



I Schedule

Monday, 30 April 2012 Closing of the entry list

Thursday, 12 July 2012

17:00 – 22:00hrs **Check-in, documents check**
Hotel Sinsheim

17:30 – 23:00hrs **Vehicle scrutineering**
Exact time as specified in entry confirmation.
TÜV inspection facility, Sinsheim

18:00 – 22:30hrs **“Welcome Lounge” at Hotel Sinsheim**
22:00hrs **Deadline for Team Entries**

Friday, 13 July 2012

8:00hrs **Start “Kurpfalz – Rheintal” leg**
Approx. 310 km

12:30hrs **Regrouping**

12:15hrs **Restart**

15:30hrs **Pause Marktplatz Heidelberg**

16:00hrs **Restart in Heidelberg**

18:00hrs **Finish**
“Auto & Technik Museum”, Sinsheim

18:30hrs **Rallye-Party**
“Auto & Technik Museum”, Sinsheim

Saturday, 14 July 2012

7:00hrs **Start “Madonnenland – Zabergäu” leg**
Approx. 305 km

12:15hrs **Regrouping at “Audi Forum”, Neckarsulm**

13:00hrs **Restart in Neckarsulm**

15:15hrs **Finish in Sinsheim**

20:00hrs **Rallye dinner and prize-giving ceremony**
“Auto & Technik Museum”, Sinsheim

II Official Notice Boards

In the “Hotel Sinsheim” lobby and in the foyer of the events hall at the “Auto & Technik Museum”, Sinsheim.

III Organisation

The ADAC Rallye Heidelberg Historic, between 12 and 14 July 2012, will be hosted by MSC Ziegelhausen e.V. in ADAC.

Until 11 July 2012, a rallye office will function at the following address:
Kuno Hug, Steinbachweg 14, 69118 Heidelberg, phone +49 6221-809848, fax +49 6221-890321, e-mail: info@heidelberg-historic.de.

From 12 July 2012, the rallye headquarters will be at the Hotel Sinsheim, phone +49 7261-40 64 62, fax +46 7261-40 64 60.

Einmalig in unserer Region



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www.volksbank-kurpfalz.de



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Regulations Heidelberg Historic 2012

The ADAC Rallye Heidelberg Historic is designated a FIVA A Event, registered under no. A011/2012. It was registered with and approved by ADAC North Baden under no. 300/2012.

It will be held under the following rules and regulations

- FIVA Events Code
- Provisions of this Call for Entries
- Supplementary Regulations yet to be approved
- German traffic code (StVO)
- German Road Traffic Licensing Regulations (StVZO) applicable to vehicles registered in Germany
- Provisions of the authorities

Event officials

Chair of Organising Committee:	Kuno Hug, Heidelberg
Clerk of the Course:	Peter Bischoff, Heidelberg
FIVA Stewart:	N.N.
Entrant services & support:	Jürgen Illig, Gerlingen
Scrutineer:	Werner Amend, Gondelsheim Team TÜV Süd
Scoring:	Prof. Dr. Hartmut Ditton, München
Chief:	Leo Wilhelm, Fußgönheim
Time-keeping:	Team ADAC Nordbaden
Chief time-keeper:	Albert, Wenz, Gnaben-Neudorf
Media services:	Michaela Gabriel, Achern

IV Description

The ADAC Rallye Heidelberg Historic features an itinerary covering approx. 615 km divided into two legs:

1. Kurpfalz – Rheintal (approx. 310 km)
2. Madonnenland – Zabergäu (approx. 305 km)

The itinerary, time control, passage control and regularity sections shall be specified in a Road Book.

Eligible vehicles:

Class D: built before 31 Dec 1945

Class E: built between 1 Jan 1946 and 31 Dec 1960

Class F1: built between 1 Jan 1961 and 31 Dec 1965

Class F2: built between 1 Jan 1966 and 31 Dec 1970

Class G: built between 1 Jan 1971 and 31 Dec 1976

V Eligibility / Entry

Any holder of a valid driving licence is eligible to enter. No racing licences are required. Any person wishing to participate in the rallye must complete and sign the attached Entry Form and mail it to the Rallye Office

Heidelberg Historic

c/o Kuno Hug

Steinbachweg 14

69118 Heidelberg

phone +49 6221-80 98 48, fax +49 6221-89 03 21,

e-mail: info@heidelberg-historic.de

to be received by Monday, 30 April 2012.

The number of participants shall be limited to 200. Experience has shown that the available starting places are usually reserved before the official entry deadline. We therefore advise those interested to submit their entries early and simultaneously remit the entry fees, because only paid entries are taken into consideration.

In the allocation of available starting places, entrants possessing a FIVA ID CARD for their vehicle shall be favoured over entrants without such a card.

VI Entry Fee / Insurance / Waiver of Liability

Entry fee

a) Rallye package: EUR 610.00

A rallye package for two persons covers:

- Documentation and materials such as the Road Book, metal rallye plates, decals, starting numbers etc.
- Overnight secure parking
- Welcome Lounge on Thursday, 12 July 2012
- Rallye party including international buffet dinner and drinks on Friday, 13 July 2012
- Lunch including a drink during regrouping on Friday, 13 July 2012 and at the Audi Forum Neckarsulm on Saturday, 14 July 2012
- Rallye-Dinner including drinks at the rallye prize-giving ceremony on Saturday, 14 July 2012.

b) All-inclusive-package

1 double room EUR 895.00

2 single rooms EUR 1090.00

Covers three nights for two persons in the room types above at the four-star Hotel Sinsheim.

Located only a few metres from the museum grounds, the Hotel Sinsheim is a very attractive choice for the rallye, putting the Start/Finish area, the car park and the location for the evening programme within a radius of less than 300 metres. (availability: only 80 packages)

c) Team entry fee: EUR 60.00 (team standings)

All fees include applicable VAT. Please remit the entry fees when submitting the entries to:

Heidelberg Historic, c/o Kuno Hug

Account no: 50501817

Bank routing code (BLZ) 672 90 100

Volksbank Kurpfalz H+G BANK

For international bank transfers please specify:

BIC: GeNODE61HD3 IBAN: DE 55 672 90 100 0050 501817

Entries can be accepted only when entry fees are received or when a cheque is submitted with the entry form.

The entry fee will be refunded in full:

- a) to crews whose entry is not accepted,
- b) should the event not be held.

The organiser shall purchase such insurance cover as the authorities require.

Entrants' vehicle must have the minimum third party liability cover of EUR 1,000,000.00. By submitting an entry, the entrant declares that the vehicle entered is covered without reservation by third party liability insurance as required.



Waiver of liability

By submitting their entries, the entrants, drivers and navigators waive any claims or rights to pursue action for damages in connection with the event against:

- the FIVA
- ADAC
- the organiser and its stewards and if applicable track owners,
- any government agencies, service providers and any other persons involved in the organisation of the event.
- the organisation responsible for the construction and maintenance of roads, where damage is caused by the condition of the roads (including road furniture) used during the event and
- any agents or other persons employed to perform an obligation on behalf of the above persons and entities, except for losses, damage or injuries resulting from a deliberate or negligent breach of duties.

Against the other entrants (drivers and navigators), the owners or registered keepers of other vehicles entered and their assistants,

their own drivers, navigators and passengers and their own assistants, they waive any claims or rights to pursue action for damages in connection with the regularity sections and any road sections in between, except for damage or injuries resulting from a deliberate or negligent breach of duties.

The waiver of liability shall enter into force with respect to all parties with the submission of the entry to the organiser.

Vehicle owners' waiver

Where the drivers/navigators are not the owners of the vehicles entered, they must ensure that the owner signs the liability waiver printed on the back of the entry form. Where in breach of this obligation, the liability waiver was not signed by the vehicle owner(s), the driver/navigator shall hold all parties listed above free of any claims by the owner(s) except in the event of deliberate or negligent breach of duties. With a view to claims against the other participants (entrants, drivers, and navigators) and their assistants, the owners or registered keepers of other vehicles entered, the own entrants, drivers, and navigators) and their assistants, this waiver covers losses, damage and injuries resulting from the event as a whole.

Responsibilities, changes to the Regulations, cancellation

The participants (entrants, drivers, navigators and the vehicle owners or registered keepers) shall take part in the event at their own risk. Unless a waiver of liability was agreed as provided in these Rules and Regulations, they shall bear the sole responsibility under civil and criminal law for any losses, damage or injuries caused by them or the vehicle they used.

Where this is warranted by force majeure, safety considerations or required by the authorities, the organiser reserves the right to make any changes and amendments to the Regulations or to cancel any regularity sections or the event altogether, without assuming any liabilities except for intentional acts or gross negligence.

VII Amendments, Application and Interpretation of the Regulations

As required, the provisions of the Regulations are subject to changes. Changes or amendments shall be issued in numbered and dated Supplementary Regulations which shall be an integral part of the present Regulations. The Supplementary Regulations shall be published on the public notice boards and communicated to the participants directly, except where this is not possible during the event in progress. The Clerk of the Course is responsible for applying the provisions of the present Regulations during an event in progress.

Should the compliant not be satisfied in the case of a protest, he has the right to appeal to the FIVA Steward, whose verdict is final. In any case where an interpretation of these rules and regulations is needed, the German version of the rules and regulations is the binding one.

VIII Entrants' Responsibilities

Starting grid order/rallye plates/starting numbers

The order on the starting grid shall be determined by the starting numbers. The vehicle with the lowest starting number shall start first.

Any lateness at the start, in any one of the legs or sections shall be penalised with 10 penalty seconds per minute of lateness.

Vehicles appearing 10 minutes late shall not be allowed to start.

The organiser shall hand two rallye plates and two starting numbers to each crew.

The rallye plates must be fastened in a visible spot at the front and rear of each vehicle at all times throughout the event. They must never cover the vehicles' licence plates or part of them. The starting numbers distributed by the organiser must remain attached to the sides of the vehicle at all times throughout the event.

IX Time Card



During documents check, each crew shall receive more than one Time Card indicating the time between time controls. The Time Card shall be handed in at the end of each leg. At checkpoints, a crew member must present the Time Card to have the crew's time recorded.

The onus on presenting the Time Card at the various checkpoints and for obtaining the correct time is entirely upon the crews.

The crews must therefore present their Time Cards to the officials at the right time and verify the correctness of the time recorded.

Only checkpoint officials are entitled to record time on the Time Card.

X Road Rules

Crews must strictly obey the traffic rules throughout the rallye. Violations of traffic rules shall be penalised as follows:

- a) 1st violation = 1 minute penalty
- b) 2nd violation = exclusion

Crews are free to service their vehicles throughout the whole event, except for the locations listed in the Road Book where doing so is expressly prohibited.

Advertising

The organiser may choose to use the starting numbers (A) and the rallye plates (B) for advertising purposes. Displaying the advertisement shall then be mandatory for all entrants.





XI Procedure

Start

Crews shall start on Friday, 13 July 2012, beginning at 8:00hrs at one minute intervals.

All crews shall receive a Road Book detailing the itinerary and checkpoints.

Crews must have their passage through each of the checkpoints shown in the Road Book recorded on their Time Cards in the correct order.

The target time for covering the distance between two time controls is indicated on the Time Card.

Controls – general provisions

Control signs shall designate all controls, i.e. passage and time controls, as well as start and finish controls in regularity sections.

A “watch on yellow background” sign shall indicate the beginning of a time control area, followed by the actual checkpoint after about 25 m (indicated by a “watch on red background” sign).

Checkpoints shall open 15 minutes before the projected entry of the first vehicle and close 15 minutes after the projected passage of the last vehicle.

Crews must follow the instructions of every checkpoint official.

Time controls

1. At the time control checkpoints, the officials record the check-in time, i.e. the actual minute, on the Time Card as soon as a crew hands it in. For the purpose of time control, the crew and vehicle must be in the control area.

Each crew must check in for time control at a predetermined target time. The target time is calculated by adding the target driving time for the specific section to the actual time the crew departed for the section.

Example: Section starting time : 14:30hrs
Target driving time for the section: 19mins
Target check-in time: 14:49hrs

Entrants' vehicles must remain at the “watch on yellow background” sign until one minute before the designated target time. The crew may enter the control area on foot. During the target minute or the minute preceding it, the vehicle may enter the control area. Immediately after receiving the Time Card, the official will record the minute corresponding to the moment of the hand-in.

Example: Target check-in time : 14:49hrs
Earliest time for vehicle entering control area: 14:48hrs
Hand-in of Time Card to official:
Between 14:49:00hrs
and 14:49:59hrs

2. Any discrepancy between the actual check-in time and the target check-in time shall be penalised as specified below:

- lateness:
1 seconds penalty per minute or part thereof
- early arrival:
5 seconds penalty per minute or part thereof
- missed time control or lateness in excess of 15 minutes:
5 minutes penalty.
- each crew has a maximum of 5 minutes of exclusion time (permitted lateness) per leg (day).

Passage controls

Passage controls (DK) are used to ensure that entrants drive the required itinerary/mileage.

A “stamp on yellow background” sign shall indicate the beginning of a passage control area, followed by the actual checkpoint after about 25 m (indicated by a “stamp on red background” sign). Here, the crew hands in its Time Card to the official who shall stamp or initial the passage control field.

Missing a passage control checkpoint shall be subject to a 5 minutes penalty.

Speed measuring points

Along the course speed measuring points can be installed to test the maximum speed prescribed by the Highway Code. In these measures an exceeding tolerance of 5 km/h is allowed. From this tolerance on every kilometre per hour is imposed by 5 penalty seconds at the first time of exceeding. A second offence leads immediately to disqualification.

Regrouping

The time for regrouping shall be considered part of the previous section. Therefore no time control shall be carried out upon entering the designated regrouping area. The mandatory departure time control shall establish the end of the regrouping.

Regularities (GP)

In Regularities, entrants are required to drive a certain distance at a mandatory average speed (kph) and/or in a specified target time. Timing shall be carried out by using light barrier triggering.

In the whole rallye, there shall be no secret timing or orientation tasks. All controls shall be listed in the Road Book and signposted.

The following penalties shall be applied to the crews' actual driving time:

0.01 penalty seconds for every 1/100 seconds of lateness or early arrival in relation to the target/ideal time.

Example:

Designated average: 45kph (or equivalent time)
Length of section: 5.1 km
Ideal time: 6mins 48secs
a) driving time: 6mins 59.10secs. = 11.10 penalty seconds
b) driving time: 6mins 31.70secs. = 16.30 penalty seconds

Missing or not completing a regularity section shall be subject to a 5mins penalty. Missing a target timing checkpoint shall be subject to a 10secs penalty. A Discrepancy more than 5 seconds shall be applied to a maximum penalty of 5 seconds.

Regularities can be conducted on circuit sections or on point-to-point (A to B) sections with intermediate timing:

Section 1 Start – 1st intermediate time
Section 2 1st intermed. time – 2nd intermed. time
Section 3 2nd intermed. time – 3rd intermed. time
Section 4 Total time Start to Finish

The correct number of laps shall be enforced by judges of fact. Their decisions shall be final. Protests against decisions made by the judges of fact shall not be admitted.

Obstructing other crews/flawed timing/break-offs/accidents/unexpected events etc.

Upon close examination of the circumstances, officials may penalise a crew in cases such as the above with an “average penalty” for the regularity section concerned (or part thereof). The “average penalty” is based on the penalties in the leg concerned, while scratching the best and worst result.

Regularity (GP) procedure

Start

Usually, a regularity section is preceded by a time control (however there may be regularity sections without a preceding time control). After passing the time



control, the crew proceeds to the regularity section start control (approx. 50-100m further back). Usually, the start into a regularity section is given 3mins after the preceding time control. At the start control, the official starting the regularity section records the starting time on the Time Card. This starting time is also the starting time for the next section comprising the regularity section and the road section leading up to the next time control. Crews shall be started at the time recorded on their Time Cards.

Finish

A "checkered flag on yellow background" sign shall mark the beginning of the regularity section finish area (or intermediate/lap timing area). After passing this sign, crews must not stop, i.e. this area must be passed "flying". The finish line is approx. 50-100m further back from the yellow sign. It is marked by a "checkered flag on red background" sign.

In start-finish regularities on public roads no "checkered flag on yellow background" sign will appear. Hence, stopping in front of the timing is not allowed and will be charged with 5 seconds.

Notice

There shall be no stopping between the yellow and the end of the control-zone. Any stopping shall be subject to a 5 seconds penalty. Crews waiting for their due time before the yellow sign or approaching the finish area at a slow roll shall keep as far to the right as they can and be particularly alert to other crews/vehicles.

XII Scrutineering

Scrutineering before the start

Between 17:00 and 23:00hrs on 12 July 2012, participating crews must appear for scrutineering at the time specified in the entry confirmation.

The Scrutineering is of a general nature (make and model, year of make and road-worthiness of the vehicles as well as checks of the starting numbers, rallye plates etc.).

During scrutineering, the following documents shall be inspected:

- drivers' driving licences
- vehicle registration certificate
- FIVA ID Card (if applicable)
- owners' liability waivers (if applicable).

Final control

After passing the Finish line, vehicles may be subjected to a short check to verify the vehicles' identity against the information documented during scrutineering.

XIII Classification / Standings / Prizes

Standings in the 2012 ADAC Rallye Heidelberg Historic shall count towards:

the ADAC Classic Cup

the Deutsche Classic Serie (DCS)

Scoring

Penalties shall be expressed as minutes, seconds and 1/100 of seconds. The final standings shall be determined by adding the penalties incurred by a crew. The crew with the lowest total penalty amount shall be proclaimed winner. The standings of the remaining crews shall be determined in the ascending order of time scored. Group standings shall be determined after the same fashion.

Team scoring:

Teams consisting of 3 to 5 crews, may enter until 22:00hrs on 12 July 2012. The standings shall be based on the three crews with the best results in each team.

In cases of ex-aequo (ties), the crew with the best time in the first regularity section shall be the winner. If this does not break the tie, the winner and standings shall be determined on the basis of the best times in the 2nd 3rd, 4th etc. regularity sections. This rule can be applied at any time during the competition.

Classification – prizes

Overall classification

1st to 3rd finishers shall be awarded trophies.

Class standings

30% of the starters in each class shall receive trophies.

Team standings

The best team in the standings shall be awarded a trophy.

Ladies' standings

The best ladies' crew (driver and navigator) in the overall standings shall receive the Ladies' Trophy.

Special prizes

Huschke von Hanstein Trophy

The best crew in Class D (built 1945 or before) shall be awarded the Huschke von Hanstein Trophy as a challenge cup. The trophy is a challenge cup and is complemented with a valuable prize by the Hacher Watch GmbH.

Kurpfalz Odenwald Trophy

The overall winner shall be awarded the Kurpfalz Odenwald Trophy sponsored by the District Administrators of the Rhein-Neckar and Neckar-Odenwald districts. The trophy is a challenge cup and is complemented with a valuable prize by the Hacher Watch GmbH.

