



# Official rules

## Of hundredth of seconds rallies of classic cars and youngtimers organized in Czech republic by Classicrallye.cz

### Preamble

*The hundredth of seconds rallies are presentation of historically significant automobiles with accuracy tests, which are set up in way, that rallye could be won even by the slowest car from field.*

### 1. Organization

Organization of rallies is company JB Praha, s.r.o., Nad úvozy 304, CZ-252 25 Zbuzany (Praha-west), IČ: 25104292, represented by Mr. Jan Blažek (+420 777 654 354)

The main marshal on the track: František Vahala (+420 775 072 277)

Route measurement and individual tests measurement: tripmaster Prestel+Gemmer

Timekeeper: exclusively company Ewitis (www.casomira-ewitis.cz)

Score: Jan Babčaník (+420 702 421 142)

Technical inspection of vehicles: František Vahala, Jan Blažek

Permits, authorities: Tomáš Pudil, Jan Kastl, Martin Laciak, Petr Jansa

### 2. Description of rallye

The hundredth of seconds rallies are announced as a test of the reliability of historic vehicles. Tests are not designed to achieve maximum vehicle speeds. It is not a race, but a driving of historic cars according to traffic rules. Vehicles do not travel in the column and do not block traffic.

The entire track runs along common roads and participants are required to comply with road traffic rules. The organization wishes to recall, that it requires the observance of all speed limits in and outside the city and their possible violations and the resulting sanctions do not impose any responsibility on the organizers. Participants agree to this already when they successfully register in any of events.

### 3. Time plan

Crews will be informed about all information regarding registration, starting time, arrival at start and others in time. Any instructions, maps, and timetables will be sent to the crews by email at the addresses they entered during registration.

### 4. Publishing of results

The results will be published in predetermined locations. This only applies to written results. During or after the end of the rallye, official results will also be available at [www.classicrallye.cz](http://www.classicrallye.cz).

### 5. Signing up

Signing up for the competition is completed by filling in the online registration at [www.classicrallye.cz](http://www.classicrallye.cz). Organization of the rallye will promptly inform the crew about acceptance for rallye. The admission to the competition is preceded by the payment of the starting fee.

Starting fee consists of one automobile and two crew members. Cancellation is only possible by written form. When participants cancel participation, an organization claims the following payments:

- 60 days before start of rallye: 25 % of total price of starting fee
- 28 days before start of rallye: 50 % of total price of starting fee
- 14 days before start of rallye: 100 % of starting fee

## 6. Participants

### 6.1. Eligible cars

Automobiles eligible for the hundredth of seconds rallies organized by Classic Rallye are historically significant vehicles older than **30 years** (and exceptionally younger), which have valid technical documents for normal traffic use or have a valid veteran, sports pass or historical vehicle certificate.

Special area are vehicles categorized as „neoclassics“. Younger cars can participate, but organization will decide which models are eligible. Replicas, copies or cars with no-period-correct tuning will be allowed to participate only after agreement from organization. We are inviting prewar cars, which are able to fulfill average speed limits, and classic cars from 1950s, 1960s and 1970s. We will be pleased to see youngtimers from 1970s and 1980s and exceptionally cars from neoclassic category.

### 6.2. Coefficients favouring older cars

From the 2018 season on, vehicles are divided into several classes with coefficients that may favor older vehicles in the final results.

We are announcing these classes:

- I. Class – vehicles built until 31. 12. 1968
- II. Class – vehicles built from 1. 1. 1969 until 31. 12. 1988
- III. Class – vehicles built from 1. 1. 1989 until 31. 12. 1993
- IV. Class – vehicles in neoclassic category, built from 1. 1. 1994

During the rallye itself, classes do not influence the evaluation of individual accuracy tests or other penalties. However, the overall results of the rallye will be affected by the following coefficients:

- I. **Classic until year 1968 – coefficient 1** (no penalization)
- II. **Classic until year 1988 – coefficient 1,05** (the total penalty points of each crew falling into this class will be multiplied by 1,05 before the final results are posted)
- III. **Classic until year 1993 – coefficient 1,10** (the total penalty points of each crew falling into this class will be multiplied by 1,10 before the final results are posted)
- IV. **Classic from year 1994 – coefficient 1,20** (the total penalty points of each crew falling into this class will be multiplied by 1,20 before the final results are posted)

With this step, the organization wants to motivate the crews to enter into older cars rather than with newer ones. At the same time, this measure compensates for the different technical level and performance of cars with different year of production.

### 6.3. Proclamation of responsibility

Participants (driver/co-driver) as well as car owners and their registered holders participate in the rallye at their own risk. They have exclusive civil and criminal liability for damages caused by them or the vehicle they use. By signing the application, the driver and the co-driver agree with the organizer that they waive any claim for damages associated with participation in the rallye, ie organizer, marshals, assistants, rescue service and other persons associated with the organization or other participants.

In the event that the car is not the property of the participant, it also waives any claim for compensation by the owner or registered holder of the vehicle.

This exclusion of liability does not apply to personal injury caused by negligence or willful misconduct by a group of people who benefit from this statement of responsibility. It also does not apply to damages caused by intentional or grossly negligent breach of duties by a group of people using this statement of responsibility.

This exclusion of liability is also applicable to any damage to the vehicle caused by the fixing of the starting numbers or the designation for rallye. It is the duty of the participant to properly mark the vehicle.

If it is impossible for participants to complete a rallye due to force majeure or for security reasons, they will not be entitled to a refund or any other compensation.

### 6.4. Media news

By signing the application, the participants give their consent to the organization for publishing the results of all parts of the rallye in the media, that will cover the events. At the same time, they agree with publishing photos of themselves and their vehicles.

## 7. Document check

Every participant must visit technical check of vehicles at declared time space. Organization will check documents and make technical inspection of vehicle and its eligibility for rallye. Driver must have valid driving licence during whole event.

During the inspection of the documents, driver will present a vehicle's technical licence or a veteran or historical vehicle certificate and a document on the compulsory liability of the vehicle or other type of valid insurance.

## Technical check

Checking the vehicle's condition is of a general nature (the manufacturer and model, year of manufacture, technical condition and driving ability, so-called used tires, lights and other things are checked). To check the technical license and other requirements regarding the fitness of the car for competition may occur when the vehicles are being accepted for rallye.

Each vehicle admitted to the rallye will be equipped with two stickers with a start number and a rallye sign, identifying it as a participating car. These attributes must be fixed to the car according to the instruction before the start of rallye. Under no circumstances may rallye sign overlap the vehicle registration plate (not even partially).

## Location of identification elements

The plastic sign is placed on the front bumper or mask, but must not obscure the vehicle registration plate. Two large stickers with the crew number are placed on the sides of the vehicle (one on the right, one on the left) – preferably on the front door. A small circular sticker with the crew number is placed in the top right corner of the windscreen to be visible to the timekeeper on arrival to the accuracy test and other places during the rallye.

## 8. Procedure of hundredth of second rallye

### 8.1. Roadbook/track measurement

Each crew will receive a roadbook or roadbooks. The entire route, including the distances and the target times of the each stages and the accuracy tests (TP), will be carefully mapped. Any necessary changes will be announced using an official bulletin at an officially declared site. If possible, the crew will receive a copy.

The entire route is highlighted in the roadbook using a detailed arrow itinerary. Route calculation is performed using a calibrated tripmaster from Prestel+Gemmer. Any slight deviations from the reality to a distance of  $\pm 10$  m will not be taken into account. The roadbook is designed in way that the crew do not get unnecessarily lost and clearly indicates the names of the towns and cities and the shapes of junctions or any tricks that appear on the track. In some cases, it is also possible to use a blind itinerary on certain parts of the route.

From various reasons, the roadbook may not have show all the junctions and traffic situation.

### 8.2. Equipment for measurement

Tripmasters, twinmasters, navigations systems and all kinds of stopwatches are allowed. However, no "high-tech" devices are needed to successfully perform accuracy tests. A stand-alone category, to which you can voluntarily subscribe, consists of teams driving only with mechanical stopwatches (not with instruments (including clocks) with a battery, but only with a mechanical drive). This, of course, is a more prestigious category than no one with digital technology is allowed. We recommend that you have **at least three time measuring devices** for each competition. The map is also usefull.

#### Mechanical stopwatches category

Crews starting in the mechanical stopwatches category can use a variety of electromechanical and other tripmasters, GPS navigation, smartphone or tablet navigation applications **to measure distance**. However, they can only use the pulling chronometers with a mechanical drive **to measure time**. It is therefore forbidden to use any measuring equipment using an electric clock (including acoustic devices) to measure the time.

In the event of a obvious break of these rules (demonstrated for example by a targeted or randomly acquired photo/video documentation from other rallye participants, track marshals or timekeepers), the crew will be disqualified from the category of mechanical stopwatches and receive a point penalty according to section 9.1.

### 8.3. Boardcards

Registered crews will also receive a boardcard or boardcards on which the crossing times between stages will be marked. Each team is responsible for these cards.

Boardboards must personally shown by participating crews at checkpoints. If necessary, participants need to make sure the marschal's entries are correct. Any changes made by participants to places in the card marked for official use result in disqualification from the rating unless these changes are confirmed by the timekeeper or the marshal.

Crews which do not give back boardcard on the end of the day at the designated locations will be penalized for all missed or extra passage controls (PKs), time controls (ČKs) and accuracy tests (TPs), but will remain in the overall rating.

### 8.4. Starting times and official rallye time

The starting times of each crews will be published each day at the designated locations.

Vehicles start at **one minute intervals** (unless otherwise is stated in the rules). Times on boardcards will also be shown in minutes only. Late start (also due to technical failure) will be penalized and other crews will receive new starting times from track marshals.

**The only official time is the one that uses the organization and is visible at the start of each stage.**

Accurate tests, time and passage controls are opened 15 minutes before the ideal time of arrival of the first competitor and closed 15 minutes after the ideal passing time of the last competitor. If the crew arrives at the locations of accuracy test, time or passage controls too early or late, it may be penalized.

### 8.5. SMS Service

The crews may be informed of their results of each accuracy tests, they may also receive other important information from the organization during the rallye. The condition is to enter a functional phone number in the correct format when registering before the race.

### 8.6. Stages and time controls (ČKs)

The rallye is divided into several stages, which are monitored by time controls. Location of time controls is highlighted in the roadbook. The ČK itself is marked with a red sign with a clock symbol.

The personal time of each crew will be recorded by the track marschal at the moment, when crew passes the boardcard to the marschal. **This necessarily means that both crew members (driver and co-driver) and vehicle technically capable of starting to the next stage must be within close range of the time control (within 5 meters) at a given moment.**

**The driver and co-driver are responsible for passing the boardcard** so that track marschal can write the correct time at the time control table (where ČK sign and the clocks with official time of rallye are).

#### Example (start in one minute interval):

Target time of stage:.....11:23  
Gradual arrival to time control stand:.....from 11:22 to 11:23  
Submission of boardcard:.....from 11:23:00 to 11:23:59

Times for every stage are written down to boardcard. There is time from track marschal + given time for next stage, which is necessary to add and calculate arriving time for next ČK.

#### Example (start in one minute interval):

(target time ČK1 – ČK2: 63 min, ČK2 – ČK3: 33 min)

Start of crew A in ČK1:.....13:01:00

Start of crew B in ČK1:.....13:02:00

Crew A arriving to track marschal at ČK2: from 14:03:00 to 14:03:59

Crew B arriving to track marschal at ČK2: from 14:04:00 to 14:04:59

Crew A is passing boardcard to track marschal at ČK2: from 14:04:00 to 14:04:59

Crew B is passing boardcard to track marschal at ČK2: from 14:05:00 to 14:05:59

To the boardcard of crew A will be written 14:04, to the boardcard of crew B then 14:05.

Arriving to the ČK3 for crew A is 14:37, for crew B then 14:38

**For early or late arrival at the time control (ČK)**, the participant will be penalized according to the list of penalties (section 9.1). Delay 15 minutes on one ČK or the sum of delays on multiple ČKs means penalties according to the relevant section.

If a participant passes another vehicle during the stage between the ČK, he/she must leave enough space in front of the control zone (or in front of the yellow PT sign) to let the overtaken vehicle get back into its place.

Missing time control or arriving from wrong side is penalized according to section 9.1.

#### Blocking of arrival

If other participants in the rallye will unreasonably block you on arrival to the time control, they will be penalized (see section 9.1.). This, however, only if you file a timely protest (latest at the target time control of the whole day) and provide the organization with evidence in the form of photo/video documentation of the offense. The goal is the smooth running of the rallye and the same chance for everyone.

**We kindly ask all participants to respect the others and let the lower starting numbers have space to enter the time control and do not block them, whether consciously or not!**

**Unless otherwise stated in the roadbook, an early arrival is allowed to the final time control of each race day – it is not necessary to wait for the calculated time. Later arrival is penalized according to section 9.1.**

### 8.7. Passage controls (PK)

On a passage control, the marshal simply confirms the crew's passage with a stamp or signature, and the time is not recorded here. Missing PK means penalization according to section 9.1. **There are few exceptions, but in general these passage controls are not marked in a roadbook.**

The passage control opens at least 15 minutes before the first vehicle's ideal arrival time. It closes at least 15 minutes after the ideal pass of the last vehicle.

Missing the passage control or coming from the wrong side is penalized according to section 9.1. Arriving from the wrong side means failing to respect the roadbook and is therefore penalized accordingly.

## 8.8. Accuracy tests (TP)

Missing of TP or its part is penalized according to section 9.1. Failure to comply with the TP or its part (also not going through finish) is penalized according to section 9.1.

### **Cancelling of accuracy test / force majeure**

It is our goal that all participants have the same conditions when passing the accuracy test. Sometimes, however, it may happen that higher power will hit in (eg, the animal's run-in, the need to stop to avoid an accident or loss of property or health, etc.) and some participants will not be able to pass the accuracy test correctly. If it is not possible to repeat the accuracy test in agreement with the timekeepers on the basis of a demonstrable intervention of the force majeure, the affected crew will receive the average number of their penalty points from all the other tests performed during the rallye.

**Cancellation of the whole precision test for all crews will take place only in very serious cases.** Its severity and overall situation will be evaluated by organizations – crews have no right to question this decision. If only part of the participants have passed an accuracy test that was subsequently canceled by the organization, the results of this precision test are not included in the overall results and are not further evaluated.

### **8.8.1. Finish times**

All TPs are in line with the target times written in the roadbook. Roadbook information is up to date, of course, with the exception of the changes reported by the newsletter.

### **8.8.2. Time measuring**

**The time measurement standard for accuracy tests is 1/100 seconds!**

Measurements are carried out using light gates or pressure hoses located across the path. As soon as the front (when reversing, this does not apply) wheels pass across the hose or through the sensor, the timekeeping is activated.

1 penalty point will be counted for each 1/100 second deviation from target time, maximal penalty is 1000 points for one part of TP.

### **8.8.3. Locations of accuracy tests**

The accuracy tests (TP) are plotted in the roadbook. If the crew does not have a fair chance to pass the accuracy test due to external circumstances, if circumstances permit, the accuracy test may be repeated on the basis of the timekeeper call (see point 8.8.).

Crew will enter accuracy test according to timekeepers' instruction, symbolized by the green GO sign. If the crew does not listen to the prompts and does not **start within about 5 seconds, will be penalized.**

The start of the accuracy test begins with a photocell or a pressure hose that is marked with a white flag on a red background. The finish of the accuracy test is marked with a checkerboard flag on a red background. The flags are always located on the right edge of the road/path.

**During TP it is forbidden to stop between start and finish!** The stop will be penalized according to section 9.1.

#### **Important:**

If the TP is longer than 700 meters (for example, in uphill, etc.), the finish will be marked by special sign called PT (checkerboard flag on yellow background, 50-100 metres before finish of test). Before this sign, you can stop and, at your own discretion, wait for the right time to enter the rest of the measured section.

If you will overcome one or more other competitors during TP, you must allow them to overtake you back and leave them enough space to return to the lane in front of the PT sign (checkerboard on the yellow background). A stop between the yellow PT sign and the finish itself (marked with a checkered flag on the red background) is forbidden and is penalized according to section 9.1.

Sometimes it may happen that the checkerboard flag on the yellow background (PT) will be placed before the start of TP. In this case, the crew must not stop between the PT and the start of TP!

**The accuracy test opens 15 minutes before the ideal arriving time of the first vehicle. It closes at least 15 minutes after the ideal pass of the last vehicle. If you fail to arrive to the location of test at that time scale, you will not be able to pass the accuracy test and you will be penalized according to section 9.1.**

### **8.8.4. Comprehensive accuracy tests**

Individual parts of the comprehensive accuracy tests can be seen in the roadbook. Evaluation times are specific times between start A and finish A as well as start B and finish B.

For example, sections of test can follow up (A – A/B – B), be interlaced (A – B – A – B), A/B – A – B), A – B – A/B), or one can be inserted (A – B – B – A). The same applies for comprehensive tests designed from more than two parts (for example A – A/B – B/C – C or A/B – B – C – A/C or A – B – A – B/C – C and so).

### 8.8.5. Slalom

Slalom will be marked by cone gates. The outer sides are indicated by horizontally laid cones. The slalom route is marked in the roadbook. A collision, shifting, or missed cone, as well as stopping inside the track, will be penalized according to section 9.1.

### 8.8.6. Average speed accuracy test

On a route with a maximum length of 500 m, the average speed specified in the roadbook must be kept. The start and finish passage is the same as for other TPs, ie. without stopping – a flying start and a finish. The stop in the measured section will be penalized according to section 9.1.

### 8.8.7. Gravity accuracy test

During these specific tests, you must stop at a point before start of TP and turn off the engine. The test takes place downhill. When you get the signal from the marshal, let the car go – **without starting!** After 10 to 100 meters, the test is marked by a common symbol – the white flag on the red background. Starting the engine between start and the finish of test is not allowed and will be penalized according to section 9.1. After the finish of TP, you can start and continue.

**Exception:** Vehicles that require hydraulic braking and/or steering support, after being checked by track marshal or timekeeper, may leave the engine started during test and will go on neutral gear.

### 8.8.8. Accuracy test with previously unknown ideal time/average speed

In rallies, an accuracy test with a previously unknown ideal time/speed can also occur. You will learn the figures for accuracy test in time, at the latest during the accuracy test (in the space between start and finish).

### 8.8.9. Accuracy test with specified minimum finish passage speed

In the competition, an accuracy test may also occur where the crew will be penalized for passing through the finish of TP at a lower speed than specified in the roadbook. For penalties, see section 9.1.

### 8.8.10. Accuracy test with penalty for earlier passage through the gate

In the competition, an accuracy test may also occur, with a special penalty for earlier passing through one of the accuracy test gates (mostly finish one). For penalties, see section 9.1.

### 8.8.11. Secret accuracy tests

A secret accuracy test can occur at any time. The value of this test (time and distance) **is always determined in the roadbook for the rallye.** It can be placed on a crossing between stages, followed by or directly in another TP, etc. The start and finish of these tests are marked by the start and finish symbol of the precision test on a green background.

## 9. Scoring system

### 9.1 Penalty system

#### Time and passage controls

- late arrival to start, for every minute:..... 50 points
- late arrival to time control (ČK), for every minute:..... 50 points
- early arrival to time control (ČK), for every minute:..... 100 points
- delay more than 15 minutes in time control (ČK):..... 1000 points
- missing time control (ČK):..... 1000 points
- late departure from time control (cca 15 sec from time writing):..... 200 points
- missing or extra stamp from passage controls (PK):..... 1000 points
- missing passage control (PK) with track marshal:..... 1000 points
- passing through ČK or PK from wrong direction:..... 500 points

#### Accuracy tests:

- deviation from finish time or times of accuracy test, for 1/100 s (maximum is 1000 points for one part of test):..... 1 point
- not participating/missing out/not finish accuracy test (TP):  
number of measured sections of TP multiplied by:..... 1000 points
- stopping in short accuracy test (also due to technical failure):..... 500 points
- stopping in long TP after PT sign (also due to technical failure):..... 500 points
- starting the engine between the start and the finish during gravity test:..... 500 points
- chunking, displacement of the cone or missed gate from the slalom cones:..... 100 points
- early start on traffic light (red or orange):..... 500 points

- late start into accuracy test (cca 5 sec from call): ..... 250 points
- early/late passage of the accuracy test gate with a predetermined condition for accurate or earlier/later gate passage: ..... 100 points
- passage through the finish with less than the minimum speed required (for the test specified in the roadbook): ..... 100 points

**In addition to the above, the organization also has the following sanctions:**

- proven violation of the rules of the category of mechanical stopwatches: ..... 2000 points
- blocking other participants upon arriving at the time control station (ČK) ..... 200 points

**Stopping within the accuracy test is a complete stop of the vehicle for at least 0,5 seconds.** The situation is always supervised by at least one track marshal, who evaluates whether the wheels of the car have been stopped or not. **Stop is not considered to be rolling**, that is, when the car is almost standing, but the wheels are virtually rotating. The aim of this measure is to avoid unnecessary conjecture.

## 9.2 Deleting the worst result of the accuracy test

Whether or not the worst result is deleted in a competition, crews will always be informed in a roadbook of each rallye. In the event that the worst result is erased, it is only the worst part of the accuracy test and only the time-connected part of the penalty points, not other penalties (cone, missed gate, etc.).

## 9.3 Results match

In case the two teams reach the same number in the total score, **the crew of older car will win.** If both teams have a vehicle from the same year, a winner is that one with a lower engine power. If the performance is the same, the winner is the one with lesser points in the TP1. If necessary, it proceeds in the same way to the TP2, TP3, and so on.

## 9.4 Changing drivers, co-drivers and cars

Replacement of drivers, co-drivers and vehicles is only possible if this has been reported to the organization before the start of rallye and subsequently approved. The result sheet remains the same driver and co-driver listed at the time of login.

## 9.5 Team cup

The Team Cup may or may not be announced depending on each rallye.

The team cup can be participated by **three teams** that will compete under the same team name. Cars of the same brand are not a prerequisite for team composition.

## 10. Protest

Protests against the results of individual TPs can be submitted from the time they are published at the designated location, but no later than **30 minutes** after the results of the last TP of the day or the whole rallye are published. For multi-day events, it is possible to file a protest against the ongoing results of the completed day, again within time frame of **30 minutes** after their publication at the designated place.

Also after publishing a review of penalties from time controls (ČK) and passage controls (PKs) recorded on boardcards, a **30 minutes** period runs for possible protests. Later protests will not be taken into consideration. After the deadline for protests has expired, the results are considered final and the same applies to the overall results of the rallye and the overall ranking in the evaluated categories. The overall results can only be changed by the organization of the rallye after their publication, exclusively in exceptional cases, the assessment of which is solely for the organizers.

All protests must be submitted to the organization in writing, on the appropriate form that is part of the roadbook.

Changes in the results, as well as claims for possible prizes, can not be claimed by court.

## 11. Results announcement

The results are announced during the final ceremonial crew meeting. Trophies are awaiting the winners of the following categories:

Overall victory: I. – III. place

Winners of each accuracy tests: I. place

Winner of mechanical stopwatches category: I. place

Winner of team cup: I. place – if its proclaimed

The organization retains the right to declare other categories at its discretion (for example, the ladies of the race, the hero of the rallye, etc.).

## 12. Signs and symbols



### Start of accuracy test (TP)

The start of each accuracy test is marked with **a white flag sign on a red background**. The start is flying. At the point where this sign is placed, there is also the photocell of the measuring device or the pressure hose.



### Arrival to finish (PT): Sign indicating the arrival near the long accuracy test finish, the start of the gravity test, etc.

**The yellow sign with a checkerboard** is about 50 to 100 meters away from the finish itself. Participants can stop before this sign, but they are not allowed to stop at once when they pass it. This means that the vehicle's wheels must be moving all the time. The sign marks the incoming finish of the test, so it shows the checkerboard flag, but unlike the finish sign it is on a yellow background.



### INFO

The INFO signs highlight unusual information, such as the time for a test that is not marked in a roadbook or in any other unusual situation. Don't stop here.



### Finish of accuracy test (TP)

Finish of accuracy test (and thus the location of the measuring device – photo sensor or pressure hose) is marked with **a checkerboard flag on the red background**. Once a participant crosses a target, it continues to drive according to the roadbook without stopping.



### Time control (ČK)

Place of a time control is marked with **a clock sign on a red background**. Each team is responsible for their time of arrival at the ČK. The co-driver passes the boardcard to the marshal exactly at time that is individual to each team and which each counts according to the boardcard.



### Passage control (PK)

Passage control does not have early warning signs. Therefore, only one sign is sufficient for this control, and it is indicated **by the sign with stamp symbol on the red background**. The crew is obliged to stop here in order to get a stamp on a boardcard, otherwise get penalty.



### Start of secret accuracy test (TT)

Start of secret accuracy TT is marked with **a white flag on a green background**. The secret accuracy test is determined differently for each rallye. The exact time and distance values are described at the beginning of the roadbook. The start and the finish are flying, so do not stop after this sign!



### Finish of secret accuracy test (TT)

After passing the TT finish marked **with white checkerboard flag on a green background**, do not stop, but normally continue driving.

