



## Call for applications 2025



Classic Car Rally, from 27.06. – 29.06.2025  
(Alternative date will be announced)

Last update: 10.10.2024

### Classes 2025:

**Sports Car Trophy:** Sports cars and special vehicles built between 2006 and 2025 | Sports cars and special cars from 2006 - 2025

**Youngtimer | Semi Classic Cars:** Alle Fahrzeuge von Baujahr 1995 - 2005 | all cars from 1995 - 2005

**Classic Cars | Classic Cars:** Alle Fahrzeuge bis Baujahr 1994 | all cars until 1994

**Special Classes | Special Classes:** Classic Car Clubs | Sports Car Clubs | Companies (please contact us separately).



**Specials:** Tages Starter | One Day Drive

## 1. Organization

Squadra Franconia - Uwe Wießmath

Rennbüro: Hördlertorstr. 2

91126 Schwabach

(bitte Korrespondenz)

### 1.2. Uwe Wießmath

Race office:

Hördlertorstr. 2

91126 Schwabach

+49 (0) 179 – 546 25 94

Email: [info@classic-sprint.de](mailto:info@classic-sprint.de)

Internet: [www.classic-sprint.de](http://www.classic-sprint.de)

### 1.3 Contact Uwe Wießmath, Head of Organization | Race management

Events Office

Mobile: +49 (0) 179 – 54 62 594

### 1.4 Organizational management: Uwe Wießmath

Sporting director: Uwe Wießmath

## 2. Description of the event

The **Altmühltal Classic Sprint** is a sporty competition as a regularity event for classic automobiles, "classic cars" and "semi classic cars" (younger vehicles can be included in the Sports Car Trophy). It is not a matter of achieving top speeds or best times. The road traffic regulations apply along the entire route. This also applies to closed routes, areas and properties. In addition, the rules prescribed there apply to private and training grounds.

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

**Sports Car Trophy** is open to vehicles built between 2006 and 2025



SCT is limited to 15 vehicles.

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

### 2.1 Length of the event

The route of the Altmühltal Classic Sprint has a total length of approx. 500 kilometres.

### 2.2 Number of participants

The number of participants is limited to approx. 80 vehicles.

### 2.3 Regulations of the event

- Road Traffic Regulations (StVO) of the Federal Republic of Germany
- Road Traffic Licensing Regulations (StVZO) of the Federal Republic of Germany
- Regulations and requirements of the approving authorities
- Provisions of this call for proposals and any bulletins

### 2.4 Start | End of the event

- Start corresponds to the online publication of the registration form for the advertised event
- End corresponds to online publication of the registration form for the next event
- The classic car rally is part of the overall event and takes place on the specified days.

## 3. Schedule of the event

### 3.1 Schedule

All schedules published in the run-up to the event are provisional. The final schedule will be issued during document acceptance.

The Sportity app is mandatory for all participants.

### 3.2 Document acceptance

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

- Roadbook and boarding passes
- Start numbers and | or rally signs
- Gifts

In addition, the following valid documents must be submitted:

- Driver's license
- Driver's ID card
- Documents
- Proof of liability insurance
- Possible waiver by the vehicle owner
- Covid rules are adapted to the current situation



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

### 3.3 Technical scrutineering

The document acceptance takes place with the technical acceptance. For places and times, see the timetable (website) or corresponding bulletins. During the technical inspection, the basic conformities of the vehicles are checked, taking into account the applicable road traffic regulations. The technical inspection does not relieve the driver or vehicle owner of responsibility for the roadworthiness of the vehicle. In particular, the following are checked:

- Make and model of the mentioned vehicle
- Functionality of the lighting (lamps, turn signals, hazard lights, etc.)
- Functionality of the brakes
- Engine tightness
- Gültige TÜV-Plaque
- Warning triangle, first aid kit and safety vest
- Tread depth and condition of the tyres

### 3.4 Number Stickers

After passing the technical inspection, the vehicle is marked. Vehicles without this marking may not be admitted to the start.

### 3.5 Driver briefing

The driver briefing will take place after the official welcome. For time and place, see schedule, website or bulletins. Participation is mandatory.

### 3.6 Start

The vehicles will be started at minute intervals on all days. Start times are subject to change at any time. The start times will be announced on the official notice board at least one hour before the start of the first vehicle | Online of the event.



### 3.7 Re-start after lunch breaks

The earliest time of the restart after the lunch breaks can be seen from the roadbook, as with all other PC's. The control stamp (virtual) for the first vehicle is based directly on this schedule for all PC's. All other teams will receive their restart control stamp every 60 seconds. A time entry in the boarding pass is not required.

Since 2020, boarding passes are no longer stamped. All checks are carried out virtually.

### 3.8 Finish of Leg:

The transit controls 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 DK opening time plus 15 minutes of maternity leave will be awarded according to the penalty points listed in point 12.

### 3.9 Evenings – Award Ceremony

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

## 4. Cars:

### 4.1 Classification

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

The system is calculated as follows:

Formel:  $(BJ - 1900) : 100 + 1$

Example:

Year of manufacture (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 points**

The car/participant with the fewest points wins.

Vehicles built after 2000 are generally subject to a coefficient of 2.00.

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 the 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 Vehicle regulations

All automobiles that comply with the regulations of the StVZO of the Federal Republic of Germany are permitted. This also includes black seasonal license plates and classic car registrations as H license plates as well as red 07 numbers (classic car change 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 FRG. 06 numbers (dealer registration numbers) and one-day registrations are not permitted.

## 4.3 Technical aids and measuring instruments

### **Class Open**

All odometers and clocks allowed. Programmable systems are also expressly permitted.

### **Great mechanics**

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

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

In case of doubt, contact the race management in advance. A change from the Open class to the Mechanics class can take place up to a maximum of 7 days before the event.

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

## 4.4 Changing vehicles

A change of vehicle is possible under certain conditions. If the vehicle in question is no longer operational by the start of the event, the participant must inform the organiser immediately of the vehicle change. The organizer decides on the eligibility to start. If the change of vehicle is granted, the worse coefficient will be used for all times driven.

## 4.5 Driver | Passenger swap

If the named team is unable to 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 subject to a one-time penalty of 5sec.

We find passenger changes before the respective time trials, for the purpose of correcting the result, to be unsportsmanlike.



#### 4.6 Admitted Teams for Classic Car Rally

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

##### 4.6.1 Admitted Teams Sports Car Trophy

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

##### 4.6.2 Admitted Teams E-Vehicle Challenge

All four-wheeled vehicles (without year limit) that comply with the provisions of these regulations are permitted. The vehicles have an electric drive, or a hybrid drive, in which part of the drive is provided by electric motors. These vehicles must be outside or on the edge of the year limit for the classic car rally. Replicas will only be considered under certain conditions. A vehicle should be occupied by a maximum of two people. Other passengers must be registered in advance. No other licenses or permits are required. Participation is by invitation by the organizer. Passengers under the age of 14 must present a declaration of consent from a parent or legal guardian.

##### 4.6.3 Special classification classes within the rally

**Supercars** | Manual supercars, such as

Lancia (Rallyefahrzeuge) | Abarth | F40 | F50, etc. | De Tomaso Pantera, Longchamp, etc. | Maserati Ghibli, etc. | ISO Griffo, Rivolta, etc. | Lamborghini Diablo, Espada, Urraco, etc.

(please ask separately, as the list would be too long)

**Pre-war** | All pre-war vehicles (WW2)

**European Youngster Cup** | all classes, information under separate points

**Women Drivers Cup** | All-female teams (the gender on the ID card is decisive)

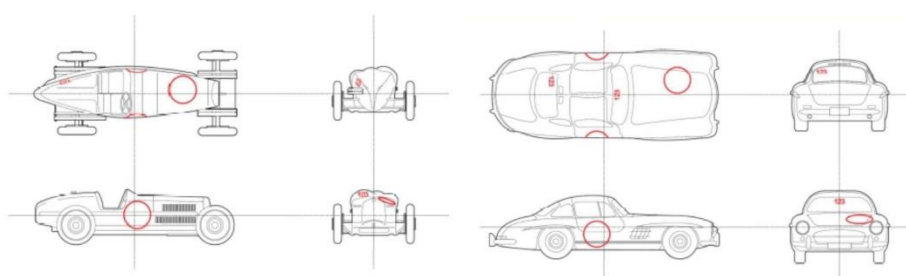
#### 4.7 Advertising on the car

Advertising on the vehicle is only permitted with the written permission of the organizer. It must not be offensive and/or 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 the start numbers

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



## 5. Mention

For the Altmühltal Classic Sprint, entries are only possible via online entry. The online entry is valid with the submission of 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 reject entries without giving reasons.

Entries will be processed in the order in which they are received. The organizer reserves the right to close the entry lists earlier.

The entry is only considered complete if the debit order (online nominal form) has been made.

Without a debit order, no entry will be accepted. Any exceptions must be clarified separately with the organizer.

Publications in provisional starter lists do not count as final entry confirmations 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.

### 5.1 Team

Team names must be given when registering. 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 announcement of the event.

### 5.3 Entry fee – Entry deadline

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 can be processed, but we need the information in advance. Exceptions must be clarified with the organizer.

Chargebacks will be charged at € 100 per chargeback.

The Promoter'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**  
**DE 244721741**

**Please note the 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 receipt). In the case of "bank transfer", this must also be done directly to the organizer's account. In the case of "invoice", payment must be made immediately after receipt of the invoice. The invoicing and 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 entry is crucial.**

**All deadlines for cancellation on the part of the participant are independent of the invoice or the direct debit executed.**

### 5.3.1. Cancellation of the event

In the event of cancellation by the **participant**, the entry fee can only be refunded under certain conditions (entry fee is remorse money!).

In the event of a refund, we reserve the right to apply the following processing fees:

Cancellation (by the participant) until 01.04.2025: € 50,-

No refunds after that

The cancellation can be made by e-mail to the following address: **info@classic-sprint.de**

An entry without payment (collection) of the entry fee is considered a complete entry, with all obligations and rights of the participant. In the event of cancellation by the participant, the above-mentioned packages will be due. If an entry has been received and the participant does not cancel, the entire entry fee will be due. In the event 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 interruption of the event by the organiser due to force majeure (natural disasters, terrorism, epidemics or similar) or for safety reasons (official orders/bans), there is no entitlement to a refund of the entry fee or to reimbursement of any other damages.

The starting place is non-transferable.

Point 5.5 remains unaffected by this.

#### 5.4 Services

The entry fee includes the following services:

- See homepage under menu item "Services"

#### 5.5 Reversal of an entry

The withdrawal of the entry must be made in writing. The entry fee will be repaid under the following circumstances:

- in case of rejection of the entry by the organizer (minus € 50 bank charges)
- in case of cancellation of the event by the organizer (minus € 50 bank charges)

Further claims by the participant are excluded.

#### 5.6 Sending of entry confirmations and rejections

The entry confirmation is made by publishing the list of starters on the [www.classic-sprint.de](http://www.classic-sprint.de) website. Optionally with a debit with the passage "starting place confirmation" or similar.

#### 5.7 Newsletters

Changes and | or supplements to the call for applications are issued by the organizer in numbered bulletins, they are an integral part of the call for applications. 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 receipt by signature. All documents are available in a password-protected participant area on the website or app. The online posting in the participant area is considered a publication and at the same time binding for the participant. Regardless of whether the respective document has been noted. 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 | Privacy Policy | Valuations

### 6.1 Media coverage

By submitting their entry, the teams | Driver | Passengers agree that the Organiser and media reporter may use any photographic material, reports including all photos and films in which the team, driver, co-driver and | or the competition vehicle and, if applicable, its license plate are



recognizable, without restriction. Furthermore, the teams |Driver |co-driver, 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 claims against the organiser, its media reporters, sponsors and other event partners by the co-driver or his legal representative or by the vehicle owner, the participant shall indemnify the claimants. The personal data of the participants may be passed on to third parties.

## 6.2 Roadbook

The roadbook will be handed out during document acceptance. In addition to the schedule, it contains all details about the track, the drive-through 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 characters | Tullips and map sketches. The subdivision can take place in kilometers as well as miles or both. No special measuring equipment is required for route selection and special stages.

## 6.3 Passage controls (DK | PC)

At a passage control (DK | PC), the participant is only confirmed by a stamp or GPS. The DK | PC (stamp symbol on a red background) may be approached regardless of the time, but the stamp entry in the boarding pass is only made 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 will be closed. The DK | PC can be announced by a yellow license plate. All known DKs | PC's are clearly marked in the roadbook. Do not start | Missing a DK is punished with 300 penalty points per DK | PC. Secret DKs | PC's are possible at any time along the entire route. The structure of this DK | PC is identical, but secret DKs | PC's 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 take place virtually (no stamp in the boarding pass)

## 6.4 Start

Start every 60 seconds

Start time vehicle 1 according to the notice/boarding pass entry: 07:00.00 a.m.

Start time vehicle 2 according to the notice/boarding pass entry: 07:01.00 a.m.

Start time vehicle 3 according to the notice/boarding pass entry: 07:02.00 a.m.

Start time vehicle 4 according to the notice/boarding pass entry: 07:03.00 a.m. etc.

## 6.5 Opening and closing of DK | PC and WP | TT:

The transit (DK) and time trials (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 | TT within this time window, the control is considered not to have been started and will be penalized in accordance with the catalogue under point 12. The participant can continue his journey to the next control/special stage.

## 6.6 Boarding card:

The boarding passes (if provided) are handed out 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 co-driver must be entered on the boarding passes. The corresponding start times of each team will be communicated at the drivers' briefing (corresponding general schedules are available on the website). After the breaks, the participant must have his boarding pass stamped at the corresponding Re-Start-DK. The time in which the participants receive the stamp is noted on the boarding pass at the DK-IN. Apart from the three starting CCs, there are only (also secret) transit controls along the entire route. The arrival of each DK is confirmed by a 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 of each day cannot be taken into account for the evaluation of the corresponding day. Accordingly, all DK and ZK completed up to that point must also be counted as not completed. Changes to the procedure possible at any time.

## 7. Time Trials (TT)

At the Altmühltal Classic Sprint there are different time trials (TT). The type and structure of the individual ones are freely selectable by the organizer and can be reproduced as an out-of-scale sketch for better understanding. All sketches are only examples. The information for the respective special stage during the rally can be found in the roadbook or on the boarding pass. Furthermore, the information can be located on the website (public) or on the website (protected area). There, a sketch of the WP's | TT's provides information about the binding route lengths and target times. In general, the special stages take place on roads that are not closed to public traffic. If there is nevertheless a closure, the rules of the StVO continue to apply. U-turns on the time trials and/or driving in the opposite direction are not allowed. WPs | TT 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, special stages 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 special stage earlier will not be timed. The individual special stages will be announced at the drivers' meeting. The organizer reserves the right to change the special stages at



any time during the rally. The change must be notified to the participant at the latest directly before entering the special stage. This can also be done by means of information on the website.

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

### 7.1 Announcing a WP | TT

Before each special stage, the teams are stopped and instructed by the timekeeping staff (see symbolic STOP sign in the sketch). On the corresponding WP announcement sign it can also be seen that the time rating in the WP is to the 1/100th of a second. Only then will the actual launch take place. The type of timekeeping will be announced on corresponding sketches in the roadbook. Stopping is prohibited on the hatched areas. A violation of the parking ban is punished according to point 12 of the regulations.

### 7.2 Chronometry

The decisive factors for the measurement are the times specified in the logbook/roadbook/website at the individual measuring points. For all special stages, target time and route length are specified. The following measurements are possible:

- Start after starting lights
- Start by light barrier
- Start After Start Clock
- Start by pressure hose
- Target by light barrier
- Target by pressure hose

### 7.3 Communication with the Timekeeper and Timekeeper Teams

Participants, teams, mechanics, other persons are not allowed to have direct contact with the timekeepers (Classic Sprint Timing | HP – Timing Phillip Pongratz, others). Any inquiries (via all media and personally) about driven times, discrepancies, etc. are not allowed. Communication may only take place via the race management. The race control decides how and in what way contact is made with the timekeeper. In case of questions, protests, etc., the race management must be informed. Furthermore, it is not allowed to approach the timekeepers in person during an ongoing timekeeping, to look into the evaluation tools, to photograph the evaluation tools (where times and results can be seen) or to use the information. A distance of at least 30m (unless you drive your car directly past an evaluation team in a special stage) to the evaluation teams must be observed. Any verbal communication is also to be avoided and disrupts the routines of the evaluation teams. A violation of these rules will be punished with a penalty of 10 seconds on the total result.

In case of discrepancies, see the item "Arbitration Court".



## 8. Driving rules

### 8.1 Traffic

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 him from the event altogether.

### 8.2 Line closures

In the event of a route closure, participants will follow the detour 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" directional arrows. If section travel times are extended so much by this diversion that the following transit control cannot be reached within the opening time specified in the roadbook plus a 20-minute waiting period, 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 urged to always adhere to the StVO.

### 8.3 Environmental 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 there is visible loss (dripping loss) of oil. In the case of repairs, additional safeguards (e.g. troughs) must be used in the event of dangers to the environment, especially to groundwater, for which each participant must take care of himself.

### 8.4 Service vehicles

In order to guarantee a smooth process during 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 organizing 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 organizational management does not entitle the participant to reclaim the entry fee in whole or in part.

## 9. Notice | Objection | Sportity App

### 9.1 Official notice will be replaced by Sportity App

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

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

We reserve these options, because all the above information has only been published in the Sportity app since 2023.

#### 9.1.1 Sportity App

All information is provided via the app. The app can be downloaded for free from the App Store or Google Play.

**Das Event Password ist: tba.**

Participants without an app will not receive any information! Data protection guidelines, etc. are fully adhered to. The organizer has no information about the data of the people who use the app. The organizer can only see the absolute number of users.

### 9.2 Ex aequo

In the event of a tie on points, the team with the older vehicle wins.

### 9.3 Objection period

The objection period is 30 minutes after the posting of the daily results. After that, any absences can no longer be checked and processed for organisational reasons. The overall result can only be announced at the final award ceremony without disadvantaging the teams due to possible timekeeping errors.

## 10. Protests – Objections:

Protests or objections to timekeeping are generally not permitted. However, the organizer allows all teams to have any ambiguities in timekeeping checked. The organizer will check the incident as soon as possible and correct it if necessary. However, an amended notice will only be published if the team concerned is in the top 10 of the overall ranking or falls into the top 10 as a result of the correction. The 30-minute objection period, which is noted on the first unofficial announcement of





results, is not extended after corresponding changes in the results due to protests/objections. This also applies if there is a new notice due to the changes. The protest fee of € 500 will only be refunded if the objection is granted. The protest fee is to be paid in cash and handed over to the organisation management when the protest is submitted. **If the objection is not granted, the amount will go to a charitable institution.**

### 10.1 Court of arbitration

In the event of sporting ambiguities and violations according to point 12 of these regulations, the arbitration court may be called upon. Decisions of the arbitral tribunal are final. The arbitral tribunal consists of the following three persons:

Presiding Arbitrator: Mr. Laszlo Nagy, Member of the German Institution of Arbitration (DIS), Chairman of the Arbitration Court of the German GPM, Attorney at Law, Specialist Lawyer for International Business Law, Specialist Lawyer for Commercial and Corporate Law, Nuremberg

2. Referee: nn

3. Referee: nn

### 10.2 Interpretation of the regulations

The chief scientist is responsible for applying the provisions of this call for proposals during the event. Any case not provided for in this tender will be investigated by the arbitral tribunal and finally decided. If there are translations of the tender into other languages, only the German wording is decisive.

## 11. Liability

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

### 11.1 Liability of the participants

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 entry, the driver and co-driver declare the waiver of claims of any kind for damages arising in connection with the event, namely against the organiser, its employees, sports wardens, 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 authorities, insofar as damage caused by the nature of the events including accessories, as well as all other natural or legal persons who are connected with the organisation and course of the event, vicarious agents and vicarious agents of all aforementioned persons and bodies and the participants



and their helpers, except for damages that are based on an intentional or grossly negligent breach of duty. Damages resulting from injury to life, limb or health that are based on an intentional or negligent breach of duty – including by a legal representative or vicarious agent of the released group of persons – are also excluded. The liability agreement becomes effective vis-à-vis all parties involved upon receipt of the entry by the organizer. The waiver of liability applies to claims based on any legal grounds, including but not limited to claims for damages arising from contractual and non-contractual liability, as well as to 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. The driver, owner and keeper of the participating vehicles guarantee 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). In addition, the driver, owner and keeper of the participating vehicles assume personal responsibility that the vehicles comply with the regulations of the StVZO during the entire period of participation. In particular, the technical scrutineering at the beginning of the event does not relieve the aforementioned group of persons (driver, vehicle owner and owner) of responsibility for the road safety of the participating vehicle.

If the driver or co-driver is not the owner of the competition vehicle, the driver and co-driver as well as the applicant declare by submitting the entry that the owner agrees to the participation of his vehicle in the Classic Sprint, the tender and, in particular, the liability conditions mentioned in point 11. Any claims that arise to 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 in the organisation and | or implementation 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. If the participant fails to present a written declaration of consent from the vehicle owner when submitting the entry and also later when the event is held, he indemnifies the entire aforementioned group of persons from all possible claims of the owner.

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

If the event is cancelled due to force majeure or for safety reasons, there is no entitlement to a refund of the entry fee or to 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.

If the event is cancelled without reason, there is no entitlement to a refund of the entry fee.

## 12. Summary of Penalties

<u>Cause</u>	<u>Rating   Points</u>
<b>Special Stages (SS)</b>	
<b>See point 7.3</b>	<b>10,000 points</b>
<b>Deviation from the target time for a WP per 0.01 second</b>	<b>1 point</b>



Maximum penalty points per individual time	300 points
Omission of a WP/Partial WP, per WP	10,000 points
Stopping between the yellow and red destination signs	300 points
Knocking over per pylons in a special stage	500 points
Service vehicles in the WP	20,000 points
Any obstruction of another team in a special stage	2000 points
Time Control (CC)	
Delay at the start time control (ZK) per minute	500 points
Transit control (DK)	
Skipping a transit control (DK)	800 points
Skipping a secret transit check (DK)	800 points
Other events	
Use of prohibited aids	Loss of scoring
Manipulations of all kinds	at the discretion of the arbitral tribunal
Unsportsmanlike conduct	at the discretion of the arbitral tribunal
1. Traffic violation reported to the police	5,000 points
2. Traffic offence reported to the police	10,000 points
3. Traffic violation reported to the police	Loss of scoring
Detected speeding of more than 50%	Loss of scoring
Police-reported speeding of more than 50%	Loss of scoring

### Special classification

#### E-Tech Challenge

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

Furthermore, a separate classification will be introduced for the E-Tech Challenge, which will be included in the overall ranking. The consumption data of the vehicles is zeroed at the start.

Consumption is checked at the finish. The participant with the lowest consumption receives zero points. All other consumption is multiplied by the following point scale.

E-Tech Consumption Rating	Per 1KwH corresponds to 200 points
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Each vehicle is equipped with a coefficient. The coefficient is shown on a separate list. This multiplication results in the penalty points on which the scoring is based.

The organizer reserves the right to make changes and errors.

## 13.0

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

#### Der 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 getting them excited about 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: Passengers between 10 and 14 years old
- Series 2: Passengers between 15 and 17 years old
- Series 3: Co-drivers between 18 and 25 years of age
- Series 4: Drivers between 18 and 25 years old

The participants drive the respective rally continuously as co-drivers and take care of 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 classification only with the appropriate driver). To participate in the European Youngster Drivers Cup, the participant must drive the competition car continuously.

#### **Individual and series ranking**

Each event will be evaluated individually according to the regulations. The overall winner of the year results from an overall ranking across all the events mentioned. In order to be considered for the annual ranking, participants must participate in at least three of the



following events. An event can only be counted if at least three teams compete in the respective series.

In the event that the vehicle crew starts in different classes, both persons will be scored separately. For example, if the co-driver participates in the European Youngster Co Cup (10-17 years) and the driver in the Drivers Cup (18-25 years), the two series are scored separately, although this team can theoretically also win both series.

### **Conditions of participation**

The European Youngster Cup is open to anyone aged 10 to 25 (in different classes). The decisive factor 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. If regulations of the EYC and the organizer are mutually exclusive, the rules of the organizer apply.

### **Participating Events**

Altmühltal Classic Sprint | Norisring Classic Rally | all events of the Pascal Rallye Team

### **Cost**

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

Only the entry fees for the individual events are charged.

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

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

### **Series Coordinator:**

Uwe Weißmath (Altmühltal Classic Sprint | Norisring Classic Rallye)

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\*In case of pandemic and postponement of the event to another date, all registrations and deadlines remain valid, unless otherwise announced by the organizer.

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

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



All information may be subject to change. At the start of the rally, the latest version of the announcement applies. With the online form, the participant accepts the announcement.

Uwe Wiessmath | Race Director and Chairman of the Event Committee