Regulations

(The French version takes precedence over the English version)

1. Introduction - General

a. Any organizer must refuse at the start of his event, for a period of 1 year from his participation in a pirate event, any competitor who has organized or participated in a pirate regularity event with a fixed average not included in the BEHVA, FIA, FIVA, RACB, VAS or ASAF calendar.

b. These regulations are subject to the BEHVA's Regulations Governing the Organisation of Historic Regularity Events (PROEHR). These regulations, which include the regulatory provisions laid down by the BEHVA concerning the conduct of a regularity rally and the technical standards of the vehicles, can be consulted on the federation's website (https://www.behva.be/).

2. Organization

a. Title

The **Belgian Oldtimers Racing Team** is organising from **20/08/2027 to 22/08/2027** in accordance with the PROEHR (**BEHVA Regulations)** a recreational regularity test for vintage vehicles entitled:

« 2 GENERATIONS CLASSIC 2027»

b. Organizers

Belgian Oldtimers Racing Team asbl – abbreviated BORT (www.bo-rt.be) Sentier du Bois Michot, 8A, 1300 Limal, Belgium (main organ of the organisation).

c. Secretariat

BORT asbl - Frédérique Leduc - Sentier du Bois Michot, 8A, 1300 Limal, Belgium

d. Event Officials

- Clerck of the course : **Michaël DEMORTIER**
- Route & Road Book managers **Michaël DEMORTIER – Guy PEIGNEUX**
- President and Honorary Vice-President: **Pierre BARRE – Joris KEGELS**
- Deputy Clerck of the course : **Pierre BARRE**
- Administration of the event **:** **Frédérique LEDUC**
- Results Centre : **José & Gilles BAILLY – JB Time Concept**
- Marshals manager : **Guy PEIGNEUX**
- Relationship with competitors : **Diane CHARLES – Linda MARTENS**
- Mechanical assistance : **Philippe GODELAINE**

3. Timing of the demonstration

- November 20, 2026: Opening of pre-registrations
- January 20, 2027: Registration opens
- Friday, August 20, 2027: Start of the competition : scrutineering & prologue
- Sunday, August 22, 2027: End of the competition

4. Event description

a. The **2 GENERATIONS Classic 2027** is an international historical recreational regularity event for classic cars, with a secret route, based on road navigation, taking place on public roads open to traffic, in accordance with the legislation in force. **It is in no way a speed test**. The average speed is 50 km/h maximum, in built-up areas it will be 36 km/h maximum.

b. The concept of agglomeration is defined in the PROEHR in Chapter 12.

c. The route will be represented in descriptive quantity surveyed arrows (tulip diagrams) and in very precise non-measured arrows.

5. Admission of pilots and co-pilots

- **The event is exclusively reserved in priority for crews composed of father-son, mother-daughter, father-daughter, mother-son. Within the remaining places, (maximum 70 teams) the crew may be made up of close family members (uncle, aunt) with an age difference of at least 30 years between the two crew members.**
- **'CHALLENGER' category**. For a few years now, the performance of the registered crews has continued to increase and we want the 2 GENERATIONS Classic to remain an 'Initiation Rally' of affordable difficulty for beginner crews.
  Those who wish to do so can therefore freely register in the CHALLENGER category by respecting two conditions:
  1/ have participated only once in previous editions or be on their 1st participation.
  2/ that neither member of the crew is used to regularity rallies.
  Participants registered in the CHALLENGER category will do the same course, the same number of Regularity Tests and will be in the general ranking like all the other crews, but they will also benefit from a separate ranking with special trophies for the first 3 places on the Challenger podium.
  One more chance for the beginner teams to be able to measure themselves against each other next to the experienced crews. Registrations in the Challenger category are free of charge by simple request by E-mail to Diane Charles : contact@2generations.be
- The drivers admitted to the organisation are all adults who hold and carry a valid driving licence and a valid "RALLY PASS" participation certificate issued by the BEHVA.
- The co-pilots admitted to the organisation are all persons who hold and hold a valid "RALLY PASS" participation certificate issued by the BEHVA.
- Within the framework of the agreements concluded between the BEHVA and the RACB and in order to avoid double insurance coverage, holders of a RACB licence specific to historic rally competitions (International Historic H1, H3 or H4 and National Regularity RR) will be admitted to the start of FBVA events without taking out a "RALLY PASS".

6. Vehicle Intake

a. The number of vehicles allowed to start is **50** all classes combined as long as they are provided that they have either a BEHVA Identification Sheet, a FIVA International Identity Card or a

Registration Document for Vehicles of Potential Interest, available in Belgium from:

BEHVA vzw – p/a Buro & Design Center Esplanade 1 – Postbus 51 (lokaal 215b) 1020 Brussels
Tel : 02 377 13 46 - Courriel : sec@behva.be

Exemption : In accordance with the agreements made with the Royal Automobile Club of Belgium (RACB), the Historical Technical Passport and other equivalent documents issued by the FIA are also accepted.

b. Foreign participants can obtain the FIVA International Identity Card or the Registration Document for Vehicles of Potential Interest from the FIVA Agent in their country.
c. The vehicles will be divided into the following classes:
   - Class 1: Vehicles built before December 31, 1950
   - Class 2: Vehicles manufactured between January 1, 1951 and December 31, 1960
   - Class 3: Vehicles manufactured between January 1, 1961 and December 31, 1968
   - Class 4: Vehicles built between January 1, 1969 and December 31, 1982 The organizing committee reserves the right to accept some vehicles built after 1982 (5 vehicles maximum).
     Registration file **subject to approval** by the organizing committee.
d. The organizing committee reserves the right to refuse the registration of a vehicle without giving a reason. If the application is not successful, the participation fees collected will be refunded in full.
e. The information concerning the year and type of vehicle appearing on the Vehicle Identification Card (BEHVA - FIVA - RACB) takes precedence over the registration book and will be included in the official documents of the event.
f. Refusal to participate

   Departure will be refused to any vehicle including:
   - the BEHVA Identification Sheet, the FIVA International Identity Card or the Registration Document for Vehicles of Potential Interest cannot be presented, unless it is actually in the process of being applied.
     Exemption: In accordance with the agreements made with the Royal Automobile Club of Belgium (RACB), the Historical Technical Passport and other equivalent documents issued by the FIA are also accepted.
   - the bodywork is being restored or has too much corrosion;
   - the chassis number does not match the identification document presented to the inspectors;
   - the alloy wheels are not contemporary with the vehicle or whose dimensions do not comply with its Belgian PVA;
   - Insulation and/or decorative panels, door panels and carpets or rugs have been removed
   - the seats and/or rear benches have been removed, even partially;
   - front seats are replaced by non-dark seats; only seats with a retro look are allowed
   - the dashboard has not kept its period appearance;
   - the windows have been replaced by plexiglass or similar;
   - the advertisement exceeds the surface by 2 times 30 x 50 centimeters;
   - the crew's blood type appears on the body;
   - the noise emitted by the vehicle in operation or stationary at 3/4 of its maximum engine speed exceeds 95 decibels;

- tires that are less than 60% of their width.
  However, if a vehicle has had original tyres that do not correspond to these limitations, it will be accepted provided that proof is provided by documents from the manufacturer at the time;
- the additional headlights are not contemporary with the vehicle;
- The number of headlights on the front of the vehicle is more than 6, i.e. 2 stock headlights, 2 long-range headlights and 2 fog lights. The long-range headlights and fog lights cannot operate simultaneously;
- more than 2 fog lights are mounted on the rear side;
- the reversing headlight works without engaging the vehicle's reverse gear;
- a fire extinguisher, a first aid kit, a ground protection tarpaulin, a triangle and a properly attached spare wheel are not on board;
- numbers referencing previous tests are present;
- bumpers: according to GOCA guidelines;
- the original headlight bulbs have been replaced with a kit of Xenon bulbs
- the registration is called "trial" (ZZ). "Merchant" plates (Z or V) are allowed if (cumulative conditions):
  - The driver of the vehicle is also the owner of the plates.
  - The vehicle is accompanied by the valid Vehicle Inspection Certificate as well as the Certificate of Conformity (for vehicles after 15/06/1968).

7. Technical Standards

a. All vehicles must comply with the regulations of their country of registration as well as with the technical standards of this regulation.
b. The pre-event compliance check will focus on safety and compliance with legislative requirements as well as appearance and authenticity.
c. Devices used to measure distance (Tripmaster, Brantz... etc.) can have a digital display system (LCD screens, LEDs and others).
d. Participants may not use electrical or electronic equipment to communicate with the outside world as an aid during the event except in cases of force majeure (computer, mobile phone, GPS).
e. Any computer system, programmable or not, connected or not to the car is prohibited. Even if not used, it must be removed from the car. Programmable Blunik, Crisartec, Chronopist, Belmog and other similar systems are strictly prohibited.

8. Co-payment

a. Anyone who wishes to take part in the event is invited to return the request for participation available on www.2generations.be
   (or to register On-Line on the website), a photocopy of both sides of the Vehicle Identification Form (BEHVA-FIVA-RACB-FIA), as well as a certificate proving that it accepts all the terms of these regulations and implicitly of the PROEHR (plus any addenda that the organizer deems useful to publish). To be official, the registration must be accompanied by a payment of **450** euros. The balance must be paid by June 30, 2027 at the latest. As the number of participants is limited to **50**, crews who have paid a pre-registration will be automatically retained.
b. The co-payment for two people and a car is:
   In a 4-star hotel with Standard Double/Twin rooms: **1950 euros** (and for 2 single rooms, supplement of**: 350 euros.**)
   In a 4-star hotel with Superior Double/Twin rooms: **2180 euros** (and for 2 single rooms

Superior, supplement of **: 480 euros.**)
The Friday evening meal is optional (see website/entry form)
The participation fee includes:

- Hotel accomodation, depending on the chosen formula, including the breakfasts;
- Compulsory insurance: The insurance includes compulsory civil liability insurance for the vehicle and its occupants during the event as well as legal assistance. However, property damage between participants as well as your own damage is not insured.
- A set of roadbooks and the time cards.
- Two event rally plates.
- Two sets of numbers for doors + stickers
- The official polo shirts and goodies of the event
- Trophies and souvenirs.
- A mechanical assistance vehicle.
- The broom vehicle / repatriation service at the stage in case of breakdown.
- As well as all other necessary documents.

d. Terms of payment:
The contribution to the costs is payable by transfer to account number:
BE90 0689 5662 4232
code BIC : **GKCCBEBB** (Belfius Bank)
account open in the name of **Belgian Oldtimers Racing Team**
Mention "**2GEN27 + driver's name**" on the communication.

e. The participation in the costs will be reimbursed up to 85% of the fees collected if the competitor withdraws in writing before May 1, 2027. After this date, no further refunds will be made. However, special cases may be examined, on an exceptional basis, the organizing committee may grant a refund of 50% of the fees already received.

9. Numbers assignment

The allocation of the start numbers will be done in order of entry of the entry forms accompanied by the full participation fee with priority given to the oldest cars and to the teams that have paid a pre-registration.

10. Start, regrouping and end of stage park

a. The organization declines all responsibility for any damage caused to vehicles left in the parks, even if they are guarded.
b. In the parks, it is allowed to work. However, the interventions must be completely completed before the departure time; otherwise, exceeding the time limit will result in a corresponding penalty.
c. Each vehicle must be equipped with a floor mat/tarpaulin (min 2 x 4 meters) to be placed under the vehicle.

11. Service and refuelling

a. The refuelling points will be mentioned in the roadbook.
b. Under no circumstances may a support car or "supporter" car follow or precede a participating car under penalty of exclusion from the said car.

12. Addenda – Interpretation

a. Any amendments or additional provisions will be announced by addendums, dated, numbered and signed which will form an integral part of this regulation.
b. In the event of a different interpretation, the text written in French will be the reference.
c. Any changes must be countersigned by at least one crew member.

13. Document Control

a. The control of documents will be carried out in **Arlon (Hôtel du Bois d'Arlon ****)** at a time specified in the convocation.
b. During the inspection of the documents preceding the event, the crew must sign a document such as "waiver of appeal" as well as a certificate proving that they accept all the terms of these regulations and implicitly PROEHR (plus any addenda that the organizer deems useful to publish).
c. The pilot and navigator must be in possession, under penalty of being refused the start:
    1. their identity card or passport.
    2. their driving licence. If the navigator does not have a driving licence, he or she must mention, before signing, on the standard form "Waiver of recourse": "I undertake on my honour not to drive under any circumstances".
    3. parental authorization authorizing the participation of the browser if the browser is not of legal age.
    4. a legalised certificate authorising the use of the vehicle if the driver or co-pilot is not the owner.

14. Technical scrutineering

a. The compliance check will be carried out in Arlon after the administrative check at a time specified by convocation.
b. Competitors will be presented with:
    1. their BEHVA Rally Pass (or equivalent: see art 5 of these rules)
    2. the vehicle's registration certificate.
    3. the green insurance card valid for the duration of the event.
    4. the technical inspection certificate valid for the duration of the event.
    5. the Vehicle Identification Sheet (BEHVA - FIVA - RACB).
c. For the compliance check, the numbers, the plates of the event and the organisation's advertisements must be affixed to the vehicle in the defined places.
d. All the points listed in Chapter 17 of the PROEHR as appearing on the BEHVA website can be checked.
e. Additional compliance checks can be organised at any time during the event.
f. Particular attention will be paid to the control of the noise emitted by the vehicle which, when running or stationary at 3/4 of its maximum engine speed, may not exceed 95 decibels. Specific measurements will be carried out in accordance with the federal and regional legislation in force.

15. Calibration and Timecards

a. A calibration basis for the metre distance, of a minimum of 6,0 km, will be communicated in the appendix to the invitation.
b. The official time is that of the TRIPY system (also ***https://time.is*** for Belgium)

c. Time Card

- At the start, each competitor will receive a set of Time Cards.
- The booklet must be presented to the various human controls.
- The accuracy of the entries remains the sole responsibility of the competitor.
- Any deletion or alteration of the booklet will result in a penalty.
- At the start of the non-human controls, the competitor will enter his own time of passage in the box corresponding to his start time.
- In case of abandonment, the control book must be given to the organizers.

16. Timekeeping

The time taken will be carried out by the TRIPY system.

17. Speed Control Zone :

In the "Speed Control" zones indicated in the road book, your speed will be controlled by "instantaneous" by the Tripy system

18. Penalties

a. Departure refused

1. Vehicle not in compliance with Chapter 17 of PROEHR.
2. Crew not meeting administrative standards.
3. Non-payment of the full participation fee.
4. Prior reconnaissance of the course.

b. Exclusion

1. Vehicles that do not comply with Chapter 17 of the PROEHR during the demonstration.
2. Unauthorized Assistance.
3. Have your vehicle transported or pulled by a vehicle other than a competitor.
4. Intentionally blocking the way of other competitors. Behaving in a manner inconsistent with fair play.
5. Speeding exceeding the maximum speed by more than 50%.
6. Use of an internal communication system of the "rally" type (2nd observation) of the "Peltor" type or any other brand.

c. Road Penalties

1. By taking missing time during a Regularity Test (RT) ..... 120 pts
2. Flat-rate penalty by RT ..... 450 pts
3. Failure to carry out a RT..... 450 pts
4. Maximum fixed penalty per time taken for delay in RT after calculation of the seniority coefficient..... ..... 40 pts
5. 1st second ahead in RT ..... 1 pt
    - from the 2nd second lead ..... 2 pts
6. Per second delay in RT ..... 1 pt
7. The rally only includes Time Controls (CH out). At each CH out, i.e. at the start CHs in the morning and after lunch, as well as at the regrouping CHs, the crew must arrive at the time previously given or displayed. Lump sum penalty beyond 30 minutes ..... 300 pts
8. From 2019 and for all future editions, 6 handicap points per half-stage races will be awarded and automatically integrated into the general classification

to the members of the winning crews of the previous editions with the aim of rebalancing the forces involved, with a maximum of ..... 18 points

9. Speeding
   Speeding less than 30% of the speed limit: .....Warning
   Above 30% ..... 1 point squared per km of overtaking
   Speeding more than 100% of the speed limit .....Exclusion
   Maximum penalty for exceeding the speed limit..... 150 pts
   Example 30 Km/h maximum speed allowed Up to 39 km/h: Warning
   Speed achieved 40 Km/h: penalty 1 squared = 1 pt Speed achieved 45 Km/h: penalty 6 squared = 36 pts Speed achieved 50 Km/h: penalty 11 squared = 121 pts
   Speed achieved 51.5 Km/h: penalty 12.5 squared = 150 pts Speed over 51.5 km/h: penalty of 150 pts
   Speed over 60 km/h: Excluded
10. All the arrival points of the RTs will be taken into account for the classification, with the exception of one joker per half-stage (1 time take): one joker on Saturday morning, one on Saturday afternoon, one on Sunday morning, only in case of delay, i.e. 120 points max for the whole rally.
11. Coefficient of seniority **:**
    Penalties for delay will be corrected by calculation taking into account the age of the car (age coefficient). For 60 seconds of delay:
    Example: A 1960 MG = 60 pts, A 1939 BMW 328 = 39 pts, A 1972 BMW 2002 = 72 pts.

19. Complaints and appeals

a. Only written and individual complaints will be considered via the "Query Form".
b. Any complaint concerning the stage covered must be presented to the person in charge "Competitor relations" within half an hour of the crew's arrival.
c. Any complaints regarding the rankings must be presented to the person in charge "Competitor Relations", within half an hour of the unofficial results being posted.
d. It is always possible to appeal the decision of the organizing committee to the FIVA-BEHVA Observer whose decision is final and irrevocable.

20. Rankings

a. At the end of the event, several rankings will be established rewarding the crews with the fewest points:
   - general classification.
   - classification by classes.
   - women's crew ranking.
b. In the event of a tie, the crew of the car with the lowest displacement will be declared the winner. If the tie remains, the victory will go to the crew of the oldest car.
c. From the moment a crew is awarded a fixed penalty, within the meaning of Chapter 14 of the PROEHR, it can still appear in the ranking, but without any place being allocated to it.

21. Trophies and souvenirs

1. General classification

1st Crew	2 trophies
2nd Crew	2 trophies
3rd Crew	2 trophies

2. Class Ranking
   1st Crew 2 trophies
   2nd Crew 2 trophies
   3rd Crew 2 trophies
   Class Cups cannot be combined with the General Ranking
3. "100% female crews" classification
   1st Crew 2 trophies
   2nd Crew 2 trophies
   3rd Crew 2 trophies
4. Overall Challenger Ranking
   1st Crew 2 trophies
   2nd Crew 2 trophies
   3rd Crew 2 trophies
5. Special trophies:
   - The youngest co-driver
   - Le oldest participant
   - ***Abarth-Fiat-Alfa Romeo – Kegels Trophy*** for the best placed car among these 3 brands.
   - Other special prizes may also be awarded.