



## 30<sup>th</sup> ADAC Rallye “Rund um die Sulinger Bärenklau” 2017 Supplementary Regulations

### Art. 1 Introduction

Name of the event: 30. ADAC Rallye „Rund um die Sulinger Bärenklau“ 2017

Date(s) of the event: 05. to 06. May 2017

#### Art. 1.1 Preamble

These Supplementary Regulations are based on

- the FIA International Sporting Code (ISC) including appendices,
- the FIA Regional Rally Sporting Regulations (RRSR),
- the DMSB the Technical Regulations,
- the DMSB License Regulations,
- the general and specific regulations for DMSB-sanctioned events (championships, cups, trophies),
- the DMSB environmental guidelines,
- the WADA/NADA Codes, and the FIA Anti-Doping Regulations, as amended from time to time.
- The German Road Traffic Regulations and the German Road Traffic Licensing Regulation shall also apply.

Unless provided otherwise by the present Supplementary Regulations, the provisions of the above Rules and Regulations shall apply. In addition, the Rules and Regulations of the 2017 German Rally Championship (DRM) and of the 2017 ADAC Rallye Masters shall apply.

Any modifications, amendments and/or additions to the Rules and Regulations shall be made in the form of numbered and dated bulletins.

The various documents will be written in English and German. In case of any discrepancy the English text will be binding.

#### Art. 1.2 Length of Special Stages and Road surface

Leg 1: Tarmac	<u>15,7</u>	km	Gravel	<u>12,6</u>	km
Leg 2: Tarmac	<u>120,8</u>	km	Gravel	<u>10,2</u>	km

**ERT bonus points will be allocated only for Leg 2**

#### Art. 1.3 Overall SS distance and total distance of the itinerary

Number of Legs	<u>2</u>	Number of Sections	<u>5</u>
Number of Special Stages	<u>13</u>	Number of Circuit Stages	<u>1</u>
Total length of course (distance covered by the itinerary)	<u>467</u>	km	
Overall length of Special Stages	<u>159,3</u>	km	

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## Art. 2 Organisation

### Art. 2.1 Championships and titles

Championship   Series	Status	Driver licence	Reg. no.:
FIA ERT – Benelux Rally Trophy 2017	International	Int. Comp. Lizenz	-
2017 German Rally Championship (DRM)	NSAFP	Int. Comp. Lizenz	-
Open Nederlands Rally Kampioenschap	NSAFP	Int. Comp. Lizenz	-

Plus the sport badges of ADAC, ADMV, AvD and DMV in compliance with their specific regulations.

### Art. 2.2 Approvals

#### DMSB Registration/Visa

Registration no.: 49-2017 Approved on: 09.03.2017

#### FIA VISA

Visa.-Nr.: 05ERT/130317 Issued on: 13.03.2017

### Art. 2.3 Organiser's name, address and contact details

Organiser: MSG Sulinger Land e.V. im ADAC  
 Organiser's representative: Roland Schulz  
 Street/P.O. Box: Postfach 1522  
 Post code/city: 27232 Sulingen (DEU)  
 Phone and fax: Phone: +49 157-4009466 Fax: +49 4271-954881  
 E-mail: roland.schulz@rallye-sulingen.de

### Art. 2.4 Organising Committee

Organising Committee: Roland Schulz, Jürgen Riedemann, Reinhard Pobantz, Michael Thiesing  
Jens Barmbold, Christian Riedemann, Heinfried Leymann, Daniel Müller,  
Torsten Rüter, Tino Sander, Thomas Kreher, Bernd Lanitz,  
Karsten Kniehase, Anna König, Maren Lehmann, Jörg Feldmann

### Art. 2.5 Stewards of the Meeting

	Name	DMSB license no.
Stewards of the Meeting (Chairman):	<b>Arie KROEZE</b>	
	<b>Finn Hojlund HANSEN</b>	
	<b>Michael HESS (DEU)</b>	SPA 1141572
Assistant to the stewards	<b>Tobias AMANN (DEU)</b>	SPA 1116847
	<b>Tanja Geilhausen (DEU)</b>	SPA 1045304

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**Art. 2.6 DMSB Delegate(s)**

	Name	DMSB license no.
DMSB-Delegate	Josef KASPAR	SPA 1059062
DMSB Safety Delegate	Helmut EBERHARDT	SPA 1060777

**Art. 2.7 Officials**

	Name	DMSB license
President Organising Committee	Roland SCHULZ	SPA 1080811
Clerk of the Course (CRO):	Jürgen RIEDEMANN	SPA 1062707
Deputy Clerk of the Course:	Reinhard POBANTZ	SPA 1058626
Secretary of the Rally:	Bernd LANITZ	SPA1108634
Chief Safety Officer (CSO):	Daniel MÜLLER	SPA 1166139
Scrutineers (Chief Scrutineer):	Uwe FÜHRER	SPA 1075854
Scrutineer	Ingo KNETSCHKE	SPA 1056213
Scrutineer	Wilfried HILDEBRANDT	
Scrutineer	TBA via Bulletin	
Scrutineer	TBA via Bulletin	
ADAC Opel Rallye Cup (Chief Scrutineer):	Ralf KLEEBUSCH	SPA1039735
Scrutineer	Florian WILKE	SPA 1152455
Chief Medical Officer (CMO)	Lars RÖPER	SPA 1108681
Timekeeping (Chief Timekeeper):	Peter ROTHER	SPA 1026419
Competitors' Relations Officer (CRO):	Hans Joachim KRAMER (DEU)	
	Daan PONT (NLD)	
	Robert VAN DER ZEE	
Competitors' Relations Officer: (ADAC Opel Rallye Cup)	TBA via Bulletin	
Results:	ZNTS – Winfried WEBER	SPA 1018683
Press Officers:	Maren LEHMANN	
	Heinfried LEYMANN	
	Klaus RATH	
Environmental Officer:	Torsten RÜTER	
Candidates CoC:	Michael THIESING	SPA 1077026

**Art. 2.8 Location of Rally HQ and contact details**

Name: Logemann

Street: Hasseler Weg 10

Post code, city: 27232 Sulingen

Phone and fax: Phone: +49 157-4009466 Fax: +49 4271-954881

E-mail: teilnehmer@t-online.de

Rally centre in operation  
from 04.05.2017 to: 06.05.2017

Service Park in operation  
from 04.05.2017 To: 06.05.2017

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### Art. 3 Procedural schedule in chronological order and locations, where applicable

	Location:	Date:	Time:
Entries open		01.03.2017	12:00 hrs
1. Entry closing date		18.04.2017	24:00 hrs
2. Entry closing date		25.04.2017	24:00 hrs
Publication of start numbers and mailing of entry confirmations		29.04.2017	20:00 hrs
Press conference	Rallyzentrum (HQ)	04.05.2017	14:30 – 14:45 hrs
Distribution of ROAD BOOK	Dokumentenabnahme	05.05.2017	7:00 – 9:00 hrs
Begin of reconnaissance		05.05.2017	7:00 hrs
End of reconnaissance		05.05.2017	15:00 hrs
Administrative Checks - Shakedown	Rallyzentrum (HQ)	04.05.2017	14:00 – 16:00 hrs
Optional Administrative Checks	Rallyzentrum (HQ)	04.05.2017	16:30 – 20:00 hrs
Administrative Checks, mandatory	Rallyzentrum (HQ)	05.05.2017	7:00 – 9:00 hrs
Scrutineering - Shakedown	Gerdes & Landwehr Schwafördener Weg 54 27232 Sulingen	04.05.2017	15:00 – 17:00 hrs
Scrutineering, mandatory	Jantzon & Hocke Friedrich-Tietjen.Str. 15 27232 Sulingen	05.05.2017	10:00 – 14:00 hrs
Team entry closing date	Rallyzentrum (HQ)	05.05.2017	9:00 hrs
Delivery of tracking system - Shakedown	Rallyzentrum (HQ)	04.05.2017	14:00 – 16:00 hrs
Delivery of tracking system	Rallyzentrum (HQ)	04.05.2017 05.05.2017	16:30 – 20:00 hrs 07:00 – 09:00 hrs
Shakedown	Nechtelsen	04.05.2017	17:00 – 20:00 hrs
Drivers' briefing (mandatory)	Rallyzentrum (HQ)	05.05.2017	16:15 – 16:30 hrs
First meeting of the Stewards	Rallyzentrum (HQ)	05.05.2017	15:00 hrs
Publication of the list of vehicles eligible to start, start times and start order for Leg 1.	Rallyzentrum (HQ)	05.05.2017	16:30 hrs
Service Park open	Servicepark	04.05.2017 05.05.2017	8:00 hrs 6:30 hrs
Start Leg 1 – 1 <sup>st</sup> car	Servicepark	05.05.2017	17:31 hrs
Finish Leg 1 – 1 <sup>st</sup> car	Servicepark	05.05.2017	ca. 21:00 hrs
Parc Fermé after Leg 1	Servicepark	05.05.2017	ca. 21:45 hrs
Registration deadline for re-start after retirement	Rallyzentrum (HQ)	05.05.2017	22:30 hrs
Publication starting times and start order for Leg 2.	Rallyzentrum (HQ)	05.05.2017	23:30 hrs
Start Leg 2 – 1 <sup>st</sup> car	Servicepark	06.05.2017	8:01 hrs
Rally Finish – 1 <sup>st</sup> car	Hotel Börse Lange Str. 54 27232 Sulingen	06.05.2017	19:00 hrs
Final Scrutineering	DEKRA GmbH Diepholzer Str. 76 27232 Sulingen	06.05.2017	19:10 hrs
Publication of provisional final results	Rallyzentrum (HQ)	06.05.2017	21:30 hrs
Publication of official final results	Rallyzentrum (HQ)	06.05.2017	22:00 hrs
Prize giving ceremony	Rallyzentrum (HQ)	06.05.2017	22:15 hrs

### Art. 4 Entries

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09.03.2017



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**Art. 4.1 Closing date for entries**

See procedural schedule in chronological order (SR Art. 3)

**Art. 4.2 Entry procedure**

Entries must be submitted in accordance with the FIA RRSR Art. 21.2.

Mailing address for entry form:

Name: Christian RIEDEMANN

Street: Kiefernweg 17

Post code/city: 27245 Kirchdorf

Fax: +49 4271 954881

E-mail: teilnehmer@rallye-sulingen.de

The entry fee must be credited in full to the organiser’s bank account by the specified entry deadline. All amounts include VAT charged at the prevailing rate.

**Art. 4.3 Number of competitors accepted and vehicle classification**

The number of competitors shall be not limited.

**Cars eligible to score points in ERT:**

Art. 4.3.1 Vehicles in accordance with Appendix J to the International Sporting Code and to the FIA RRSR. Only Competitors with cars in accordance with Appendix J and accordance with the technical regulations in the FIA RRSR are eligible to score points in ERT

Classes according FIA RRSR Art. 4.2

**National cars:**

Art. 4.3.2 Vehicles according to national DMSB Technical Regulations (acc. to 2017 DMSB Rally Regulations V1 Art. 4.2.2)

Art. 4.3.3 Historic vehicles in accordance with Appendix K to the International Sporting Code: according to Supplementary Regulations (classes K1 to K6)

Art. 4.3.4 Vehicles of the ADAC Opel Rallye Cup in accordance with the special provisions of the 2017 ADAC Opel Rallye Cup Rules and Regulations.

**Art. 4.3.5** In accordance with the DRM Rules and Regulations, vehicles of groups A, N, R1, R2, R3, R4, R5, Super 1600, S2000-Rally, Kit-car and RGT, complying with the Appendix J to the FIA ISC, are eligible to enter and to be classified in the 2017 German Rally Championship (DRM).

**Art. 4.3.6 Eligible vehicles and divisions**

The event shall be held in the following divisions:

- Divisions 2 to 6 shall be eligible for the ADAC Rallye Masters.
- From Divisions 1, 4, 5 and 6, the vehicles eligible in accordance with the 2017 ADAC Rallye Masters Rules & Regulations and with Art. 24.3 of the DRM Regulations shall be classified for the DRM.

Divisions	Classes/groups
Division 1	RC2: S2000 rally: 1.6 turbocharged engine with 28mm air restrictor <b>(National: 30 mm air restrictor)</b> S2000 rally: 2.0 naturally aspirated engines Group R5 (VR5), group R4 (VR4) Group NR4 over 2000cc RGT: RGT vehicles
Division 2	1 (F3A): Group F over 3000cc with 4WD

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	<p>3 (F3B): Group F over 2000cc and up to 3000cc with 4WD              8 (G21): Group G LG 9 or under ("LG 1") with 4WD              13-18 CAL Group CTC/CGT up to 3500cc with 4WD (C23-C28)              K2: Appendix K: FIA classes CT and GTS (up to 3500cc with 4WD)</p>
Division 3	<p>2 (F3B): Group F over 3000cc, 2WD              4 (F3B): Group F over 2000cc and up to 3000cc, 2WD              8 (G21): Group G LG 9 or under ("LG 1"), 2WD              15 (C25): Group CTC/CGT divisions 1.1, 1.2, 1.3, 2.1, 2.2, 2.3, 3.1, 3.2, 3.3, 4.1, 4.2 and 4.3 over 2000cc – homol. years 1966 up to &amp; incl. 1981              18 (C28): Group CTC/CGT divisions 6, 6.1, 6.2, 7, 7.1 and 7.2 over 2000cc–homol. years 1982 up to &amp; incl. 2009              K3: Appendix K, FIA classes CT 15, 20, 25, 30, 35, 40 (over 2500cc)              Appendix K, FIA classes GTS 17, 22, 27, 32, 37, 42 (over 2500cc)</p>
Division 4	<p>RC3: Group A over 1600cc and up to 2000cc              Super 1600              R2 (naturally aspirated engines over 1600cc and up to 2000cc – VR2C and turbocharged engines over 1067cc and up to 1333cc – VR2C)              R3 (naturally aspirated engines over 1600cc and up to 2000cc – VR3C and turbocharged engines over 1067cc and up to 1333cc – VR3C)              R3 (turbocharged up to 1620cc/nominal – VR3T)              R3 (diesel up to 2000cc/nominal – VR3D)              9 (G20): Group G LG 9 or over to 11 or under ("LG 2")              14 (C24): Group CTC/CGT divisions 1.1, 1.2, 1.3, 2.1, 2.2, 2.3, 3.1, 3.2, 3.3, 4.1, 4.2 and 4.3 over 1600cc and up to 2000cc – homol. years 1966 up to &amp; incl. 1981              17 (C27): Group CTC/CGT divisions 6, 6.1, 6.2, 7, 7.1 and 7.2              Gruppe CTC/CGT Division 11,12 bis 2000 ccm              Homol.-jahre 1982–inkl. 2009              over 1600cc and up to 2000cc–homol. years 1982 up to &amp; incl. 2009              K4: Appendix K, FIA classes CT 14, 19, 24, 29, 34, 39 (over 1600cc and up to 2500cc)              Appendix K, FIA classes GTS 16, 21, 26, 31, 36, 41 (over 1600cc and up to 2500cc)</p>
Division 5	<p>RC4: Group A up to 1600cc              R2 (naturally aspirated engines over 1390cc and up to 1600cc – VR2B and turbocharged engines over 927cc and up to 1067cc – VR2B)              Kit-cars up to 1600cc              Group N over 1600cc and up to 2000cc              5 (F8) Group F over 1600cc and up to 2000cc              10 (G19): Group G LG 11 or over to 13 or under ("LG 3")              K5: Appendix K, FIA classes CT 13, 18, 23, 28, 33, 38 (over 1300cc and up to 1600cc)              Appendix K, FIA classes GTS 15, 20, 25, 30, 35, 40 (over 1300cc and up to 1600cc)</p>
Division 6	<p>RC5: Group N up to 1600cc              R1 (naturally aspirated engines up to 1600cc – VR1A/VR1B and turbocharged engines up to 1067cc – VR1A/VR1B)              6 (F9) Group F over 1400cc and up to 1600cc              7 (F10): Group F up to 1400cc              11 (G18): Group G LG 13 or over to 15 or under ("LG 4")              12 (G17): Group G LG 15 or over ("LG 5-7")              13 (C23): Group CTC/CGT divisions 1.1, 1.2, 1.3, 2.1, 2.2, 2.3, 3.1, 3.2, 3.3, 4.1, 4.2 and 4.3 over 1600cc – homol. years 1966 up to &amp; incl. 1981              16 (C26): Group CTC/CGT divisions 6, 6.1, 6.2, 7, 7.1 and 7.2 up to 1600cc - homol. years 1982 up to &amp; incl. 2009              K6: Appendix K, FIA classes CT 12, 17, 22, 27, 32, 37 (up to 1300cc)              Appendix K, FIA classes GTS 14, 19, 24, 29, 34, 39 (up to 1300cc)</p>
Division 8	<p>ADAC Opel Rallye Cup. The special provisions of the 2017 ADAC Opel Rallye Cup regulations shall apply.</p>

### Class amalgamation

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Classes shall be amalgamated in accordance with RyR V1 Art. 24.2.  
There shall be no amalgamation of divisions for the ADAC Rallye Masters.

**Technical Regulations:**

The technical regulations of the FIA and DMSB shall apply.  
Diesel vehicles shall be classified according to their groups and their nominal engine capacity (cc), i.e. without the 1.5 coefficient.

Historic touring cars and GT vehicles in accordance with Appendix K to the ISC:  
Periods G1 to J1 (not group B) shall be assigned to Divisions 2 – 6 = class K.

The following documents shall be presented during scrutineering:

- HTP (FIA Historic Technical Passport) for vehicles in accordance with Appendix K = class K
- FIA homologation form for cars in accordance with Appendix K and DMSB group CTC/CGT

(This document shall not be valid unless perforated by the DMSB or any other ASN or provided with an FIA watermark).

Current and former WRC vehicles as well as CTC/CGT Division 5 vehicles (special production cars, years of homologation from 1976 to 1982) shall not be eligible to start in this event.

**Art. 4.4 Entry fees/entry fee packages**

With organiser’s optional advertising:

EUR	<u>350,00</u>	up to 1 <sup>st</sup> entry closing date, foreign competitors
EUR	<u>490,00</u>	up to 1 <sup>st</sup> entry closing date, DRM, ADAC Masters and others
EUR	<u>450,00</u>	up to 2 <sup>nd</sup> entry closing date, foreign competitors
EUR	<u>590,00</u>	up to 2 <sup>nd</sup> entry closing date, DRM, ADAC Masters and others

Without organiser’s optional advertising:

EUR	<u>790,00</u>	Foreign competitors
EUR	<u>890,00</u>	DRM, ADAC Masters and others

Additional fees:

EUR	<u>50,00</u>	Additional set of service documents
		1 set of service documents being included with the entry package
EUR	<u>50,00</u>	Team entry

**Art. 4.5 Payment**

The entry fee shall be paid by cheque attached to the entry form or by bank transfer to the account indicated below. (in the latter case, adequate proof of payment must be attached to the entry form):

Organiser’s bank details:

<b>Kreissparkasse Diepholz</b>	<b>MSG Sulinger Land e. V. im ADAC</b>
Bank	Account holder
<b>DE61 2565 1325 0030 1270 88</b>	<b>BRLADE21DHZ</b>
IBAN	BIC

**Rallye Sulingen 2017 + drivers’ name**

Intended use

**Art. 4.6 Entry fee refunds**

The entry fee shall be refunded in full

- if the event does not take place

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- to teams whose entry application is rejected

The organiser may refund a portion of the entry fee paid by competitors who cannot start due to force majeure.

## **Art. 5 Insurance and waiver of liability**

### **Art. 5.1 Insurance cover, service vehicles, third party liability insurance**

Insurance cover shall begin at the START and end at the STOP of each Special Stage or with the disqualification of a competitor from the meeting or the competitor's retirement from the event, in accordance with the organiser's liability insurance.

### **Art. 5.2 Waiver of liability**

The participants shall take part in the event at their own risk. They bear the sole responsibility under civil and criminal law for any damage or injury caused by them.

They hereby release the entities and persons listed below from any liability for damages in connection with the event:

- their own entrants/competitors (side agreements between the participants to any other effect shall take precedence!) and assistants;
- the other participants, the owners of the vehicles used in the event (if the event takes place on a permanent or temporarily closed circuit course), and their assistants;
- the FIM, DMSB, DMSB-affiliated organisations, DMSW GmbH, their presidents, governing bodies, managers and secretaries-general, staff and members;
- ADAC e.V., the ADAC subsidiaries, the ADAC regional and local clubs, and the ADAC e.V. affiliates, their presidents, governing bodies, managers, and secretaries-general,
- the promoter/series organiser;
- the event host, the officials, the race course owners, government agencies (or their respective legal entities), racing services and any other person involved in the organisation of an event;
- the organisations responsible for the construction and maintenance of roads, and
- the employees or agents, legal representatives, salaried staff and volunteers of all persons and authorities indicated above as well as their members.

This waiver shall not include damage or harm to life, body or health or any other damage resulting from the intentional or grossly negligent breach of duty nor any damage resulting from material breach by the group of persons released from liability. The liability for financial loss and loss of property in claims resulting from the slightly negligent breach of material obligations shall be limited to the extent of the foreseeable damage as is typical for this type of agreement.

The waiver of liability shall apply to claims for any legal reason whatsoever, including but not limited to claims for damages based on contractual and non-contractual liability and to claims from tortious liability. Any implied waivers of liability shall remain unaffected by the above release and waiver of liability.

By submitting their entries, the participants acknowledge that motor vehicle insurance (motor vehicle third-party liability, Casco comprehensive/collision damage coverage and occupant accident insurance) does not cover damage or claims incurred during a meeting aiming to achieve top speeds. They undertake to pass this information on to the owners of the vehicles used.

### **Art. 5.3 Vehicle owners' Release and Waiver of Liability**

- (1) If the competitor, driver/co-driver is not the owner of the entered car, they must make sure that the owner of the car signs the waiver of liability on the entry form.
- (2) In case the waiver of liability was not sign by the owner of the car, the competitor, driver/co-driver confirm to waive any claims or rights to pursue action for damages in connection with the event against all persons or institution mentioned in Art. 5.2, except for damage or harm to life, body or health resulting from the deliberate or negligent breach of duty, including a legal representative or agent of the group of persons released from liability, and except for any other damage resulting from the deliberate or grossly negligent breach of duty, including a legal representative or agent of the group of persons released from liability.
- (3) The waiver of liability refers to claims against the entrants, drivers, passengers, owners, registered keepers of the other entered cars, the assistant/s of the participant/s specified on the entry form and the other participants as well as against the entrant, driver, passenger of the car provided by me (barring any other special agreements between owners, entrants, driver/s, passenger/s), I waive claims



for any kind of damage originating in connection with rally competitions in connection with special stage/s to achieve highest speeds or shortest driving times and including the associated tests and reconnaissance sessions, except for damage or harm to life, body or health resulting from the deliberate or negligent breach of duty, including a legal representative or agents of the group of persons released from liability, and except for any other damage resulting from the deliberate or grossly negligent breach of duty, including a legal representative or agent of the group of persons released from liability. The disclaimer applies to claims for any legal reason whatsoever, including claims for damages based on contractual and non-contractual liability and to claims from tortious acts. Implied exclusions from liability shall remain unaffected by the above non-liability clause.

## **Art. 5.4 Responsibility, changes to the Supplementary Regulations, cancellation of the rally**

### **Art. 5.4.1 Responsibility of competitors, drivers, car owners**

Competitors, drivers and passengers are each responsible for all acts committed by a team member (competitors, driver, passenger, mechanic, assistant etc.) and which affect the contractual relationship with the organiser or result in a claim for damages. Entrant, driver and passenger are jointly and severally liable for all obligations resulting from the entry contract.

### **Art. 5.4.2 Change of Supplementary Regulation, Official Notice Board**

- (1) This supplementary regulation may be changed only by Bulletins
- (2) They may be issued either:
  - by the organisers, up to the commencement of scrutineering with the approval of the FIA. Exceptionally, modifications to the itinerary or to the reconnaissance programme, as approved at the time of Visa issue, may be made by the organiser. Nevertheless, such modifications must be advised to the FIA.
  - or
  - by the stewards throughout the competition. However, bulletins detailing modifications to the itinerary or to the time of the delayed posting of the Provisional Final Classification may be issued by the clerk of the course.
- (3) Bulletins must be numbered and dated. They shall be printed on yellow paper and posted on the official notice board(s) and on the event website. Where possible, the competitors will be notified electronically of publication of a bulletin.
- (4) The competitors are obliged to visit the Official Notice Board regularly.

### **Art. 5.4.3 Cancellation of the event**

The organiser reserves the right to cancel the event or special stages.

## **Art. 6 Competition numbers and advertising**

### **Art. 6.1 Obligatory organiser's advertising**

Rally plate: **DEKRA, Westwind, OLB, TBA**

Competition number decal: 67x21cm

- beside the competition numbers above: **DEKRA**  
Special provisions for the ADAC Opel Rallye Cup
- beside the competition numbers below: **ADAC**

The organiser will provide each crew with the number identification (67x21cm), which must be affixed to their car in the stated positions prior to scrutineering. Each panel shall be placed horizontally at the leading edge of each front door, with the number at the front. The top of the plate shall be between 7 cm and 10 cm below the lower limit of the window. It is not allowed to cut the panel.

### **Art. 6.2 Optional organiser's advertising**

Additional organiser's advertising: **TBA via Bulletin**

Spaces on the vehicle that must be kept free: **TBA via Bulletin**

## Art. 7 Tyres

### Art. 7.1 Regulations regarding tyres which may be used during the rally

See Art. 60 of the 2017 FIA RRSR (tyres and rims).

### Art. 7.2 Regulations regarding tyres which may be used during reconnaissance

No restrictions, except compliance with the German Road Traffic Licensing Regulation (StVZO)

## Art. 8 Reconnaissance of Special Stages

### Art. 8.1 Registration procedure

Recce cars must be registered with a separate form. ([www.rallye-sulingen.de](http://www.rallye-sulingen.de))

### Art. 8.2 Speed limit on Special Stages

During reconnaissance, compliance with the German Road Traffic Regulations (StVO) as well as the regulations of the road traffic authorities, including but not limited to speed limits, shall be mandatory.

Please note that the Special Stages will not be closed to public traffic during the official reconnaissance. Therefore, the presence of other road users must be expected at any time. A **30kph** speed limit shall apply when passing through urban areas, or driving past individual houses or farmsteads and places marked in the Road Book. Compliance with this regulation shall be monitored. Non-compliance may result in non-admission to the start, in which case the entry fee will not be refunded.

### Art. 8.3 Reconnaissance procedure

All competitors shall strictly observe the reconnaissance times according to the schedule.

For the reconnaissance, Art. 25 of the FIA RRSR 2017 shall apply.

Extract of the regulations for recci cars:

- The car must be painted in a single colour, with no advertising, stickers, etc.
- Underbody protection is authorized (complying with the Group N regulations).
- The crew may use a "light" intercommunication system (without helmets).
- Road-homologated series production tyres for asphalt.

Each car must be identified with a reconnaissance number supplied by the organiser. Rally cars used in the event may **not** be used for reconnaissance only without competition numbers.

## Art. 9 Administrative checks

To keep the time required for the administrative checks to the necessary minimum, make sure to bring and present the following documents:

### Art. 9.1 Documents which must be presented

- Competitor's and/or sponsor's licence
- Driver's and co-driver's licences
- Driver's and co-driver's ID cards/passports
- Driving licence (driver/co-driver)
- ASN authorisation for foreign competitors (if required)
- Completion of all details on the entry form
- Proof of insurance
- Registration certificate, proof of third party liability insurance
- Vehicle owner's consent (if driver is not the vehicle owner)

### Art. 9.2 Timetable

See schedule in chronological order (SR Art. 3)

## Art. 10 Scrutineering, marking and sealing

### Art. 10.1 Scrutineering, venue and time



Thursday, 04.05.2017: Gerdes & Landwehr  
Schwafördener Weg 54  
27232 Sulingen

Friday, 05.05.2017: Jantzon & Hocke  
Friedrich Tietjen Str. 15  
27232 Sulingen

See schedule in chronological order (SR Art. 3)

#### Art. 10.1.1 Scrutineering, mandatory documents

- Homologation form (ORIGINAL)
- Data sheets
- SOS / OK board (DIN A3 format)
- DMSB vehicle passes (KFP) for vehicles registered in Germany

#### Art. 10.1.2 Timetable for scrutineering

The scrutineering schedule will be send with the entry confirmation and published in the Rally Guide.

#### Art. 10.2 Drivers' safety equipment

All items of clothing including helmets and FHR (Front Head Restraint) intended to be used, e.g. HANS devices, must be presented for scrutineering. They shall be checked for compliance with Appendix L, Chapter III.

#### Art. 10.3 Noise

For national cars, the 2017 DMSB provisions on noise (DMSB Rulebook, blue section) shall apply

#### Art. 10.4 Installation of safety tracking system

During the event a Tracking System (RallySafe) will be used. RallySafe requires a continual reliable power supply from 9 to 28 volts DC, for your safety and continuity of service, it is imperative that the unit is connected to an un-switched supply on the battery positive terminal or the battery positive side of the isolation switch, insure that power is supplied to the unit always. Do not use an ignition switched power supply. For the installation of the fitting kit please refer to

<http://rallysafe.com.au/wp-content/uploads/2016/12/Rally-Car-Fitting-Kit.pdf>

It is mandatory that in all competition cars an antenna kit is pre-installed. This kit may be either rented (25 € per event) or bought (150 € per kit). To buy the kit please refer to

<http://www.shop.statusas.com/shop/rallysafe/rallysafe-permanent-installation-kit-everything-you-need/>

The competitors will receive a **data logger** during administrative checks. The data logger must be fixed in the car being used for reconnaissance. The data logger will record the route and the speed of the recci. Speeding will be penalized per the FIA RRSR 2017. It is strongly forbidden to switch of the data logger. Any infringement will be reported to the Stewards. After recci the data logger will be collected by the organizer.

The competitor will receive the **tracking unit** for the competition car in the service park. The organizer will announce the exact location with an information. This tracking unit must be fitted to the car and functioning before scrutineering and must remain functioning during **shakedown and the sporting competition**. The tracking units must be returned after the event

The team must pay a **deposit of 100 €** for the data logger and the tracking unit. After the return of both the deposit will be paid back to the team.

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## Art. 11 Other procedures and regulations

### Art. 11.1 Permitted early check-in

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Friday, 05.05.2017 TC 2A – Regroup IN / Holding Area IN

TC 3B – Overnight Parc Fermé IN

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Saturday, 06.05.2017 TC 16 – Parc Fermé IN

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### Art. 11.2 Super Special Stage, regulations and order (where applicable)

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POWER STAGE: SS 3 - Nienstedt, 12,7 km

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### Art. 11.3 Special procedures and activities

#### Art. 11.3.1 Refuelling

**For Competitors scoring points in ERT the FIA RRSR 2017 Art. 58 shall apply.**

For competitors with national cars and competitors scoring points in DRM the 2017 DMSB Rally Regulations, V1 – Art. 58 shall apply.

Vehicle equipped with FIA homologated refuelling connectors, e.g. Stäubli, and needing to be refuelled with FIA safety refuelling systems may, upon request, be allowed to be refuelled with fuels in line with Art. 59 in refuelling zones (TZ) set up by the organiser or at remote refuelling zones. Refuelling inside the Service Park shall be absolutely prohibited, with the exception of cases covered by Art. 50.

#### Art. 11.3.2 Re-start after retirement (Rally 2)

Teams who had to retire during Leg 1 and wish to re-start in Leg 2 may do so in accordance with Art. 46 of the FIA RRSR 2017.

#### Art. 11.3.3 Use of yellow flag

On passing a motionless displayed Yellow Flag, the driver must immediately reduce speed significantly, in order to avoid a collision. On passing a displayed waved Yellow Flag, the driver must immediately reduce speed significantly, not overtake, and be prepared to change direction or stop (i.g. not OK sign displayed). On circuit stages the stages must be left immediately on the next exit to the finish. The drivers must follow the instructions of any marshals or intervention car drivers.

Flags may be displayed preceding the incident by a marshal wearing a tabard. In case it is not necessary to stop at the incident, the drivers concerned must drive to the finish taking in consideration that following drivers may not have been given the Yellow Flag and that therefore they will drive in rally speed.

The drivers must inform the control STOP of the displayed Yellow Flag.

Failure to comply with this rule will entail a penalty at the discretion of the Stewards.

A crew which has been shown the Yellow Flag will be allocated a time according to FIA RRSR Art. 39.

#### Art. 11.3.4 Start procedure on SS 2 - Sulingen

The start at the SS 2 – Sulingen will be a flying start (start line) with a one minute interval.

#### Art. 11.3.5 Reachability of competitors

Competitors who park their vehicles in the parc fermé upon finishing the rally, must remain available by phone (mobile) until all official final results have been posted.

#### Art. 11.3.6 Results

The official final results will not be distributed after the event. The official final results will be published on the websites [www.rallye-sulingen.de](http://www.rallye-sulingen.de) and [www.znts.de](http://www.znts.de)

### Art. 11.4 Official time during the event

Radio time – DCF77

### Art. 11.5 Fuel and single fuel,

For the **competitors in ERT** the FIA regulations for fuel, ISC Appendix J Article 252-9. Furthermore, they may refuel at commercial filling stations on the rally route designated by the organizer in the road book.

For the **competitors with national cars** and competitors in the nation German championships the 2017 DMSB Rally Regulations, V1 – Art. 59 shall apply.

Only commercial quality (see DMSB Rulebook, blue part, for definition) fuels (DIN EN 228) according to Article 252-9 of Appendix J to the ISC with a maximum of 103 Octane (DMSB Rulebook, orange part, p. 14f), FIA-specific fuel corresponding to the limit values defined in Article 252-9 of Appendix J to the ISC, as well as diesel fuels (DIN EN 590) according to Article 252-9 of Appendix J to the ISC shall be used.

FIA-specific fuel according to Article 252-9 of Appendix J to the ISC is only permitted if it is included in the DMSB list of permitted fuels published by the DMSB head office (available at [www.dmsb.de](http://www.dmsb.de)).

Refuelling shall be allowed only at the public filling stations listed in the Road Book. Generally, a maximum ROZ of 103.0 octane shall apply to all fuels, except to FIA-specific fuels as defined in the DMSB list of permitted fuels. Any additives other than air or lubricating oil for 2-stroke engines shall be prohibited.

Moreover, the following provisions shall apply:

### **ADAC Rallye Masters/German rally championship (DRM)**

In the ADAC Rallye Masters and the DRM, the use of bioethanol **is prohibited** (cf. DMSB general prescriptions on E85 bioethanol, Art. 3.5.2 in the DMSB Rulebook, blue section, p. 6)

### **Art. 11.6 Changes to the entry form**

Before presenting themselves for scrutineering, competitors may replace the car they entered with another car from the same division.

### **Art. 12 Identification of officials and stewards**

<b>Post Chiefs:</b>	<u>White tabard with text „Zeitnahme“</u>
<b>Special Stage Commanders:</b>	<u>Blue tabard with text „WP-Leiter“</u>
<b>Marshals:</b>	<u>Yellow reflective tabard</u>
<b>Timekeepers:</b>	<u>White tabard with text „Zeitnahme“</u>

### **Art. 13 Price Giving Ceremony**

#### **Art. 13.1 Place and time**

See schedule in chronological order ( Art. 3)

#### **Art. 13.2 Awards – trophies**

Overall classification:	1 <sup>st</sup> to 3 <sup>rd</sup> place - Cups
FIA ERT Classification	1 <sup>st</sup> to 3 <sup>rd</sup> place - Cups
Classification by divisions/classes:	30% of the starters in a division - Cups
West Euro Rallye Cup	1 <sup>st</sup> to 3 <sup>rd</sup> place - Cups
BMW 325i Cup	1 <sup>st</sup> to 3 <sup>rd</sup> place - Cups
Appendix K cars	1 <sup>st</sup> to 3 <sup>rd</sup> place - Cups
Open Nederlands Rally Kampioenschap	1 <sup>st</sup> to 3 <sup>rd</sup> place - Cups
Team classification	50% of the entered teams - Cups

### **Art. 14 Final checks**

See schedule in chronological order (Art. 3)

Any teams selected to undergo final checks must immediately follow the officials in charge and the support vehicle to the final check location, even if this prevents them from proceeding to one or more time controls (ZKs).



## Art. 15 Protest and appeal fees

The protest and appeal procedures are set out in the FIA International Sporting Code.

### Art.15.1 Protest fee

Applicable deposit for DMSB-approved events: €500

### Art. 15.2 Appeal fee

Appeal deposit, €1,500

(Protest/appeal deposits are exempt from VAT)





**Appendix 1** Itinerary

**Appendix 2** **Reconnaissance timetable**  
See schedule in chronological order (Art. 3)

**Appendix 3** **Names and photos of the competitors' relations officers**  
see official notice board

**Appendix 4:** **Supplementary information from the organiser**  
e.g. accommodation, hotels, campsites, motorhome sites, tourist information

**Appendix 5** **Additional notes from the organiser**

**2017 ADAC Rallye Masters/DRM contacts at the venue**

**Series coordinator and delegate of the DMSB rally commission:**

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**Series manager: ADAC Rallye Masters / DRM / ADAC Opel Rallye Cup**

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– Mobile +49 172 80 90 443

Please add the e-mail address [adacrallyehub@peak2.de](mailto:adacrallyehub@peak2.de) for the **ADAC Rallye Hub** to your press mailing list.



## Appendix 6 Extension of Supplementary Regulations to national series

Unless expressly specified otherwise, all provisions from the previous section shall apply to Appendix 6 (National A (NEAFP))

### Art. 1 Introduction

Name of the event: 30. ADAC Rallye „Rund um die Sulinger Bärenklau“ 2017

Date(s) of the event: 05. bis 06. Mai 2017

Status: National A (NEAFP)\*

\*Drivers holding at least a grade A national competitor's and driver's licence issued by DMSB or another FIA-affiliated motor sport federation (ASN) and valid for 2017 shall be eligible to start.

\*Co-drivers holding at least a grade C DMSB national competitor's and driver's licence valid for 2017 shall be eligible to start.

### Art. 1.1 Preamble

Any modifications, amendments and/or additions to said Rules and Regulations shall be made in the form of numbered and dated bulletins.

### Art. 1.2 Road surface

Leg 1: Tarmac	<u>15,7</u>	km	Gravel	<u>12,6</u>	km
Leg 2: Tarmac	<u>120,8</u>	km	Gravel	<u>10,2</u>	km

### Art. 1.3 Length of Special Stages and of course (the itinerary)

Number of Legs	<u>2</u>	Number of Sections	<u>5</u>
Number of Special Stages	<u>13</u>	Number of Circuit Stages	<u>1</u>
Total length of course (distance covered by the itinerary)	<u>467</u>	km	
Overall length of Special Stages	<u>159,3</u>	km	

### Art. 2 Organisation

#### Art. 2.1 Championships and titles towards which the rally is scored

Championships   Series   (other) sanctioned event(s)	Status	Driver licence	Reg. Nr.:
ADAC Rallye Masters 2017	NEAFP	min. nat. Licence A	
ADAC Opel Rallye Cup 2017	NEAFP	min. nat. Licence A	
Automobil-Rallye-Meisterschaft ADAC Weser-Ems			
ADAC-Hansa-Rallye-Meisterschaft			
Schleswig-Holstein ADAC-Wagensport-Championat			
Schleswig-Holstein ADAC-Automobil-Rallye-Meisterschaft			

**Plus the sport badges of ADAC, ADMV, AvD and DMV in compliance with their specific regulations.**

The organiser declares that the event shall be carried out in accordance with the provisions of the ISC, the DMSB and the present Supplementary Regulations. The organiser shall make sure to require helpers marshals, officials and participants who are not subject to holding a license to recognise and comply with the FIA and DMSB regulations.

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