



The Endurance Rally Association  
Home of the Peking to Paris Rally

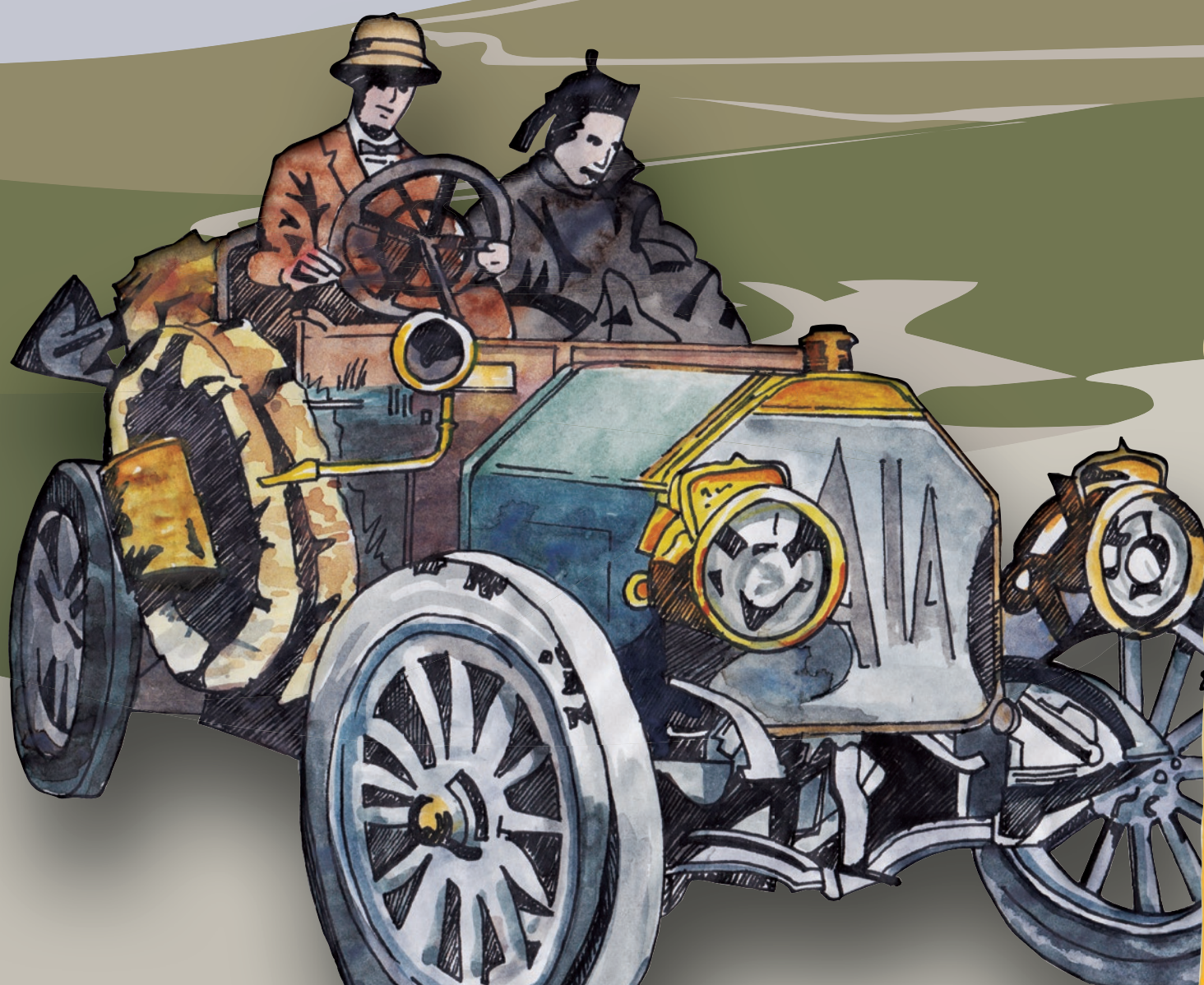
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# 1907 **7<sup>th</sup>** 2019 PEKING<sup>TO</sup> PARIS

## REGULATIONS







# THE 2019 PEKING TO PARIS MOTOR CHALLENGE

Sunday 2 June - Sunday 7 July 2019 Subject to final route reconnaissance

Supported by:

Bonhams

# REGULATIONS



## 1. ANNOUNCEMENT

- 1.1 The “**Peking to Paris Motor Challenge**” will be held between 2 June and 7 July 2019. The event is organised by Peking-Paris Rally Limited, with the support of the Endurance Rally Association, which is affiliated to The Royal Automobile Club Motor Sports Association and The Federation of British Historic Vehicle Clubs. The dates may be changed at the Organiser’s discretion.

- 1.2 The address of the Organisers’ UK office is:  
**Peking-Paris Rally Limited**  
**St Mary’s Road, East Hendred**  
**Oxon OX12 8LF**  
**England, UK**  
Tel: +44 (0)1235 831221  
Website: [www.endurorally.com](http://www.endurorally.com)  
Email: [admin@endurorally.com](mailto:admin@endurorally.com)

## 2. WARNING

- 2.1 All Motor Sport is potentially dangerous. The “**Peking to Paris Motor Challenge**” uses remote roads which may be hazardous and are intended to present those taking part with a driving challenge. Competitors should not enter the event unless they accept that there is an element of risk to themselves and their vehicle. Competitors are expected to drive safely within the limitations of their vehicles and to show due consideration to other road users at all times. Peking-Paris Rally Limited and other “ERA” associated companies, their staff and Officials and their representatives on the event accept no responsibility whatsoever for any accident, loss or injury happening to competitors and do not undertake to provide security, rescue or assistance of any kind. All competitors will be required to sign the indemnity printed on the entry form.

## 3. PERMIT AND AUTHORISATION

- 3.1 Application has been made for the necessary permits and route authorisations. These documents and any other permissions will be displayed on the Official Notice Board at Signing On.

## 4. EVENT DESCRIPTION

- 4.1 The “**Peking to Paris Motor Challenge**” will start in Beijing, China on Sunday 2 June 2019 and will finish in Paris, France, on Sunday 7 July 2019 followed by a Gala Prize-Giving Dinner. The route will be approximately 13,000 kilometres passing through China, Mongolia, Russia, Kazakhstan, Finland, Estonia, Latvia, Lithuania, Poland, Germany, Belgium and France. (Subject to change.)
- 4.2 The event is open to vehicles in the Pioneer, Vintage, Vintageant and Classic Categories being of a model type in production before December 1975. The Organisers reserve the right to introduce separate routes and time schedules for these different Categories.

- 4.3 A comprehensive Route Book and a Map Book will provide competitors with all the information necessary to follow the mandatory route. These will be issued at the start of the event. The route will include Test Sections timed to the second on public and private land using both surfaced and unsurfaced roads. There may also be Route Checks, Passage Controls and Secret Checks to check adherence to the correct route. Competitors will be issued with a Time Card and a Time Schedule indicating the specific times at which they must check-in to the Time Controls to avoid penalties.

- 4.4 The Route and Map Books will give details of the overall route, the Time Schedules, the locations of the Main and Time Controls, the Passage Controls, the Route Checks, and Test Sections. The route will be defined by a variety of methods - route descriptions, GPS waypoints, tulip diagrams, marked maps and test diagrams. An accurate tripmeter, a GPS receiver and a watch are essential but no additional maps will be necessary. There will not be any average speed type Regularity Sections. Distances will be measured in kilometres. An official measured distance for calibration purposes will be provided near the start location. The Organisers’ times and distances are deemed to be correct and not subject to query, protest or appeal.

- 4.5 Vehicles must be mechanically prepared for remote and rough terrain and carry sufficient fuel for 400 kilometres.

## 5. PROGRAMME

- 5.1 The pre-rally programme will be as follows:

All crew members must be in Beijing for the afternoon of 30 May 2019 when their Chinese Driving Licences and vehicle number plates will be issued. Vehicles must be collected from the customs warehouse the following day on 31 May. Scrutineering and Signing-on will take place on 1 June and all crew members must attend a briefing at the Rally HQ hotel. This will be followed by the Welcome Cocktail Party and Dinner. The ceremonial start will be from the Great Wall of China at 10:00 hrs on 2 June 2019.

- 5.2 **Provisional Route** (subject to confirmation and further reconnaissance).

The route of approximately 13,000 kilometres will take 36 days from the start at the Great Wall of China on Sunday 2 June 2019 and after travelling through China, Mongolia, Russia, Kazakhstan, Finland, Estonia, Latvia, Lithuania, Poland, Germany and Belgium will reach Paris, France on



Sunday 7 July 2019. It is planned that there will be Rest days in Ulaanbaatar (Mongolia), Novosibirsk (Russia), Astana (Kazakhstan) and St Petersburg (Russia).

## 6. EVENT OFFICIALS

6.1 The Organising Committee comprises:

<b>Event Director:</b>	<b>Fred Gallagher</b>
<b>Clerk of the Course:</b>	<b>John Spiller</b>
<b>Deputy Clerk of the Course (China):</b>	<b>Jim Smith</b>
<b>Deputy Clerk of the Course (Asia):</b>	<b>Chris Elkins</b>
<b>Deputy Clerk of the Course (Europe):</b>	<b>Gill Cotton</b>
<b>Rally Secretary:</b>	<b>Eleonora Piccolo</b>
<b>Entries Secretary:</b>	<b>Annette Daley</b>

The roles and names of other Officials will be notified in subsequent bulletins.

## 7. CATEGORIES AND CLASSES

7.1 Vehicles will be accepted in the following age Categories:

### A Pioneer

A model in production before December 1920.

### B Vintage

A model type in production before December 1930.

### C Vintageant

A model type in production between January 1931 and December 1947.

### D Classic

A model type in production between January 1948 and December 1975. (Cars of a later date may be accepted if deemed to be in the spirit of the event.)

### E Special

Any car not eligible in its normal age Category due to non-period modifications or a later build date.

7.2 The Categories may be sub-divided into Classes based on engine size and/ or date of production so that vehicles of similar type and performance can compete against each other.

7.3 Competitors must ensure that, at the time of scrutineering and for the duration of the event, the vehicle is road-legal for the countries in which the event takes place and that it complies with these Event Regulations.

7.4 The ERA Technical Regulations, available from the Rally Office, give details of mechanical modifications that are not permitted, the equipment upgrades that are permitted, the safety equipment and spares that are recommended and the navigation equipment that is required.

## 8. ENTRIES, FEES AND INSURANCE

8.1 Entries are by invitation only from the Organisers. A competing crew shall consist of two persons unless otherwise agreed with the Organisers. All crew members who intend to drive must hold a valid driving licence, both be over the age of 17, be covered by valid insurance whilst driving on the event, be in the vehicle during all the timed sections of the event and must have completed the Indemnity and Signing On procedures.

8.2 Any crew member over the age of 70 years on 1 June 2019 may not be permitted to drive on the Chinese sections of the route.

8.3 Applications for entries open on 1 March 2017 and close on 10 December 2018 after which date no refunds of entry fees will be given. The entry fee of £53,500 for a crew of two includes:

- Two nights pre-event accommodation in China
- Welcome Dinner in Beijing
- 36 nights' accommodation in a twin/double room including breakfast
- Camp site facilities in Mongolia and Kazakhstan
- Group evening dining except on rest days
- Packed lunches in Mongolia and Kazakhstan
- Secure parking arrangements
- Third party car insurance extra-EU countries
- Chinese driving licences and number plates
- Emergency breakdown assistance
- Medical support
- Car preparation and navigation guides, GPS waypoint co-ordinates
- Tulip style Route Books and Map Books for the entire route
- Metal rally plates, competition numbers, decals and identity tags
- Gold, Silver, Bronze medals and Finishers awards
- Trophies for Overall, Category and Class winners
- Prize-Giving Gala dinner and accommodation in Paris

8.4 Competitors are responsible for any other costs incurred – personal travel and health insurances, air fares and vehicle shipping to China, customs bonds, obtaining visas, border crossings, vehicle breakdowns, repairs and repatriation, petrol and any incidental costs for accommodation and meals.

8.5 The details of each crew member must be submitted on a fully completed and signed entry form. By submitting the entry form the crew undertake to abide by these Event Regulations and any subsequent Official Bulletins issued by the Organisers. Once an entry has been accepted any subsequent change of vehicle or crew member is at the discretion of the Organisers. The maximum number of entries for the event is 115.

8.6 Competitors must comply with the dates given by the Organisers for the submission of information or copies of documents such as: passports, personal photos, driving licences, vehicle registration documents, vehicle identity form, vehicle inspection report, vehicle photos, medical history, visas, insurances, fuel payments. See the entry form for further details. Failure to meet any of the deadlines set by the Organisers will result in the cancellation of the Competitors entry and the forfeit of all monies paid.

8.7 Competitors cannot make any changes to the vehicle, driver or co-driver after 31 May 2018. Crews requesting a change after this date will be regarded as withdrawing their entry. A vehicle or crew member may not be replaced during the event.

8.8 The Organisers reserve the right to refuse or withdraw any entry without explanation. An entry will not be confirmed until the full entry fee has been paid. If prior to the event unforeseen circumstances force the cancellation of the event the Organisers reserve the right to retain 25% of the entry fee, in addition to any deposit paid, to cover administrative costs already incurred. If once the event has started unforeseen circumstances force the cancellation, curtailment, rerouting or interruption of the event there will be no refund of the entry fees or reimbursement of any other costs or expenses incurred.

8.9 All event documentation and instructions will be in English.

8.10 The entry fee is per vehicle including a crew of two:

**The Entry fee is £53,500**, (this is valid until September 2017 after which the fee may change for new entries).

**A deposit of £9,500** with a completed Entry Form will reserve your entry, (the deposit is non-transferable and non-refundable should the entry be withdrawn).

**The balances of the entry fee are:** £22,000 due by 10 January 2018 and £22,000 due by 10 December 2018, (both these amounts are non-refundable).

Entry is only guaranteed upon receipt of the full entry fee received by the Organisers by 10 December 2018, together with all the personal and vehicle information requested by the Organisers by the deadline of 31 May 2018.

8.11 Completed entry forms and all fees should be sent to:

**Peking-Paris Rally Limited, St Mary's Road, East Hendred, Oxon, OX12 8LF England, UK**

Tel: +44 (0)1235 831221

Email: [admin@endurorally.com](mailto:admin@endurorally.com)

Payments by cheque or Bank Transfer (see the entry form for details) should be made payable to 'Peking-Paris Rally Limited'.

## 9. APPLICATION OF THE REGULATIONS

9.1 The Organisers reserve the right to change the provisions of these Regulations at any time by issuing an Official Bulletin or any other Official Instruction. Each Official Bulletin will be numbered, dated and signed by the Clerk of the Course or his Deputy. These may be sent to competitors prior to the event, or be posted on the Official Notice Board at the Rally HQs. On the event they may be directly communicated to the competitors at any point that all competitors are required to visit and competitors must sign to acknowledge receipt of the information.

9.2 The Organisers may postpone or cancel the event, modify these Regulations, the route, the time schedules or any other aspect of the event if circumstances make such action necessary.

9.3 The Clerk of the Course is responsible for the application of these Regulations and their provisions during the running of the event and has the power to decide on any matter not provided for in these Regulations or subsequent Official Bulletins.

9.4 If a specific penalty is not detailed in these Regulations or if a penalty of 'up to and including Exclusion' is specified, the Clerk of the Course will have the discretion to penalise a breach of the Regulations by imposing a penalty ranging between 5 minutes and Exclusion.

9.5 The Clerk of the Course has the right to exclude from the event or otherwise penalise at any time any competitor who has breached any civil law, any traffic regulations, acted in a fraudulent or unsporting manner or behaved in a manner that is not conducive to the smooth running of the event or may bring the event into disrepute. Such decision is at the sole discretion of the Clerk of the Course and is not subject to appeal.

9.6 Event Officials will be on duty throughout the event to discuss any competitor queries or issues. Any query or issue that cannot be resolved by discussion with the Official must

be submitted to the Clerk of the Course using an Official Query Form. Written protests are not expected but should a competitor not be satisfied with the decision of the Clerk of the Course the matter may be referred to the Rally Steward for adjudication, see also Article 22.

## 10. COMPETITOR OBLIGATIONS

10.1 Competitors named on the entry form will be responsible for all liabilities and obligations before and throughout the event.

10.2 Competitors shall be held responsible for any accident or breach of the laws in which they may be involved and must inform the Organisers, as soon as practicable, with full details of any such incident from which liability may arise. The Organisers decline liability in any accident or incident caused by or to competitors and/or the competing vehicles during the event. Competitors shall have no claim against the Organisers arising out of any act or omission of the Organisers, their servants, agents or Officials during the course of the event. The Organisers accept no responsibility for assisting competitors in difficulties of any kind and will not accept any claim for expenses of any sort however incurred.

10.3 Competitors are responsible for payment of any costs they incur during the event. In particular, extras at hotels, mechanical services, breakdown transportation and charges at garages must be paid in full on demand. Failure to do so may place the competitor in breach of Article 9.5.

10.4 Competitors who retire from the event must ensure that Officials at the Rally HQ know of their decision to withdraw. At the point when the competitor retires or is excluded all rights and benefits of a competitor are relinquished. However, the Organisers may at their discretion allow on-going hotel accommodation to be used provided the competitor is not in breach of Article 9.5.

10.5 Competitors must have valid vehicle, personal travel and health insurances, to include repatriation, and cover against liability for personal injury to and/or damage to the property of third parties, whilst taking part in the event. Visas, driving licences and vehicle documentation will also be required for most of the countries to be visited. The Organisers cannot be held responsible for any problems caused to a competitor by failure to make adequate insurance provision or incomplete or missing documentation.

10.6 Competitors falling behind the event time schedule for any reason will be responsible for their own border crossing arrangements and any other costs.

10.7 Competitors who retire from the event are responsible for removing the vehicle from that country at their expense. No vehicle can be left in any country unless accompanied at all times by the person who has the vehicle details entered in their passport.

10.8 Competitors are obliged to comply with the instructions of an Event Official and to make themselves aware of any Official Bulletins or notices posted on the Official Notice Boards at the Rally HQs.

10.9 Competitors will be issued with an identity badge, to be worn at all times during the event. Both crew members must be in the vehicle throughout the event, except when the vehicle is stationary or in the vicinity of a Control. Any absence or change of a crew member must be authorised in advance by the Organisers.

- 10.10 Competitors must not drive at excessive speed or in a dangerous or negligent manner and must always conduct themselves in a manner, which does not bring the sport into disrepute. Failure to do so may place the competitor in breach of Article 9.5.
- 10.11 Competitors must make every effort to ensure they do not delay other crews. If caught by another vehicle, it is obligatory for drivers to pull over or even stop to let the other vehicle pass. Failure to do so may place the competitor in breach of Article 9.5. No time allowance will be granted for delays, baulking or force majeure.
- 10.12 Competitors must have a correctly installed GPS receiver and be competent to use it for navigating the more remote areas of the route. Competitors without the recommended GPS unit will not be allowed to start for safety reasons.
- 10.13 Competitors must have the recommended GPS Tracker unit fitted to their vehicle to track, via the Organiser's website, their progress along the route.
- 10.14 Competitors must carry with them a satellite phone capable of being used in the more remote areas of the route. Competitors without a working phone will not be allowed to start for safety reasons.
- 10.15 Competitors must use at every overnight halt a non-porous sheet or drip tray to stop oil and other fluids from contaminating the ground under the vehicle.
- 10.16 Competitors agree to be filmed and/or photographed by agents accredited by the Organisers during the event. The Event logos and name remain the copyright of the Organisers. Their use for commercial purposes is forbidden without written permission from the Organisers.
- 10.17 Competitors undertake, as a condition of entry, to abide by the requirements of the Event Regulations. A breach of any of the Competitors Obligations listed in Article 10 may result in a refused start or a penalty 'up to and including Exclusion' at the discretion of the Clerk of the Course.

## 11. JUDGES OF FACT AND DRIVING STANDARDS OBSERVERS

- 11.1 All named event Officials and all persons signed on as marshals will be deemed to be Judges of Fact for the purpose of ensuring compliance by competitors with the provisions of these Regulations and for any regulations relevant to the point at which they are officiating.

## 12. IDENTIFICATION AND ADVERTISING

- 12.1 The Organisers will provide two metal rally plates, which must be fixed to the front and to the rear of the car in a clearly visible position, but not obscuring the vehicle licence plates and small self-adhesive numbers for the front wings and larger numbers for each side of the car. These plates and numbers must be in place for Scrutineering and throughout the event. At Signing-on competitors will each be provided with identity badges, which should be worn at all times during the event.
- 12.2 Advertising is restricted. Any sign writing or stickers, including Charity involvement, should be discreet and confined to the bodywork to the rear of the front doors. The front doors are to be kept clear for rally competition numbers and any Organiser's publicity material.

## 13. TEAM ENTRIES

- 13.1 Competitors may choose to form a team of three cars. There will be two types of teams, one comprising three cars of any make and the other comprising three cars of the same make. An individual car may be in any number of teams but the same two or three cars may not be in more than one team. The winning team will be the one with the lowest aggregate penalties of the three team members, all of whom must be classified as Finishers. Teams may be nominated up until the start of the event by completing a Team entry form.

## 14. SCRUTINEERING

- 14.1 All crew members must attend pre-event Scrutineering with their vehicles at the times and locations to be advised in an Official Bulletin. The Scrutineers will check that the vehicles conform to National Vehicle Regulations and these Event Regulations.
- 14.2 The acceptance of a vehicle at any Scrutineering does not imply compliance to National Vehicle laws or these Regulations should any subsequent inspection find otherwise. Competitors may be required to re-present their vehicles for Scrutineering at any time during the event up until the results being declared Final.
- 14.3 Any crew who fail to successfully complete Scrutineering and Signing-on will be deemed non-starters and will forfeit their entry and entry fee.

## 15. SIGNING ON

- 15.1 Following a successful completion of Scrutineering both crew members must present their documentation and 'Sign On'. The Event documentation will be issued at Signing-on and latest event news and examples of all Official signs and boards will be on display.
- 15.2 There will be a Competitors' Welcome and Briefing by the Clerk of the Course at the Rally HQ on Saturday 1st June 2019.

## 16. STARTING ORDER

- 16.1 The starting order for each Day will be determined by the Clerk of the Course and displayed on the Official notice board. The starting interval between the cars will be 1 minute unless advised otherwise by the Clerk of the Course. The Organisers may require all the competing cars to assemble in the starting area before the start each Day.
- 16.2 Competition numbers will be allocated at the Organisers' discretion.

## 17. ASSISTANCE

- 17.1 Competitors should be self sufficient and able, where possible, to repair their own cars. The Organisers will arrange for Official Assistance crews to follow the route with instructions to assist with emergency road-side repairs. They will not be expected to provide a towing service nor to work late hours at the end of the Day. All repairs carried out by them are entirely at the risk of the competitor who having accepted the assistance cannot make any claim regarding the quality of the repairs or for any consequences resulting directly or indirectly from any such repairs.

- 17.2 Pre-arranged outside assistance, other than that provided by the Official Assistance crews as outlined in 17.1, is forbidden during the period between a crews check-in time at the start and finish MTC of each Day. Competitors should be aware that any non-competing vehicle seen to be accompanying their car, or seen on any part of the Official rally route on any Day, will be regarded as providing pre-arranged outside assistance, whether or not they are actually working on a competing car. In these circumstances the Clerk of the Course may impose a penalty based on the report from a Judge of Fact. Articles 9.4 and 11.1 refer.
- 17.3 Competitors are permitted to send spare parts in advance of or during the event to any point along the route by commercial postal or courier services. In exceptional circumstances competitors may arrange for spare parts to be flown to an overnight halt. Any accompanying mechanic may only work on the competing car at the overnight halt and may not follow the event to any subsequent night halt.
- 17.4 The towing of a car in need of repair by another competing car will be allowed but only to the end of that Day. Towing or transportation of cars by other vehicles including trucks and breakdown vehicles for a reasonable distance, determined by the Clerk of the Course, to where assistance may be obtained is permitted.
- 17.5 Cars capable of being driven must not be transported or towed by either another competitor or any form of vehicle at any time during the event. Competitors who contravene this regulation will be penalised.
- 17.6 The towing or transporting of competitors cars in the vicinity of a Time Control will be penalised as if the competitor had not visited the control. Competing cars must be capable of being driven to the control location to obtain a time at that control.
- 17.7 Any car being towed or transported which falls behind the timetable of the main event will be deemed to be outside of the Organisers responsibilities at border crossings. Neither the Organisers nor their agents will wait beyond the due time of the last vehicle still running in the main event to assist with any border procedures. The organisation of, and any costs associated with, transporting a car across any international border is entirely the responsibility of the competitor and neither the Organisation nor its agents will be expected to offer help with this matter.
- 17.8 All Event Officials are considered to be Judges of Fact for compliance with Article 17. Non-compliance will be penalised 'up to and including Exclusion'.

## 18. CONTROLS AND SECTIONS

- 18.1 **SECTIONS** – There will be two types of Section:

**Road Section** – During each Day, starting and finishing at a Main Time Control, there will be a number of Time Controls at which competitors must check-in at their Scheduled Time.

**Test Section** – A timed test of speed and driving skill on and off road. (There will be no average speed type Regularity Sections).

- 18.2 **CONTROLS** – There will be eight types of Control:

**Main Time Control (MTC)** A timed Control at the start and finish of each Day with timing to the previous full minute.

**Road Section Time Controls (TC and STC)** A timed Control at intervals along the route with timing to the previous full minute.

**Passage Control (PC)** An untimed Control to check adherence to the correct route.

**Route Check (RC)** An untimed unmanned Control where competitors must record information to verify adherence to the correct route.

**Secret Check (SC)** A Control at an undisclosed location to check adherence to the correct route or to observe driving behaviour.

**Test Section Start Control (TS)** A timed Control at the start of a Section at which timing will be on a whole minute or a half minute.

**Test Section Finish Control (TF)** A timed Control at the end of a Section at which timing will be to the previous full second at the time the car stops at the finish line.

- 18.3 Competitors will receive information and documentation to enable them to locate these Controls, to visit them in the correct order and to complete the route correctly. Their check-in times will be recorded on their Time Cards and penalties will be applied for variance from the event requirements.

### Time Controls (MTC, TC, STC)

- 18.4 Time Controls will be located by the roadside or inside buildings such as cafes or hotels, their locations being clearly identified by a flag or control board prominently placed by an Event Official.
- 18.5 Time Controls will open at least 15 minutes before the due time of the first car and close 30 minutes after the due time of the last car. Competitors are due at these Controls at their Scheduled Times and penalties will be applied for taking more or less than the time allowed between Controls.
- 18.6 Competitors will be penalised for missing a Time Control, checking in early or late at a Control, approaching or departing a Control in the wrong direction, visiting Controls out of sequence or more than once or not complying with the instructions of an Event Official in charge of a Control Point.

### Passage Controls (PC), Secret Checks (SC), Route Checks (RC)

- 18.7 At a Passage Control or a Secret Check the Control Official will stamp or sign the Time Card. In the case of an unmanned Passage Control or Route Check competitors will be required to write on their Time Card the requested information that will be clearly visible at that location. Crews failing to collect a stamp/signature, not recording the correct information or approaching or departing a Control Point in the wrong direction will be deemed to have missed the Control or Check and will be penalised.

### Test Sections (TS & TF)

- 18.8 The route may include Test Sections timed to the second, where times recorded at the Test Start (TS) and Test Finish (TF) will establish the performance on the Test. Information will be provided to complete the Test correctly and different time requirements may be assigned to different Categories. All crew members must be in the car for the duration of the Test.
- 18.9 Competitors may check-in to the Test Start at any time it is open and then be ready to start as directed by the Test Section



Official. Competitors will be started at 1 minute or 30 second intervals. Tests will be timed to the previous full second.

- 18.10 Crews delayed by an Official at the start of a Test Section for more than five minutes may present their Time Card to the Official and request their 'arrival time' be recorded on their Time Card. A 'delay allowance' will be given for any difference in excess of five minutes between the arrival and actual start time.
- 18.11 For each Test Section a Minimum Time will be published. A crew completing the Test in a shorter or equal time will be given this Minimum Time. Similarly, a Maximum Time will be published and any competitor taking a longer time will be given the Maximum Time. Otherwise, the actual time taken will be given.
- 18.12 The Official will give the competitor a countdown to their due start time. At the end of the Test competitors must 'stop astride' a clearly defined finish line when the Official will stop his clock and record the time taken for the Test. If there is a car already at the Stop Line the second crew must stop immediately behind the car on the line and they will be given the time at which their car stops. A crew coming to a halt in a careless manner or driving in a way that puts event Officials or other persons at risk will be penalised 'up to and including Exclusion'.
- 18.13 Competitors will be penalised for missing a Test Section, jumping the start, not performing the Test correctly, touching or passing the wrong sides of course markers, driving against rally traffic, failing to stop at lines or within boxes as required and not complying with the instructions of an Official in charge of the Control point. A crew taking the wrong course but then correcting the error will not be penalised.

## 19. TIMING AND TIME CARDS

### Timing

- 19.1 The Scheduled Timing system will be used which is the time of day that each competitor is required to check-in at each Timed Control - Main (MTC), - Time (TC), and - Sporting (STC). It is calculated by adding the competitor's starting position each day to the Standard Time shown on the Time Card. For example, if the Standard Time at MTC1 for a notional Car '0' is 08:00 hours then the competitor who is sixth on the start list will have a Scheduled Time of 08:06 hours.
- 19.2 Competitors will be due at the Main, Time and Sporting Controls at their Scheduled Time (or Due Time if running late), but may report to Test Sections at any time that the Start Control is open.
- 19.3 At all Controls where times are recorded this will be by Officials' clocks. At Main, Time and Sporting Controls this will be to the previous full minute (i.e. 11:44:56 seconds will be recorded as 11:44:00). At Test Section Finish Controls this will be to the previous full second (i.e. 11:44:56.8 seconds will be recorded as 11:44:56).
- 19.4 A crew may arrive early at any Control (MTC, TC, STC) but should only give their Time Card to the Control Official at their check-in time, unless early check-in is specifically allowed. The Control Official will enter the time on the Time Card at the time it is handed to them.

- 19.5 At some Time Controls (MTC, TC) early check-in and/or an amount of Penalty Free Lateness (PFL) may be allowed. Competitors will be advised each day of the amount of early arrival and lateness that will be penalty free at each MTC and TC. This will not apply at Sporting Time Controls (STC).
- 19.6 Competitors checking-in early at a Time Control (MTC, TC, STC) will be penalised two minutes per minute and if early again at the following Time Controls will be penalised again. Competitors who then take longer than the time allowed to the next Control and get back to their Scheduled Time will not be penalised again.
- 19.7 Competitors checking-in late at a Time Control (MTC, TC, STC) will be penalised one minute per minute but can be the same amount late at the following Time Controls that Day without further penalty. This lateness will apply after taking into account any Penalty Free Allowance and any Delay Allowance and provided that Maximum Permitted Lateness is not exceeded.
- 19.8 At all Time Controls (MTC, TC, STC) there will be a Maximum Permitted Lateness (MPL). This will apply after taking into account any Penalty Free Lateness and any Delay Allowance. A crew reporting to any of these Controls outside the MPL will be deemed to have missed the Control and will be penalised accordingly. The Clerk of the Course may modify the MPL at any Control
- 19.9 Competing cars must be capable of being driven to the Control location in order to obtain a time at that Control.
- 19.10 When crossing time zones rally time will continue to use the time at the MTC at the start of the Day until the MTC at the end of the Day.

### Time Cards

- 19.11 Each crew will be issued with a set of Time Cards showing the Standard Time for Time Controls (MTC, TC) and a guide to the notional Standard Time, in brackets, for the Test Sections (TS). From these competitors can calculate their own Scheduled Time.
- 19.12 Competitors are responsible for presenting their Time Cards at the correct time for completion by Event Officials at the various Control Points and for ensuring that the cards are stamped, chipped or signed and the times recorded accurately. The time recorded will be the time at which the Time Card is personally presented by a member of the crew. Officials at Controls cannot offer any advice concerning the correct check-in time for individual competitors.
- 19.13 Competitors delayed by the Officials at the start of a Test Section for more than five minutes may request to have their arrival time recorded on their Time Card by the Official in charge of the Control. A Delay Allowance will be given for any difference in excess of five minutes between the arrival and the actual start time. At the following Time Control competitors may be late without penalty to the extent of their Delay Allowance. All Delay Allowances will be cancelled at the next Main Time Control and no retrospective claims will be allowed
- 19.14 Loss of the Time Card or any alteration or amendment made to the Time Card will be penalised 'up to and including Exclusion', unless such alteration or amendment has been approved and authenticated by an Event Official.



## 20. PENALTIES

20.1 Overall penalties will be expressed in Hours, Minutes and Seconds. The maximum time penalty any competitor can incur in any one Day is 12 hours.

Article	Penalty
<b>Start Refused, Car Re-classified, Exclusion</b>	
7.3- 7.4	Non-compliance with the vehicle Eligibility or Technical requirements
8.1- 8.9	Non-compliance with Entry requirements
10.12-10.14	Non-compliance with GPS unit, GPS tracker or Satellite phone requirements
14.1-14.3	Non-compliance with the Scrutineering requirements
<b>From 5 minutes up to and including Exclusion (as defined in Article 9.4)</b>	
8.7	Change of vehicle or crew member
10.1-10.17	Non-compliance with the Competitor Obligations
10.8	Non compliance with the instructions of an Event Official
12.2	Non-compliance with identification and advertising regulations
14.1-14.3	Non-compliance with on event scrutineering
17.1-17.8	Non-compliance with assistance regulations
18.6,18.13	Non compliance with the instructions of an Event Official
18.12	Driving that puts persons at risk
18.13	Driving /reversing against rally traffic on a Test Section
19.14	Loss or unauthorised alteration of Time Card
<b>Control Time Penalties</b>	
18.6	Checking-in to a Time Control out of sequence, from the wrong direction, or more than once. .... 15 minutes
18.7	Failure to check-in or wrong direction at a Passage Control (PC) or Secret Check (SC) .... 15 minutes
18.7	Failure to record the correct information at a Route Check (RC). .... 5 minutes
19.6	Early check-in at a Time Control (MTC, TC or STC) .... 2 minutes per minute
19.7	Late check-in at a Time Control (MTC, TC or STC) .... 1 minute per minute
19.8	Failure to check-in to a start of the Day Main Time Control (MTC) within MPL. .... 12 hours
19.8	Failure to check-in to an end of the Day Main Time Control (MTC) within MPL .... 12 hours
19.8	Failure to check-in at a Time Control (TC or STC) within MPL .... 30 minutes
<b>Test Time Penalties</b>	
18.11	Taking less than or equalling of the Minimum Test Time .... Minimum time
18.11	Taking more than the Minimum and less than the Maximum Test Time .... Actual time taken
18.11	Taking more than or equalling the Maximum Test Time .... Maximum Time
18.13	Failure to check-in to or start a Test Section .... Double Maximum Time
18.13	Failing to finish or short cutting part of the Test (wrong test) .... Maximum Time
18.13	False or jumped start .... 1 minute
18.13	Touching a cone or marker .... 5 seconds per offence
18.13	Failure to stop astride a line or within a box as required .... 10 seconds per offence
18.13	Failure to check-in to a Passage Control (PC) .... 2 minutes
18.13	Following an incorrect route but correcting the mistake .... No penalty
18.13	Maximum penalty on a Test, if attempted .... Maximum Time

## 21. RESULTS

- 21.1 The Overall, the Category and Class Awards will be determined by adding together all the penalties incurred during the event, the winners being those with the lowest penalties.
- 21.2 The Team Awards will be based on the performances from the three nominated cars, all of whom must be classified as finishers.
- 21.3 Ties will be decided by giving preference to the older car (based on the declared age of the car) and then on the total penalties on the Test Sections.

## 22. QUERIES AND PROTESTS

- 22.1 Crews should check their penalties promptly and if necessary submit any queries on an Official Query Form to a Rally Official. Queries relating to penalties incurred on any day must be submitted before the closing time of Main Time Control at the end of the following day. Queries submitted after this time will not be considered.
- 22.2 After publication of the provisional results at the end of the event a period of 30 minutes will be allowed for queries. Only queries submitted before the end of this period and relating to penalties incurred during the final day of the event will be considered. A further 30 minute period may be allocated during which the Organisers may adjust and republish the results. During this period no further query or protest will be accepted. Once the amended results have been republished a further 30 minute period will be allowed for protests. After this the results will be declared Final.
- 22.3 Any protest must be submitted in writing to the Clerk of the Course before the results are declared Final. If his decision is not accepted the competitor may appeal to the Rally Steward who will adjudicate as appropriate.

## 23. AWARDS

- 23.1 The principal awards for the event will be Gold, Silver and Bronze Medals presented to each member of the crew. To qualify for any of the Medals crews must check-in to each of the designated Medal controls in the same car as they started the event.
- 23.2 Gold Medals will be presented to those crews who visit all the Gold Medal Controls in the prescribed order and all within the Maximum Permitted Lateness and do not incur a penalty of exclusion.
- 23.3 Silver Medals will be presented to those crews who report to the Main Time Control at the start of every Day within the Maximum Permitted Lateness and do not incur a penalty of exclusion.
- 23.4 Bronze Medals will be presented to all crews who report to the Main Time Control at the start of the event in Beijing, the Main Time Control out of each Rest Day and the Finish Control in Paris all within maximum lateness, without having incurred a penalty of exclusion
- 23.5 In the case of a change of car or of a crew member during the event the crew will only qualify for a Finishers Award and not any Medals.

- 23.6 Finishers Awards will be presented to all crews who report to the Main Time Control at the start of the event in Beijing and the Finish Control in Paris, without having incurred a penalty of Exclusion.

- 23.7 Trophy Awards will also be presented as follows:

- 1st Overall
- 2nd Overall
- 3rd Overall

The above trophies will be restricted to cars in the Vintage and Vintageant Categories. Winners of Overall awards do not qualify for Category or Class awards.

- 23.8 Category and Class Awards:

- 1st , 2nd and 3rd in the Pioneer,Vintage, Vintageant and Classic Categories ( depending upon Category sizes )
- 1st , 2nd and 3rd in each Class
- Team Prizes
- ‘Coupe des Dames’
- ‘Spirit of the Rally
- ‘Against all Odds’
- ‘True Grit’

- 23.9 Crews winning a Category award cannot win a Class award, which then passes to the next highest placed finisher in that Class.

- 23.10 The Organisers retain the right to modify the qualifying criteria for the Medals and the Finishers Awards. Additional awards may be made at the Organiser’s discretion. The Coupes des Dames prize will only be awarded if more than one all-female crew start the event.

- 23.11 All competitors are invited to the Prize giving but those not attending will forfeit their awards, which will not be reassigned. The time and place of the Prize Giving will be notified in an Official Bulletin.

***These Provisional Regulations, published in August 2017, are subject to revision or amendment by Official Bulletin.***









**T**he Peking to Paris Motor Challenge the longest, and perhaps toughest, driving challenge for Vintage and Classic cars, sets out for the seventh time in June 2019 with the most experienced team of this kind of epic adventure, the Endurance Rally Association, at the helm.



This amazing motor challenge is open to cars of a type produced pre-1976 and is suitable for both novice crews, with training and support, as well as experienced rally entrants. Taking an exciting route via gravel, sand, sea and stunning roads, luxurious hotels and desert camping, this is a life changing adventure, never to be forgotten.

#### 2019 PLANNED HIGHLIGHTS

“Back to Basics” - an endurance event in every sense  Mongolia's epic desert sections   
Rest days include Ulaanbaatar, Novosibirsk and Astana  New desert terrain in Kazakhstan with camps  
 Unexplored gravel tests in Lithuania and Poland  Grand finish celebrations in Paris



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Home of the Peking to Paris Rally

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