

1000 FINLAND Lakes Rally®

Regularity Rally Regulations

10.–11.6.2011 Jyväskylä

Organiser: AL Jyväskylän osasto/Jyväskylän Suurajot ry



Program

Wednesday 27.4.2011

Regulations will be published, opening of entries.

Friday 3.6.2011

Entries close at **20.00**.

Monday 6.6.2011

Entry list will be published at 12.00.

Friday 10.6.2011

10:00	Rally office will be opened, administrative checking starts
10:15 onwards	Scrutineering
10:30 onwards	Parc fermé
12:01	First competitor will start from Laajavuori
Apr. at. 17:30	Harju
Apr. at. 18:15	Night halt
21:00	Rally office will be closed

Saturday 11.6.2011

8:00	Rally office will be opened
9:00	Start Laajavuori
Apr. at. 17:30	First competitors will arrive at finish Laajavuori
Apr. at. 19:00	Results are published on the official notice board
Apr. at. 20:00	Prize giving ceremony & dinner

ORGANISER

AL-Jyväskylä / Jyväskylän Suurajot Association will organise the **1000 Lakes Rally Regularity Rally, in Jyväskylässä on the 10.–11.6.2011** the competitions AL: n permit no. TN/01/11

Stewards

Jarmo Zitting	Chairman
Harri Komulainen	Steward
Pekko Nurminen	Steward

Organising committee

Juha Lamberg	Clerk of the course	+358 (0) 400 541 777
Jarkko Ylitolonen	2. Clerk of the course	+358 (0) 40 759 9803
Kokko Juha	Route manager	+358 (0) 40 560 2715
Jarkko Ylitolonen	Route manager	+358 (0) 40 759 9803
Kari Kuosmanen	Chief of the results	+358 (0) 500 459 983
JYSUMA	Time keeping	

Office of the 1000 Lakes Regularity Rally

The contact info of the office is:	Juha Lamberg	E-mail: tasanopeus@suurajot.fi
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	40400 JYVÄSKYLÄ	www.1000lakesrally.com

The location of the Regularity Rally's office and official notice board will be at Kylpylä Hotell Rantasipi Laajavuori.

General points

1000 Lakes Rally regularity rally is a national CUP regularity rally to which foreign participants is allowed, complying with the regulations of AL and with the present regulations, and with the possible official bulletins issued later by the organisers.

Description of the route

The total length of the route is Apr. **490 km**. You can refuel the car during the competition Apr. every 200 km, refueling places are market on the road book.in the. The start and finish are located in Jyväskylä. The route will be indicated on a route map as well as in the road book.

The competitor must follow the route according to the itinerary and other requirements imposed by the organisers. The competitor's performance and the way of driving will be observed at public and secret controls along the route.

Entries

Entry to the competition must be made using the entry form, which will have to be properly filled in and arrive at the rally office, by **Friday 3.6.2011 at 20:00 at the latest**. A receipt of the entry fee payment must accompany the entry. The name of the 1st driver must be noted. A receipt of the entry fee must be shown at the registration.

An entry can be withdrawn, if there is an acceptable reason for it. If an entry is withdrawn during the entry period, the entry fee will be refunded in full. **A maximum of 120 entries will be accepted**. Should there be more entries; refusal will take place at the discretion of the organizers. A fee of **25 €** is charged for late entries.

Entry fees and insurance

The entry fee of 180 euro + 8 % tax = **194,40 euro** must be paid by **Friday 3.6.2011** at the latest to the organiser's, bank account AL-Jyväskylä / Suurajot, Swift: HELSFIHH, IBAN/account: FI0347830010054380. Please use Regularity + 1st driver's name as reference.

The entry fee will be refunded if:

- ❖ The entry is not accepted
- ❖ The competition is cancelled
- ❖ The entry is refused

The entry fee includes:

- 2 x coffee and sandwich at halt on Friday
- 2 x lunch at halt on Saturday

The organisers' third-party liability insurance is included in the ASN competition permit. Participation in the competition is at each competitor's own responsibility.

Official bulletins

The clerk of the course reserves the right to postpone, cancel or interrupt the competition if the circumstances so warrant, and to issue amendments to the regulations, which are necessary for the completion of the competition. Any amendment will be announced by dated and numbered official bulletin signed by the clerk of the course. These bulletins will be posted on the official notice board. All official bulletins are established by the stewards and also given directly to the participants, who must acknowledge receipt by signature, unless if this is technically impossible during the course.

Eligible vehicles

The Regularity Event will be carried out by passenger cars which are registered for general traffic and which carry normal traffic insurance, fulfilling the traffic regulations of the country in which they are registered in.

Each car taking part in Historic Regularity Class must carry one of the following:

- FIA Historic Technical Passport
- FIA Historic Regularity Car Pass
- Identity Card issued by ASN
- FIVA Identity Card

Equipment

Use of a single additional trip-meter with no more than two mechanical or electronic displays, such as Halda Trip, Twin Master, Retro Trip, VHS, Terratrip, ELtrip etc, is permitted. The use of average speed indicator is forbidden.

The use of printed time calculations as well as all sorts of clocks and calculators is permitted as long as they are not fixed permanently to the vehicle and in no way connected to the car's data systems.

The Organizer may control the equipment at any point of the Event. Breach of the rule will be penalized. **All GPS-equipment is forbidden in the Historic Classes (Except the organisers Ventus GPS-logger).**

Classes

1. Historic cars 1981 or before **without extra trip meter**
2. Historic cars 1981 or before **with additional trip-meter**
3. Modern Cars, 1982 or after

In case of a tie, the older vehicle will be classified higher.

Competitors

Any person or legal entity is eligible; entrant's licence is not obligatory. Each crew will consist of two drivers (1st driver and co-driver) and both drivers must hold a valid competitor's licence. 1st driver must hold a driving license. Competitors can get a "Regularity Rally Competition Driving Permit" from the organizers for 15 euro's per permit. These Permits will be issued during the administrative checks of the event.

1st driver is considered responsible for the crew during the competition. If 1st driver or co-drivers are not the owners of the car, they will need a written permission of the owner to use the car.

Entry list

The Starting Order will be published on the **6.6.2011** at **www.1000lakesrally**.

Competition material

1. Map/road book of Halda check
2. Route map giving the competition route as well as the public controls.
3. Road book giving the distances between controls, route markings needed for orientation and the speed limits valid at the time of making the road books.
4. Time cards. A representative of the organisers will enter the markings concerning times of passing a control. Competitor himself is not allowed to make any markings, corrections, or alterations on the card. The time card must remain on board the vehicle for the duration of the competition unless the organiser orders it otherwise. Losing the card or altering the markings on it will result in disqualification.
5. Memo card for Competitors own time markings and calculations
6. Route Control card. Representatives of the organisers will enter the markings concerning passing a control on route control card.
7. Scrutineering form.

The competitors will receive competition numbers, advertisements, the route book, time card, memo card, route map and scrutineering form on Friday **10.6.2011 at 10:00** onwards from the rally office. When registering at the rally office the driving licences, competition licences and registration card of the vehicle will be checked.

General rules and regulations

a) Traffic regulations

Each competitor must absolutely obey the traffic regulations in force for the duration of the competition. Take special care in settled areas. Headlights must be used for the duration of the event all the time the vehicle is moving.

Road speed limits are to be followed. The maximum speeds quoted in the road book are speeds effective at the time the road book was compiled and may therefore have been changed since. The competitor is notified in writing at the result office after the finish of an infringement of the speed limit.

b) Road blockages

If the route is blocked for some reason, the competitor must stop and wait for further instructions from the organisers. A temporary road blockage or delay caused by another competitor does not give the right to use a detour or to a driving time deduction. The organisers reserve the right to exercise their discretion in deciding about the effect of the detour on the distance driven as well as on the driving time.

c) Advertising

The organisers will give the competitors the following advertisements to be affixed on the competition cars prior to the scrutineering.

Obligatory:

1. Competition numbers (front doors or rear side windows A4)
2. Advertisement (rear wings)
3. Advertisement (front wings)
4. Advertisement (Rally plate)

The properness of the advertisements and their compliance with the rules will be checked at scrutineering.

d) Withdrawal from the competition

A competitor withdrawing from the competition must immediately notify the nearest control or the rally office. A competitor who has withdrawn must remove or cover the competition numbers. The Organizer's GPS-logger must be returned ASAP.

COURSE OF THE EVENT

Start and finish

The cars will start at one-minute intervals on **Friday 10.6.2011 at 12:01** the order indicated on the start list. If a competitor is more than ten minutes late in arriving to the start, he will not be allowed to start. A competition car, in which both drivers are seated, must pass all the controls in the order indicated in the road book, and obtain an entry on its time card showing the time and fact of passing a control. The time is entered in hours and full minutes 00:01–24:00.

Throughout the event the official time will be that given by the organisers and it will be seen at Rally office.

Parc Fermé areas








The competition vehicles are subject to the Parc Fermé rules:

- a) In control areas
- b) During halts
- c) After arriving at the finish until the end of protest period

Controls

Control posts will be ready for function 15 minutes before the target time of the first crew, and will cease to operate 15 minutes after the target time of the last crew. The organisers may place signs indicating a turn or driving straight ahead in places where orientation is difficult or in places that differ from the indications of the road book.

Signs used at the control posts:

Beginning of TC / AT area (yellow)		passage control, additional Scrutineering (red)	
Time control (red)		obligatory stop (red)	
End of control area (beige)		RT starts (red)	
		RT ends (red)	

Time controls (TC) [AT in Finnish]

The location of a public time control is indicated on the map and in the road book. Competition car, in which both drivers must be seated, may arrive at the control from the direction presupposed by the route one minute before its target check in time. The competitors are allowed to see the time on the official clock of the control post.

The check in time is taken at the moment the time card is presented. The time is entered onto the time card and the control post records in hours and full minutes. **If an error has occurred with the time entry, the control marshal or his associates must be immediately notified, in writing if necessary.**

If two competitors arrive at the time control at the same minute, the control post will give those different starting times. Competitor is obliged to wait for this starting time at control area. Too early start from control area is forbidden.

The competitor himself is responsible for calculating his target check in time for each control post on the basis of the

driving time indicated in the time card. Too early check in is penalised by 60 s and too late check in by 10 s addition per each minute or fraction of a minute

Example:

The target check in time of the competitor for the control post is 18.58.

1. The competitor may arrive at the control area at 18.57.
2. The competitor may present his time card between 18.58,00 and 18.58,59 and will not receive a penalty.
3. If the competitor presents his time card at, say 18.57,30 the penalty will be one minute. If the moment of presentation is 18.55,59 the penalty will be three minutes (= 3 x 60 s = 180 s).
4. If the competitor presents his time card at 18.59,00 or after, the penalty will be 10 s per each minute or fraction of a minute he is delayed.

If the competitor cannot drive his vehicle to the control post due to a line or congestion in the control area or in its immediate vicinity, he can proceed to obtain the time marking on foot.

The departure time for the next section is marked in the relevant box on the time card START.

Passage Controls (PC) [RT in Finnish]

PC passage control posts can be at any point on the route.

PC passage control posts will be ready for function 15 minutes before the target time of the first crew, and will cease to operate 15 minutes after the target time of the last crew.

Speed and Traffic Controls

Throughout the entire Event the crews are under observation by the Organizer. Penalty for speeding may be reported by police or recorded by the GPS-data logger. The speed control by GPS-logger will be carried out at points marked on the Road Book. The Organizer may also control other traffic rules such as stopping before a STOP-sign (minimum stop 2 seconds).

Regularity Test Sections (RT) [TK in Finnish]

The start of a RT section is normally unmanned. The line is marked with a sign (black flag on red) and the location is clearly marked on the Road Book.

- If the Time Control Marshal had entered the start time, the Competitors must start the RT at that time regardless the other Competitors start times. There is no need to touch the GPS-data logger.

One must not cut the queue or overtake another Competitor preparing to take the start that will be considered to be unsportsmanlike behavior, and will result to exclusion.

The start before one's target time will be deemed to be jump start. Jump start can be judged by visual observation or GPS-logger data of car moving before correct time. Late start to RT in excess of 20 seconds will be penalized as "Late start" = 10 seconds.

The crews must complete the RT sections at one or more average speed(s) fixed by the Organizers.

The minimum length of RT on public roads is 3 km.

Generally RT sections are organized on roads open to public traffic.

At his own discretion, the Organizer may set up intermediate timekeeping points at any point on a RT section.

Secret Regularity Time Controls (SC) [ST in Finnish]

The minimum distance from RT start to first SC is 0,4 km (400 m). SC can be manned or based on GPS logger data. Typically SCs are located at 2-4 km intervals.

Example:

In order to avoid time penalty on RT section the Competitor must use the average speed set by the Organizers for that RT.

The target time for a SC is elapsed time from the start of the RT section to SC.

The timing at each SC is done by one tenth of a second. Each tenth (0,1sec) either early or late of the SC results time will give a penalty of one tenth of a second (0, 1 sec).

Example:

Set average speed for RT = 45, 7 km/h, distance from RT start to SC = 5,135 km

Target time at SC will be 6 min 44,5sec

Competitor 1 time is 6 min 49,6 sec = 5, 1 error from target time = 5, 1 second time penalty

Competitor 2 time is 6 min 36,3 sec = 8, 2 error from target time = 8, 2 second time penalty

Halts

During the halts of the competition, the competitors have the opportunity to perform repairs and servicing supervised by the organisers. Example: You can refuel the car at halts; refuelling places are marked on the road book.

Timing at the halt posts is performed as at the time controls.

Scrutineering

At pre-scrutineering both the condition of the car as well as the following compulsory equipment will be checked:

1. One of the drivers must be present at the scrutineering.
2. Checking the cars trip meters and other electronic equipment.
3. The lights must comply with the Highway Code of the country of registration.
4. Radar detectors and corresponding equipment is forbidden. The use of mobile phones is forbidden except in case of road blockage or an accident.
5. Warning triangle, **first aid kit and reflector vest for each member of the crew.**

Final scrutineering

As soon as each car arrives at the finish on 11.6.2011 it will be driven to a guarded parking lot (Parc Fermé). The drivers' personal equipment may be removed from the car. The car keys are handed to the representative of the organisers; he will check whether the competition plates and numbers are still attached.

The organisers may subject any car to a complete and thorough scrutineering. Should some deviation from the rules and regulations be detected in the car, disqualification may follow. And the organiser can charge the competitor for the expenses possibly made by the inspection.

The release of the cars from Parc Fermé is announced on the official notice board.

Operation of the gps-data logger

The operation of the data loggers are on Competitor's own responsibility. One false recording from each Competitor's data can be removed in case of malfunction (given that the Competitor was on correct route in correct time when the malfunction occurred).

Penalties

Use of non-regulation instruments or equipment / 1. occasion	1800 sec
Missing a Control or arrival from wrong direction	600 sec
No entry of an Passage Control	10 sec
Late arrival at a Time Control (per minute starting)	10 sec
Early arrival at a Time Control (per minute or part of it)	60 sec
Jump Start	10 sec
Late Start	10 sec
Secret RT control (per each 0,1 sec late or early)	0,1 sec
Exceeding the speed limit, controlled by GPS-logger data	1 s / 1 km/h
Other traffic violence recorded by GPS-data logger	10 sec
Missed Regularity SC	600 sec
Maximum penalty from one TC or missed RT	900 sec

Exclusion from the event

Unsportsmanlike behaviour
Amendment of the Time Card entries
Loss of one's Time Card
Failure to submit the Time Card at Finish
Use of average speed indicator or equal
Use of non-regulation instruments or equipment / 2. occasion
Use of GPS or other electronic navigation aids in Historic Class

Infringement of Regulations at Control Areas
Traffic violence reported by Police

Unsportsmanlike behaviour is considered to be for instance:
Blocking other competitors, overtaking at start queue, misleading or hindering Officials etc.

Special rules

The use of electronic aids such as GPS, Mobile Internet or cellular phones, which can be used for navigation, controlling the average speed or communicate outside the car is forbidden in Historic Class. Organizers will control this during the Event and penalty for breaching the rule is exclusion.

The fixed average speeds at RT sections are not to exceed 65 km/h

Participant who retires on day one may restart on day two with a time penalty defined above. Reporting of restart has to be done to the Rally Office 10.6.2011 before 20:00 hrs.

Results

The results will be published on the official notice board on Saturday 11.6.2011 Apr. at 19:00.

Prizes

Prizes will be given as follows: 1 prize per each four started in each class.

Protests

Protests against Scrutineering must be lodged within 30 minutes after the competitor has been notified of the outcome. Protest against the competition event or against a decision taken by the organiser must be lodged at the latest within 1 hour of the competitor's arrival in finish. Protest against the results must be lodged within 30 minutes of its publication.

Protest must be lodged in writing in Finnish or English, and be signed by the competitor (the entrant or the 1st driver of the car). The protest is conveyed to the clerk of the course and the protest fee of **90 €** must accompany it.

If the protest requires dismantling and re-assembly of different parts of the car, the claimant must make an additional deposit of **675 €** to cover the costs of procedures. If the protest is found correct, the deposit will be returned to the claimant and all costs will be charged from the competitor against whom the protest was lodged.