänak – Martin Järveoja (Hyundai i20N Rally 1)
2021 | Thierry Neuville – Martijn Wydaeghe (Hyundai i20 Coupé WRC)
2019 | Craig Breen – Paul Nagle (Volkswagen Polo GTI R5)
2018 | Thierry Neuville – Nicolas Gilsoul (Hyundai i20 R5)
2017 | Kevin Abbring - Pieter Tsjoen (Peugeot 208 T16)
2016 | Freddy Loix - Johan Gitsels (Škoda Fabia R5)
2015 | Freddy Loix - Johan Gitsels (Škoda Fabia R5)
2014 | Freddy Loix - Johan Gitsels (Škoda Fabia S2000 Evo 2)
2013 | Freddy Loix - Frédéric Miclotte (Škoda Fabia S2000 Evo 2)
2012 | Juho Hänninen - Mikko Markkula (Škoda Fabia S2000 Evo 2)
2011 | Freddy Loix - Frédéric Miclotte (Škoda Fabia S2000 Evo 2)
2010 | Freddy Loix - Frédéric Miclotte (Škoda Fabia S2000 Evo 2)
2009 | Kris Meeke - Paul Nagle (Peugeot 207 S2000)
2008 | Freddy Loix - Robin Buysmans (Peugeot 207 S2000)
2007 | Luca Rossetti - Matteo Chiarocci (Peugeot 207 S2000)
2006 | Giandomenico Basso - Mitia Dotta (Fiat Punto Abarth S2000)
2005 | Kris Princen - Dany Colebunders (Renault Clio S1600)
2004 | Larry Cols - Filip Goddè (Renault Clio S1600)
2003 | Bruno Thiry - Stéphane Prévot (Peugeot 206 WRC)
2002 | Bruno Thiry - Stéphane Prévot (Peugeot 206 WRC)
2001 | Pieter Tsjoen - Steven Vergalle (Toyota Corolla WRC)
2000 | Henrik Lundgaard - Jens-Christian Anker (Toyota Corolla WRC)
1999 | Freddy Loix - Sven Smeets (Mitsubishi Carisma GT Evo VI)
1998 | Freddy Loix - Sven Smeets (Toyota Corolla WRC)
1997 | Freddy Loix - Sven Smeets (Toyota Celica GT-Four)
1996 | Freddy Loix - Sven Smeets (Toyota Celica GT-Four)
1995 | Renaud Verreydt - Jean-Manuel Jamar (Toyota Celica GT-Four)
1994 | Patrick Snijers - Dany Colebunders (Ford Escort RS Cosworth)
1993 | Patrick Snijers - Dany Colebunders (Ford Escort RS Cosworth)
1992 | Patrick Snijers - Dany Colebunders (Ford Sierra RS Cosworth 4x4)
1991 | Patrick Snijers - Dany Colebunders (Ford Sierra RS Cosworth 4x4)
1990 | Robert Droogmans - Ronny Joosten (Lancia Delta Integrale 16V)
1989 | Robert Droogmans - Ronny Joosten (Ford Sierra RS Cosworth)
1988 | Robert Droogmans - Ronny Joosten (Ford Sierra RS Cosworth)
1987 | Jimmy McRae - Ian Grindrod (Ford Sierra RS Cosworth)
1986 | Robert Droogmans - Ronny Joosten (Ford RS200)
1985 | Jean Ragnotti - Pierre Thimonier (Renault 5 Maxi Turbo)
1984 | Henri Toivonen - Ian Grindrod (Porsche 911 SC RS)
1983 | Miki Biasion - Tiziano Siviero (Lancia Rally 037)
1982 | Marc Duez - Willy Lux (Porsche 911 SC)
1981 | Jean-Claude Andruet - Denise Emmanuelli (Ferrari 308 GTB)
1980 | Tony Pond - Fred Gallagher (Triumph TR7 V8)
1979 | Bernard Béguin - Jean-Jacques Lenne (Porsche 911 Carrera)
1978 | Tony Pond - Fred Gallagher (Triumph TR8)
1977 | Bernard Darniche - Alain Mahé (Lancia Stratos HF)
1976 | Walter Röhrl - Willi-Peter Pitz (Opel Kadett GT/E)
1975 | Bernard Mordacq - J. L. Bret (Porsche Carrera)
1974 | Gilbert Staepelaere - André Aerts (Ford Escort RS1600)
1973 | Noël "Pedro" Vanasche - "Jimmy" (BMW Cabana)
1972 | Gilbert Staepelaere - André Aerts (Ford Escort)
1971 | Noël "Pedro" Vanasche - "Jimmy" (BMW Cabana)
1970 | Gilbert Staepelaere - André Aerts (Ford Escort)
1969 | Gilbert Staepelaere - André Aerts (Ford Lotus Cortina)
1968 | Vandyck - Eric Symens (BMW 2002 TI)
1967 | "Herve" (Hervé Thiers) - Declerck (Lotus Elan)
1966 | Hubert Saelens - F. Moens (Lotus Elan)
1965 | Jean-Pierre Vandermeersch - R. Roegiers (Austin Cooper)

Ypres Historic Rally

2023 | Lietaer Paul – Knockaert Wouter – Opel Ascona
2022 | Lietaer Paul – Knockaert Wouter – Opel Ascona
2021 | Stouf Stefaan – Erard Joris – Ford Sierra RS Cosworth
2019 FIA | Syx B. – Vanrobaeys A. – BMW M3
2019 NAT | Merlevede C. – Vandebussche J. – Opel Ascona B
2018 FIA | Lietaer P. - Vienne B. - Opel Manta 400
2018 NAT | Deveux D. - d'Alleine Kris - Ford Escort MK 2
2017 FIA | Lietaer P. - Noppe M. Subaru Legacy
2017 NAT | Vanwijnsberghe D. - Snoeck P. - BMW E30
2016 FIA | Lietaer P. - Noppe M. Subaru Legacy
2016 NAT | Merlevede C. - Vandromme G. BMW M3 E30
2015 FIA | Stouf S. – Erard J. Porsche 911 RSR
2015 NAT | Janssens G. - Gressens E. Porsche 911
2014 FIA | Vanwijnsberghe D. - Snoeck W. Ford Escort MK II
2014 NAT | Janssens G. - Prevot S. Porsche 911
2013 FIA | Lietaer P. – Onraedt M. Ford Escort
2013 NAT | Munster B. – De Jonghe Kristof Porsche 911
2012 FIA | Munster B. - Declercq K. Porche 911 RSR
2012 NAT | Decock W. - Ghekiere K. Porsche 911 RS Carrera
2011 FIA | Droogmans R. - Vangrieken J. Ford Escort MKII
2011 NAT | Vanden Abeele T. - Beauprez G. Opel Trans Europe
2010 FIA | Droogmans R. - Vangrieken J. Ford Escort MKII
2010 NAT | Munster B. - Elst J.F. Opel Kadett
2009 FIA | Vanwijnsberghe D. - Beauprez G. Ford Escort MKII
2009 NAT | Verschueren V. - Broekaert G. Opel Ascona
2008 FIA | Droogmans R. - Vangrieken J Ford Escort RS MK2
2008 NAT | Debyser C - Depelsmaeker F: Opel Trans Europe
2007 FIA | Tanghe Claudie - Squedin Denis Ford Escort MK I
2007 NAT | Delplace Frederic - Callens Dominique BMW 2002
2006 FIA | Lietaer Paul - Librecht stefaan Ford Escort RS 1800
2006 NAT | Vandoorne Geert - Mestdag Willy Ford Escort MK II
2005 FIA | Lietaer Paul - Librecht stefaan Ford Escort RS 1800
2005 NAT | D. Vermeirsch - L. Dehaene Porsche 911 S
2004 FIA | B. Munster - F. Caesemaeker Porsche Carrera 2.7
2004 NAT | R. Droogmans - F. Moers Porsche 2.7
2003 FIA | G. Crabtree - Liz Jordan Porsche 911
2003 NAT | P. Lietaer - M. Joye Ford Escort MK1
2002 HISTORIC | G. Goudezeune - F. Depelsmaeker Manta TE 2800
2002 POST HIST | T. Körner - Hafner Porsche 911
2001 HISTORIC | G. Goudezeune - F. Depelsmaeker Manta TE 2800
2001 POST HIST | D. Nutt - Geraldine McBride Porsche 911
2000 HISTORIC | G. Steward - C. Tompson Porsche 911
2000 CLASSIC | D. Van Wijnsberghe - W. Soenens Ford Escort MK1
1999 HISTORIC | Jimmy McRae - P. Gullick Porsche 911
1999 CLASSIC <1974 | D. Vanwijnsberghe - W. Soenens Opel Manta 1900 RS
1999 CLASSIC >1974 | P. Lietaer - P. Robecin Ford Escort RS 2000
1998 HISTORIC | B. Waldegard - B. Crawford Porsche 911
1998 CLASSIC <1974 | Y. Vynkier - F. Vynkier Opel Manta
1998 CLASSIC >1974 | E. Devos - E. Reniere Opel Kadett GT/E
1997 HISTORIC | R. Droogmans - R. Moers Porsche 911
1997 CLASSIC <1974 | Y. Vynkier - Bossaert Opel Manta SR
1997 CLASSIC >1974 | D. Vandoorpe - G. Vandoorne Opel Kadett GT/E
1996 HISTORIC | R. Droogmans - R. Moers Porsche 911
1996 CLASSIC <1974 | B. Waldegard - R. Tuthill Porsche 911
1996 CLASSIC >1974 | Ch. Golding - P. Ayres Triumph TR7 V8
1995 | Jimmy McRae Porsche
1994 | Bjorn Waldegard Porsche
1993 | Geoffrey Crabtree Porsche

1. – TITLE & PROGRAMME

1.1 Title

Club Superstage vzw is organising the YPRES HISTORIC REGULARITY 2024 in collaboration with JBREvents from **Friday 22 November to Sunday 24 November 2024**.

The competition will be organised in accordance with:

- The FIA International Sporting Code
- The National Sporting Code
- The supplementary regulations and any bulletins
- The Highway Code of the countries covered by the Rally

1.2 Programme

May, 2024	Publication of the Regulations
August 1, 2024	Entry opening date
November 1, 2024	Entry closing date
November 22, 2024 10h00 – 14h30	Administrative checking & documentation tba
11h00 – 15h30	Scrutineering Algemene bouwwerken Christophe Samyn Frankrijkklaan 18, B-8970 Poperinge
12h30 – 15h00	Shakedown (optional) see instructions giving during administrative checking
13h00 – 16h00	Car in car park car park tba
16h30	Briefing NL tba
17h00	Briefing UK / FR tba
18h00	Publication of the list of crews admitted to the start official notice board
19h00	Start LEG 1A car park tba ROADBOOK COLLECTION LEG 1A 30 minutes before starting time tba

November 23, 2024 00h15	Arrival LEG 1A car park tba
01h00	Publication of unofficial results and start times LEG 1B official notice board
08h00	Start LEG 1B car park tba ROADBOOK COLLECTION LEG 2 30 minutes before starting time tba
16h00	Arrival LEG 1B car park tba
joining	Winterbar Museum Café Grote Markt 34, B-8900 Ieper
18h00	Publication of partial unofficial results and start times LEG 2 official notice board

December 3, 2024 07h00	Start LEG 2 car park
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	Grote Markt, B-8900 Ieper ROADBOOK COLLECTION LEG 2 30 minutes before starting time tba
12h00	Arrival LEG 2 car park tba
joining	Winterbar tba
14h00 – 14h30	Publication of the provisional final results official notice board
joining	Prize-giving tba

OFFICIAL NOTICE BOARD

website & smartphone app (instructions regarding the smartphone application will be sent by email to each participant 2 weeks prior to the event)

2 - ORGANISATION

2.1 Rally Secretariat

Address of the organiser's permanent Rally Secretariat until November 21, 2024 (Korte Torhoutstraat 35, B-8900 Ieper)
Phone: +32 (0)57 44 63 57
Email: office@ypreshistoricregularity.com

Rally Centre during the Competition

between November 22, 2024 and November 24, 2024 (Korte Torhoutstraat 35, B-8900 Ieper)
Phone: see time card
Email: office@ypreshistoricregularity.com

2.2 Organising Committee

Chairman: Alain Penasse
Members: Tom Declercq (treasurer)

2.3 Officials during the Competition

Clerk of the course:	Norbert Dumoulin
Sporting advisor(s):	JBR Events: Bjorn Vanoverschelde Jens Vanoverschelde
Chairman of the Stewards:	tba
Stewards:	tba
ASN chief scrutineer:	tba
Scrutineers:	tba
Competitors' relations officer:	Bjorn Vanoverschelde
Event Managers:	Vanessa Van Lierde
Results service:	JB Time Concept
Timekeeping:	Tripy
GPS safety:	Tripy
Car park manager:	Ronny Hosten
Speaker:	Reginald Delmarche
Press officer:	Hugo Van Opstal
00-car	Chris Dhondt – Steven Mestdagh
0-car	Frederik Vanraeynest – Guy Desmet
Z-car	Dave Vandenbogaerde – Lien Lemaire
Technical assistance	Marc Seyns

2.4 Supplements to the Regulations

The provisions of the present Regulations may be amended if necessary.
Any amendment or any additional provision is announced by dated and numbered bulletins, which form an integral part of the present Regulations.

Any bulletin issued after the beginning of administrative checking must be signed by the stewards.

These bulletins are posted in the Rally Secretariat and on the official notice boards and are also directly communicated to the participants, who must acknowledge receipt by signature unless this is materially impossible during the running of the Competition.

2.5 Application and Interpretation of the Regulations

The clerk of the course is charged with the application of the present Regulations and their provisions during the running of the Competition. Any case not foreseen in the present Regulations is judged by the stewards.

In case of any sporting dispute over the interpretation of the present Regulations, the English text is binding.

3 - DESCRIPTION

The length of the **Ypres Historic Regularity** is +/- 800 km. The Competition is divided up into 3 different days, 2 legs and 11 sections.

The road book will consist of several regularity tests (RT), some 'closed road stages' (CRS) and liaison routes.

The breakdown of the route as well as its time controls, passage controls, neutralisation periods, the number of regularity test sections, the covered distance of regularity test section, etc. are described on a bulletin which gives the crews all information they require to complete the route correctly.

The route will be displayed in tulips that will indicate all changes of directions. Extra notes will be added to ensure safety or to confirm some directional changes.

The exploration of the course and the use of 'explorers' who pass on information about course and / or time recording points is not allowed under penalty of exclusion.

4 - ELIGIBLE VEHICLES

4.1 A Driver wishing to enter a vehicle for this Competition must ensure that, at the date of scrutineering and for the duration of the Competition, his vehicle is road-legal for the countries in which the Competition is to place. The organiser may refuse a car not complying with the period specifications (max Period J2 – 31/12/1990), «spirit» and aspect. The organiser may accept a car not complying with the period specifications.

The cars are divided into five categories based on engine capacity:

- Category 1: < 1.300 cc
- Category 2: 1.301 - 1.600 cc
- Category 3: 1.601 - 2.000 cc
- Category 4: 2.001 - 2.500 cc
- Category 5: > 2.500 cc

4.2 The use of counters and other electronic equipment is free.

4.3 An FIA Historic Technical Passport («HTP»), an FIA Historic Regularity "Car Pass", an Identity Card issued by an ASN or a FIVA Identity Card must be submitted at scrutineering at the latest (see also Article 10.1). Cars without any of these documents can enter the event and will appear in the classifications without FIA points eligibility.

4.4 All cars must be fitted with a safety tracking system. The installation will be checked at scrutineering. Instructions regarding collection, return and fitment are described in appendix A. Any interference with the system(s) during the rally will result in the Competitor being reported to the stewards.

4.5 Xenon and/or LED technology such as bars, long range, etc is forbidden. The use of LED bulbs (**max 4 bulbs / light**) will however be tolerated.

4.6 The authorized tires are in accordance with the Belgian Traffic Regulations. The depth of the sculptures is at least 1.6 mm. The tires to be used are limited to the marking «E» or «DOT» Any modification, modification or adjustment other than normal wear and tear as a result of normal use is prohibited. This prohibition involves the cutting of grooves.

In addition, only winter tyres may be used, regardless of weather conditions. These tyres have a specific marking on the lower part of the tyre sidewall, in accordance with the logo below and must be visible at all times. The logo must be at least 15mm high by 15mm wide with the indication 'M+S' or 'M&S' if existing.



4.7 Studded tires are forbidden.

5 - ELIGIBLE CREWS - ENTRY FORMS – ENTRIES

5.1 A crew is made up of the first Driver plus one Co-Driver as specified on the entry form.

5.2 The first Driver must hold a valid driving licence. Crew members may only drive the car if they are in possession of a valid driving licence.

5.3 Drivers (first Driver and Co-Driver) must either hold any kind of Drivers' International Licence valid for the current year and the Competition, a Drivers' National Licence valid for the current year and the Competition or obtain a «One Event Licence» from the ASN. These «One Event Licence» (60 € pp) must be request at least 10 days before the event using the website www.racb.be. Detailed information will be sent to each Competitor during registration.

6 - ENTRY FEES – INSURANCE

6.1 Individual entry:

Anyone wishing to participate in the Ypres Historic regularity 2024 must complete the online registration form 'request to participate' via the website www.clubsuperstage.com. You will then receive payment instructions via e-mail. Only after receipt of payment is the dossier complete and the participant will receive a confirmation of participation. The organiser must receive the form and payment by 10 November 2024 at the latest.

A **maximum of 100 teams** will be admitted to the start. Priority will be given to teams that meet the payment conditions. When the maximum number of teams has been reached for the closing of the registrations, a waiting list will be created.

A member of the crew or the car may be replaced with the permission of the organiser until the time of the administrative check. Only the Stewards are authorized to allow the replacement of the entire crew.

By sending a registration form, all crew members are subject to the provisions of the regulations described herein.

The **'Int. Ypres Historic Regularity'** entry fee for each car (2 persons) is fixed at 1490 €.

The subscription fees listed above are valid until 1 October 2024. A supplement of €160 will be charged for any subscription or payment received after 1 October.

This entry fee includes:

- set of road books
- set of time control cards
- rally plates
- door numbers
- insurance
- live results
- sport & technical logistics

- Tripy time recording & tracking system
- food & drinks (extras exclusive)
- trophies
- 2 goodies

Extra's:

- service crew registration
- shakedown participation
- hotel reservation (only Int. Ypres Historic Regularity)

A service crew package is available:

- « repair package »³
50 €
package includes:
* access to service areas
* rally plate 'official service'
* service 'map book'
- « repair & eat package »³
250 € / 2 persons
package includes:
* access to service areas
* rally plate 'official service'
* service 'map book'
* food & drinks (2p)
* winterbar (2p)
* closing party (2p)

³ = option available until 1 November

A golden package is available:

- 'driver legend experience'
participation fee + 350 € / team for 2 nights including breakfast in a 3* hotel²
 - additional single room = 350 € (2 night stays)
- 'gentleman legend experience'
participation fee + 400 € / team for 2 nights including breakfast in a 4* hotel²
 - additional single room = 400 € (2 night stays)

Subscribing to a golden package is possible until 1 October or in function of availability. After this date you should contact the race secretariat to consult prices & availability.

² = overnight stays take place during the night from Friday to Saturday and the night from Saturday to Sunday in a double or twin room. Extras not included.

Payments:

Account holder: Superstage vzw
Account nr: 3200 0624 4042
Bank Name: ING België
IBAN: BE77 3200 0624 4042
BIC: BBRUBEBB

Note! Please ensure that the competitors last name and "Regularity 2024 Entry fee" is included as a reference on any bank transfer document.

Cancellation:

Every participant who completes and sends in a registration form but does not want to participate in the end must cancel his registration in writing or by e-mail via the competition secretariat before 1 November, even if the registration rights have not yet been transferred.

The following refunds can take place:

- In case of cancellation before 1 October: 75% refund of the total registration fee
- In case of cancellation before 1 November: 50% refund of the total registration fee
- In case of cancellation after 1 November: no refund

If the cancellation takes place before the payment of the registration rights, the refund conditions from the above article will be applied and the remaining amount will have to be transferred.

6.2 Entry fees are refunded in full:

- to candidates whose entry has not been accepted,
- in the case of the Rally being cancelled or if the minimum number of participants of 30 is not achieved, the organiser can claim a sum of 200 € from each registered team at the time of decision of not taking place.

6.3 The organiser has taken out insurance policies in the field of Civil Liability, in accordance with the National Sport Code of RACB Sport and with the Belgian Legislation of 21/11/1989 (Article 8). The organiser provides the following insurance to the participants:

- Civil Liability Traffic coverage:
 - Physical injuries: unlimited
 - Material damage: 100,000,000 € per accident
- Civil Liability Organizational coverage:
 - Physical and material injuries together: € 5,000,000 per accident
 - Legal defense: € 25,000 per accident
 - Excess (franchise) for the material damage: € 125 per accident

This insurance covers the Civil Liability of the RACB and RACB Sport, the organizer of the race, the National Sports Commission, the authorities involved and their agents, services, appointees or members (salaried or volunteers), as well as the Civil Liability of the owners, holders or drivers of the participating vehicles and their appointees.

General liability insurance means the liability for the damage caused to a third party as a result of an organizational error on the occasion of the preparation, the expiry and the material termination of the event.

The free connection route is not covered by the insurance contract Civil Liability of the organizer.

The assistance cars, even with specific plates delivered by the organizer, may not be considered as official participation in the event. They are therefore not covered by the organizer's insurance and are under the sole responsibility of their owners.

7 - ADVERTISING

The advertising provisions specified in the Code must be respected. A copy of these provisions is available from the organiser, if required. The organiser's obligatory advertising will be described in a bulletin.

8 – GENERAL OBLIGATIONS

8.1 Crews

Only crews specified on the entry form are admitted to the start. If one member retires or if an additional party is admitted on board, the car may be excluded from the Competition.

8.2 Starting Order - Plates – Numbers

8.2.1 - Starting numbers will be allocated in function of year of construction of the vehicle, with the oldest vehicle being awarded the smallest starting number.

- The start numbers 1 to 15 are reserved for priority teams (decided by the organiser) and teams whose pilot and/or co-pilot achieved a top 10 ranking in the final classification during the past 3 editions.
- The start list of leg 1A will be drawn up in function of the presented vehicles and their year of construction during the scrutineering.
- The start list of leg 1B and leg 2 will be drawn up in classification order.

Any crew arriving late at the start of the Competition or of a leg or of a section (restart after a regrouping) may be penalised by the stewards, at their discretion.

8.2.2 - The organiser shall supply each crew with 2 Rally plates and 2 Competition numbers.

8.2.3 - The Rally plates, which also carry the car's Competition number, must be fixed to the front and if stipulated to the rear of the car in a visible position for the duration of the Rally. They must under no circumstances, cover the car's licence plates, even partially.

- Competition numbers provided by the organiser must appear on both sides of the car throughout the whole Rally.

- In case of leaving the race, the organiser requires Competitors to remove or cover the Competition number(s).

- If it is ascertained at any time during the Competition that any Competition number or Rally plate is missing or poor readable, a time penalty may be imposed.

8.3 Time Card

8.3.1 - Each crew is given a time card showing the times allowed to cover the distance between two time controls. This card is handed in at the end of each leg.

Time cards must be visible at any request, in particular at all checkpoints where it must be presented in person by a member of the crew to be stamped. Any change or modification on the control card that the responsible controller has not approved will result in the exclusion of the rally. The crew is fully responsible for presenting the control card. It therefore depends on the crew to present the control card to the responsible commissioner at the appropriate time and to check whether the timing of the time is correct.

Competitors not handling time cards as instructed are liable for penalties.

8.3.2 - The passage control sheets, if any, are an integral part of the time card.

8.4 Traffic laws – Repairs

8.4.1 - Throughout the entire Competition, the crews must strictly observe the traffic laws of the countries covered. Any crew which does not comply with these traffic laws is subject to penalties at the discretion of the stewards, as follows:

km/h too quickly to the square
(starting from 5 km/h too quickly)
example:
speed limit = 40 km/h
measured speed = 46 km/h
penalty = 6² = 36 penalty points

The zones where speed checks will be carried out by means of the Tripy system (during liaisons and regularity tests) will be announced in the roadbook by the following symbol:



Only the information mentioned in the roadbook is valid. The information shown on the Tripy device is informative.

If a speed check is carried out during a regularity test, there will be no timing points starting from 100 meter before the start of this zone, during this zone and 500 meter after the end of a speed zone.

In such zones, it is also prohibited to use the vehicle's auxiliary lighting. Any competitor using the extra lighting in such a zone will be penalised as follows:

- 1st infringement:
warning
- subsequent determinations:
150 seconds
- 1st and 2nd infringement with regard to other breaches of traffic regulations:
150 seconds

Infractions relating to the use of additional lights in speed zones or other infractions against the Highway Code can be determined by police or officials (art. 2.3).

8.4.2

- Repairs during the competition is free, except:

- by unregistered service crews
- during the regularity stages
- during the closed road stages
- in parc fermé / night parc
- during regroupings
- in the refuel zones (the crew may only receive assistance from third parties to carry out the refueling. No other technical intervention may be carried out in a refueling zone)

The organiser provides recommended service locations. These locations will be clearly indicated in the road book. The maximum distance between two service locations is 150 kilometers.

- Refueling during the race is free. The organiser provides recommended refuel zones. These zones will be clearly indicated in the road book. The maximum distance between 2 refuel zones is 150 kilometers.

- The recommended service locations & refuel zones will be made known to the registered service crews by means of a "service crew map book" that teams receive during the administrative check. The "service crew map book" contains all information regarding timing and location of each recommended service location and refuel zone.

- A service crew must have a fire extinguisher of at least 6 kilograms in his service vehicle.

- The use of a ground sheet is mandatory at the service locations.

8.4.3 - Crews are forbidden under pain of penalty which may go as far as disqualification:

- to block deliberately the passage of competing cars, or to prevent them from overtaking,
- to behave in an unsportsmanlike manner,
- exhibiting abnormal driving behaviour
- showing impermissible behaviour towards other road users and/or residents

8.4.4 - If a vehicle comes to a halt during a regularity test or liaison route, whatever the cause, a crew member must clearly display or show the SOS/OK sign (which will be located at the back of the roadbook) to the arriving participants.

Any crew to whom the red 'SOS' sign has been shown or who sees a car that has had an accident must stop immediately and without exception under penalty of possible exclusion to render assistance, unless the green 'OK' sign has been shown to them. All cars following must also stop.

9 - RUNNING OF THE COMPETITION

9.1 Start

9.1.1 - The starting interval between the cars is 1 minute. The start is given in accordance with art. 8.2.1.

9.2 Controls - General Provisions

9.2.1 - All controls, i.e. passage and time controls, start and the end of regularity tests, are indicated by means of FIA approved standardised signs. Any intermediate time checks on the regularity test sections are not indicated.

9.2.2 - The arrival at a time or passage control from any direction other than that of the Rally or non-reporting at a time or a passage control entails a penalty.

9.2.3 - Control posts are ready to function at least 15 minutes before the target time for the passage of the first crew. They cease to operate 30 minutes after the target time for the passage of the final crew.

9.2.4 - Crews are obliged to follow the instructions of the marshal in charge of any control post.

9.2.5 - The distinguishing signs of the officials and marshals are as follows:

Marshal	Blue with text
Stage commander	Red with text
Competitor Relations Officer	Red with text
Scrutineer	Black with text

9.3 Passage and Time Controls (TC) – Withdrawal

9.3.1 - Passage Controls

At these controls, the marshals simply stamps and/or signs the time card as soon as this is handed in by the crew, without mentioning the time of passage.

The lack of such a stamp and/or signature at a passage control entails a penalty of **30 seconds**.

The organiser may establish secret passage control/s at any point on the route.

9.3.2 - Time Controls

- At these controls, the post marshal enters the time at which one of the crew members hands the time card to the post marshal. The check-in time is the time obtained by adding the time allowed to complete the road section to the time of leaving the time control of the previous section. The cars with crew are allowed to enter the control zone (ie past the yellow sign, ie the "zone sign") at their ideal pointage hour (not on the previous minute).

Example:

- The ideal hour is 10h36
- To pointer at the ideal hour: just drive past the yellow sign from 10h36'00"
- Submit his control card to the auditor before 10h36'59"

- Any difference between the actual check-in time and the target check-in time is penalised as follows:

- **For late arrival: 10 seconds / minute (*)**
- **For early arrival: 60 seconds / minute**
- Missing a time control: **10 minutes**
- Reporting outside the maximum permitted delay: **30 minutes**
- Maximum permitted delay for each leg: 30'

(*) = for each leg, the crew may be delayed for 15 minutes in total without penalty (LEG 1A and LEG 1B are considered as 1 single LEG).

9.3.3 – Catching up

Provision shall be made for a crew who, for technical reasons, has missed during a leg a time control or a passage control (which can be secret) to be re-admitted to the following section (day) and given a penalty of **30 minutes**.

The car may be subject to a further scrutineering. In order to be classified, the car must report to the final control.

9.4 Regrouping Controls

9.4.1 - Regrouping Controls may be set up along the route. On their arrival at these regrouping controls, the crews hand the post marshal their time card. They receive instructions as to their restart time.

9.4.2 - The purpose of these regroupings is to reduce the intervals which may occur between crews. Thus, the start time from the regrouping control, not its duration, must be taken into account.

9.5 Regularity Test Sections

9.5.1 - The crews must complete the regularity test sections at one or more average speed(s) fixed by the organisers, with the approval of the

relevant ASN. These average speeds imposed by the organiser will be announced one (1) week before the event.

Two types of average speeds will be proposed per regularity test:

- average speed 'normal conditions'
- average speed 'exceptional conditions'

By default, the average speed 'normal conditions' will be used. If the average speed 'exceptional conditions' applies to one or more regularity tests, the marshal at the start of the relevant test will inform the participant via a bulletin.

Regularity test sections are organised on roads open to public traffic and will always be provided with a manned start. The post commissioner records the start time of the team on the time card. The crew is responsible for starting at the listed time.

The exact position of the start of a regularity test will be clearly indicated in the road book by means of a photo. The crew is responsible for correctly determining the starting position of the regularity test.

It is forbidden to overtake other participants in the 500m prior to a start of a regularity test unless that other crew with technical problems can no longer move on their own.

Regularity test sections are organised on roads open to public traffic.

There will not be any time recording points:

- during the first 500 meter of a regularity test section
- starting from 100 meter before the start of a speed check zone
- during speed check zones
- 500 meter after the end of a speed check zone
- 500 meter after a passage control

There will be a tolerance of **3 tenths of a second** for late or early check-in regards the target time for each timing point.

If the Tripy system, for whatever technical reason, comes to a standstill without the mistake by the competitor, namely by recording only a part of the checkpoints, the penalties of the crew concerned will be calculated according to the average of the penalties suffered at the measured checkpoints of the affected section.

If a regularity test is forced to be stopped, the participants will be informed of this at the manned start and must follow an alternative route to the start of the next regularity test. The alternative route will be at the back of the roadbook. The results of the discontinued regularity test will not be counted for all participants in the ranking.

Classification based on the times set by the crews is established as follows:

- each tenth of a second lateness at a timing point (over tolerance) **0,1 second**
- each tenth of a second too early at a timing point (over tolerance) **0,2 seconds**
- jumpstart **5 seconds**
- maximum penalty at a timing point **15 seconds**
- missing timing point **30 seconds**
- maximum penalty of a regularity test **120 seconds**
- missed regularity test **150 seconds**
- more than 2 minutes too early at a timing point **disqualification**

9.5.2 - Closed road stage

A closed road stage is a regularity test on closed roads or private terrain.

Wearing a helmet and seat belt is mandatory during 'closed road stages'. The helmet and/or seat belt must not be homologated to one of the FIA-standards.

A roll cage is not mandatory but strongly recommended.

The maximum average speed during a Closed Road Stage is 50 km/h. Multiple timing points may occur during a Closed Road Stage. Chicanes or "stop & go" zones may occur during a Closed Road Stage. These will be clearly indicated in the road book. At a stop & go, the participating vehicle must come to a complete stop for 1 second. A 'stop & go' will always be manned by a marshal. The marshal will use a lollypop to restart the participating vehicle after a 1-second stop.

There will be no timing points:

- during the first 300m of a closed road stage
- 300m after a stop & go

All other described determinations and punishments as provided for in Article 9.5.1 shall also apply.

Penalties:

- each tenth of a second lateness at a timing point (over tolerance)
0,1 second
- each tenth of a second too early at a timing point (over tolerance)
0,2 seconds
- jumpstart
5 seconds
- maximum penalty at a timing point
15 seconds
- missing timing point
30 seconds
- maximum penalty of a closed road stage
30 seconds
- missed closed road stage
150 seconds
- more than 2 minutes too early at a timing point
disqualification
- touching a cone
5 seconds
- wrong execution of a chicane
10 seconds
- jumpstart at a 'stop & go'
5 seconds
- failure to execute a 'stop & go'
10 seconds

9.5.3 «Secret control joker»

For the entire event the **4** worst secret control scored by each crew (with a maximum of **15** penalty points per timing point) will be discounted for the classification. Missing a time recording point, advance at a timing point or penalties during 'closed road stages' cannot qualify as a joker result. At the end of each section, the "joker" will be applied.

9.6 Parc Fermé

While the vehicles are subject to «Parc Fermé» rules, any intervention on the car (repair, servicing, refuelling etc.) is forbidden except for safety reasons. After the crew has placed the car in the «Parc Fermé», the crew must leave the «Parc Fermé» immediately. The crew may enter the «Parc Fermé» again no more than 10 minutes before the (re)start time. The «Parc Fermé» rules applies during the starting park and regroupings. The Overnight park does not apply the «Parc Fermé» rules.

9.6.1 Starting park

The crew (or a delegate of the crew) must place the car in the starting park on Friday November 22 between 13h00 and 16h00. Any lateness will be penalised as described in art. 9.3.2.

9.6.2 Overnight park

During the night of Friday November 22 and Saturday November 23 (after the last time control of leg 1A), the crew is allowed to take the car out of the overnight park. When the crew decide to take the car out of the overnight park, the crew is obligated to remove the car out of the overnight park within 30' after his arrival time in the night park. The crew is also obliged to place the car back in the overnight park at least 30' before the start time of the next competition day.

For security reasons, the overnight park is closed between 30' after arrival of the latest car to 30' before the departure of the first car of the next competition day.

On Saturday November 23 (after the last time control of leg 1B), crews must leave their car in the mandatory parc fermé till 20h30. Between 20h30 and 21h30 the crew is allowed to take the car out of the overnight park. The competitor is also obliged to place the car back in the night park 30 minutes before his start time for the next race day.

For security reasons, the overnight park is closed between Saturday November 23 21h30 and Sunday November 24 06h30.

10 - ADMINISTRATIVE CHECKING AND SCRUTINEERING - PENALTIES

10.1 Scrutineering before the Start

10.1.1 - Any crew taking part in the Regularity Rally must arrive at administrative checking and at scrutineering in accordance with the detailed timetable given in the entry confirmation.

The following papers must be presented at the administrative checking:

- driving licence,
- ID card or passport,
- valid sport licences.

The following papers must be presented at scrutineering:

- car documents as required by the national laws of the country where the car originates,
- insurance for the car.

10.1.2 - The scrutineering carried out before the start is of a completely general nature (checking of make and model of the car, year of construction, conformity of the car with the National Highway Code, etc.).

The relevant Identity Form (see Article 4.3) must be presented for each car at scrutineering.

The Competition numbers, if used and provided, and the Rally plates (made available by the organiser) will also be checked.

10.2 Final Control

At the finish of the Rally, the crews must make their cars available for a brief check by the scrutineers.

10.3 Summary of Penalties

Disqualification:

Art. 3:	Exploring the route / receiving information
Art. 8.4.2:	2nd infringement of absence fire extinguisher service crew
Art. 9.5.2	Do not use a helmet and/or seat belts

Possible disqualification: at the discretion of the stewards:

Art. 8.1:	Withdrawal of a crew member or additional party on board, except for «force majeure».
Art. 8.3.2:	Correction or amendment on the time card without approval from a marshal.
Art. 8.4.3.	Blocking of cars, unsportsmanlike behaviour.
Art. 9.3.3:	Failing to pass the last time control of the leg.

Art. 9.5.1:	More than 2 minutes too early at a timing point of a regularity test section
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Time Penalties:

Art. 8.2:	Delay at the start of the Competition, a leg or a section: 10 seconds / minute
Art. 8.2.3:	Lack of a Competition number or a Rally plate: 10 minutes
Art. 8.4.1:	2 nd and next infringements of speed limits starting from +5 km/h too fast: km/h too fast ²
Art. 8.4.1:	1st & 2nd infringement of traffic laws: 2 minutes 30 seconds
Art. 8.4.1:	2 nd infringement of usage of additional lights during a speed zone: 150 seconds
Art. 8.4.2:	1st infringement of absence fire extinguisher service crew: 10 minutes
Art. 9.3.1:	No entry at a passage control: 30 seconds
Art. 9.3.2:	Late arrival at a time control: 10 seconds / minute (*) (* = 15' penalty free lateness per leg)
Art. 9.3.2:	Early arrival at a time control: 60 seconds / minute
Art. 9.3.2:	Missing time control: 10 minutes
Art. 9.3.2:	Arrival outside the maximum permitted delay: 30 minutes
Art. 9.5.(1)(2):	For each tenth of a second above the target time at any time check (over tolerance): 0,1 second
Art. 9.5.(1)(2):	For each tenth of a second below the target time at any time check (over tolerance): 0,2 seconds
Art. 9.5.(1)(2):	Regularity test section jumpstart: 10 seconds
Art. 9.5.(1)(2):	Maximum penalty / timing point: 15 seconds
Art. 9.5.(1)(2):	Missing timing point: 30 seconds
Art. 9.5.(1)(2):	Regularity test section / CRS not completed or not started: 150 seconds
Art. 9.5.1:	Regularity test section maximum penalty: 120 seconds
Art. 9.5.2:	Closed Road Stage maximum penalty: 30 seconds
Art. 9.5.2:	Touching a cone: 5 seconds
Art. 9.5.2:	Wrong execution of a chicane: 10 seconds
Art. 9.5.2:	Jumpstart at a 'stop & go': 5 seconds
Art. 9.5.2:	Failure to execute a 'stop & go': 10 seconds
Art. 9.6:	Enter the parc fermé: 10 minutes

11.2 Prizes - Cups

11.2.1a - General Classification 'Ypres Historic Regularity'

1 st crew	2 trophies
2 nd crew	2 trophies
3 rd crew	2 trophies
4 th crew	2 trophies
5 th crew	2 trophies

11.2.2 - Class Classification

1 st crew	2 trophies
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11.2.3 - Ladies' Classification

The best female crew(member) in the overall classification wins the Ladies' Cup.

11.2.4 - Spirit of the event 'Frans Thevelin Trophy'

A separate trophy will be organised for all cars with homologation before 01.01.1966 and/or cars with a cylinder capacity <1300cc. The top 3 of the 'spirit of the event trophy' receives a prize.

11.3 Prize-Giving

The 'Ypres Historic Regularity' prize-giving will take place on **November 24, 2024**. The time of the award ceremony will be published on the official notice board.

Address:
tba

11.4 Protests

11.4.1 - All protests must be lodged in accordance with the Code. Any protest must be lodged by one single crew and may only be lodged against one single crew or against the organiser.

11.4.2 - The decisions by the stewards are final.

11 - CLASSIFICATION - PRIZES - PROTESTS

11.1 Classification

The classification method, which is left to the appreciation of the organiser, will be expressed in penalty minutes and seconds. The final classification is drawn up with the addition of the penalty times realized in the RTs with the penalties incurred on the liaison routes and with other penalties. The crew with the least penalty is declared as the final winner.

In case of a tie, the final winner is the person who drives the oldest car. Then comes the car with the lowest displacement.

A provisional classification will be drawn up after each regularity test and closed road stage.

A provisional classification including penalty times on the connection routes and other penalties will be drawn up after each section.

Appendix A: Control and time keeping device 'TRIPY-R'

GPS DESCRIPTION

During scrutineering, your vehicle shall be equipped with a TRIPY GPS, which permanently checks your itinerary, checks your speed and accurately records the time at checkpoints.

This system is composed of:

1. a TRIPY-R GPS device (width: 12 cm; height: 8 cm; depth including scratch: approx. 3 cm)
2. a power cable to connect Tripy-R device to the power cable of your vehicle (cable length : approx 2m)
3. Four pieces of scratch to stick the Tripy-R to the windshield



During technical inspection, the Tripy-R GPS device will be installed & checked by a technician.

VEHICLE ARRANGEMENT

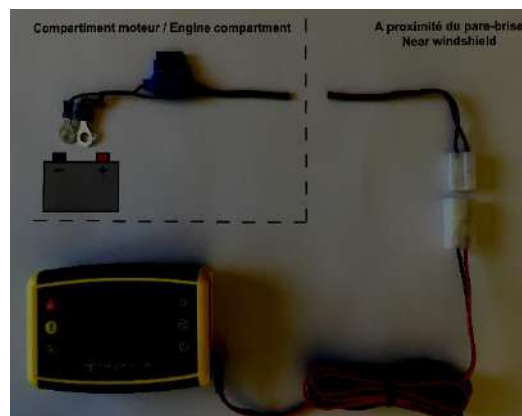
Installing electrical power supply cable through your care:

Fit your vehicle with an electrical cable in order to supply the Tripy-R GPS system. This electrical cable (6V or 12V) must be connected directly from the vehicle's battery in order to provide a continuous power supply (24/7). The cable must comply to the following technical specifications:

- The power supply connection you must provide will be made with a cable consisting out of two conductors with an approx 1 mm² section.
- The positive + (indicated by a red conductor) must be

protected by a 1 Ampere fuse installed as near as possible from the battery. We advise you to use quality automotive fuse (avoid tubular glass fuses that are unreliable)

- Your power cable must arrive in the cockpit, near the windscreen, co-pilot side, where the Tripy-R GPS will be installed using scratch.
- In the cabin, the end of your power cable must be terminated with a male 2 way « T » cable connector housing fitted with two 6,3 mm female blades connectors (connector technical description here below).
 - Würth connector composed of two parts : a white male « T » connector housing and two female 6,3mm blades connector of 6,3mm
 - White T connector housing : Würth ref 0555 100 23
 - Female blade connector of 6,3mm : Würth ref 0558 991 7
- Please take care to place positive wire at the right position in the connector as shown on picture below.



Male housing



Female blades



Automotive fuse holder

You can find these connectors in Würth tooling shops (often with minimum order quantities of 10 units).

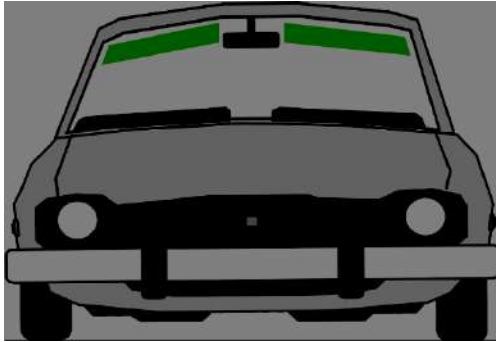
This connector is also available by one unit at AES (<https://www.autoelectricsupplies.com>) - reference 050107 (kit of male + female plastic housing) + reference 050203 (female blades 6,3mm).

This power supply must be **PERMANENT, 24 h/day**, for the duration of the whole rally, including when the vehicle resides in the Parc Fermé at the end of the stages. Tripy-R GPS consumption is very low and is not likely to discharge the vehicle battery.

Locating the Tripy-R GPS inside the vehicle :

- When installing the Tripy-R GPS, the technician will place the device in the upper area of the windshield (allowed area

shown in green in the picture below). Inside this allowed area, you can choose the location that suits you best. No other location is allowed (stowage compartment, side windows etc ...).



- The rear side of the Tripy-R GPS must be positioned on the windscreen (the front side with the LCD screen toward of the driver / co-driver).
- No other electronic equipment can be within 50cm of the Tripy-R GPS.
- The Tripy-R power cable (length =2m) will be connected to the permanent power cable you have prepared (as explained above) and to the other end on the Tripy-R GPS (right side as shown on the photo on the first page). You must therefore foresee something to hook the cable on the windshield post so that it does not risk hanging and disrupting you during the rally.

Once the GPS system has been installed and tested:

Once the Tripy-R GPS system has been completely installed and tested by the technician, it may not be disconnected, may not be relocated in the véhicule and may not be taken away from the car until after the arrival of the final leg. The organizer must be able to communicate by radio with the Tripy-R equipment during day and night. Whenever a vehicle does not respond because the Tripy system was disconnected or removed from the car, or incorrectly powered, the competitor will be penalized.

DEPOSIT / RESTITUTION

During administrative checks, we will ask you to fill in a deposit form to

guarantee restitution of the Tripy GPS system at the end of the Rally.

The amount of the deposit is 500 €.

The Tripy-R GPS system and his power cable must be returned to Tripy or to the competitor's relation officers at the end of the Rally. Upon withdrawals during the Rally, the GPS system may be returned to the Competitor's Relation Officers who are in the Parc Fermé at the beginning and the end of each leg. Under all circumstances, the return of the GPS system must be made to the organizer not later than 5 days after the end of the Rally. At the end of this period, the equipment shall be considered as « not returned » and shall be invoiced according to the above-mentioned conditions.