

STANDARD AND SUPPLEMENTARY REGULATIONS



PROGRAMME

FEBRUARY 03, 2025

Opening date for entries – Publication of the Regulations

June 20, 2025

Closing date for entries

June 28, 2025

11:00-16:00 Administrative control for participants and Scrutineering (receiving documentation & other related material)

16:00-17:00 Briefing

17:00 – Welcome Dinner

June 29, 2025

08:00 - Final announcement of the official participants list

09:30 Start of Leg 1, Budapest, Szentháromság tér

10:30 Regroup at Godollo, Királyi Káptalan

12:45 Lunch break at Hollókö

13:45 Restart from Hollókö

16:00 Finish of Leg 1 in Eger, Dobo square

21:00 Night Stage

22:45 Temporary results and timetable of Leg 2

June 30, 2025

10:00 Start of Leg 2, Eger

13:00 Lunch Break at Miskolc, Avalon park

14:00 Restart from Miskolc, Avalon park

15:00 Regroup at Szerencs, Rakóczi káptalan

17:30 Finish of Leg 2 at Hernádvecse, Hotel

20:00 Temporary results and timetable of Leg 3

July 01, 2025

10:00 Start of Leg 3, Hernádvecse, Hotel

13:00 Lunch Break at Rozsnyó

14:00 Restart from Rozsnyó

17:00 Finish of Leg 3 at Breznóbánya, Hotel

20:00 Temporary results and timetable of Leg 4

June 02, 2025

10:00 Start of Leg 4, Breznóbánya, Hotel

13:00 Lunch break at Zolyom

14:00 Restart from Zolyom

17:30 Finish of Leg 4 and HCT in Esztergom

20:00 Temporary results

21:00 Prize giving Ceremony at Visegrád

Participation numbers and documents will be distributed during the administrative checking.

Official Notice Board:

Event HQ / Permanent Secretariat: TRISKELION MOTORSPORT CLUB PREMISES

Mobile: **(0030) 6936690320**

HQ during the Event: On each of the overnights hotels.

Mobile: **(0036) 30 952 0323**

1. ORGANIZATION

1.1 Definition

TRISKELION MOTORSPORT CLUB organises the regularity touring event HUSSAR CLASSIC TOUR 2025.

The permanent Event Secretariat until June 27, 2025 will be at the office of TRISKELION MC:

Address: **25th KARPETOPOULOU STREET**
mob: **(0036) 30 952 0323 (Ádám Szabó-Jilek)**
mob: **(0030) 6936690320 (John Karampelas)**
email: info@triskelion.gr

Rally Centre, during the Event between 29 June – 2 July, each of the overnights hotel.

The Competition will be run in compliance with:

- the FIVA International Code (and its appendices),
- the National Standard Regulations for Historic Regularity Events and eventual bulletins,
- the Road Code of Hungary and Slovakia
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1.2 Organising Committee

Chairman: Ádám Szabó-Jilek
Honorary Chairman: Ákos Revai

1.3 Event Officials

Steward: **Ákos Revai**
Clerk of the Course: **Ádám Szabó-Jilek**
Deputy Clerk of the Course: **TBA**
Chief Scrutineer: **TBA**
Competitors Relations Officer: **Areti Roufou**
Secretary of the Competition: **Flora Revai**
Results Services: **ANUBE SPORT**

1.4 Supplements to the Regulations

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

Any bulletin issued after the beginning of administrative checks must be signed by the steward.

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

1.5 Application and Interpretation of the Regulations

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

2. ELIGIBILITY – TITLE

The results of the HUSSAR CLASSIC TOUR will count for TRISKELION TRIATHLON TROPHY 2025.

3. DESCRIPTION

The length of the HUSSAR CLASSIC TOUR is approx 1006 km, with 17 Regularity Tests. The tour is divided into 4 legs and 9 Sections. The interval between cars is 1 minute.

The breakdown of the route as well as its time controls, passage controls, neutralisation periods etc. are described on the road book which gives the crews all information they require to complete the route correctly (such as, for example, tulip diagrams, maps, etc.).

4. ELIGIBLE VEHICLES

- 4.1 A driver wishing to enter a vehicle for this Competition must ensure that, at the date of scrutineering and for the duration of the Competition, his vehicle is road-legal for Hungaria and Slovakia and complies with its Period classification. The organiser may refuse a car not complying with the period specifications, spirit and aspect.

Participants may choose between **Regularity (RED)** and **Touring (GREEN)** division. The co-efficient will only be applied **only in Regularity**. Results will be announced for each period. The organiser may combine and/or subdivide any class.

Cars are divided into the following period categories:

- **Period B:** Cars built between 1.1.1905 – 31.12.1918
- **Period C:** Cars built between 1.1.1919 – 31.12.1930
- **Period D:** Cars built between 1.1.1931 – 31.12.1946
- **Period E:** Cars built between 1.1.1947 – 31.12.1961
- **Period F:** Cars built between 1.1.1962 – 31.12.1965
- **Period G:** Cars built between 1.1.1966 – 31.12.1971
- **Period H:** Cars built between 1.1.1972 – 31.12.1976
- **Period I:** Cars built between 1.1.1977 – 31.12.1981
- **Period J:** Cars built between 1.1.1982 – 31.12.1985

OUT OF THE GENERAL CLASSIFICATION (with their own general classification)

- **Period YT:** Cars built between 1.1.1986 – 31.12.1999

4.2 All trip meters and other electronic equipment are eligible.

4.3 A FIVA Identity Card or the copy of the application, or a FIA Historic Technical Passport (HTP), or a FIA Historic Regularity "Car Pass", or an Identity Card issued by an ASN, must be submitted at scrutineering at the latest (see also Article 10.1).

5. ELIGIBLE PARTICIPANTS – ENTRY FORMS – ENTRIES

5.1 A crew is made up of the first Driver plus one or more crew members (maximum 4). The first Driver must be at least 18 and hold a valid driving licence. Crew members may only drive the car if they are in possession of a valid driving licence.

Each crew can specify a crew name on the entry form. This crew name is published together with the drivers' names in all official publications of the Event.

5.2 Anybody wishing to take part in the Event must send the entry form fully completed, to Competition Secretariat.

TRISKELION: 25, Karpetopoulou str, 21200 Argos GREECE

Mobile: +306936690320, E-mail: info@triskelion.gr

The organiser must receive this entry form by **June 20, 2025** at the latest. Details concerning the crew members may be sent in before and up to the administrative checking. The replacement of **a crew member** or of the car may only be made before the beginning of the Administrative checking and must be approved by the Organising Committee. All crew members may only be replaced with the agreement of the Stewards.

The maximum number of participants for the Event will be **40** participating cars.

5.3 On submitting the entry form, all drivers undertake to abide by the prescriptions of the present Regulations.

6. ENTRY FEES – INSURANCE

6.1 Entry fees

Entry fees for each crew consisting of the 1st driver and one co-driver (2 persons) are fixed to 2.400 Euro. For each additional member crew, the fee is 900 Euro. Early Entrances will receive a discount (please find the details on the Entry Form).

Entry fees include the following provisions:

- *The Tour Fee*
- *Five (5) overnights in one double or twin room (breakfast included) between June 28 to July 2, 2025.*
- *Dinners (Welcome Gala and Closing Ceremony included), and lunches as stated on the Itinerary*
- *Two (2) commemorative plaques, Hussar Classic Tour souvenirs (polo's, bags, etc.)*
- *Tour documents (roadbook, plates, side numbers, travel info handouts, etc.)*
- *Trophies*
- *Online results services*
- *Secure parking areas for the duration of the event*
- *Specialist mechanic Support on the duration of the event*

6.1.1 The entry will only be accepted if accompanied by the total entry fees.

6.2 Entry fees are refunded in full:

- a. to candidates whose entry has not been accepted
- b. in the case of the Event being cancelled

(The Organisers may refund up to 50% of the event entry fee to those participants who, for reasons of "force majeure", certified by their ASN, were unable to start in the Event. Travelling and hotel accommodation expenses etc. may be refunded, depending on the date of withdrawal of the entry and no more than 45 days before the start of the event).

6.3 Insurance

6.3.1 Entry fees does **do not include** the insurance premium for the event civil liability to third parties. Each car should have a valid Insurance for Hungary and Slovakia.

6.3.2 The organisers decline liability in any accident caused by or to the participants and participating cars during the whole duration of the Event. Organisers also decline any liability for breach of the Hungary and Slovakia laws and regulations.

6.3.3 Vehicles carrying service plates, and/or any other equivalent special plate issued by the Organiser are not covered by the event's insurance policy. These vehicles circulate under the sole responsibility of their owners and the Organiser bears no responsibility for them.

6.3.4 Participants **must have traffic insurance valid for Hungary and Slovakia (green card)**, obtained in the participants' country.

7. ADVERTISING

The advertising provisions specified in the Code must be respected. A copy of these provisions is available from the organiser, if required.

The organiser's obligatory advertising is as follows:

- Competition numbers.
- Event plates.

8. GENERAL OBLIGATIONS

8.1 Crews

Only crews specified on the entry form are admitted to the start. If one member retires or if an additional party is admitted on board, (except if this is to transport an injured or sick person allowed by the clerk of the course), the car may be excluded from the Competition.

8.2 Starting Order - Plates - Numbers

8.2.1 The start of the 1st Leg will be given in the order of Event numbers with the lowest number starting first. Any crew arriving late at the start of the Competition or of a leg or of a section (restart after a regrouping) may be penalised by the stewards, at their discretion (Section 9.3.2.2)

8.2.2 The organiser shall supply each crew with one plate and two side numbers which must appear distinctly on the car throughout the whole Rally.

8.2.3 a. Event Plates

Event plates must be fixed in a visible position, at the discretion of the crew, for the duration of the Event. They must under no circumstances cover the car's license plates, even partially.

If it is ascertained at any time during the Event that any side number or plate is covered, a 100 euro penalty will be imposed.

b. Participation numbers

The side numbers must appear on both sides of the car throughout the whole Event. If it is ascertained at any time during the event that any side number or plate is missing, a 100 points penalty will be imposed.

8.3 Time Card (Carnet de Route)

8.3.1 Each crew is given a time card showing the times allowed to cover the distance between two time controls. This card will be distributed at the start of the competition (TC 0). Time cards will be collected at each regrouping TC IN and distributed at each regrouping TC OUT. Crews are allowed to fill in only the gray boxes on their Time Cards. Each crew is responsible for its Time Card. Competitors not handling time cards as instructed are liable for penalties, which may go as far as exclusion, from the steward.

8.3.2 The regularity test sheets form an integral part of the time card.

8.3.3 Any correction or modification made on the time card results in the disqualification unless such correction or modification has been approved by the competent marshal, who must sign next to any correction/modification in question.

8.3.4 The crew alone is responsible for submitting the time card at the different Controls and for the accuracy of the entries.

8.3.5 Therefore, it is up to the crew to submit its time card to the marshals at the correct time and to check that the time is correctly entered. The Post Marshal is the only person allowed to enter the time on the time card, by hand or with a stamp.

8.4 Traffic laws - Repair

8.4.1 Throughout the entire Event, the crews must strictly observe the traffic laws of the countries covered. Any crew which does not comply with these traffic laws is subject to possible exclusion.

a. 1st infringement: **300 points** penalty.

b. 2nd infringement: disqualification.

Exceeding the maximum speed permitted by the traffic laws on two (2) occasions at any time during the Event including during the regularity test section shall result in exclusion. In every leg there will be at least two (2) checks for maximum speed drive.

In the case of an infringement of the traffic laws committed by a crew participating in the Event, the organisers, the police or officials noting the infringement must inform the offender thereof in the same way as for normal road users.

8.4.2 Repairs and refuelling are permitted throughout the whole event, except in those cases expressly forbidden by a provision in the Road Book.

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

- to block deliberately the passage of competing cars, or to prevent them from overtaking.
- to behave in an unsportsmanlike manner.

9. RUNNING OF THE EVENT

9.1 Start

9.1.1 The starting interval between cars is 1 minute. Official time is the one mentioned on the official clock present at the secretariat and the control table at the start of each Leg.

9.1.2 Crews must have their passage checked at all points mentioned on their time card in the correct order, under pain of a penalty. Non-compliance may result in a penalty of 120 points. The target time for covering the distance between two time controls is mentioned on the time card.

9.1.3 All crews will be given a road book that will provide them with the necessary information to complete the route correctly. Navigation is a combination of information given on the roadbook like distances, signs display and box shapes ("tulip" signs). Therefore, participants are ought to use the roadbook with the combine information and not only one of the above mentioned. After the distribution of the road book, during admin checks, route reconnaissance from any crew member or competitors with any vehicle, is strictly forbidden.

1st infringement: **300 points**

2nd infringement: exclusion from the event

9.2 Controls – General Provisions

9.2.1 All controls, i.e. passage and time controls, start and the end of regularity tests, are indicated by means of standardized signs (see also Appendix 1). The finish line and any intermediate time checks on the regularity test sections are not indicated. A sign "end of control area" is set up by the organiser at a maximum distance of 1.000 meters after the timekeeping at the finish line. This indicates to the crews that they have passed the last time control of the regularity test section.

9.2.2 The arrival at a time or passage control from any direction other than that of the Event programme or non-reporting at a time or a passage control entails a penalty of 120 points.

9.2.3 Control posts are ready to function at least 15 minutes before the target time for the passage of the first crew. They cease to operate upon instruction of the Clerk of the Event.

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

9.2.5 The distinguishing tabards of the Marshals are orange/yellow vests.

9.3 Passage and Time Controls (TC) – Withdrawal

9.3.1 Passage Controls

At these controls, the marshals simply stamps and/or signs the time card as soon as this is handed in by the crew, without mentioning the time of passage. The lack of such a stamp and/or signature at a passage control entails a penalty of 120 points. The organiser may establish secret passage control/s at any point on the route.

9.3.2 Time Controls

9.3.2.1 At these controls, the post marshal enters the time at which one of the crew members hands the time card to the post marshal. The crew waits for its target time in front of the yellow sign. The target check-in

time is the time obtained by adding the time allowed to complete the road section to the time of leaving the time control of the previous section.

The crew does not incur any penalty for checking in if the vehicle enters the control zone during the target check-in minute or the minute preceding it.

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

- a. For late arrival at a TC: for each minute or fraction of a minute = 2 points
- b. For early arrival at a TC: for each minute or fraction of a minute = 60 points
- c. No entry made at a time control, or reporting outside the maximum permitted delay of 30 minutes = 120 points
- d. Maximum permitted delay with regard to target time between two time controls = 30 min
- e. Maximum permitted delay at the end of a section and/or leg = 30 min

9.3.2.3 Crews are authorised to check in early ONLY if indicated in the Time Card.

9.3.3 – Catching up

Provision shall be made for a crew who, for technical reasons, has missed during a leg a time control or a passage control (which can be secret) to be re-admitted to the following leg (day). In this case, the crew might restart from the next Leg and given a penalty of 120 points for each time check he didn't finish, given that he has made a written report to the CoC for continuing the event within 30 minutes after the announcement of Leg results.

The car may be subject to a further scrutineering.

In order to be classified, the car must report to the final control.

9.4 Regrouping Controls

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

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

9.5 Regularity Test Sections

9.5.1 During the rally, a number of regularity tests will be organised on roads open to traffic or on roads closed to the traffic. In any case the average speed will not be greater than 50 km/h. In regularity tests competitors must follow the average speed set by the organisers and mentioned in the bulletin distributed to all competitors at the start of each leg. Competitors must complete the regularity tests without stopping, following the average speed. Possible police road signs referring to maximum average speed within the area of the regularity tests DO NOT affect the average speed given by the organisers for the total of each regularity test. The organiser, at his discretion, will set intermediate timing points at any point of a regularity test. On regularity tests starting from a standing position, there will be no intermediate point in the first km of the special stage. In regularity tests with the same start but with different finish (and different average speed), there will be no timing at least 1 Km from each end (except for the last one). The finish line and any intermediate timing point will not be marked. At a distance of not more than 1000 meters after the finish line of a regularity test, an "End Special Stage" sign will be placed by the organiser, indicating to the crew that he has completed this regularity test. If the regularity test takes place on a closed road then the Organiser must provide for all the prescribed safety measures.

Crews must complete the regularity test sections at one or more average speed(s) fixed by the organisers. These average speeds imposed by the organiser may vary for the different categories. The minimum length of a regularity test on public roads is 3km. Regularity test sections are organised on roads open to public traffic. The organizer, at his discretion, will set intermediate timing points at any point of a regularity test and should provide details of how to conduct regularity tests.

Timing will be expressed to centi - second (0,01").

For each centi second below or above the target time at this point (based on the distance from the start and the imposed average speed) a 0,01 penalty point will be imposed, with a maximum for the whole of each **regularity test 300 penalty points.**

Example: Imposed average speed 45 km/h Length of regularity test 8,54 km.

Target time: 11 min. 23,00 sec.

- a. Time set: 11 min 24,11 sec= +1,11 penalty points
- b. Time set: 11 min 22,55 sec= -0,45 penalty points

For each regularity test section not completed or not started, the participant concerned will receive a penalty as follows:

- a. For each regularity test section not started, the participant concerned will receive a 300 points penalty. There will be no additional penalty for missing the time control at the start of that regularity test section.

- b. For each regularity test section not completed, the participant concerned will receive the same amount of penalty points as the worst classified crew in that regularity test, plus 100 points, with a maximum of 300 points.

9.5.2 Regularity tests to close roads

The number of laps on a test run on close roads is provided by the organizer who sets the ideal time. An ideal time is set for each round. Penalties will be charged for any deviation (up or down) from the ideal time in each round

9.5.3 Each crew will have a special co-efficient according to the year of the car made. For example, a car made on 1962 will have a co-efficient of 0.62. The penalties of the crew at the end of the day will be multiplied with the special co-efficient.

e.x. 10 points of penalty X 0.62 = 6.2 point of penalty

MINIMUM CO-EFFICIENT WILL BE 0.30.

Co-efficient will be applied only to Regularity (RED) division

9.6 Parc fermé

Not applied in the Event.

10. ADMINISTRATIVE CHECKING AND SCRUTINEERING – PENALTIES

10.1 Scrutineering before the Start

10.1.1 Any crew taking part in the Regularity Event must arrive at administrative checking and at scrutineering in accordance with the detailed timetable given in a bulletin. The following papers must be presented at the administrative checking:

- A valid Driving licence for the driver and for any other who may drive
- Car documents, as required by the national laws of the country where the car originates
- Insurance for the car valid in Hungary and Slovakia

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

The relevant Identity Form (see article 4.3) must be presented for each car at scrutineering. If a crew fails to present this form the start will not be permitted.

Identification of cars: participation numbers and plates provided by the organisers must be affixed on the cars before brought to scrutineering.

10.2 Final Control

After the finish of the Event, cars might have to be checked again if asked by the scrutineers.

10.3 Summary of Penalties

DISQUALIFICATION:

Art. 4.1 Non compliance with the period specifications, spirit and aspect.

Art. 8.4.1 Exceeding the maximum speed permitted by traffic laws on two (2) occasions.

POSSIBLE DISQUALIFICATION AT THE DISCRETION OF THE STEWARDS

Art. 4.3/10.1.2 Missing of the FIA/FIVA identity card.

Art. 8.1 Withdrawal of a crew member or additional party on board, except for «force majeure».

Art.8.3.1 Not handling time cards as instructed.

Art. 8.3.3 Correction or amendment on the time card without the marshal's approval.

Art. 8.4.1 1st infringement of traffic laws.

Art. 8.4.3 Blocking of cars, unsportsmanlike behaviour.

Art. 9.3.3 Failing to pass the last time control of the leg.

Art. 10.1 Non-compliance of the car with the FIA/FIVA form at scrutineering.

TIME PENALTIES

Art. 8.2.1 Delay at the start of the Competition, a leg or a section - 120 points.

Art. 8.2.3 Missing of a Competition number or a Rally plate - 100 points.

Art. 8.4.1 1st infringement of traffic laws - 300 points.

Art. 9.1.2 Not checking in, in the correct order - 120 points.

Art. 9.2.2 Missing the passage from a Time or Passage control or arrival from wrong direction-120 points

Art. 9.3.1 No entry at a passage control - 120 points

Art. 9.3.2.2.a Late arrival at a time control: 1 points for each minute or fraction of minute

Art. 9.3.2.2.c No entry at a time control or arrival outside the maximum permitted delay - 120 points

Art. 9.3.3 For each TC missing - 120 points

Art. 9.5. Regularity test section not completed or not started - 300 points

Art. 9.5.1 Stopping and/or waiting for target time on a regularity test section - 120 points

MONETARY PENALTIES

Art 8.2.3 Lack of an Event number or an Event plate: 100 euro

11. CLASSIFICATION - PRIZES – PROTESTS

11.1 Classification

- a. Penalties are applied in points. The results are established by adding together all regularity tests points, and all the time penalties incurred on road sections together with all other penalties expressed in time. The winning Crew is the one obtaining the least amount of points. Results for each category are obtained in the same way.
- b. Dead Heat - In case of equal amount of points the car of the older category is proclaimed winner - Between cars of the same category, the car of the smaller cubic capacity is proclaimed winner. - Between cars of the same cubic capacity, the older car is proclaimed winner.

11.2 Prizes - Cups

11.2.1 General Classification

(1st driver and co-driver) The 1st, 2nd, 3rd, placed crews will receive 2 awards.

11.2.2 Periods (category) Classification

Periods classification 1st, 2nd and 3rd place in each Period will receive 2 awards. If 5 cars start in a period, cups will be awarded to the first 3 teams. If 4 cars start in a period, cups will be awarded to the first 2 teams. If 3 cars start in a period, cups will be awarded to the first team.

11.3 Prize-Giving

The prize-giving ceremony will take place on Wednesday, July 2, 2025 at 21:00 hrs.

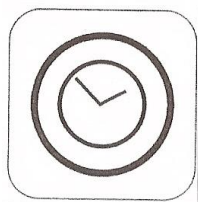
11.4 Protests

11.4.1 All protests must be lodged in accordance with the International Sporting Code, within 30 min. after the posting of the official provisional results. Any protest must be lodged in writing to the Clerk of the course by one single crew and may only be lodged against one single crew or against the organiser. The protest fee is fixed to the equivalent of the entry fee.

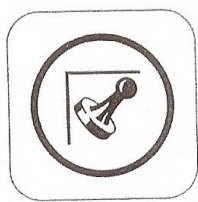
11.4.2 The decisions by the Stewards of the Meeting are final.

Appendix 1:

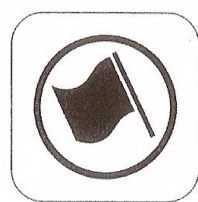
Regularity Rallies control signs



Time control



Passage control



Regularity test start



End of regularity test