

ÚSTŘEDNÍ AUTOMOTOKLUB ČSSR  
CENTRAL AUTOMOBILE CLUB OF CZECHOSLOVAKIA  
ZENTRALAUTOMOTOKLUB DER ČSSR

AUTOMOTOKLUB ŠKODA, MLADÁ BOLESLAV  
AUTOMOBILE CLUB ŠKODA, MLADÁ BOLESLAV  
DER AUTOMOTOKLUB ŠKODA, MLADÁ BOLESLAV

**VIII. mezinárodní automobilová**  
**8<sup>th</sup> international automobile**  
**VIII. internationale Automobil**

**RALLYE**  
**ŠKODA** **'81**

**MLADÁ BOLESLAV-ČSSR**

**Mistrovství Evropy jezdců**  
**European championship of drivers**  
**Europameisterschaft für Fahrer**

Soutěž se jede na počest 60. výročí založení Komunistické strany Československa a na počest 30. výročí založení Svazu pro spolupráci s armádou

The competition is held to the honour of 60th anniversary of establish of Czechoslovak Communist Party, and to the honour of 30th establish of Union for Cooperation with the Army

Der Wettbewerb findet zu Ehren des 60. Jahrestages der Gründung der Kommunistischen Partei der Tschechoslowakei und zu Ehren des 30. Jahrestages der Gründung der Organisation „SVAZARM“ statt

**10. - 12. VII. 1981**

**PROPOZICE**  
**PROPOSITIONS**  
**PROPOSITIONEN**



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## Dosavadní vítězové **RALLYE ŠKODA**

1974	Hubáček Vladimír Ing. Minářík Stanislav	CS	Renault Alpine
1975	Hubáček Vladimír Ing. Minářík Stanislav	CS	Renault Alpine
1976	Blahna Václav Hlávka Lubislav	CS	Škoda 130 RS
1977	Haugland John Berglund Bruno	N/S	Škoda 130 RS
1978	Ing. Šedivý Jiří Janeček Jiří	CS	Škoda 130 RS
1979	Haugland John Bohlin Jan Olof	N/S	Škoda 130 RS
1980	Haugland John Bohlin Jan Olof	N/S	Škoda 130 RS

## I. PROGRAM

středa	1. 4. 1981	— zahájení příjmu přihlášek
pondělí	<b>1. 6. 1981</b>	— <b>uzávěrka přihlášek jednotlivců</b>
pondělí	1. 6. 1981	— uzavěrka přihlášek družstev
středa	10. 6. 1981	— vydání itineráře
čtvrtek	9. 7. 1981	— poslední možnost změny posádek
pátek	<b>10. 7. 1981</b>	— <b>přejímka vozů; 7—11 hodin</b>
pátek	<b>10. 7. 1981</b>	— <b>start do ZKZO; 15.30 hodin</b>
pátek	<b>10. 7. 1981</b>	— <b>start do I. etapy; 19.00 hodin</b>
sobota	<b>11. 7. 1981</b>	— <b>start do II. etapy; 9.30 hodin</b>
sobota	11. 7. 1981	— konec soutěže; 23.18 hodin
neděle	12. 7. 1981	— vyhlášení výsledků; 9.00 hodin
neděle	<b>12. 7. 1981</b>	— <b>předání cen; 16.00 hodin</b>
neděle	12. 7. 1981	— společenský večer; 20.00 hodin



Foto JAN KRUTSKÝ, Praha: RZ — VALOVICE

## II. ORGANIZACE

### Čl. 1

Automotoklub ŠKODA — Mladá Boleslav z pověření ÚAMK ČSSR pořádá VIII. Rallye ŠKODA '81 ve dnech 10.—12. července 1981.

#### 1. Ředitelství — organizační výbor:

##### 1. Sportovní komisaři:

PhMr. Milan Koudelka, CS

Oldřich Pospíšil, CS

##### 2. F. I. S. A. komisař — pozorovatel:

#### 3. Ředitelství — organizační výbor:

Ing. Jan Banýr — ředitel soutěže

Ing. Ivo Sedlák — zástupce ředitele

Jiří Sucharda — tajemník

Jaroslav Mansfeld — vedoucí tratě

Jiří Sněhota — zástupce ved. tratě

JUDr. Antonín Svoboda — hlavní pořadatel

Ing. Josef Pilvousek — vedoucí přejímky

Jiří Klíbr — vedoucí dispečinku

Josef Hradecký — vedoucí tiskového střediska

Jiří Sucharda — zodpovědný za styk s jezdci

Miloslav Slavík — asistent, zodpovědný za styk s jezdci

#### 4. Hlavní časoměřič:

Jaroslav Bárta, CS

#### 5. Hlavní technický komisař:

Stanislav Šulc, CS

#### 6. Hlavní počítač výsledků:

Ing. Jidřich Kočí, ÚAMK, Praha

#### 7. Instruktor ÚAMK, Praha:

Jan Soukup, ÚAMK, Praha

#### 8. Hluk:

Pavel Jílek

#### 9. Předseda mezinárodní jury:

Josef Kocourek

### Oficiální vývěsní tabule:

Tato tabule bude umístěna v prostoru sportovního stadiónu před budovou ředitelství.

## III. VŠEOBECNÁ USTANOVENÍ

### Čl. 2 — Všeobecný

1. Rallye ŠKODA se koná podle mezinárodních sportovních řádů (a jejich příloh) Mezinárodní automobilové federace (FIA), ustanovení F.I.S.A., národních sportovních řádů a těchto propozic.
2. Soutěž se započítává do ME jezdců (koef. 2).

### Čl. 3 — Popis

Trať soutěže měří přibližně 1098 km a je rozdělena do dvou etap. Je určena v přesném popisu trati (itineráři), který obsahuje sled obcí, místopis časových kontrol (ČK) a rychlostních zkoušek (RZ), počet km v jednotlivých etapách a počet km v celé soutěži. Na začátku soutěže je zařazena zvláštní klasifikační zkouška na okruhu (ZKZO). Trať vede převážně po silnicích s bezprašným povrchem a není značena. Na trati je 17 časových kontrol a 48 rychlostních zkoušek o celkové délce přibližně 376 km a ZKZO. Jízdní průměry jsou pro všechny vypsane třídy a skupiny jednotné a nepřesáhnou 45 km/h. Popis trati a rychlostních zkoušek obdrží jezdci na sekretariátě soutěže po potvrzení přihlášky. Pořadatel si vyhrazuje právo změnit jednotlivé úseky nebo jízdní doby, ukáže-li se to nezbytné (stav vozovky, objížďky atd.).

### Čl. 4 — Vozidla

1. Do soutěže jsou připuštěna homologovaná vozidla, která odpovídají předpisům Přílohy J Mezinárodních sportovních řádů, vztahujících se na vozy:

**Skupina 1: Cestovní sériové vozy** (5000 vozů za 12 měsíců po sobě jdoucích)

**Skupina 2: Cestovní vozy** (1000 vozů za 12 měsíců po sobě jdoucích)

**Skupina 3: Sériové vozy GT** (1000 vozů za 12 měsíců po sobě jdoucích)

**Skupina 4: Vozy GT** (400 vozů za 24 měsíců po sobě jdoucích)

**Diesel: Vozy se vznětovými motory** (všechny objemy)

2. Vozidla skupiny 1 jsou rozdělena do 4 objemových tříd:

1. třída	do 1300 cm <sup>3</sup>
2. třída	nad 1300 do 1600 cm <sup>3</sup>
3. třída	nad 1600 do 2000 cm <sup>3</sup>
4. třída	nad 2000 cm <sup>3</sup>

3. Vozidla skupiny 2 jsou rozdělena do 4 objemových tříd:

5. třída	do 1150 cm <sup>3</sup>
6. třída	nad 1150 do 1300 cm <sup>3</sup>
7. třída	nad 1300 do 2000 cm <sup>3</sup>
8. třída	nad 2000 cm <sup>3</sup>

4. Vozidla skupiny 3 jsou rozdělena do 2 objemových tříd:

9. třída	do 2000 cm <sup>3</sup>
10. třída	nad 2000 cm <sup>3</sup>

5. Vozidla skupiny 4 jsou rozdělena do 2 objemových tříd:

11. třída	do 2000 cm <sup>3</sup>
12. třída	nad 2000 cm <sup>3</sup>

6. Vozidla DIESEL:

13. třída všechny objemy

7. Jestliže počet vozů, přihlášených do stejné objemové třídy je nižší než pět (5), bude tato třída sloučena s třídou (nebo s třídami) nejbližší vyšší. Vozy přihlášené ve skupině, obsahující méně než 10 vozů, budou klasifikovány jen v celkové klasifikaci.

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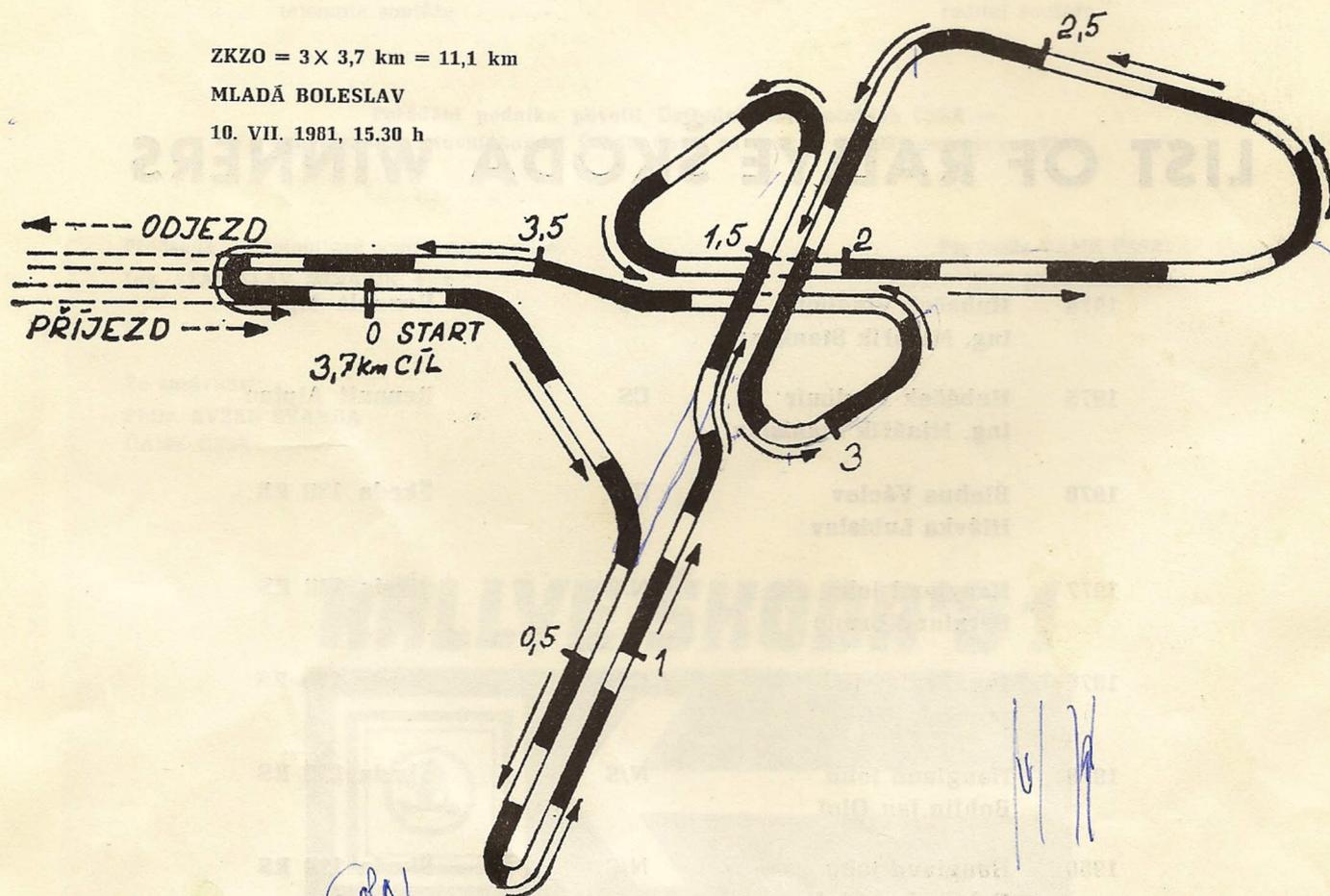
## VIII. PRIZES AND CUPS

# LIST OF RALLYE ŠKODA WINNERS

1974	Hubáček Vladimír Ing. Minářik Stanislav	CS	Renault Alpine
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1977	Haugland John Berglund Bruno	N/S	Škoda 130 RS
1978	Ing. Šedivý Jiří Janeček Jiří	CS	Škoda 130 RS
1979	Haugland John Bohlin Jav Olof	N/S	Škoda 130 RS
1980	Haugland John Bohlin Jav Olof	N/S	Škoda 130 RS

## I. PROGRAM

— Wednesday	1st April 1981	beginning of application receiving
— Monday	<b>1st June 1981</b>	<b>deadline for individual's entries</b>
— Monday	1st June 1981	deadline for team's entries
— Wednesday	10th June 1981	itinerary handing over
— Thursday	9th July 1981	the last possibility to change crew
— Friday	<b>10th July 1981</b>	<b>scrutineering of cars 7.00—11.00</b>
— Friday	<b>10th July 1981</b>	<b>start of special classification test on circuit (ZKZO) at 15.30</b>
— Friday	<b>10th July 1981</b>	<b>start of the 1st stage at 19.00</b>
— Saturday	<b>11th July 1981</b>	<b>start of the 2nd stage at 9.30</b>
— Saturday	11th July 1981	the end of competition at 23.18
— Sunday	12th July 1981	announcement of results at 9.00
— Sunday	<b>12th July 1981</b>	<b>presentation of prizes at 16.00</b>
— Sunday	12th July 1981	evening party at 20.00



## II. ARRANGEMENT

### Article 1

Automobile Club Škoda Mladá Boleslav organizes on the ground of commission of Central Automobile Club of Czechoslovakia 8th Rallye Škoda '80 in the days of 10th to 12th July 1981.

1. Stewards of the Meeting:

PhMr. Milan Koudelka, CS  
Oldřich Pospíšil, CS

2. F.I.S.A Inspector — observer:

3. Directoriat — Organising Committee:

Ing. Jan Banýr — Director  
Ing. Ivo Sedlák — Deputy of Director  
Jiří Sucharda — Secretary  
Jaroslav Mansfeld — Clerk of the Course  
Jiří Sněhota — Deputy of Clerk of the Course  
JUDr. Antonín Svoboda — Chief of Marshalls  
Ing. Josef Pilvousek — Chief of scrutineering  
Jiří Klíbr — Chief coordinator  
Josef Hradecký — Printing Officer  
Jiří Sucharda — Competitor Liaison Officer  
Miloslav Slavík — Assistant of Competitor Liaison Officer

4. Main timekeepers:

Jaroslav Bárta, CS

5. Main Technical Officer:

Stanislav Šulc, CS

6. Main Results Counter:

Ing. Jindřich Kočí, ÚAKM, Praha

7. Observer of ÚAMK, Praha:

Jan Soukup, ÚAMK, Praha

8. Noice:

Pavel Jílek

9. Chairman of International Jury:

Josef Kocourek

### Official information board

The official information board will be situated in the area of sport stadium in front of Directoriat headquarters.

## III. GENERAL PROVISIONS

### Article 2 — General

1. Rallye Škoda is held in accordance with the international Sporting Code (including all Appendices) of International Automobile Federation (FIA), the provisions of FISA, the national sporting codes and these propositions.
2. The competition is included in European championship of drivers (coefficient 2).

### Article 3 — Route

The route of the competition is approximately 1098 km long and divided into two stages. It is specified in the description of the route, which contains the sequence of localities, the location of time checks (ČK) and speed tests (RZ), the number of kilometres of the individual stages and the number of kilometres of the whole com-

petition. At the beginning of the competition special classification test on circuit (ZKZO) is inserted. The route is laid out mostly over roads with a dustless surface and is not signposted. Along the route there are 17 time checks and 48 speed tests of a total length of approximately 376 km and ZKZO. The average speeds are uniform for all classes and groups admitted and will not exceed limit of 45 km per hour. The drivers will receive a description of the route and of the sections of speed tests from the Competition Secretariat after confirmation of their entries. The Organizers reserve themselves right to alter individual sections of the route and running times should it appear essential to do so (conditions of roadway, diversions etc.).

### Article 4 — Cars

1. For the competition will be accepted homologated cars satisfying the International Sport-in Code Appendix J concerning cars:

**Group 1: Production Touring Cars** (5.000 cars in 12 following months)

**Group 2: Touring cars** (1.000 cars in 12 following months)

**Group 3: Production GT Cars** (1.000 cars in 12 following months)

**Group 4: GT Cars** (400 cars in 24 following months)

**Group Diesel: cars with diesel engines** (all displacements)

2. The cars of Group 1 are divided to 4 cylinder-displacement classes:
  1. class — till 1300 ccm
  2. class — above 1300 ccm and below or equal to 1600 ccm
  3. class — above 1600 ccm and below or equal to 2000 ccm
  4. class — above 2000 ccm
3. The cars of Group 2 are divided to 4 cylinder-displacement classes:
  5. class — till 1150 ccm
  6. class — above 1150 ccm and below or equal to 1300 ccm
  7. class — above 1300 ccm and below or equal to 2000 ccm
  8. class — above 2000 ccm
4. The cars of Group 3 are divided to 2 cylinder-displacement classes:
  9. class — till 2000 ccm
  10. class — above 2000 ccm
5. The cars of Group 4 are divided to 2 cylinder-displacement classes:
  11. class — till 2000 ccm
  12. class — above 2000 ccm
6. The cars of the Group Diesel with compression ignition engine:
  13. class — all cylinder displacement
7. If less than five cars will be entered into any one cylinder-displacement class, this incomplete number will be combined with the nearest higher class (or classes). Cars entered to class including less than 10 cars will be classified only in absolute classification.
8. Protective covers of car underside are permitted for all groups. The Organizers recommend to use protective roll bars even in Group 1..

## Article 5 — Eligible competitors

1. The competition is open for any person or entity holding an international competitor's licence valid for a year 1981.
2. Where the competitor is an artificial person, or in any case is not in the car, the first driver named on the entry form will be held entirely responsible for all the responsibilities and obligations of the competitor.

## Article 6 — Entries

1. Anybody wishing to take a part in the Rallye Škoda must send the attached entry form duly completed to the rallye secretariat on the following address:

address of the competition secretariat:

### RALLYE ŠKODA

Třída Rudé armády 210/II

293 60 Mladá Boleslav 1 — Czechoslovakia

phone: Mladá Boleslav 2870

telegraph: Rallye Škoda Mladá Boleslav  
Czechoslovakia

cables: 136 301, 136 311, 136 313

before 1st June 1981 at 12.00.

- Details concerning the co-driver can be completed up to 9th July 1981. However, the changing of a team member or the entry of a new member must be approved by the Organizing Committee.
2. For foreign competitors the entry form must be stamped by Competitor's National Sporting Authority.
3. No amendments may be to the entry form, except in the cases provided for in the present propositions.  
However, the competitor may freely replace the car declared on the entry form another from the same Group and the same class up to the moment of scrutineering.
4. The Organizing Committee reserves itself the right to refuse the entry of a competitor or a driver without having to give the reasons (Art. 74 of the International Sporting Code). The maximum number of entries will be 150.
5. By the very fact of signing the entry, the competitor as well as all the team-members submit themselves to the sporting jurisdictions specified in the International Sporting Code, as well as the provisions of the present propositions.
6. Each crew member must enclose his photograph of format 4x4 cm with his name written on the reverse side of it to completed entry form.

## Article 7 — Entry fees

1. The entry fees are as follows:

The entry fee for foreign crews (driver and co-driver) is:

- 80 DM for individuals
- 50 DM for club teams
- 50 DM for manufacturers' teams  
(national teams — free)

The entry fee for crews from socialist countries is:

- 500 Kčs for individuals
- 300 Kčs for club teams
- 300 Kčs for manufacturers' teams  
(national teams — free)

[16]

The fees are to be remitted to the following address:

AUTOTURIST Praha — Živnostenská banka n.p.  
Na Příkopě 30

Praha 1

Kto 193 0904, akce č. 772/81

The sums in DM quoted above provide a basis for the exchange of the currencies used by the participant. The Organizers confirmation of acceptance to the competition serves foreign participants as a supporting document for the exemption from the exchange of foreign currencies, compulsory for tourists, when a visa for entry to Czechoslovakia is being issued (for sports).

2. The entry application will only be accepted if accompanied by the total entry fees or by a receipt issued by the competitors' National Sporting Authority.  
No car will be allowed to start unless the entry fees have been paid.
3. The entry fees include the insurance premium, which guarantees the competitor unlimited cover for civil responsibility towards third parties. The insurance cover will come into effect from the start and will cease at the end of the event or at the moment of retirement or exclusion.

The Insurance Office at which the appropriate personal accident policy has been taken will be requested to cover costs of treating foreign competitors in Czechoslovak medical institutions as well as expenses connected with transport of the competitors to domicile by means of transport agreed upon. The Organizers will be held responsible only for the cars located in the Parc Fermé before the start and after termination of the competition, if it doesn't come to the damage by force majeure.

4. Entry fees will be completely refunded:
  - a) to crews who are not accepted
  - b) in the case the rallye is not taking place.  
The organizers may reimburse those competitors who, for reasons of force majeure [duly certified by their A.S.N.] were unable to start in the rallye, 50% of their entry fees.

## Article 8 — Entries of teams

1. In addition to individual teams may entry the competition:
  - a) **national teams:** each will be made up of maximum 5 cars and of minimum 3 cars, when for team classification are the results of only the best three crews considered on the ground of the absolute classification;
  - b) **club teams:** the same as above under a);
  - c) **manufacturers' teams:** the same as above under a).Team entries may be updated until 9th July 1981 8.00.
2. The cars in the team entered for Manufacturers' Cup must be of the same make, but not necessarily of the same type.
3. Each participant to the competition may enter only two (2) different teams.
4. The winning team will be the one which has the smallest number of penalties of its the three best cars. In case ex-aequo, the winning team will be the one which has the highest placed car in the absolute classification. The exclusion of one car of the team will result in the exclusion of the entire team.

## Article 9 — Amendments - Interpretation

1. In accordance with Art. 66 of the F.I.S.A. Sporting Code the Organizers reserve themselves the right to amend the provisions of the present propositions according to the various circumstances and cases which may arise.  
This being case, those competing will be immediately informed of the changes which have taken place.
2. Any amendments or any additional provisions will be announced by dated and numbered information bulletins which will be an integral part of the present propositions. These bulletins will be posted in the Secretariat at the official wall-poster table.
3. Stewards of the Meeting are empowered to take a decision on any case not covered by present propositions.
4. In case contestation concerning the interpretation of the present propositions only the English text will be considered as authentic.

## IV. COMPETITORS' OBLIGATIONS

### Article 10 — Teams

1. Each car's team will be made up of 2 people. If this not the case then the car in question will not be allowed to start.  
The two members of the team will be nominated as first driver and co-driver. All members of the team may drive during the event, and each one must possess a valid licence for the year 1981.
2. Apart from cases provided for in these propositions, the complete team must be in the car for the total duration of the event. Even the temporary retirement of a team member or the admission of a third person on board (except for transport of an injured person) will result in exclusion from event.

### Article 11 — Plate - Numbers

1. The Organizing Committee will supply each competitor with specified rally plates bearing his competition number. These plates must be fixed to the front and rear of the car in a visible position for the duration of the rally.
2. In no case should the rally plates cover the car's licence plates. The infringement of provision in previous sentence will result in a penalty 1000 Kčs for each plate covered. The absence of one or both plates established at any time during the event will result in a penalty of 1000 Kčs per plate.
3. The competition numbers supplied by the organizers must appear on both sides of the car during the whole rally. The absence of competition number will result in exclusion of a team from the event.
4. The names of the first driver, his co-driver, their blood groups plus their national flags, must appear on each of the doors or on front wings. Any car not complying with these rules may not be allowed to start.
5. Identification marks may be affixed to the vehicle body and engine block anytime during the rally.

Stewards may, at any moment and at any control check these marks.

A missing identification mark will result in exclusion from the event.

6. Any fraud discovered and in particular the fact of presenting as intact, identification marks which have been retouched, will result in the exclusion of the competitor from the event, as well as that of any other competitor or team member who has helped or been involved in the carrying out of the infringement. This will not prejudice the fact that National Sporting Authority, to which the competitor or accomplice belongs, may be asked to inflict heavier sanctions.
7. Therefore, it is up to the competitor alone, in the case of identification marks being affixed, to see that they are protected until the end of the event.

### Article 12 — Awarding of numbers and starting order

The awarding of competition numbers will be done in the following way. The drivers will be divided into groups as follows:

Group A: F.I.A. seeded drivers (list A)

Group B: F.I.A. seeded drivers (list B)

Group C: all other drivers

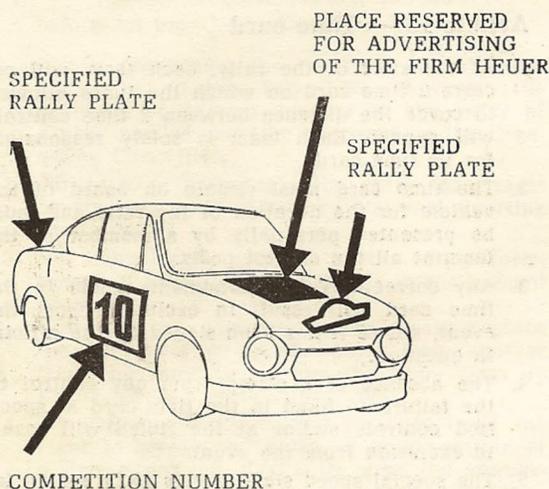
### Article 13 — Time card

1. At the start of the rally, each team will receive a time card on which the times allowed to cover the distance between 2 time controls will appear. Each team is solely responsible for its time card.
2. The time card must remain on board of the vehicle for the duration of the rally and must be presented personally by a member of the team at all the control posts.
3. Any corrections or amendments made to the time card will result in exclusion from the event, unless it has been signed by the official in question.
4. The absence of a stamp from any control or the failure to hand in the time card at specified controls and/or at the finish will result in exclusion from the event.
5. The special speed stage sheets (RZ) are an integral part of the time card and are subjected to all penalties laid out above.
6. The team alone is responsible for the presentation of the time card at the individual controls and the accuracy of the entries.
7. Therefore, it is up to the team present its time card to the officials at the correct time, and to check that the time is correctly entered. The post official is the only person allowed to enter the time on the time card.
8. The people making up the team of a car must be entered on identification sheet of the time card on which their recent identity photos (4X4 cm), their signatures as well as the details concerning the car, will appear. This identification sheet which is considered as an „identity card“ for the car must be kept on board for the duration of the event, be shown when asked for officially and be handed in to the control post at the end of each section. Its absence will result in exclusion from the event.

### Article 14 — Repairs - Traffic - Advertising

1. Repairs and refuelling are freely permitted throughout the whole event, except in those cases expressly forbidden by a provision in the present propositions.

2. It is expressly forbidden, under penalty of exclusion, to tow, transport or have the cars pushed, except to bring them back onto the road, or to free them.
3. In the same way teams are forbidden, under penalty of exclusion:
  - a) to block the passage of competing cars or to prevent them from overtaking;
  - b) to behave in an unsporting manner;
  - c) to affix advertising to the front doors in the place reserved for competition numbers.
4. On the other hand, competitors are allowed to affix any kind of advertising to their cars, provided that:
  - a) it is authorized by the national laws and the F.I.A. regulations and common organizing conditions for World and for European Championship events;
  - b) it is not likely to give offence;
  - c) it does not interfere with the team's vision through the windows.
5. The following drawing indicates the area which is reserved for organizers, and also for advertising of SPONSOR.



6. For the whole time of duration of the event teams must conform exactly to the prescriptions governing traffic in Czechoslovakia. Any team which does not conform to these prescriptions will have the penalties laid out by policemen on the spot of an infringement.

## V. RUNNING OF THE EVENT

### Article 15 — Start

1. a) The special classification test on circuit (ZKZO) on the motorway crossroads near of Mladá Boleslav.  
The start for special classification test on circuit (ZKZO) will be at closed circuit 10th July 1981 at 15.30 h. All teams will enter altogether Parc Fermé at the Stadium at 14.30 and will be lead with their cars to the Parc Fermé of the special classification test on circuit (ZKZO). Entry and exit time into and out of Parc Fermé is not stamped in route card. Cars will be started off individually in 5 seconds intervals according to competing numbers and instructions of organizers. Maximum 15 cars will be started off at once. Start is carried out with small flag with engines running.

Test is run for three laps, each lap has a length 3,7 km, the test (ZKZO) altogether 11,1 km. Time for three laps is measured at the nearest second. After running three laps team must leave circuit independently, finish is passing. Within 20 minutes since the last pass across finish line team must hand over their car independently into Parc Fermé UP-Stadium — the time is stamped on. Each minute of delay with handing over a car after specified limit will be penalized 60 seconds. Team not completing special test (ZKZO) will be penalized 1000 points. In the time of transfer to and from the test (ZKZO) stipulations on Parc Fermé do not apply to the cars. In the case of failure during the test (ZKZO) it is necessary to remove a car to the outer limit of the road. The violating of this stipulation will result in exclusion from the event. The delay due to failure during test (ZKZO) is not included into total delay limit.

- b) The cars will be started at one minute intervals on Friday 10th July 1981 at 19.00 h at ČK 1 in Mladá Boleslav. 10 minutes before their specified starting time to the I. stage the teams entry UP-Stadium, stamp their entry, collect the car, stamp their departure and drive off to the area of ČK 1 over the route marked out by organizers. They will be started at their specified time. The start for the II. stage will carried out in the same way from ČK 8 on 11th July 1981 at 9.30 h.  
The exact starting time will be entered in route card. A team may arrive at the start up to 10 minutes late, but will not be penalized for this delay. Any car which exceeds this period will not be allowed to start.

2. Teams are obliged to have their passage checked at all the points mentioned on their time card in the correct order under penalty of exclusion. The target time for covering the distance between 2 time controls will appear on the time card.
3. Hours and minutes will always be shown thus, 00.01—24.00, only minutes which have elapsed will be counted.  
Throughout the event, the official time will be the time of Czechoslovak broadcasting station „Hvězda“, no contestation will be allowed on this point.
4. All the competitors will receive a road-book which must describe in detail the itinerary which has to be followed. The road-book will be available in the Secretariat of Rallye Škoda since 10th June 1981.

### Article 16 — Controls - General provisions

1. All controls, i. e. passage and time controls, start and finish of special stages, regrouping and neutralisation zone controls, will be indicated by means of F.I.S.A. approved standardized signals.
2. The beginning of the control area is marked by a warning on a yellow background. At a distance of about 25 m, the position of the control post is indicated by an identical sign on a red background. The end of the control area, approximately 50 m further on, is shown by a final signal on an yellow background with three black transversal stripes.
3. All control areas (i. e. all the areas between the first yellow warning signal and the final yellow one with three black transversal stripes) are considered as parcs fermés. For this

reason, and under penalty of exclusion from the event, teams are expressly forbidden to carry out any refuelling or repairs or to receive any help whatsoever in the area between these two signs.  
(See art. 20)

4. The stopping time within the area so defined should not exceed the time necessary for carrying out control operations.
5. It is strictly forbidden under penalty of exclusion from the event:
  - a) to enter a control area in any direction other than that of the rally;
  - b) to recross or to re-enter a control area once checking it has taken place at this control.
6. Teams may consult the official watch on the control table. On the other hand, the post officials cannot give them any information on their target time for checking in, this being the team's responsibility.
7. Control posts will be ready function 30 minutes before the target time for the passage of the first car. They will cease to operate 60 minutes after the target time for the last car.
8. Teams are obliged to follow the instructions of the officials in charge of any control post. Failure to observe this may lead to exclusion from the event and is up to the Stewards of the Meeting. The road marshals will be distinguished by blue organizers' bands Rally Škoda '81. The post chiefs will be distinguished by red organizers' bands Rallye Škoda '81.

#### Article 17 — Time controls

1. At time controls, the cars are allowed to enter the control area 1 minute before their target check-in time. When the car and all the crew in the control area, the check-in time is taken at the moment the team gives its time card to the post official who clocks it immediately.  
The team must drive its car to within the immediate vicinity of the control table.
2. The control officials must stamp on the time card the exact time at which this document was handed in by the team.
3. The check-in time appearing on the time card represents the arrival time at the end of the stage and the starting time for the following one.
4. At each time control teams are not subjected to any penalties, if they check in during the minute following their target time.

##### Example:

A competitor who is supposed to check-in at a control at 18 h 58' will be considered on time, if the check-in takes place between 18 h 58' 00" and 18 h 58' 59".

5. a) The penalty for late arrival at a time control will be 60 seconds per minute or per fraction of a minute;
- b) the penalty for early arrival at a time control will be 120 seconds per minute or per fraction of a minute.
6. Any lateness exceeding 60 minutes on the time set between two time controls, or a total lateness of 60 minutes at the end of the rally, will result in the exclusion of the team.

In the case of thick fog the above mentioned provision concerning maximum allowed late-

ness will be changed. Should be this case, the sign with crossed 60 will hanged out in a concerned time control. Resulting delay in this section will not be included to the total lateness.

7. In no case early arrivals can be used as means of reducing the lateness resulting in exclusion.  
Penalties for early arrival will in no case be taken into consideration when calculating the maximum lateness resulting in exclusion.

##### Examples:

- Control A: Start 12 h 00'  
target time 1 h 00' — check-in time 13 h 10'  
penalty for early arrival: 10 minutes  
lateness counting towards exclusion: 10 minutes
- Control B: target time 1 h 30' — check-in time 14 h 20'  
penalty for early arrival: 20 minutes  
lateness counting towards exclusion: 10 minutes
- Control C: target time 2 h 00' — check-in time 16 h 30'  
penalty for late arrival: 10 minutes  
lateness counting towards exclusion: 10 minutes  
total penalties (for late and early arrivals):  
 $10 + (20 \times 2 = 40) + 10 = 60$  minutes  
total lateness counting towards exclusion:  
 $10 + 0 + 10 = 20$  minutes

8. Official looking after passage controls should simply stamp the time card when it is handed to them, without indicating the passage time.

#### Article 18 — Regrouping controls

1. Regrouping controls will be set up along the route. These controls will be subjected to the rules governing the control posts (Arts. 16 and 20).
2. The purpose of these regroupings will be to reduce the intervals which may occur between teams as a result of late arrivals or retirements. Thus, the starting time from the regrouping control and not its duration must be taken into account.

After passing ČK 7, i. e. finish of the 1st stage, cars must be driven into an area reserved by organizers and teams will have 60 minutes to carry out repairs on cars. At the latest until expiry of this time car must be handed over into the Parc Fermé at the UP-Stadium. The area reserved is near of the hotel ŠKODA by control post PK 7. For every minute of delay in handing over car to Parc Fermé at the UP-Stadium team will be penalized 60 seconds. The route cards will be collected from teams at ČK and at the end of competition at UP-Stadium. For the start for 2nd stage teams will receive new starting time at ČK 7. The start for 2nd stage will be carried out according to the sequence of arrival in the end of 1st stage.

#### Article 19 — Special stages (RZ)

1. Special stages are speed events against the clock.
2. During these events, all those in the car must wear crash helmets, under penalty of exclusion from the event.
3. Teams are forbidden to circulate in the opposite direction to that of the rally, under penalty of exclusion from event.

4. Starts of special stages will be given as follows: When the car with its team on board has stopped in front of the starting control, an official will enter the time scheduled for the start of the car in question on the stage sheet (hour, minute, second). He will hand this document back to the team which may leave the post only when the starting signal has been given.

He will count down in a loud voice 30" — 15" — 10" and the last 5 seconds one by one. When the last 5 seconds have elapsed, the starting signal will be given, upon which the team must start immediately.

A 120 seconds penalty will be imposed on any team which remains stationary for more than 20" after starting signal.

5. A false start, above all one made before the official has given the signal, will be penalized 60 secs. This does not exclude heavier penalties being inflicted by the Stewards of the Meeting, especially in the case of it being repeated.

6. Special stages will end in a flying finish, stopping being forbidden under penalty of exclusion from the event.

Timing will be done with registering equipment, backed up by hand timing.

At a distance of 300 to 400 m from the finish, the team must stop at a control marked by a red „STOP“ sign, to have his finishing time entered on the time card.

If the timekeepers cannot give the exact finishing time to the officials immediately, the latter will only stamp the team's sheet, and the time will be entered on it at the next neutral zone.

7. If, through a fault of the team, the entry is not made:  
a) at the start: he will be excluded;  
b) at the „STOP“: he will be penalized 5 minutes.
8. The time recorded by the teams in each special stage expressed in hours, minutes and seconds, will be added to their penalties.

#### Article 20 — Parc Fermé

1. The cars are in the Parc Fermé:  
a) before the start of the event (immediately after scrutineering);  
b) from the moment they enter until the moment they leave a control post area (art. 16, § 3);  
c) from the moment they enter until the moment they leave a regrouping zone (art. 18, § 2);  
d) as soon as they reach the end of the event until the time limit for lodging protests has expired (atr. 25).

2. During the period spent in the Parc Fermé, any repairs or refuelling is strictly forbidden, under penalty of exclusion. If organizers consider that a car is so defective that other road users risk being endangered by it, then the car has to be repaired in the presence of an official.

The minutes used for repairs should be considered as the same number of minutes lateness on a road stage, this being done to prevent a team trying to make up for lost time. The team will receive a new starting time after repairs, which involves a penalty.

Exceptionally by authorization and under surveillance of the competent official, a team member is allowed to change a puncture or to have a new windscreen fitted in place of a da-

amaged one only with the use of the tools from the car tool equipment being on the board.

3. As soon as they have parked the car, the drivers will leave the Parc Fermé and no member of the team will be allowed to re-enter it.
4. Team has not right to enter Parc Fermé earlier than 10 minutes before its starting time. A maximum of 5 minutes is permitted for every parking of a car and a maximum of 10 minutes for every collection of a car. For every one minute of delay on departure and earlier arrival to and from Parc Fermé the team will be penalized 60 seconds. A car need not leave Parc Fermé with the use of own power.
5. At the start of the event and regrouping points, any team who does not turn up at the start with his engine running, will receive a 30 seconds penalty, which will not count towards exclusion. At the start of control post, teams must have their engines running, under penalty of exclusion.
6. To the start of a special stage and ZKZO the team is obligatory to appear with engine running. Otherwise they will be disqualifying from the competition.

## VI. SCRUTINEERING — PENALTIES

### Article 21 — Scrutineering

1. All competing teams must present themselves personally in the secretariat Rallye Škoda before scrutineering, i. e. until 10th July 1981 at 7.00 h. In the secretariat the teams will receive all documents for the event.

Accompanying vehicles and vehicles of Organizers will be marked by means of plates „VIII. Rallye Škoda '81“. The plates will be provided by Organizers for payment 50,— Kčs each. Vehicles without marking specified in propositions will not be permitted to enter into the Rallye Škoda reserved areas. Drivers and crews of accompanying vehicles will be issued marking which they must wear visibly during the competition. Any car taking part in the VIII. Rallye Škoda '81 must arrive at formal and technical scrutineering with its full team on 10th July 1981 from 7.00 h to 11.00 h into the area of UP-Stadium in Mladá Boleslav, in accordance with the given time-table:

#### STARTING NUMBERS

to 8.00 h

1 to 50 will arrive in period from 7.00

51 to 100 will arrive in period from 8.00 to 9.00 h

101 to 150 will arrive in period from 9.00

to 10.00 h

151 and above will arrive in period from 10.00 to 11.00 h

Delayed arrival with regard to the specified time limit will result in exclusion from the event with the exception of the case of force majeure as regarded by Stewards of Meeting.

2. This scrutineering carried out before start is of a general nature. Teams must submit:  
a) the confirmation of their entry  
b) the receipt for the fee  
c) the international licence of competitor and both drivers  
d) their driving licences  
e) the documents for the car

f) documents about the accident insurance of both drivers

At the presentation for scrutineering, all foreign drivers produce documents proving that they have taken personal accident insurance policy for a minimum amount at least. Simultaneously, they will be requested to fill in the form on the back of their Technical Card stating all the above facts. At the same time they will be demanded to submit their International Green Card of liability insurance covering damages caused to third persons, their bodies, effects and possession.

g) specified crash helmets of both drivers

h) the homologation certificate countersigned by ACN, valid for the year 1981

i) the green international insurance card.

Further is carried out identification of the team on the ground of „identity document“, each member must be able to show one recent identity photo (4 X 4 cm), identification of the car and its marking to the Organizers discretion. On completion of the scrutineering team must hand over the car immediately into Parc Fermé (UP).

3. All cars must be equipped with safety belts according to the F.I.S.A. specification, with one or two fire extinguishers (minimum contents 4 kg) and other safety devices as specified by the F.I.S.A. (1981).

4. No car will be allowed to start unless it complies with CSI safety regulations and traffic regulations valid in Czechoslovakia with the following exceptions from Regulation FMD No. 90/75 Sb.:

§ 31

fitting of additional indicating instruments allowed

§ 40

higher exhaust pollutants emission (modification of carburetor or its components)

§ 41

external noise level of vehicles — Cars must be equipped with permanent noise suppressor. The highest noise level of exhaust system is 99 dB/A on the ground of static method measurement. Exceeding of this limit up to 102 dB/A results in 60 seconds penalty and the car is not measured again, car is accepted for competition. If the limit 102 dB/A is exceeded a driver is allowed to modify exhaust system of his car and to be measured again. If reduction of noise level to 102 dB/A or below is achieved, car is accepted with the penalty 120 seconds. If limit 102 dB/A is exceeded in the second measurement, car will not be accepted. Measurement can be repeated whenever during the competition including the final control UP. At the exceed of noise level 102 dB/A in this repeated measurement during the competition the driver will be excluded.

The measurement made by static method is carried out in following way:

Microphone is situated above the ground in the level of horizontal plane going through the center exhaust system suppressor tail pipe orifice. The microphone is set in above mentioned plane in the distance 0,5 m on line going under angle 45° from exhaust pipe axis protection to above-mentioned horizontal plane. The axis of maximum microphone sensitivity must be parallel with ground surface and must be directed to the exhaust system pipe orifice. The microphone must be situated on the outer side of a car with the regard to vertical plane going through the direction gas exhaustion from exhaust system pipe. If exhaust system

is equipped with two or more pipe orifices at the distance shorter than 0,3 m, noise level is measured only on the nearest orifice to the outer side of a car. If there is not such an orifice, then noise level is measured on the orifice highest from the ground.

Measurement is carried out with engine running with speed of rotation.

Cars of Group 1 and 3 with 70 % of maximum rotation speed specified by the manufacturer of engine.

Cars of Group 3 and 4 with four-stroke engine at 5000 rpm and with two-stroke engine at 4400 rpm.

In the case of contest noise level is measured always at 75 % of maximum rotation speed specified by manufacturer.

Lighting of cars: In accordance with the intention of articles 225 k), 256 a), 267 and Appendix „J“ FIA it is allowed to use for a competition only headlights approved by some authorized test laboratory.

The headlights must be marked with the letter „E“ and with number of test laboratory according to international registration.

According to article 258 h) Appendix „J“ FIA and Regulation No. 90/75 Sb. it is necessary to comply with these provisions:

The depth of tyre tread must be at least 1 mm for the whole time of driving in Czechoslovakia-Slick tyres are not allowed with the exception the use for special speed test on closed circuit.

5. Additional scrutineering may be carried out at any time during the event.

## Article 22 — Final control

1. As soon as they arrive in ČK 17 in Mladá Boleslav on 11th July 1981, the cars will be driven to the Parc Fermé, where a control will take place to find out if the car is the same as that presented at scrutineering as provided for by art. 21, and also if there is occasion to impose the penalties provided for in art. 23.

2. If the absence of one of the identification marks, provided for in art. 11 § 5, is discovered at any time during the event or the final control, the penalty will be exclusion.

3. At the finish a complete and detailed scrutineering which may involve the dismantling of the car will be carried out for the cars classified as the first in Group 1 and Group 3. The same may be carried out for the cars in the first three places in General Classification; further for the cars classified in the first places in other groups and also for all other cars according to decision of the Organizers or the Stewards of the Meeting or following a protest or on the advice of the Director of the competition.

4. In the case of the above mentioned dismantling being the result of a protest, all expenses involved will be charged to the claimant, who must pay them in advance. This deposit will be 3000 Kčs.

If the protest is upheld, the claimant will have his expenses reimbursed by the competitor against whom the protest has been lodged.

## Article 23 — Summary of penalties

reasons	art. §	start refused	penalty in money	exclusion in secs	exclusion
— non payment of entry fee	7-2	X			
— only one or more than two persons on board of the car at the start of competition	10-1	X			
— retirement of team member or admission of the third person to the car	10-2				X
— covering of licence plate	11-2		1000 (per each)		
— absence of plate VIII. Rallye Škodá	11-2		1000 (per each)		
— missing competition number	11-3				X
— missing driver's name etc.	11-4	X			
— missing identification marking or any other fraud	11-5, 11-6,				X
— correction or changes in route card	13-3				X
— missing stamp of any control	13-4				X
— not presenting of a route card and identification sheet	13-8				X
— towing, pushing etc.	14-2				X
— blocking, unfair behavior and incorrect advertisement location	14-3				X
— one minute delay with handing over car to the Parc Fermé	15-1a			60	
— not completed test on circuit	15-1a			1000	
— not removing of a car	15-1a				X
— delay at the start exceeding 10 minutes	15-1b	X			X
— not marking of passage in control post	15-2				X
— refuelling and repairs in the area of control posts	16-3				X
— incorrect entry or crossing of control post area	16-5				X
— not observing official instructions	16-8				X
— delayed arrival to the time control (per one minute)	17-5a			60	
— earlier arrival to the time control (per one minute)	17-5b			120	
— delay exceeding 60 minutes in the time control	17-6				X
— delay exceeding 60 minutes at the end of competition	17-6				X
— delayed handing of a car to UP-Stadium (per one minute)	18-2			60	
— helmets not worn during special stages	19-2				X
— driving counter direction	19-3				X
— standing for more starting signal	19-4			120	
— start before starting time into speed stage	19-5			60	
— stopping in the area of flying finish of speed stage	19-6				X
— failure to mark time at the start of speed stage	19-7a				X
— failure to mark time at STOP sign	19-7b			300	
— refuelling and repairs of the car in Parc Fermé	20-2				X
— obligatory repair in Parc Fermé (per each minute)	20-2			60	
— earlier arrival and delayed departure to and from Parc Fermé (per each minute)	20-4			60	
— failure to arrive to the start with engine running	20-5			30	
— failure to arrive to the start of a special stage with engine running	20-5				X
— failure to arrive to the scrutineering	21-1	X			
— missing of the papers	21-2	X			
— car not complying with the F.I.S.A. and Czechoslovak regulations	21-4	X			
— exceeding noise level limit 99 dB/A to 102 dB/A (1 measurement)	21-4			60	
— exceeding noise level limit 99 dB/A to 102 dB/A (2 measurements)	21-4			120	
— over 102 dB/A (2 measurements) over 102 dB/A during the event or at the final control	21-4	X			X
— discovered failures and disorders during the final control	22-1				X

## VII. RESULTS — PROTESTS

### Article 24 — Results

1. Penalties are expressed in hours, minutes and seconds. The final results will be established by adding together all the penalties incurred during the sections and special stages and the team having obtained the lowest total will be proclaimed the over-all winner, the next lowest second and so on.

The Group and Class results will be established in the same fashion.

2. In the case an ex aequo, the team having recorded the fastest during the first special stage will be declared the winner. If this does not decide the winner, the times of the 2nd, 3rd, 4th etc. ... special stages will be taken into consideration.
3. The results will be posted on 12th July 1981 at 9.00 h in front of Directoriat headquarters, at the official wall-poster table.

### Article 25 — Protests - appeals

1. All protests will be lodged in accordance with the International Sporting Code.

All protests must be made in writing and handed to the competition director together with the sum of 300 Kčs, which will not be returned if the protest is judged groundless. If the protest requires the dismantling and re-assembly of different parts of a car, the claimant must:

- a) make an additional deposit of 1500 Kčs if the protest involves a clearly defined part of the car (engine, transmission, steering, braking system, electrical installations, bodywork etc.),
  - b) make an additional deposit of 3000 Kčs if protest does not involve a clearly determined part of the car.
2. The expenses caused by the work and the transport of the car will be borne by the claimant if the protest is judged as groundless, and by person against whom the protest has been lodged when it is upheld.
  3. If the expenses resulting from the protest are greater than the deposit, the difference will be borne by the claimant if the protest is not upheld. Similarly if the expenses are lower the difference will be refunded.

4. Only the competitors have the right to lodge protests (art. 171 of the F. I. S. A.).
5. The time limits for lodging protests are those established by art. 174 of the F. I. S. A.
6. Protests are not admitted on facts established by the Stewards of the Meeting.
7. Competitors have the right to appeal, as laid down in art. 181 of the F. I. S. A.
8. If a team suppose during the competition they have discovered some fact for which they can lodge a protest they must notify (under penalty of loss of the right to lodge the protest) in writing control post chief (Stewards, time-keepers) of the first control post behind the place of supposed incorrectness. After doing this the team may lodge protest on arrival to the next regrouping control or at the end of the competition.

## VIII. PRIZES AND CUPS

### Article 26 — Prizes and cups

The announcement of results and prize giving will be carried out on Sunday 12th July 1981 at 16.00 h at the Auto Škoda Stadium in Mladá Boleslav. The six first teams of General Classification, and winners of united classes and of individual groups will arrive at 15.45 h with their cars to entry gate of the Škoda-Stadium. Common arrival for prize giving will take place exactly at 16.00 h. The presence of the teams which have been award one of the prizes offered is compulsory.

The ceremonial termination of the competition by a social gathering in the House of Culture of Škoda Works in Mladá Boleslav will take place at 20.00 h. For the ceremonial termination of the competition evening dress is obligatory.

#### PRIZES:

**1st in general classification will receive 20000 Kčs + cup**

2nd in general classification will receive 10000 Kčs

3rd in general classification will receive 5000 Kčs

4th in general classification will receive 2500 Kčs

5th in general classification will receive 1500 Kčs

6th in general classification will receive 1000 Kčs

winning team in each group will receive a cup

winning team in each class will receive 1500 Kčs and two vases.

**General Automotoclub of ČSSR  
Automotoclub Škoda Mladá Boleslav  
8th International Rally ŠKODA '81  
European Championship of Drivers**

**Jiří Sucharda,**  
m. p., Secretary of Competition

**Ing. Jan Banýr,**  
m. p., Manager of Competition

**The holding of the event was authorized by Central  
Automotoclub of ČSSR — approved by Sports Committee  
of ÚAMK ČSSR on 26. 2. 81 under no. 07/81**

**Ing. Stanislav Minářik,**  
m. p., Chairman of Sports Commission

**JUDr. Ján Javorčík,**  
m. p., Chairman of ÚAMK ČSSR

**For correctness: PhDr. Evžen Švanda,**  
ÚAMK ČSSR