

AUSSCHREIBUNG

REGLEMENT



XXX
RAJD
POLSKI

KRAKÓW

16-19. VII. 1970

ZENTRALE FÜR ÖLPRODUKTE

Motorkraftstoffe: Kraftstoffe für Zündfunken Motoren: Ethylin 78 mit Oktanzahl RM über 78; Ethylin 94 mit Oktanzahl RM über 94.

Kraftstoff für Motoren mit Selbstzündung: Antriebsöl 1 mit Cetanzahl über 45.

Motorenöle: Lux — Type Regular — SAE 20, SAE 30, SAE 40, Extra — Type Premium — SAE 20, SAE 30, Selektöl Type HD — SAE 20 W/30; Superol W u. Superöl WW — Type HD — SAE 20 W, SAE 90, SAE 140 und Motoren Getriebeöle der Firmen: Castrol, Mobil Oil und Shell.

Kraftstoffe, Öle und Schmierfette polnischer Produktion sind in allen Benzinstationen „CPN“ gegen polnische Währung erhältlich.

Öle u. Schmierfette der ausländischen Firmen können in Benzinstationen der „CPN“ gegen Warenbons PBP „Orbis“ erstanden werden, die in den Wechselstellen im Lande sowie in ausländischen Vertretungen PBP „Orbis“ erworben werden können.



CENTRAL OF OIL PRODUCTS

Engine fuels: Oil for engines with spark plug: ethylene at octane rating RM over 78, ethylene 94 at octane rating over 94.

Oil for engines with self-acting ignition: propulsive oil I at cetane rating over 45.

Engine oils: Lux — type Regular — SAE 20, SAE 30, SAE 40, Extra — type Premium — SAE 20, SAE 30, Selectol type HD — SAE 20 W/30, Superol W and Superol WW — type HD — SAE 20 W, SAE 30, SAE 40.

Gear Oils: Hipol — type EP — SAE 90, SAE 140 and engine and gear oils of: Castrol, Mobil Oil and Shell.

Fuels, oils and lubricants of polish production are on sale in all petrol stations „CPN“ for polish currencies.

Oils and lubricants of foreign production are on sale in petrol stations CPN for PBP „Orbis“ coupons which may be bought in currency cash boxes in the country and in PBP „Orbis“ agencies abroad.

XXX RAJD POLSKI

UNDER THE AUSPICES OF
PRIME MINISTER OF THE POLISH PEOPLE'S REPUBLIC

JÓZEF CYRANKIEWICZ

ORGANIZED BY

POLSKI ZWIĄZEK MOTOROWY
AUTOMOBILKLUB KRAKOWSKI

NUMBERED IN

RALLY CHAMPIONSHIP OF EUROPE OF DRIVERS
FOR GROUPS: I-st II-nd and III-rd IV-th
CUP ELIMINATION OF EASTERN EUROPEAN COUNTRIES

AND

RALLY CHAMPIONSHIP OF POLAND

16. VII.—20. VII. 1970

DER PROTEKTOR — PATRON

JÓZEF CYRANKIEWICZ

MINISTER PRÄSIDENT
PRIME MINISTER OF POLAND

EHRENKOMITEE — HONORARY COMMITTEE

Dr WŁODZIMIERZ RECZEK

Vorsitzender des GKKFiT
Chairman of the Chief Committee for Physical Culture and Tourism

CZESŁAW DOMAGAŁA

I Sekretär der Bezirksleitung der PZPR, Sejmabgeordneter
First Secretary of the PZPR of Cracow Province Member of the Sejm (Parliament)

JÓZEF NAGÓRZAŃSKI

Vorsitzender des Präsidiums des Wojewodschaftsrates, Sejmabgeordneter
Chairman of the Council for Cracow Province Member of the Sejm (Parliament)

Dipl. Ing. ROMAN PIJANOWSKI

Präsident der Hauptverwaltung des Polnischen Motorverbandes
Chairman of the Central Board of Polski Związek Motorowy

Oberst MIECZYŚLAW NOWAK

Volkspolizei — Kommandant der Wojewodschaft Kraków
Commanding Officer of the Cracow Province HQ of MO

JERZY PEKALA

Vorsitzender des Präsidiums des Stadtrates Kraków
Chairman of the Cracow City Council

Ing. EDWARD NIZIOŁEK

Generalsekretär der Hauptverwaltung des Polnischen Motorverbandes
General Secretary of the Chief Board of the Polski Związek Motorowy Warsaw

Mgr. CZESŁAW STAWARZ

Vorsitzender des Wojewodschaftlichen Komitees für Körperkultur und Touristik in Kraków
Chairman of the Cracow Committee for Physical Culture and Tourism

Mgr. MIECZYŚLAW STEFANÓW

Vorsitzender des Krakower Komitees für Körperkultur und Touristik in Kraków
Chairman of the Cracow Committee for Physical Culture

Mgr. WŁADYSŁAW SZUMILAS

Generaldirektor der Zentrale für Ölprodukte in Warszawa
General Director of the Central Board for Oil Industry in Warsaw

Ing. HENRYK MARTYNIUK

Generaldirektor der Gummiindustriebetriebe „Degum“ in Dębica
General Director of the Establishment of Rubber Industry „DEGUM“ in Dębica

RALLY REGULATIONS

1. THE COMPETITION AND THE PROMOTER

- 1.1. The XXX-th Rajd Polski has the form of the open competition and is recognized as the European Championship of Rally cars, for I-st, II-nd and III-rd, IV-th groups. XXX-th Rajd Polski is the Cup Elimination for Eastern European countries, and the Elimination for Rally Championship of Poland — according to conditions given in appendixes no: 4 and 5.
- 1.2. The Promoter of the XXX-th Rajd Polski is by appointment of Polski Związek Motorowy the Cracow Automobilclub, which acting by Organizational Committee of the Rally.
- 1.3. The Rally will be run between the 16-th and the 20-th of July 1970.
Cracow will be the basis of the Rally.
The Rally Bureau is placed in Cracow ul. Solskiego 33. telephones: 241-14; 266-44.
- 1.4. XXX-th Rajd Polski is held under the regulations of the International sporting Code of F.I.A., Sporting Code of Polski Związek Motorowy (ACN) and this particular regulations which follow.
- 1.5. The XXX-th Rajd Polski is organized in cooperation with the Boards of Polski Związek Motorowy in Cracow and Opole, and the following Automobilclubs: Śląski, Rzeszowski, Dolnośląski and Motor-Car Aar Club in Nowy Sącz.

2. AUTHORITIES OF THE RALLY

2.1. Jury:

Chairman — Ryszard Cendrowicz
Secretary — Tadeusz Grela
Member — Aleksander Sobański

2.2. Management:

Commander — Aleksander Sobański
Deputy Sporting Commander — Jan Czopek
Deputy Organizational Commander — Kazimierz Czekaj
Chief of Finance — Romuald Zdeb

3. THE RALLY PROGRAMME

- | | |
|---------------------------------|---|
| 25. 6. (Thursday) at 24.00 | — Closing the list of entries |
| 7. 7. (Tuesday) | — Confirmation of entries acceptance |
| 15. 7. (Wednesday) | — Closing the list of teams entries |
| 16. 7. (Thursday) at 8.00—12.00 | — Technical scrutineering „Parc fermè“ — Cracow |
| 16. 7. (Thursday) at 18.01 | — Start for long distance drive of the first etappe |
| 18. 7. (Saturday) at 0.00 | — Finish of the I-st etappe |
| 18. 7. (Saturday) at 0.05 | — Technical scrutineering „Parc fermè“ — Cracow |
| 18. 7. (Saturday) at 16.00 | — Announcements of the results of the I-st etappe |
| 18. 7. (Saturday) at 18.00 | — Announcement the list of competitors who were admitted to start in II-nd etappe |
| 18. 7. (Saturday) at 21.45 | — Opening of the „Parc fermè“ |
| 18. 7. (Saturday) at 22.01 | — Start for II-nd etappe |
| 19. 7. (Sunday) at 6.12 | — Finish of the II-nd etappe |
| 19. 7. (Sunday) at 6.17 | — Technical Scrutineering — „Parc fermè“ Cracow |
| 19. 7. (Sunday) at 14.00 | — Announcements of results |
| 19. 7. (Sunday) at 19.00 | — Prize distribution |

(The exact place will be given in special communicate)

3.1. XXX-th Rajd Polski comprises of:

- 3.1.1. **Bt** — technical scrutineering of rally cars before the start, during and after the competition.
- 3.1.2. **So** — Long distance drive of the length of 2140 km. and classified etappe of the length of 630 km. Total length 2770 km.
- 3.1.3. **OS** — 21 special stages of the total length of approx 215 km.
- 3.1.4. **Sg** — 2 speed tests for hillclimbs of the total length of 18,5 km.

Chronometric apparatus of Longines manufacture will be used throughout the event for measuring the times.



LONGINES TIMING

4. FÄHRTSTRECKE DER XXX RALLYE POLENS
THE ROUTE OF THE XXX-th POLISH RALLY

R. f. Ordinal number	Probe Punkt Test-spot	Ortschaften Lokalisierung Localization	Km des Abschnittes Km of the section	Km vom Start Km from the start	Zeit laut Ausschreibung Regular time	Zeit des I Fahrers Time of the I-st competitor
1	2	3	4	5	6	7
I ETAP						
1.	Bt-1	Kraków				16. VII 8.00—12.00
2.	PKC-1	Kraków — Start	0	0		18.01
3.	PKP-1	Czernichów — Marktplatz (market)				
4.	PKP-2	Zator X				
5.	PKC-2	Andrychów — Marktplatz (market)	59	59	55	18.56
6.	PKP-3	Kocież — Spitze (summit)				
7.	PKP-4	Straconka — Spitze (summit)				
8.	PKC-3	Szczyrk CPN	60	119	45	19.41
9.	OS-1	Szczyrk — <u>Salmopol</u> <i>wowiec OSU</i>				
10.	PKP-5	Cieszyn CPN				
11.	PKP-6	Jastrzębie Zdrój X				
12.	PKC-4	Kietrz	121	240	94	21.15
13.	PKP-7	Korfantów X				
14.	PKC-5	Paczków CPN	110	350	85	22.40
15.	PKP-8	Konradów				
16.	PKC-6	Bystrzyca Kłodzka X auf Międzyzlesie	49	399	40	23.20
17.	PKP-9	Gniewoszów — Schule (school)				
18.	PKP-10	Autobahn Przełom — Spalone				
19.	PKP-11	Nowa Bystrzyca X auf Młoty				
20.	PKP-12	Zieleniec X auf Duszkini Zdrój				
21.	PKC-7	Szalejów Górny X auf Ka- mieniec	91	490	70	17. VII 0.30
22.	OS-2	Walibórz — Jodłownik				
23.	OS-3	Rościszów — Walim				
24.	OS-4	Świerki — Włodowice				
25.	OS-5	Radków — Kudowa Zdrój				
26.	PKC-8	Kudowa Zdrój	125	615	95	2.05

1	2	3	4	5	6	7
27.	PKC-9	Paczków CPN	69	684	55	3.00
28.	PKC-10	Głucholazy	49	733	40	3.40
29.	PKC-11	Głubczyce	45	778	35	4.15
30.	PKP-13	Branice X				
31.	PKC-12	Wisła — Kubalonka Spitze X (summit)	157	935	120	6.15
32.	Bt-2	Kubalonka Spitze (summit) Pause (interval)		—	5 -60	
33.	PKC-13	Wisła — Kubalonka Spitze (summit)			0	
34.	OS-6	Salmopol — Szczyrk				
35.	PKC-14	Żywiec — Marktplatz (market)	39	974	30	7.45
36.	PKP-14	Jeleśnia				
37.	PKC-15	Zawoja	66	1040	60	8.45
38.	SG-1	Zawoja — Zubrzyca				
39.	PKP-15	Kiry — Dolina Kościeliska				
40.	PKC-16	Zakopane — Rondo	66	1106	60	9.45
41.	OS-7	Jaszczurówka — Wierch Po- roniec				
42.	PKP-16	Nowy Targ X				
43.	PKC-17	Stary Sącz — Marktplatz (market)	104	1210	80	11.05
44.	PKC-18	Krynica — Postamt (post office)	55	1265	50	12.00
45.	OS-8	Żebraczka — Berest				
46.	PKC-19	Ropa X	33	1298	30	12.30
47.	PKP-17	Gładyszów X				
48.	PKC-20	Sekowa X	38	1336	28	12.58
49.	PKC-21	Dukla	46	1382	37	13.35
50.	PKP-18	Tylawa				
51.	PKC-22	Komańcza X	46	1428	35	14.10
52.	OS-9	Rzepedź — Tarnawa Dolna X				
53.	PKP-19	Kalnica PKS				
54.	PKC-23	Mchawa	54	1482	40	14.50
55.	OS-10	Wetlina — Ustrzyki Górne				
56.	PKC-24	Czarna X	79	1561	60	15.50
57.	PKC-25	Lesko X	53	1614	40	16.30
58.	PKP-20	Sanok X				
59.	PKP-21	Bircza X				
60.	PKP-22	Rybotycze X				
61.	PKC-26	Przemyśl	93	1707	70	17.40
62.	PKP-23	Błażowa				
63.	PKC-27	Rzeszów	81	1788	60	18.40
64.	Bt-3	Rzeszów — Pauze (intrval)			30	19.10
65.	PKC-28	Rzeszów			0	19.40
66.	PKP-24	Niebylec X				
67.	PKP-25	Frysztak X				

1	2	3	4	5	6	7
68.	PKC-29	Jasło	71	1859	55	20.05
69.	PKP-26	Staszkówka	<i>2,2 km od staszówki ↗</i>		<i>do 8,0 zła droga</i>	
70.	PKP-27	Gromnik X				
71.	PKC-30	Zakliczyn — Marktplatz (market)	70	1929	60	21.05
72.	OS-11	Gródek n/Dunajcem Dąbrowa				
73.	PKP-28	Jurków X				
74.	PKC-31	Muchówka X	68	1997	55	22.00
75.	OS-12	Żegocina — Młynne				
76.	OS-13	Limanowa — Zbludza				
77.	PKC-32	Mszana Dolna X	76	2073	60	23.00
78.	PKP-29	Dobra X				
79.	PKP-30	Raciechowice G. S.				
80.	PKP-31	Dziekanowice Spitze (summit)				
						18. VII
81.	PKC-33	Kraków Ziel der I Etappe (finish of the I-st etappe)	70	2143	60	0.00
82.	Bt-4	Kraków			5	0.05
		Zusammen I Etappe		2143 km		
		Total I-st etappe				

II ETAP

						18. VII
1.	Bt-5	Kraków				21.45
2.	PKC-34	Kraków — start		0		22.01
3.	OS-14	Wola Justowska — Kryspinów				
4.	PKP-32	Czernichów Marktplatz (market)				
5.	PKP-33	Wadowice X				
6.	PKC-35	Zawoja	90	90	70	23.11
7.	OS-15	Zawoja — Zubrzyca Górna				
8.	PKP-34	Jabłonka X				
9.	PKP-35	Kiry — Dolina Kościeliska				
10.	PKC-36	Zakopane — Rondo	66	156	55	0.06
11.	OS-16	Jaszczurówka — Wierch Po- roniec				
12.	PKC-37	Nowy Targ X	40	196	30	0.36
13.	PKP-36	Krościenko X				
14.	PKC-38	Dąbrowa X	85	281	65	1.41
15.	OS-17	Dąbrowa — Gródek n/Dunaj- cem				
16.	PKC-39	Zakliczyn — Marktplatz (market)	28	309	22	2.03
17.	PKP-37	Muchówka X				
18.	OS-18	Żegocina — Młynne				

1	2	3	4	5	6	7
19.	OS-19	Limanowa — Zbludza				
20.	PKC-40	Kamienica X	71	380	55	2.58
21.	PKC-41	Dąbrowa	43	423	35	3.33
22.	OS-20	Dąbrowa — Gródek n/Dunaj- cem				
23.	PKC-42	Zakliczyn — Marktplatz (market)	28	451	22	3.55
24.	PKP-38	Muchówka X				
25.	OS-21	Żegocina — Młynne				
26.	Sg-2	Limanowa				
						19. VII
27.	PKC-43	Kamienica X	71	522	55	4.50
28.	PKC-44	Mszana Dolna X	31	553	22	5.12
29.	PKP-39	Dobra X				
30.	PKP-40	Raciechowice				
31.	PKP-41	Dziekanowice Spitze (summit)				
32.	PKC-45	Kraków — Ziel der Rallye (finish of the Rally)	70	623	60	6.12
33.	Bt-6	Kraków			05	6.17
	Zusammen II Etappe	Total II-nd etappe		623 km		
	Zusammen I Etappe	Total I-st etappe		2143 km		
		Insgesamt Polen Rallye		2766 km		
		Total length of Polish Rally				

X — Kreuzung

X — roads crossing

5. ELIGIBLE RALLY CARS

The XXX-th Polish Rally is open to cars produced after 31. 12. 65 and homologated before 30. 6. 1970 according to „J“ appendix of the International Sporting Code.

I-st group — touring cars of serial production — 5000 copies

II-nd group — touring cars of special production — 1000 copies

III-rd group — grand touring cars of serial production — 3000 copies

IV-th group — grand touring cars of special production — 500 copies.

The cars of the I-st and the II-nd group will be classified into 6 classes according to the engine swept volume

1-st class — up to 850 ccm

2-nd class — from 851 up to 1150 ccm

3-rd class — from 1151 up to 1300 ccm

4-th class — from 1301 up to 1600 ccm

5-th class — from 1601 up to 2000 ccm

6-th class — over 2000 ccm

In 3-rd group the cars will be classified into two groups according to the engine swept volume

7-th class — up to 1600 ccm

8-th class — over 1600 ccm

The XXX-th Polish Rally serves as the elimination for the European Championship of Drivers in I, II, III, IV, groups of cars.

Promoter reserves for himself the right to join the mentioned above classes on condition that the said class comprises less than 5 (five) cars at the start.

According to the 6-th article of the — I-st paragraph of the International Sporting Code it is permissible to use casing for crank case, or other underbody protective devices.

It is unpermissible to use reflectors installed on the top of the cars.

The cars are obliged to have casings installed on the rear wheels.

5.1. Each competing car must be provided with the first aid kit, the fire extinguisher, safety helmets and safety belts for every member of the crew.

The Promoter permits to carry two complete spare wheels, unlimited number of inner tubes, special timing devices which does not affect the tractive properties of the car. There must be a binate number of lights at the front of the car (in accordance with the Polish Highway Code) and the homologation card.

6. ENTRIES AND THEIR FORM

Drivers having a valid International Competition Licence for 1970 are eligible for the Rally. Each crew must comprise of two drivers who are authorized to drive the car during the course of the Rally. Entries of the competitors should be acknowledged by ACN.

The cars entered for the Rally must be provided with the documents licenced for the public roads.

6.1. Entry has to be completed on the official form (appendix No 1) and should be sent to the Promoter not later than 25. 06. 1970 (§ 1.2 and 1.3).

The entry form must be clearly and completely fulfilled. If not, the entry form will not be accepted.

6.2. The entry form must be signed by both drivers entered for the contest, and the said papers should be acknowledged by the club and ACN.

6.3. Together with the entry form the drivers are requested to enclose two 4×6 cm photographs with their names printed on the reverse sides.

6.4. A change of a car is permitted if the category and the class will be kept, also regarding a change of a second driver — all changes being made not later until 10. 7. 1970.

6.5. Team entries are open to the following teams: **national** — in the international competition comprising 3—5 crews. The results of three best crews will be taken as the basis for the final result calculation.

One team is only open for each national federation.

Club teams — Comprising 3—4 crews. The results of three best crews will be taken as a basis for the final result calculation. Each club may send in any number of teams through its national federation.

Manufacturer's teams — comprising 3—5 crews. The results of three best crews will be taken as a basis for the final result calculation. Each manufacture may send in any team comprising 3—5 crews in each class and group through its national federation.

Entries of the teams have to be completed on special forms which are to be signed by the organization presenting its candidates, and by the respective national federation (appendix No 2).

6.6. Team entries will be accepted by the Promoter until 5. 7. 1970.

6.7. The Promoter will inform about the entry acceptance and will give drawn — out starting number on 1. 7. 1970.

6.8. In order to acquire promptly entry visas to Poland the applicants are kindly requested to enclose on the term to 25. 6. 70 on the separate form the following particulars:

1. Name and christian name
2. Exact adress
3. Place and date of brith
4. Parents christian names
5. Occupation

6.9. In the event of damage of the car before the date of technical scrutineering (16. 7. 1970) the Promoter will allow to submit the said car by the car of the same mark, type, cylinder capacity and group on condition that this change will be send up in the written form to the Rally Bureau before technical scrutineering.

6.10. According to 74 paragraph of the International Sporting Code the Promoter reserves for himself the right to refuse any entry without giving motives.

6.11. **Competitors are obliged to present at the request the copy of homologation card of their cars.**

7. ENTRY FEES

- 7.1. Individual entry fee of crew is 50 \$
- 7.2. Team entry fee is 30 \$
- 7.3. Entry fees for the foreign crews and teams should be transferred to an account held by:

PRZEDSIĘBIORSTWO IMPREZ SPORTOWYCH I TURYSTYCZNYCH
„Sport-Tourist“

Bank Handlowy S.A. Warszawa Nr konta **164-40700** dla Polskiego Związku Motorowego
All payments made to any other account will not be recognized by the Promoter.

- 7.4. **The entry fee receipt should be enclosed to the entry form.**
- 7.5. In case the entry application is not accepted, the entry fee will be refunded in full. Those who resign of their participation in the Rally on written form or by telephone, not later than 5.07.70 the Promoter will refund their entry fee in full. If the resignation will be done after the above mentioned date the entry fee will not be refunded.
In case of cancelling the Rally all entry fees will be refunded in full.
- 7.6. The crews which have entered, and been accepted will be given two plaquettes of the XXX-th Polish Rally, and invitation card for accompanying shows.
- 7.7. The Promoter will book places to sleep in Cracow for those competitors and accompanying persons, who have booked the rooms at the Rally Bureau not later than 25.6.1970 giving the number of persons, days of staying and names of the hotels. The Promoter will book the rooms in the following hotels:
Hotel „CRACOVIA“ — category „S“
Hotel „STUDENCKI“ — category „I“

8. DUTIES OF THE CREWS DURING THE RALLY

- 8.1. By placing their signatures upon the entry the form, the drivers agree to conform with the rules contained in the present regulations and in any additional instructions, and the crews engage not to have any claims to the Management and the Promoter by reasons mentioned above.
- 8.2. **Competitors should directly comply with the rules set out in the Polish Highway Code, and shall be held entirely responsible for any break of the said Code.**
- 8.3. Competitors are obliged to follow all sporting test besides long distance drive wearing safety helmets. The use of safety belts is recommended.
- 8.4. A competitor is bound under the penalty of excluding from the Rally to go through the whole route, and to take visas at all PKC and PKP posts in the direction appointed by the Promoter, and furthermore is obliged to follow all kinds of tests mentioned in the regulations.
The Rally is run over on unmarked course.
The competent schedule of kilometres is given in the route cord.
The Promoter will ignore all protests based on the fact of having lost the way or having left it, and in consequence of such protests will not be any changes in the recorded times.

8.5. Competing car must rely exclusively upon fuel supplies of their driving gear or upon the muscular force of their crews.

Helping the car to reenter the road will be considered as an exception to the said rule.

8.6. The competitors are greatly obliged to behave fair to one another. Particulary one must not make fore difficult, or interfere to got ahead of another car.

Every proved of this kind may involve the penalty according to § 25.

9. INSURANCE

All competitors must have in force an insurance policy covering them against third party liability, and the car insurance „Autocasco“.

Foreign competitors must posses International Insurance Card as an obligatory condition to enter the Rally.

Above mentioned documents have to be presented during technical scrutineerong.

10. FUEL

Competing cars must rely exclusively upon fuel supplies available at roadside petrol stations (CPN) having an octane rating of 78, 94, 100.

The use of any blends or mixtures serving to increase the octane rating is prohibited under the penalty of **exclusion from the Rally.**

A special bulettin will be issued dealing with time schedule of petrol stations providing with the fuel, as well the same information will be given in the description of the route.

11. THE PROMOTERS RESPONSIBILITY

The Promoter declines all responsibility in connection with any damage caused directly or indirectly to the crews and their accesories, or to the third parties and their properties.

12. PLATES AND STARTING NUMBERS

a) Plates bearing the words „Rajd Polski“ and a starting number, having dimensions of 44×19 will be provided by the Promoter before technical receipt of the cars. These plates have to be permanently affixed to the front and the rear of each car throughout the Rally.

Lack of the plate will cause **giving 50 penalty seconds for each plate.**

b) Each car must bear its starting number painted in contrasting colours on its left and right side (if possible on the front door) and on the top of the bonnet. (dimensions of the figures: height — 35 cm, thickness of the line — 7 cm). The Promoter will provide the stencil and the paint, or will paint himself the mentioned above numbers before technical scrutineering.

c) Competitors who will finish the Rally must take off the starting numbers and the plates before leaving the parc (the finish of the Rally).

The competitors who have left the Rally, or have been excluded, are obliged to take off immediately the starting numbers and plates which have been placed on their car and give them back on the nearest PKC on PKP, together with route card and OS card, **or else they be penalized by respective ACN.**

13. PARKING

The system of closed parking („Parc Ferme“) where the vehicles remain under the supervision of the Promoter will be obligatory throughout the Rally.

Cars which have been examined by Technical Commission must have to remain in the „Parc Ferme“ afterwards.

Only members of the Jury, members of the Management and the parc functionary have the right to enter the parking area.

13.1. The following „Parc Ferme“ are established.

— after technical scrutineering in Cracow on 16-th of July 1970 where the cars remains till the moment of start.

a) on Kubalonka on 17-th of July, during the break.

b) in Rzeszów on 17-th of July, during the break.

c) in Cracow on 18-th of July, where the cars will remain till the moment of start to the second etape.

d) in Cracow on 19-th of July, for the cars participating in the II-nd etappe where they will remain till the moment of announcements of the results.

13.2. The crews are obliged to park their cars in the „parc ferme“ within 5 minutes after finishing of technical scrutineering, or within 5 minutes after their arrival on PKC-12 WISŁA RZESZÓW KUBALONKA.

After leaving the cars in the „parc ferme“ the crews are obliged to leave the parc immediately.

13.3. Delay from the terms given in points 13.2. will cause the penalty mark in amount of 60 penalty seconds for each minute of delay.

Any works which will be performed within the „parc ferme“ with the cars will cause the exclusion from the Rally.

13.4. The crew has the right to enter to the „parc ferme“ for taking his car:

15 minutes in Cracow

5 minutes on PKC-12 Wisła Kubalonka

5 minutes on PKC-23 Rzeszów

before scheduled time of start given in route card.

13.5. The cars which were not permitted to participate in II-nd etappe may be taken from „parc ferme“ by anybody of the members of the crew on 18-th of July 1970 between 23.00—24.00-h. In exceptional cases cars may be taken earlier on condition of written permission given by Commander of the Rally.

13.6. The Promoter declines all responsibility for the cars which were left in „parc ferme“ after 6 p.m. on 19-th of July 1970.

14. TECHNICAL SCRUTINEERING (BT) AND IDENTIFICATION OF THE CARS

14.1. Cars entered for the Rally must be presented for technical scrutineering which will be held by Technical Commission on 16. 7. 1970 from 8.00 a.m. till 12.00 according to the starting numbers. The crew of the car is obliged to be present at the car scrutineering.

The technical commission will check the number of undercarriage and engine of the car with the numbers given in the route card. The Technical Commission also will identify the members of the crew according to entry forms, will check the International Driving Licences, and eventually the homologation cards of the cars and insurance documents.

After technical scrutineering of the cars the route card will be given to the crew.

14.2. The Management may order the scrutineering of the competing car and also identification of the crews in any time during the course of the Rally. Ascertainment of any changes which may have influenced for admission of the car to the participation in the Rally, or classification of the car to another group or class in relation to the car condition which was ascertained during first technical scrutineering before the Rally — **will cause the exclusion from the Rally.**

14.3. The Technical Commission may mark several parts of the car before the start and then check them at the finish of the Rally. The lack of the marked element will be considered as the change of the element and **will cause the exclusion from the Rally.**

14.4. Cars will be subjected to another technical scrutiny after the Rally is over, directly after the arrival at the finish of the Rally.

Failure to present the car for examination, after completing the Rally course will result **disqualification** of the crew concerned.

14.5. Damages sustained by the car in the course of the Rally **will be penalized as follows.**

- | | |
|--|--------------------------|
| 14.5.1. for lack of the silencer or its doubtless inefficient action | 10 penalty sec. |
| 14.5.2. For damage sustained by lighting units (broken glass dented rims) or flash lamp lights for each lamp | 10 penalty sec. |
| 14.5.3. For inoperative light sources, or the lack of such, including stop lamp for each | 10 penalty sec. |
| 14.5.4. For inoperative horn | 10 penalty sec. |
| 14.5.5. For inoperative electric starter | 50 penalty sec. |
| 14.5.6. For the lack of Rally plate | 50 penalty sec. |
| 14.5.7. For the lack of marked element of the car | exclusion from the Rally |
| 14.5.8. For inoperative wiper blades | 20 penalty sec. |
| 14.5.9. For lack or damage of the rubber apron behind the rear wheel (for each) | 10 penalty sec. |

15. LONG DISTANCE DRIVE

Long distance drive comprises of the two sections:

The first of them of a length of 2143 km with the start and finish in Cracow will lead along the routes of Southern Poland, and will be continued from 16. 7. 1970 at 6.01 p.m. to 17. 7. 1970 at 12.00 p.m. Start for this etappe will follow in one minute intervals, and the exact starting times will be given in the route cards.

Second etappe of a length of 623 km with the start and finish in Cracow, will lead along the routes of Cracow Voivodeship, and will be continued from 18. 7. 1970 at 10.01 p.m. to 19. 7. 1970 at 6.12 a.m.

Start for this etappe will follow in two minutes intervals, and the exact starting times will be given in the route cards.

Start for the II-nd etappe will follow according to the results of general classification of the I-st etappe.

For the II-nd etappe which is called classified etappe, will be admitted 30 competitors best classified after finishing of the I-st etappe.

During long distance drive the competitors are required to keep to the all traffic regulations which are binding on the territory of Poland according to the Polish Highway Code.

The route of the long distance drive will not be marked, and the only way to follow the route is the distance of kilometres given in the route card.

The duty of the crew is to pass all PKC and PKP in order of precedence and direction, in times given in the route card.

In case a certain section of the route proves to be unfit for driving, the competitors are obliged to come back the farther course of the route by the shortest way.

The time scheduled to pass this section of the route (between two following PKC posts) will not be changed.

16. THE ROUTE CARD

16.1. The route card includes:

- a) the participants names and surnames
- b) number of their licences
- c) mark of the car
- d) group and class to which a car was considered
- e) starting number
- f) characteristic of the car inscribed by the Technical Commission
- g) the competitors photographs and signatures
- h) list of all PKC, PKP, and tests in order of following
 - i) the times in which the competitors should pass the route of long distance drive.
 - j) kilometres of long distance drive given in sections from PKC to PKC, and increasingly.

16.2. It is the duty of the crew to present the route card to the control post jurors at the set time and place for writing down hours.

16.3. Any protest regarding the notes in the route card will not be acknowledged.

16.4. Notes in the route card should not bear any additional remarks, and the only rectification to be acknowledged will be that officially made by one of the control jurors.

Having lost the route card or card of special stages Os or giving them back uncompletely or wrong fulfilled **will cause exclusion from the Rally.**

- 16.5. The route card and special stage card Os should be given to the sporting commissioner on control posts designated by the organizers.
- 16.6. Notes in the route card will be done on the control posts by sporting commissioners at that time, when the car with the completed crew will be placed before the control table with the engine turned in the direction of the drive.

17. ADVERTISINGS

- 17.1. Setting up inscriptions and advertising on cars participating in the Rally is permissible under the conditions as follows:
- a) advertising haven't the political, offensive or slanderous character
 - b) aren't made of reflective materials
 - c) aren't placed on the windshields
 - d) aren't placed nearer than at the distance of 25 cm from starting numbers, rally plates and registrations numbers.

Any crossing of mentioned above rules will cause withdrawing the admission of participation in the Rally or exclusion from the Rally.

- 17.2. It is strictly forbidden of spreading out the results which are different then the results officially given by the Promoter.

18. TIME CONTROL POSTS (PKC) — START AND FINISH

Time control posts (PKC) will be placed on the Rally route and they will be marked by flags placed on the both sides of the route.

white flag — at a distance of 200 m before PKC
yellow flag — at a distance of 20 m before PKC

Time control posts will be marked by PKC plates No

Official radio time will be given on suitable boards showing a consecutive hour and a completed minute.

The moment of handling in of the route card at a time control post will be considered as a time of arrival to that particular time control post, and will be accordingly marked in the crews route card.

This time is also the starting time to the next section of long distance drive.

The times noted in the route card **can not be considered as a basis for protest.**

In the event of earlier arrival at the PKC a competitor should wait for his scheduled time in front of yellow flag.

A competitors and his car is obliged to leave the PKC not later than within 20 sec. having finished all manipulations of recording the time in the route card.

18.1. Marking

For every complete minute of arrival in advance of time or later than stipulated in the route card the crew will be penalized by 60 sec.

The maximum late arrival permitted amounts to 30 min.

The total amount of late coming resulting in the route card of all PKC of the I-st etappe is limited up to 90 minutes, for the II-nd etappe is limited up to 30 min. Failure to comply with the set times will **bring the exclusion from the Rally**. The crew arriving to the start later then 15 minutes behind the time scheduled in the route card will be excluded from the Rally. The crew arriving to the start within the limit of 15 minutes will be allowed to start at the time of route card.

19. PASSAGE CONTROL POSTS (PKP)

In order to control the outline of the course in the right direction and along the right roads, a crew is obliged to collect all control visas at the consecutive PKP posts marked in the route card. The time of the participant passage through a passage control post will not be registered.

Lack of the passage visas of PKP in the route card **will lead to exclusion from the Rally**. PKP posts will be marked by a blue flags placed at a distance of 200 m before PKP post on the both sides of the road.

Passage control posts will be marked by the PKP plates No

The Promoter reserves for himself the right to organize additional PKP beside those mentioned in the route card. At those posts a mark will be put on the reverse side of the route card.

The failure to collect such a mark **will lead to exclusion from the Rally**.

20. SPECIAL STAGES (OS)

In the Rally course will be included so called „special stages“ of total amount of 21. Their total distance will amount to approx 215 km.

Their respective distance are included in etappes of long distance drive, between appropriate PKC.

These special stages parts of the course, will be in substance closed to the regular traffic.

The beginning and the end of every special stage will be marked by a notice board „OS No start“ and „OS No meta“.

If the start to the special stage is not placed directly after a time control post PKC, a banner with the word „OS start“ will be stretched over the road or will be placed of the side of the road at a distance approx of 100 m before the „OS No start“ notice board and the timing device.

A banner with the word „Os meta“ will be stretched over the road or will be placed at the side of the road at a distance of approx. 100 m before the notice board „Os No meta“ and the timing device.

The time taken to cover any said special stage of the course will be registered by „Printogines“ apparatus disposed on the right hand side of the road at the start, and at the finish of these stages.

Time will be recorded to the preceding second. If „Printogines“ timing apparatus is exposed to any damage, the exact time will be marked in handwriting according to stop watch which is doubling the time. The participants will be supplied beside the route card, with a passage card of special stages, which should be returned together with the route card at the finish of the I-st etappe.

20.1. Description of the test

According to the schedule a participating crew should appear at the start to the test, no matter whether the start is placed, directly after the PKC, or set out elsewhere farther along the long distance drive.

Within the time limit no more than 10 sec. the crew is obliged to take away his Os card, and drive to the direction of finish of the special stage.

At the finish the crew is required to stop the car by „PRINTOGINES“ apparatus placed on the right hand side of the road.

One of the members of the crew is required without leaving the car to hand in the special stage card to the operator in the purpose of stamping the time of passage, and within the time limit no more than 10 sec. leave the Os finish behind the white flag, which is placed at the distance of 100 m from Os finish.

The competitors are reminded that only authorized „PRINTOGINES“ apparatus operators are allowed to stamp the special stage cards, in the order of arrival the cars at any Os starting or finishing area.

In the event of the car trouble or road accident, participants are greatly urged to make all due efforts to remove their cars to the side of the road.

The mentioned above rules applies as well to the stretch of the road between „PRINTOGINES“ apparatus and the white flag behind the OS finishing area. During the mentioned above tests the competitors must not go in the reverse direction, under the penalty of **exclusion from the Rally.**

The passage time of the special stage will be based on the sum remaining of the recorded figures at the start and at the finish scored on the Os card.

The loss of the special stage card **will cause an exclusion from the Rally.**

20.2. Marking

On special stages the time will be measured with the accuracy of one second. Each second of driving time will be penalty second.

21. HILLCLIMBS (Sg)

Two hillclimb speed tests will be included in the Rally course. The roads of these tests will be in substance closed for regular traffic. Timing will be recorded with the help of photoelectric apparatus to the preceding 0.01 sec.

The time is recorded at the moment of crossing the starting line, to the moment of crossing the finishing line.

Start for Sg test — is to be at the sign given by sporting commissioner, flying finish. If the car will stop within the section of the road between the finish and white flag which is placed 100 m behind the Sg finish, the crew receives 200 of penalty seconds. The results of hillclimbs tests will not be recorded in the route card. On the roads of hillclimbs tests the same safety rules are obligatory as during the special stage test.

21.1. Marking

Time of Sg test will be measured with the accuracy of 0.01 sec. Each 0.01 sec. of Sg driving time equals 0.01 of penalty sec.

22. OUTSIDE ASSISTANCE

Vehicles of observers, team clerks, the press and radio service, must be equipped with special plates provided by the Promoter, fee of each amounts to 200 zlotys (paid when the plate is being received) but the plates must be booked on or before 1. 7. 1970.

The plates should be immediately removed at arrival at the finish.

Mentioned above plates do not authorize to enter the route of Os, Sg and on the area of „parc ferme“ during the course of the Rally.

23. THE CARD OF ROAD EXCESSES

23.1. The competitors will receive „the card of road excesses“ which should be fulfilled and signed by them before the start to the I-st etappe.

23.2. Mentioned above card should be kept by the competitors during the course of the Rally.

23.3. The crew is obliged to present the said card at request of the Promoter, or an official of MO (Militia)

23.4. The road excess card will be provided in two coupons

23.5. The following penalty marks will be allotted to those who have exceeded the Rules of Highway Code and particularly to anybody who overcrossed the speed limit in built — up areas.

a) 1 coupon cut — 200 of penalty seconds

b) 2 coupon cut — 400 of penalty seconds

c) refusal of presenting the card at a request or having lost it will **cause exclusion from the Rally.**

23.6. The card of road excesses should have the seal of start.

23.7. The Promoter will issue separate cards for I-st and II-nd etappe.

23.8. The card should be signed by the competitors together with the declaration in which they are to state whether they had the road accident concerning the third persons. This card with the declaration should be given to the Promoter at the finish of I-st or II-nd etappe.

24. JURY

The Jury comprises of Chairman, Secretary and Commander of the Rally.

Morcover to the Jury will be invited with the consultative vote the representatives of those nationalities (ACN) from which at least 5 competitors should have been announced and accepted.

The competitors aren't allowed to be Jury members.

The Jury has the right to penalize any participants for the lack of sporting discipline

- a) for unsportmanlike behaviour or failure to observe instructions issued by the Jury or Management 50—150 of penalty seconds,
- b) in any drastic cases — **exclusion from the Rally.**

The Jury supervises the execution of the Rally, ratifies the results and examines protests.

The Jury is highest sporting authority during the Rally.

25. CLASSIFICATION

The classification in XXX-th Polish Rally will be conducted according to FIA regulations valid in Rally Championship of Europe for 1970.

25.1. The first classification will be accomplished on 18-th of July 1970 and will include in general classification all participants finishing the I-st etappe.

Mentioned above classification will be announced on 18-th of July 1970 at 4 pm. This classification will be made for these crews who have been noted in all Rally tests.

The remaining sum of sporting tests will be allotted to all penalty marks, and the marking allotted by Technical Commission.

The crews classified in this way will be ranged according to the lowest number of second.

The lowest number of seconds decides about the I-st place. 30 competitors from this list will receive the permission of participating in II-nd etappe of the Rally.

The competitors who haven't been admitted for II-nd etappe will be given 25000 sec.

25.2. The second classification will be made and announced on 19-th of July 1970 at 2 p. m.

This classification will include all participants finishing the I-st etappe.

This classifications will include:

- a) general classification of the Rally
- b) classifications in groups
- c) classification in classes
- d) Ladies Cup classification

Moreover the team's classification will be announced:

- a) national team's
- b) club team's
- c) manufacturer's team's

and classifications

- a) classification of the Cup of Eastern European Countries
- b) classification of the Rally Championship of Poland

25.3. The competitors who will not finish II-nd etappe will receive 5000 second, and for each sporting test in which they haven't been noted (OS or Sg test) 2000 seconds.

These seconds will be allotted to the seconds for sporting tests during II-nd etappe and to second given for earlier or later arrival at anyone of PKC of II-nd etappe.

- 25.4. Marks for European Championship in general classification for groups will be given only in case of starting no less than 40 cars.
If in the individual classes will be present at the start less than five cars — the marks for places in the classes won't be given.
- 25.5. The national, clubs and manufacturer's classification will comprise those teams of which 3 at least crews will have finished the Rally and will have been classified.
- 25.6. Ladies Cup classification will be given only in the case of starting no less than 3 woman's crew.

26. PROTESTS, COMPLAINS AND EXPLANATIONS

- 26.1. Protests concerning the driver or car acceptance to the Rally, as well as classification to group or class, may be lodged within the time of 60 minutes after finishing the I-st etappe, and in case of protest has respect to competitor within the time of 60 minutes after the announcement of starting list.
- 26.2. Protests in case of regulations misdemeanors should be lodged within the time of 60 minutes after arrival to finish of the I-st etappe, (if they have respect to I-st etappe) and in the time of 60 minutes after arrival to finish of the II-nd etappe, if they have respect to II-nd etappe exclusively.
- 26.3. Explanations concerning penalties appointed by sporting commissioners — immediately after the decision, and at latest within the time of 60 minutes after arrival to finish of the I-st or II-nd etappe (depending to which etappe they have respect to).
- 26.4. Explanations concerning mathematical errors announced on boards of results within the time of 60 minutes after the announcement of provisional results.
- 26.5. Protests concerning the final classification (except § 26.4) will not be accepted.
- 26.6. Every protest must be lodged on confirmation in a written form to Commander of the Rally ot to the Rally Burcau.
Protest must be accompanied by a fee of 500 zlotys which will be repaid only in the event of the protest being positively settled.
Explanations are free of charge.
- 26.7. Collective protests and explanations (e.g. lodged by more than one crew) will not be accepted.

27. PRIZES

The announcements of final results and prize distributions will take place on 19-th of July 1970 in the place given by the Promoter.

The prizes are as follows:

a) Team prizes

1. Crystal glass cup for the I-st place in the International Competition.
2. Crystal glass cup for the I-st place in the club Team Competition.
3. Crystal glass cup for the I-st place in the Manufacturer's Team Competition.

Team prizes mentioned in the II-nd and III-rd item will be awarded providing that a number of three teams at least will compete for the prize.

b) Individual prizes.

Crystal glass cups for places 1 to 6 in general classification.

Ladies cup — for the best woman's crew.

Moreover the cups for the places from 1—3 in classes.

The Promoter presents other honorary, individual and team prizes in addition to those listed above, and the list of those additional prizes will be announced in the Rally office before the start to the Rally.

28. FINAL RULES

The Promoter reserves for himself the right of appropriate interpretation of the above regulations, and of introducing possible changes or issuing additional instructions and even of cancelling the Rally.

All possible changes concerned with the execution of particular sporting tests, or with special stages of the long distance drive etc. but with no reference to the very status of the regulations, will be announced before the commencement of the Rally, or in some cases before the start to the particular test.

In doubtful cases the Polish version of the Regulations will be considered as authoritative.

AUTOMOBILKLUB KRAKOWSKI
The Organizational Committee
of the XXX-th Rajd Polski

Cracow February 1970

Ratified by:

CENTRAL BOARD OF POLSKI ZWIĄZEK MOTOROWY
CHIEF COMMISSION FOR MOTORING SPORT

Warsaw 5. 3. 1970.

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