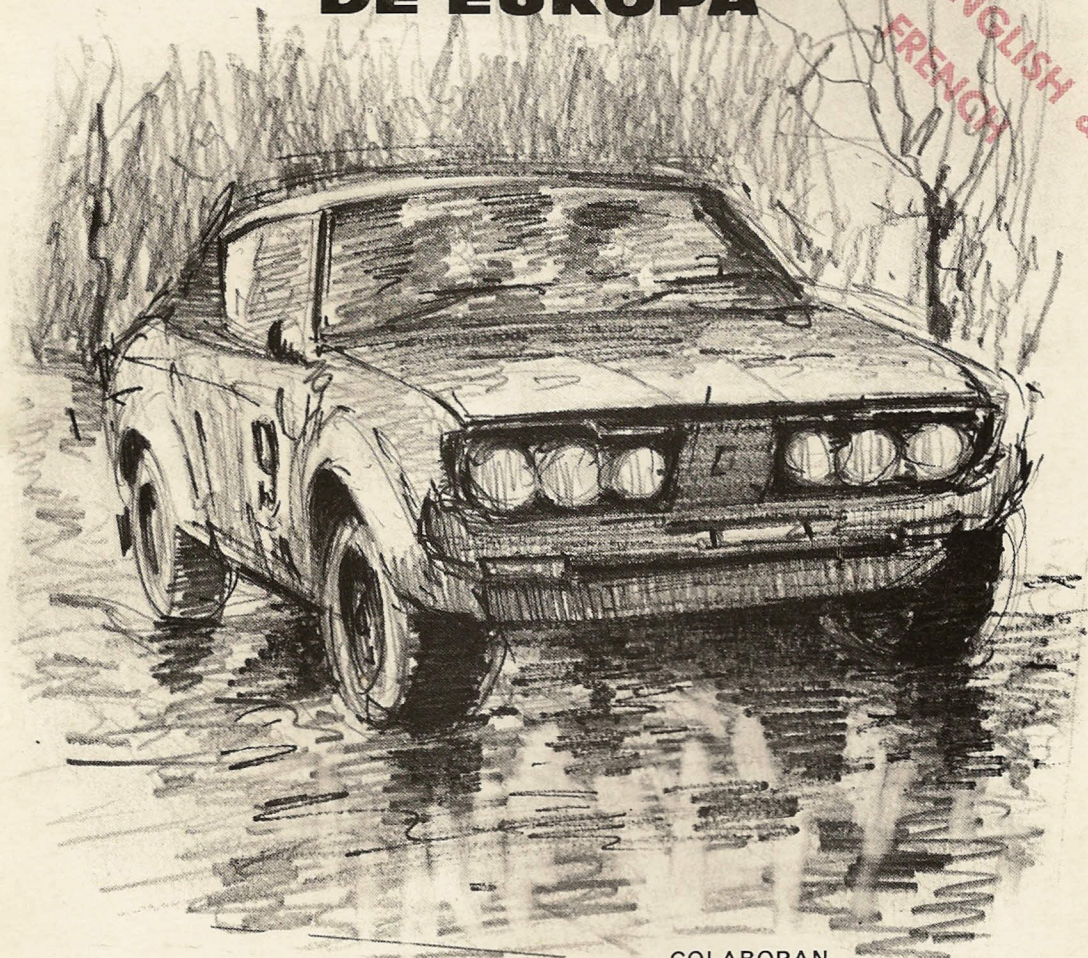


XI RALLYE INTERNACIONAL Firestone

CAMPEONATO DE EUROPA

**ENGLISH &
FRENCH**



CON LA COLABORACION ESPECIAL DE

LA GACETA DEL NORTE

ORGANIZA

REAL PEÑA

MOTORISTA VIZCAYA

COLABORAN

**FEDERACION CENTRO
DE AUTOMOVILISMO**

CON LAS ESCUDERIAS
SANTANDERINAS

Ω OMEGA

CRONOMETRAJE OFICIAL

29/30 Abril y 1 Mayo 1977

XI RALLYE INTERNATIONAL **Firestone**

EVENT FOR THE
EUROPEAN RALLY CHAMPIONSHIP
FOR DRIVERS

CHAMPIONAT DE L'EUROPE
DES RALLYES POUR
CONDUCTEURS

29/30 April 1 May, 1977

Previous results of the Firestone International Rally

Palmares du Rallye Firestone International

1967	1.º "Jorge" - L. P. Villamil	SP	Lancia HFR
	2.º M. Juncosa - L. Oliva	SP	Fiat Abarth 1000
	3.º B. Tramont - R. Muñoz	SP	Alpine A-110
	4.º E. Jackson - D. Kenneth	G B	Ford Cortina Lotus
	5.º F. Serra - J. Tugues	SP	Fiat Abarth 850 TC
1968	1.º E. Doncel - J. Parejo	SP	Porsche 911 R
	2.º J. M. Lencina - J. Mato	SP	BMC Cooper S
	3.º P. Cooper - P. Stephens	G B	BMC Cooper S
	4.º E. Jackson - K. Deacon	G B	Ford Escort
	5.º N. Bosch - C. Loverdes	SP	R-8 Gordini
1969	1.º M. Etchebers - E. Sauto	FR	Porsche 911 S
	2.º J. M. Palomo - J. Adell	SP	Porsche 911 R
	3.º E. Doncel - F. Porrero	SP	Alfa Romeo GTA
	4.º "Pancho" - E. Salaverri	SP	Ford 20 MRS
	5.º J. Pavón - L. Marquina	SP	R. Alpine 1300
1970	1.º E. Doncel - R. Antolín	SP	Porsche 911 S
	2.º A. Ruiz Giménez - R. Castañeda	SP	Porsche 911 S
	3.º M. Etchebers - E. Sauto	FR	Alpine 1600S
	4.º "Pancho" - E. Salaverri	SP	Ford Capri 2600 RS
	5.º J. Gargallo - J. Ramón	SP	Hillman 4261
1971	1.º J. Egreteaud - E. de Sauto	FR	Porsche 911 S
	2.º A. Ruiz Giménez - R. Muñoz	SP	Porsche 911 S
	3.º M. Etchebers - M. C. Rives	FR	Porsche 911 S
	4.º J. Gargallo - J. Ramón	SP	Porsche 914/6
	5.º L. Sainz - J. C. Oñoro	SP	Alpine Renault 1600
1972	1.º J. P. Nicolás - J. Todt	FR	Alpine Renault 1800
	2.º E. Doncel - A. G. Mantecón	SP	Porsche 911 S
	3.º S. Barbasio - A. Bernacchini	I	Lancia H. F. 1600
	4.º J. Pavón - R. Antolín	SP	Renault Alpine
	5.º M. Etchebers - M. C. Rives	FR	B.M.W. 2002 TI
1973	1.º S. Munari - M. Mannucci	I	Lancia Stratos HF
	2.º L. Asterhag - A. Gullberg	SW	BMW 202
	3.º M. Etchebers - M. C. Etchebers	FR	Porsche 911 S
	4.º C. Sclater - B. de Jong	G B	Ford Escort
	5.º G. Blomqvist - I. Blomqvist	SW	Opel Ascona
1974	1.º W. Röhr - J. Berger	D	Opel Ascona
	2.º A. Borges - A. Morais	P	Porsche Carrera RS
	3.º J. C. Pradera - R. Comyn	SP	Seat 1430/1600
	4.º E. Reverter - A. Reverter	SP	BMW 2002 TI
	5.º P. Faulkner - M. Broad	G B	Ford Escort RS 1600/1800
	6.º W. Coleman - D. O'Suilleabain	G B	Ford Escort RS 1600
1975	1.º M. Verini - F. Rossetti	I	Fiat Abarth 124
	2.º B. Coleman - J. Davenport	G B	Ford Escort 1600
	3.º C. Sclater - M. Holmes	G B	Datsun Violet
	4.º M. Etchebers - M. C. Etchebers	FR	BMW 2002
	5.º J. I. Sunsundegui - I. Larrinaga	SP	Alpine 1800 F
	6.º A. Jaroszewick - J. Wojtyna	PK	Fiat Abarth 124
1976	1.º A. Zanini - J. Petisco	ESP.	Seat 1430/1800
	2.º T. Makinen - H. Liddon	FIN.	Ford Escort 1800
	3.º S. Cañellas - D. Ferrater	ESP.	Seat 1430/1800
	4.º A. Jaroszewicz - R. Zyszkowski	POL.	Fiat Abarth Ral.
	5.º B. Fernández - M. Brasa	ESP.	B.M.W. 2002 TII
	6.º K. Videan - P. Rushforth	G. B.	Datsun 240 Z

"XI FIRESTONE INTERNATIONAL RALLY"

I – SCHEDULE

Friday, April 8th 1977: Close of entries.

Friday, April 15th 1977: Release of list of entries.

Thursday, April 28th 1977: 09.00 h. — Rally H. Q. opens at Firestone office
Alda. Urquijo, 10 - Bilbao-8.
10.00 h. — Starts documentation.

Friday, April 29th 1977: Scrutineering in accordance with the following
schedule:
09.00 to 10.00 — entries N.º 1 to 25
10.00 to 11.00 — entries N.º 26 to 50
11.00 to 12.00 — entries from N.º 51 onward.
14.00 h. — Release of the list of all vehicles scruti-
nered.
19.00 h. — Rally starts with departure of car n.º 1.

Saturday, April 30th 1977: 10.00 h. — Rally arrives at Santander — "Parc Fer-
mé" (Half way halt).
22.00 h. — Rally re-starts from Santander.

Sunday, May 1st 1977: 12.30 h. — Rally finishes at Bilbao — "Parc Fermé"
18.00 h. — Posting of results.
20.00 h. — Prize presentation.

II – ORGANIZATION COMMITTEE

Members of the Organizing Committee:

D. Antonio G. Borreguero	D. Fco. J. Nebreda	D. Carlos Echevarría
D. Rafael Brancas	D. Antonio Liqueste	D. José Luis Legarreta
D. Pedro Barrena	D. Tomás García	D. Félix García Olano
D. Alberto Artajo		

Officials of the event:

Clerk of the Course:

D. Jesús M.^a Deprit

Deputy Clerks:

D. Rafael Brancas
D. Pedro Barrena

Secretary of the Meeting:

D. Antonio Liqueste
Srta. Blanca Barúa

Sportive Marshals:

D. Tomás Cuesta
D. José Luis Lezama
D. Fernando Samperio
D. Iñigo Arrola
D. José Martín Lanuza

Technical Marshals and Scrutineers:

D. Ricardo Viota
D. Román Lerchundi
D. José Márquez

Route Marshals:

D. Alberto Artajo
D. Tomás García
D. Pedro Revilla
D. José Luis García
D. Fernando Ripalda
D. César Rodríguez
Srta. Milagros Ortega
D. Raymond Spangler
D. Gabino P. de Albéniz
D. José Luis Legarreta

Rally Headquarters:

Up to April 27th, Alda. San Mamés, 37-2.º - Telephone: 431 61 13.
From April 28th, Alda. de Urquijo, 10 - Telephone: 415 81 20.

Time-Keepers:

D. Luis Solinis
D. Pedro J. Barrena
D. José Solinis
D. Felipe Cermeño
D. Germán Hayek
D. Antonio Rentería
D. José M.^a Echebarría
D. Angel Solana
D. Víctor Gómez
Srta. Isabel Jiménez
Srta. Yolanda Maruri
Srta. Merche Vidal

Classifications:

D. Angel Ortega
D. Fernando Villanueva
D. Pedro Saracho

Medical Assistance:

Doctor J. A. Usparicha

P. R. Officer:

D. Fco. J. Nebreda

Press Officer:

D. J. A. Montón

Observers and Marshals appointed
by F.I.A. and F.E.A.

III.—GENERAL REGULATIONS

Article 1: **ORGANIZATION**

Real Peña Motorista Vizcaya, with the sponsoring of Firestone Hispania and in collaboration with local clubs, organizes the "XI Firestone International Rally", to be held from April 29th to May 1st, 1977.

Article 2: **GENERAL PRESCRIPTIONS**

- 1) The competition is held under the International Sporting Code of the F. I. A., the general competition rules of the European and Spanish Championships and these additional supplementary regulations.
- 2) This event is included with coefficient 3 in the European Rally Drivers Championship, and coefficient 4 for the Spanish Rally Championship.

Article 3: **DESCRIPTION OF THE EVENT**

The Firestone Rally will cover an itinerary running approximately 1.200 kilometers, divided in two parts, to be covered within a specific timetable. Detail of these two parts, as well as of the special stages and time controls, appear in the Rally itinerary and in the Road Book. Theoretical timetables appear also in the Rally itinerary and in the Route Card.

Article 4: **ELIGIBLE CARS**

- 1) All cars must comply with Appendix "J" to the I. S. C. and must be individually licensed for the road. All cars entered must correspond to one of the following Groups:

- Group 1: Production Touring Cars
- Group 2: Special Touring Cars
- Group 3: Grand Touring Cars
- Group 4: Special Grand Touring Cars.

- 2) Additionally, all cars entered will be divided into the following 10 Classes:

Group 1:

- Class A: up to 1.000 c.c.
- Class B: over 1.000 c.c. to 1.600 c.c.
- Class C: over 1.600 c.c.

Group 2:

Class D: up to 1.150 c.c.

Class E: over 1.150 c.c. to 1.300 c.c.

Class F: over 1.300 c.c.

Group 3:

Class G: up to 1.600 c.c.

Class H: over 1.600 c.c.

Group 4:

Class I: up to 1.600 c.c.

Class J: over 1.600 c.c.

- 3) At least 5 cars in the same Class must start the Rally to have the Class established. Otherwise, if possible, they will be incorporated to the immediate higher Class.
- 4) The Organization has fixed a limit of 75 entries. Selection of entries will follow the established order:
 - 1.º—Position in the European Rally Drivers Championship.
 - 2.º—Position in the Spanish Rally Championship.
 - 3.º—Performances during the past two years, as claimed on the entry form.
 - 4.º—Order in which entries have been received.

Article 5: **ENTRANTS ACCEPTED**

Any person, Group or entity with an entrant license for 1977.

If the entrant is not directly in charge of the car, its duties and responsibilities will correspond to the first driver listed in the entry form.

Article 6: **ENTRIES**

- 1) All entries should be addressed to: REAL PEÑA MOTORISTA VIZCAYA, Alda. San Mamés, 37 - 2.º - BILBAO - 10. Telephone: 4316113, using the official entry form. Entries close at 20.00 of April 8th, 1977.

Change of one of the two drivers should be approved by the Organization before scrutineering in the morning of April 29th.

- 2) Entry forms should have the necessary visa of the Automobile Club in their country.
- 3) On request by the Organization, it is compulsory to submit the homologation sheet or form of recognition, with any appendix available, either original or photocopy, specially for the initial and final scrutineerings.

- 4) The entrant is allowed to change the initial car for another one in the same Group, up to scrutineering in the morning of April 29th.
- 5) The Organization has the right to refuse the entry of a car or driver, notifying him about it as soon as possible. It also has the right to accept some cars over the 75 limit initially scheduled.
- 6) By submitting the entry, entrants accept fully the sportive jurisdiction specified in the I. S. C. as well as in the present regulations.

Article 7: **ENTRY FEE-INSURANCE**

- 1) The entry fee is set at pesetas 7.000,— for each car entered.
- 2) Entries may be advanced by telegram, provided they are issued before the time established for close of entries, confirming the telegram by letter mailed at the same time.
- 3) To be accepted, the entry form should be duly signed by the entrant and including the cost of the entry fee, or a receipt of its payment to the local Automobile Club.
- 4) The entry fee includes the right to enjoy insurance covering entrants and drivers against third parties risk up to pesetas 1.000.000, anyone's incident or occurrence. This insurance covers from the moment of the start until the end of the Rally, or until a car is excluded or retired from the event. In the case of an accident, the entrant or driver should give notice to the organizers within 24 hours, with the necessary information and data.
- 5) The entry fee will be returned to applicants whose entries have not been accepted, or to everybody in case the Rally be cancelled.
- 6) Entries for special classifications. —Besides de prizes for General Classification, Groups and Classes, covering all the entrants, those wishing to apply for any other complementary prizes, special commercial classifications, etc., should point it out clearly in the entry form before the initial scrutineering.
- 7) The above mentioned entry fee covers also the booking of a double room for each car entered, at a hotel in Santander, for the mid-Rally halt. This booking is on account of the Organization and will be settled at the hotel with a ticket received by the entrant on arrival at Santander.

Article 8: **TRAFFIC REGULATIONS**

Along the Rally route, all cars must comply with the established traffic regulations, on the road and through the cities. Any infringement will be penalized as established.

So that the organizers may have knowledge of any infringement occurred, the Route Card will have a space reserved for the police to write the type and date of the infringement.

Article 9: **VARIATIONS - INTERPRETATION**

- 1) In accordance with Article 66 of I. S. C., the Organization has the right to change any of the rules of the present regulations; if circumstances make it necessary, advising all entrants with enough time.
- 2) All such variations will be announced by appendixes, numbered and dated, which automatically will become a part of the present regulations.
- 3) Sportive Marshals have authority to take decisions in cases not foreseen in these regulations.
- 4) In case of doubt in the interpretation of the present regulations, the English version will be considered valid.

REAL PEÑA MOTORISTA VIZCAYA AND THE ORGANIZING COMMITTEE OF THE RALLY DECLINE LIABILITY IN ANY ACCIDENT CAUSED BY OR TO COMPETITORS AND THE COMPETITIVE CARS DURING THE WHOLE OF THE EVENT.

IV.—DUTIES OF ENTRANTS

Article 10: **MEMBERS OF THE TEAM**

- 1) Each car must carry two drivers, both with a driving license for 1977, though one of them will be designed as first driver and the other one as navigator.
The first driver should take the car at least during half plus one of the special stages.
- 2) Both drivers should remain in the car during the whole Rally and a third member on board is banned.

Article 11: **PLATES - NUMBERS**

- 1) Each car will be supplied with two official plates for the Rally, bearing the number they have been assigned in the event. These plates should be displayed at the front and the rear of the car, on the outside, clearly in sight.
- 2) The Rally plates should never cover the legal plate of the car. On the other hand, the loss of these plates during the Rally will represent a penalty of pesetas 2.000 per plate.
- 3) Side numbers, in black on white background, should be placed on each of the two front doors of the car and their loss is similarly fined with pesetas 2.000 per number.
- 4) It is recommended that the car bear on the doors, or on the front mudguards, the names of the two drivers and the national flag of the entrant's country.
- 5) As well as on the initial scrutineering, identity marks can be made on the car at any moment of the Rally and its fail and inexistence will mean exclusion from the event.
- 6) Besides, the responsible entrant or driver may be submitted to bigger penalties, if requested to the National Automobile Authorities.
- 7) The entrant or driver is responsible for the plates and numbers until the end of the event, as well as for any consequence originated by driving without them, included exclusion from the Rally.

Article 12: **APPOINTMENT OF NUMBERS AND STARTING ORDER**

The numerical order of competing cars will be determined by a selection committee, with preference for F. I. A. 's seeded drivers and taking in consideration previous performances of all the entrants.

The start of the Rally will be made in numerical order but, for the start of the second part in Santander, the order will be based on the classification achieved in the first part.

Article 13: **TIME CARD**

- 1) At the start of the Rally, each car will receive its corresponding time card, in which will appear the established time between the different time controls in the first part. A similar time card will be issued after each neutralization.
- 2) The time card should be kept by the crew during the whole itinerary, submitting it at the different controls.
- 3) Any correction or erasure in the time card which has not the signed approval of the marshals, will represent exclusion for the car.
- 4) Likewise, the inexistence of a check at any of the time controls, as well as failure to produce the mentioned time card at the control or at the end of each part of the Rally, will be motive of exclusion.
- 5) It is the responsibility of the crew to present the time card at the respective controls at the correct time, as well as checking that the data entered by the marshal is correct.

Article 14: **REPAIRS - DRIVING DURING THE RALLY**

- 1) Repairs are allowed at any moment of the event, except when in "Parc Fermé" and in those cases specifically banned by any of the articles in the present regulations.
- 2) A car is not allowed to be towed, pushed or carried, except when it is necessary to move it out of the road or in the case of an accident, to allow it to get back on the road.
- 3) A car will also get excluded if:
 - A.—Purposely obstructs the circulation or overtaking of other vehicles.
 - B.—Acts in a way unacceptable with the sportive spirit.
 - C.—Circulates in the opposite way during a special stage or entering the controls.
 - D.—Bears advertising in the spaces reserved for official numbers and plates.
- 4) However, entrants are allowed to place advertising on their cars, provided that:
 - A.—It does not go against F. I. A. 's or the organizers' country regulations.
 - B.—It does not contradict the traditional good taste and customs.
 - C.—It does not hinder the driver's visibility in any direction.

V.—CHARACTERISTICS OF THE EVENT

SECRET ZONE

Though detail of the itinerary and position of special stages and time controls are clearly stated in the documents issued by the Organization, during the second part of the Rally there is a secret zone, which will be known to entrants only shortly before it begins.

The reason for this secret is that practising is not allowed in the special stages of that territory. Furthermore, within the stage no vehicles at all will be allowed, neither assistances or followers, who will be only permitted to enter the stages on foot. The lay-out of these stages allows for service crews to be able to render easy assistance.

This secret zone covers the whole final half of the second part of the rally, from Ramales to Bilbao, with an approximate length of 350 Kms. including several special stages, all of them on loose forest roads, totalling about 90 Kms.

Article 15: **START**

- 1) The start of the Rally will be given in numerical order, at one minute intervals, on Friday 29th, at the specified starting point. In the time card will appear the correct starting time for each car and a delay of over 15 minutes will represent the exclusion of the car.
- 2) Cars should turn up at each of the time controls specified in the time card, exactly in the established order, or they will be excluded.

In the time card, the established time between two controls is clearly indicated.

- 3) Hours and minutes will be always considered from 00.01 to 24.00. The official time for the event will be that of the Omega main clock in the Organization, synchronized with the time issued by the Spanish National Radio.
- 4) Each entrant will be supplied with a Road Book showing the details of the whole itinerary. The part covering the "secret zone" will be handed at the neutralization in Ramales.

Article 16: **OPERATIONS AT CONTROLS**

- 1) All controls, whether T. C. or pass control, start or end of special stages, neutralizations and end of each part, will be duly indicated by the standard signs established by I. S. C.
- 2) The start of a control area will be identified by a yellow sign. The control position, 25 to 50 meters further on, will be identified by a red sign while the end of the control area, a further 50 meters apart, will be established by a yellow sign with black diagonal stripes.

- 3) All control areas, that is, the distance between the first yellow sign and the final yellow with black stripes sign, will be considered as "Parc Fermé". Therefore, it is not allowed to make repairs or receive assistance in that area; infringement will be punished with exclusion.
- 4) The time allowed a car to stop within the control area should be that estimated necessary to accomplish the control operations.
- 5) It is not permitted, with exclusion penalty:
 - A.—Enter a control area from a different direction to that of the Rally.
 - B.—Recross a control area after checking at the control.
- 6) The car crew is allowed to check the official clock at the control table.
- 7) Controls will start operations 15 minutes before the scheduled official time for car N.º 1, closing 15 minutes after the official time for the last vehicle in the Rally.
- 8) Entrants must follow the instructions from the marshals at any control; disobedience will be penalized accordingly, with the possibility of exclusion.

Article 17: **TIME CONTROLS**

- 1) Cars may go into the control area one minute before the official time, stopping the car near the control table. Once the car is in this area, the real time will be that in which one of the crew members hands the time card to the marshals for checking.
- 2) The marshals in charge of the control will enter the time in which they have received the time card, signing right away in the corresponding space of the card.
- 3) The time entered represents the real arrival time for the previous section.
- 4) An entrant may check at the time control, without penalizations, within the whole minute established, that is, if the official time is 06h. 24m., the control will be correct if checked between 06h. 24m. and 06h. 24m. 59s.
- 5) A.—Any delay on the official time will be penalized with 30 seconds per part or full minute.
 B.—Any advance on the official time will be penalized with 60 seconds per part or full minute.
- 6) Any car arriving at a time control with a delay of over 15 minutes, or an accumulated delay in various controls between neutralizations exceeding also 15 minutes, will be right away excluded.
- 7) In any case, the arrival in advance to a time control does not compensate any previous delay in other controls, as it is not allowed to recover any lost time.

- 8) Arrival in advance without penalization is allowed at the finish of the first and second part of the Rally, that is, Santander and Bilbao.
- 9) When a time control precedes the start control of a special stage, both areas will be made into one, arranged as follows:
 - A.—The yellow sign with black stripes which marks the end of a time control area will disappear.
 - B.—A yellow sign announcing special stage will be placed about 100 meters beyond the control table.
 - C.—25 meters further on, the red sign will identify the starting line for the special stage.
- 10) In situations covered by the previous paragraph, the car entering the control area will have his time card registered at the corresponding time. This will be the time marking the end of the previous section. Right away the car will proceed to the yellow sign announcing the special stage and, when instructed, cross over to the starting line. A maximum time of 2 minutes, over the one registered at the Time Control, is granted for presentation at the Start of the Special Stage. The time established for the start of the stage will be the one ruling for the next time control. It is reminded that all the control area between the signs detailed in the previous paragraph is considered as "Parc Fermé".
- 11) In the case of pass controls, the marshals will merely check and sign the time card, but the time must not be entered.

Article 18: **NEUTRALIZATIONS AND REGROUPING**

- 1) The neutralizations and regrouping controls established in the itinerary will operate, at the arrival, on the same basis as the regular time controls.
- 2) However, on checking at such special control, the crew will hand over to the marshal the corresponding Route Card, at which moment they will be advised on the approximate departure time. Right away the car should be taken to the arranged enclosure, abiding with the corresponding regulations, whether it is "Parc Fermé" or an open free work area.
- 3) At the moment of re-starting, a new Route Card will be handed to each crew. The starting order should be the same as the beginning of the first or second part of the Rally, but duly regrouped, closing ranks to cover failures originated by retired entrants.

Only in Santander, at the start for the second part, the new starting order will take place following the classification with the results of the first part.

Article 19: **SPECIAL TIMED STAGES**

- 1) The special stages are speed stretches timed from start to finish.

- 2) It is compulsory for the two drivers of the car to wear the crash helmets during the whole length of these stages; otherwise they should be excluded.
- 3) It is forbidden to drive in the opposite direction while these special stages are taking place.
- 4) **Start:** The car should approach the starting line with both drivers on board, with crash helmets and safety harnesses properly fastened; the car must be stopped at the starting line and the marshal will enter the correct starting time —hour and minute— in the corresponding card. After checking that the data entered is correct, the card should be retained by the navigator to hand over at the stop control after the finish.

The driver should not start the stage until the exact moment announced by the marshal, who should advance in loud voice the seconds to go for the start, mainly 30, 15 and 10 seconds; the last 5 seconds will be pointed, one by one, in front of the windscreen. At zero time, the driver should start the stage. To remain at the start for more than 20 seconds after the order has been given, will be penalized with 120 seconds.

Should the start of the stage be the same of the time control, the marshal should also enter the departure time in the corresponding Route Card.

- 5) If a driver starts the stage without waiting for the marshal order, he could be penalized with up to 60 seconds and, in case of reincidence, the marshals could set higher penalizations.
- 6) **Arrival:** Passing by the finishing line should be non-stop, beginning to lose speed afterwards to be able to stop at the complementary control.

This control will be set at a distance of about 100 to 200 meters from the finishing line, duly announced by a red "stop" sign. It is compulsory to stop there, so that the marshal may enter the arrival time in the crew's card. If by any reason the time-keepers would be unable to set the correct arrival time, the marshal will point it out in the time card and the real time will be notified to the driver at the first opportunity.

- 7) If by fault of the driver it was not possible to take the start or arrival time, the entrant will be automatically excluded.
- 8) The times invested by the cars in the various special stages, estimated in hours, minutes and seconds, will be accumulated to any other possible penalties in order to establish the final classification. In the case of a draw, the winner would be the one better classified before the last stage.

Article 20: "PARC FERME"

- 1) Once the car has been taken into a "Parc Fermé", it should not be taken out of the control area:
 - A.—In time controls or control area of special stages.
 - B.—In neutralizations, if a "Parc Fermé" has been established.

C.—Once the Rally is finished, until the period for claims has elapsed, in accordance with the regulations.

- 2) Under pain of exclusion, while a car is in a "Parc Fermé", it is forbidden to make repairs, refill the car or handle with it. Exceptionally, and always watched by a marshal, in case of damage, a change of tires or setting of a new windscreen may be allowed. In any case, assistance crews are not allowed into the "Parc Fermé" and the job should be done by the official members of the crew.
- 3) Once the car in the "Parc Fermé", neutralization or end of the Rally, both drivers should take their belongings from the car as soon as possible, leaving the "Parc Fermé" until the scheduled time for the start.
- 4) At "Parcs Fermé", regrouping neutralizations or end of the first part, the entrant should ask for the time at which he will have to re-start, so as to be ready and awaiting instructions from the marshal 10 minutes in advance.
- 5) It is not compulsory for the car to leave the "Parc Fermé" on its own; in case of need, it may be pushed out, but only by the official members of the crew.
- 6) Any infringement on the specifications referring to "Parc Fermé" will mean exclusion from the event.

VI.—SCRUTINEERING - PENALTIES

Article 21: **SCRUTINEERING**

- 1) All cars entered in the Rally will have to attend the initial scrutineering, within the time assigned to the car, as detailed in the Rally program, during the morning of Friday, April 29th. Unless previously approved by the marshals, all delay in presenting the car to the scrutineering will be penalized in accordance with the established scale.
- 2) The above scrutineering will be of a general type (control of licenses if it has not been made on delivering the documents, make and type of the car, of the basical security equipment and its conformity to circulate on an open road). Likewise the car will be duly identified with a seal or some other mark, at will of the organizers.
- 3) It is compulsory for all cars to have a safety roll bar, as specified by I. S. C., as well as one or two fire extinguishers making up at least 5 Kilos. It is also compulsory to have a spare tire and the necessary tools to change it; safety locking devices in the front lid; at least one rear-view mirror; laminated glass windscreen, proper flaps for protection from mud and gravel; safety harnesses and crash helmets in accordance with F. I. A. standards..
- 4) A car lacking any of the above requirements will not be allowed to start.
- 5) Spiked tires are not allowed.

Article 22: **FINAL SCRUTINEERING**

- 1) At the end of the Rally, on Sunday, May 1st, all finishers will go into "Parc Fermé" so that the seal or mark may be checked and also any other possible penalties detailed in Article 23.
- 2) Missing of the identification marks established in Article 21, paragraph 2, either during the Rally or at the final scrutineering, will represent automatic exclusion of the car.
- 3) The cars classified in the first three positions of the General Classification will be submitted to a detailed scrutineering, which may go as far as disassembling of the car. This same rule may be applied, if the organizers or marshals consider it convenient, to winners of any other classification or whatever car which the marshals esteem convenient. The same thing is applied to any other vehicle in the case of a claim, or on request of the Rally Clerk.
- 4) If a car is disassembled due to a claim, the expenses originated will be paid by the entrant submitting the claim, who previously will deposite the established fee. Should the claim prove to be correct, the protest fee will be returned and the expenses originated will be on the account of the claimee entrant.

Article 23: **PENALTIES**

- 1) In all cases established in Articles 6-2) and 3), 7-3), 10-2), 15-1) and 21-3) and 4) Will not be allowed to start
- 2) In all cases established in Articles 10-6), 11-5) and 6), 13-3) and 4), 14-2) and 3), 15-2), 16-3), 5) and 8), 17-6), 19-2), 3), and 7), 20 and 22-2) Exclusion
- 3) Breach of Spanish Traffic Regulations in Articles 19, 21-3), 30, 40, 45-a), 48-v), 98, 146-i) and 151. (Article 8)..... Exclusion
 - Breach of the Spanish Traffic Regulations in any other Article. (Article 8) 60 seconds
 - Reincidence on the above. (Article 8) Exclusion
 - Breach of local authorities regulations. (Article 8) 30 seconds
- 4) Arriving for previous scrutineering with a delay of under 30 minutes. (Article 21-1) 500 pesetas
 - Arriving with a delay of between 30 and 60 minutes. (Article 21-1) 1.000 pesetas
 - Arriving with a delay of over 1 hour. (Article 21-1) Will not be allowed to start
- 5) Car registration covered by Rally plate, for each one. (Article 11-2) 2.000 pesetas
- 6) Losing official plates and numbers, for each one. (Article 11-3) 2.000 pesetas
- 7) Delay on the allowed time at time-controls, per minute. (Article 17-5a)..... 30 seconds
- 8) Advance in arrival at time-controls, per minute. (Article 17-5b)..... 60 seconds
- 9) Delay of over 20 seconds in starting special stage. (Article 19-4) 120 seconds
- 10) Starting too early at a special stage or at the start. (Article 19-5) 60 seconds
- 11) Not stopping at the "stop" control after a special stage. (Article 19-6) 5 minutes
- 12) For each second in the running of the special stages. (Article 19-8)..... 1 second
- 13) Missing of any of the compulsory lights, for each one. (Article 21-2) 1.000 pesetas
- 14) Penalties at estimation of the Sportive Marshals. (Articles 16-8 and 19-5)

VII.—CLASSIFICATIONS - PROTESTS - PRIZES

Article 24: **CLASSIFICATION**

- 1) Penalties will be established in hours, minutes and seconds and the final classification will be obtained by adding all penalties, that is, the time invested in the special stages plus any other penalties incurred. The winner will be the one with the lower figure, following the order from lower to higher. The same system will be applied for Groups, Classes and other special classifications.
- 2) In the case of a draw, the winner will be the one better classified before the last stage, or previous one if necessary.
- 3) Results will be posted on Sunday, May 1st, as from 18.00 h., at the Rally H. Q. and other possible participants concentrations, which will be duly announced.

Article 25: **PROTESTS - APPEALS**

- 1) The following periods are established for submission of claims:
 - A.—Against results and General Classifications, during the next hour after posting of results at the Rally H. Q.
 - B.—Against a technical decision, immediately after it has been notified to the interested party.
 - C.—Against validity of an entry, during the next hour following the end of scrutineering.
- 2) Should an entrant appreciate any irregularity during development of the event, on which he thinks a claim should be placed, it should be done at the next control, or at least notify by writing his intention to do so, in which case the claim may be definitely submitted at the end of the corresponding part of the Rally.
- 3) All protests will be addressed to the Rally Clerk or sportive marshals, who will examine them as soon as possible, in accordance with Chapter XII of I. S. C.
- 4) Interested parties may appeal, if convenient, to the Spanish National Court as stated in Chapter XIII of I. S. C. Except for the cases detailed in Article 178 of I. S. C., the judgements of the National Court are not subject to appeal.
- 5) Protests must be filed together with a fee of Ptas. 5.000 and Ptas. 10.000 in the case of an appeal. This fee will be returned if the protest or appeal turn out to be correct.

Each protest must cover only one item, and a protest for two or more items is automatically nullified.

Article 26: **PRIZES AND TROPHIES**

Prize giving will take place on the evening of Sunday, May 1st, at the place and time which will be duly announced.

A.—General Scratch Classification.

1.º	200.000	pesetas and Firestone Trophy
2.º	120.000	" " La Gaceta del Norte Trophy
3.º	60.000	" " Trophy
4.º	40.000	" " "
5.º	35.000	" " "
6.º	30.000	" "
7.º	25.000	" "
8.º	20.000	" "
9.º	15.000	" "
10.º	12.000	" "
11.º	10.000	" "
12.º	8.000	" "
13.º	8.000	" "
14.º	5.000	" "
15.º	5.000	" "

B.—Group Classification.

Winner of each Group: Trophy

C.—Spanish manufactured cars.

D.—Classification for Classes.

For each of the 10 Classes, if established:

1.º	10.000	pesetas and Trophy
2.º	5.000	" "

E.—Dames Classification

1.º	10.000	pesetas and Trophy
2.º	8.000	
3.º	6.000	
4.º	4.000	

F.—Firestone tyres classification

1.º	15.000	pesetas and Trophy
2.º	10.000	
3.º	8.000	
4.º	5.000	

G.—By appendix, additional prizes and classifications will be announced, as offered by manufacturers, collaborators, etc.

Firestone está ahí...

Llevando a la victoria a muchos y destacados pilotos y automóviles españoles

En los millares de automóviles y camiones que ruedan por nuestras carreteras, en los surcos de nuestros campos, en las grandes obras públicas que están transformando la piel de España... ahí está FIRESTONE.

Pero FIRESTONE HISPANIA también está ahí: en el mundo espectacular del automovilismo deportivo, crisol de la industria automotriz española

En los rallies, en las pruebas de velocidad, en las carreras en cuesta, en los circuitos... llevando a la victoria a muchos y destacados pilotos y automóviles españoles.

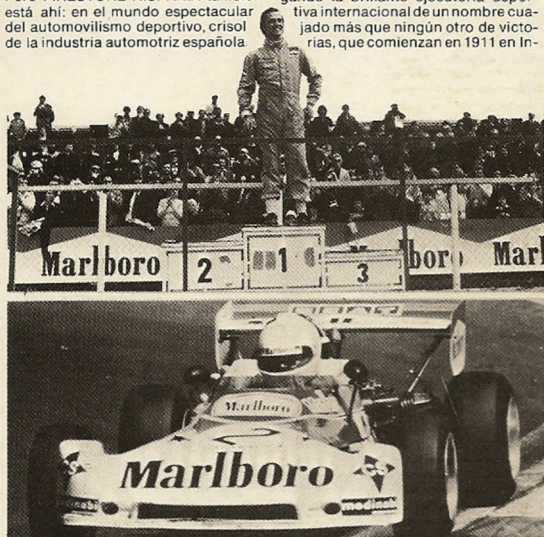
En definitiva, defendiendo y prolongando la brillante ejecutoria deportiva internacional de un nombre cuajado más que ningún otro de victorias, que comienzan en 1911 en In-

dianópolis y culminan con los títulos de Campeón Mundial unidos a los legendarios nombres de Jim Clark, Graham Hill, Jochen Rindt, Emerson Fittipaldi, Mario Andretti, Lotus, Porsche, Ferrari...

Hoy, en el automovilismo deportivo nacional, donde ha centrado su ilusionado interés y lo mejor de su acción promocional en favor de aficio-

nados, constructores de automóviles y pilotos, FIRESTONE HISPANIA sigue imponiendo la ley de sus neumáticos. He aquí el palmarés de Victorias Firestone en la recién concluida temporada 1976.

Firestone



Campeón de Fórmula SEAT 1800

J. Ignacio Villaceros (Martini/Firestone)

Campeón del Desafío SIMCA

J. A. Zorrilla (Simca 1000/Firestone)

Campeón de España de Turismos (Circuito)

Manuel Juncosa (Chrysler 2000/Firestone)

Campeón de la Challenge Chrysler

Manuel Juncosa (Chrysler 2000/Firestone)

Campeón de la Challenge Simca

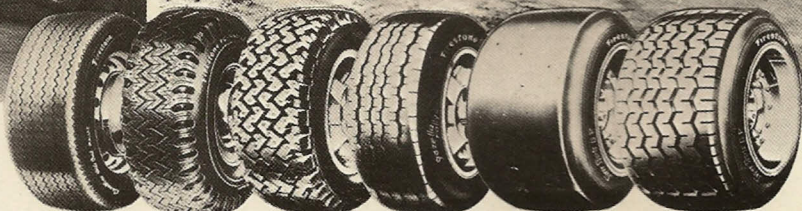
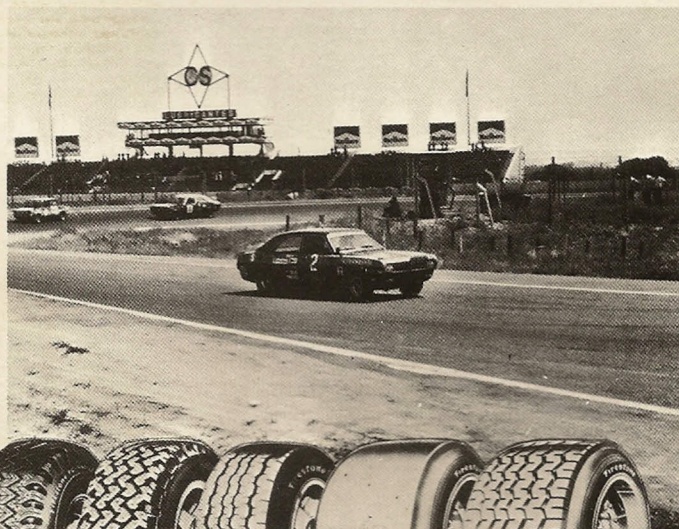
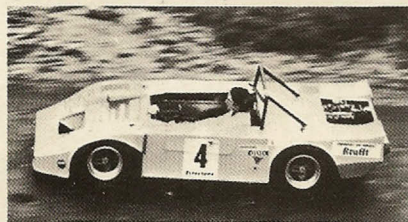
Ricardo Soler (Simca 1000/Firestone)

Trofeo de España para Turismos (F. N.)

Manuel Juncosa (Chrysler 2000/Firestone)

Vencedor absoluto en 47 Rallies

Vencedor absoluto en 26 Carreras en Cuesta



WIDE OVAL RALLYE

TOWN & COUNTRY

SHERPA

GAZELLA

SPEED PLAIN (para seco)

SPEED R-106 (para agua)

Firestone está ahí... promocionando al automovilismo deportivo español