



# REGULATIONS



1-5 OCTOBER 2025  
WARSAW – SUDETY

LEGAL STATUS: 01.07.2025

**ORGANISER**

The organiser of the 9th Witold Rychter Polish Historic Car Grand Prix taking place between 1st and 5th October 2025 is Stowarzyszenie Stare Jak Nowe (Old Like New Association), registered at 1/2 Agawy St. in Warsaw, Poland, member of the Polish Automobile and Motorcycle Federation.

Official website of the rally and organiser contact details:

[www.gpppz.pl](http://www.gpppz.pl), +48 604-779-391, +48 505 451 575

e-mail: [kontakt@starejaknowe.org](mailto:kontakt@starejaknowe.org)

**Organising Committee and Jury:**

Chairman: Piotr Kostrzewa

Members: Paweł Krupiński

Grzegorz Witek

Adam Ryter

**Other functions:**

Office: Maria Szumiło, Agata Rychowiecka

Route: Paweł Krupiński

Timekeeping: GPS Navisoft

Results processing: Adam Ryter, Rafał Gucwa

Competitor Relations Officer: Rafał Gucwa, + 48 737 804 803

**The Competition complies with:**

- These Regulations and potential Announcements,
- The Highway Code of Poland.

**1. The SCHEDULE** is available as a separate document distributed among the participants in an electronic form. Participants will be notified about any changes electronically.

**2. DESCRIPTION**

The 9th Witold Rychter Polish Historic Car Grand Prix (GPPZ) is over 1300 km long, consists of Regularity Tests (RT) and Special Stages (SS) taking place on closed circuits. The Competition is divided into 4 sections between 100 and 550 km long. The breakdown of the route is described in the Road Book, which contains all information necessary to complete the route correctly.

**3. CREW AND VEHICLES**

3.1. Only cars built no later than 31.12.1992 are accepted.

3.2. The Organiser may accept younger cars, built no later than 31.12.1996.

Approved vehicles may be equipped with any mechanical and electronic measuring devices. Any number of stopwatches/chronometers either mechanical or electronic are allowed, as well as paper versions of average speed tables.

3.3. The crew consists of 2 people: a driver and a co-driver. The driver must have a valid driving licence. Minors should be under supervision of their legal guardian.

#### 4. REGISTRATION

4.1. The crews should register by emailing the Entry Form, which is available at [www.gpppz.pl](http://www.gpppz.pl). Registrations sent after the deadline specified in point 5 will not be considered. It is recommended to attach scans of driver's Driving Licence, valid car Registration Certificate and Car Insurance Certificate. Sending those documents should speed up the Administrative Checks before the Rally.

4.2. The crew, when registering, must pay the registration fee by making a money transfer to the bank account published by the Organiser. By submitting the application form the crew makes a rally participation agreement with the Organiser.

#### 5. ENTRY FEES

5.1. Fees for a 2-person crew:

- For dates before and including 31.08.2025 the fee is **6600** PLN (1555 EUR). It covers participation in the Rally, accommodation and food in the hotels, in 2-bed rooms (between 1<sup>st</sup> and 5<sup>th</sup> October 2025).
- For dates before and including 7.09.2025 the fee is **7000** PLN (1650 EUR). It covers participation in the Rally, accommodation and food in hotels in 2-bed rooms (between 1<sup>st</sup> and 5<sup>th</sup> October 2025).
- If payment is made no later than on 6.08.2025, the crew gets a **700** PLN (165 EUR) discount (the entry fee is reduced to **5900** PLN (1390 EUR)). Payments on 7th August or later get no discount.

Payments should be made to the Organiser's account: NEST BANK S.A. PL 55253000082016103645170001. Reference: GPPZ 2025, name and surname of the driver.

5.2. For each additional person the fee is **3300** PLN (777 EUR), which covers participation in the Rally, accommodation and food in hotels (between 1<sup>st</sup> and 5<sup>th</sup> October 2025).

5.3. The fee will be refunded in full if the application is rejected or the whole Rally is cancelled. After the deadline of 7.09.2025, the fee paid is non-refundable, unless the minimum number of 35 crews is not reached by that date. In such a case, the Organizer may cancel the Rally and the fee will be refunded.

#### 6. RUNNING OF THE COMPETITION

6.1. The Organiser will provide each crew with a set of vehicle stickers, including rally plates (2 sheets), competition numbers (2 sheets) and an armband for each registered member of the crew. The rally plate must be attached to the bonnet of the car and the competition numbers to the doors. Those stickers must remain on the car for the whole duration of the Rally.

6.2. Obligatory adverts must be placed on the car according to the instruction handed out during the Administrative Checks.

6.3. Each crew will receive a Time Card which is going to be a confirmation of completing the route of the Rally. Making any corrections to the Time Card by the crew may cause disqualification.

6.4. Each crew must follow traffic rules, local rules and medical rules of the sites where the Special Stages are organised, and finally marshaller orders. The Chairman of the Rally reserves the right to disqualify participants breaking those rules and posing danger to other participants or third parties.

6.5. Repairs and refuelling are permitted in places not conflicting with the road traffic.

6.6. Administrative Checks and Scrutineering:

- Each crew participating in the Rally must register and collect rally documents from the Office and undergo Administrative Checks and Scrutineering according to the detailed schedule announced by 26.09.2025.
- Scrutineering takes place before the start of the Rally and its purpose is to confirm the make and model of the car. Additional equipment will be checked: fire extinguisher (1kg minimum, 2kg powder extinguisher recommended), warning triangle, first aid kit, high visibility jacket for each participant, helmets.

Each crew will receive a GPS device (GPS logger) and will have to install it in the car on their own, connect to a 12V power source – it must be connected directly to the 12V battery posts. After the Rally the crew must disconnect the GPS device and give it back to a technical officer.

6.7. Start:

- The start for each leg has a 1 minute separation between the crews.
- The crews must have their passage checked at all posts mentioned on their Time Cards in the correct order.

6.8. Control posts:

- All control posts (Passage Controls and Time Controls), start and finish of the Special Stage (SS) are indicated by means of the FIA approved standardised signs.
- Failure to enter a Passage Control or Time Control post will result in penalty points according to the penalty table. The control posts are manned and ready 15 minutes before the target passage time of the first crew.
- Crews are obliged to follow the instructions of the marshallers at the control posts. All marshallers wear yellow jackets issued by the Organiser.
- Passage Control posts (PC): marshallers stamp and/or sign the Time Card without mentioning the passage time. Self Service Passage Control posts may be established on the route, the crews confirm the passage of such posts on their own.
- Time Control posts (TC): marshallers write the time at which the Time Card is handed in. The check-in time is the time obtained by adding the time allowed to complete the road section to the time of leaving the time control of the previous section. Any difference between the actual and target check-in time is penalised according to the penalty table. The maximum permitted delay with regards to target time between two Time Controls is 15 minutes.
- Highway Code control posts (HC): unmarked posts checking whether Highway Code regulations are observed. Each violation is penalised according to the penalty table.

6.9. Regularity Test sections:

- Regularity Test (RT) sections are organised on public roads open for traffic.
- The start of each crew is on a whole minute. Start is performed in a similar manner to the Special Stage start. Regularity Tests have flying finish.

- RT sections must be driven with an average speed specified by the Organiser.
- The Organiser may introduce changes to the average speed at any point of an RT section. Such points should be marked in the Road Book as "speed change". The new speed introduced between the "speed change" points will be given in the Road Book.

#### 6.10. Special Stages:

- Special Stages (SS) are organised on roads/circuits/driving schools closed for traffic.
- If possible, the crews drive the Special Stages in the order of the competition numbers.
- The crew starts driving when given a signal by a marshaller or a starting device. Special Stages have either flying or stop finish, that will be published on a particular Special Stage map in the Road Book.
- Only two members of the crew are allowed for Special Stages – the driver and the co-driver. The crew must have their helmets properly attached and their seatbelts fastened.
- Timing accuracy for Special Stages is 0.01 second.

### 7. POINTS (PENALTY TABLE)

#### 7.1. Highway Code

- Violation of the Highway Code: speed exceeding the [speed limit plus 10%] – 10 points for every 1 km/h over the threshold. Maximum number of points for a single HC check – 300 points.

#### 7.2. Passage/Timing Control Post

- No stamp/signature on the Passage Control post - 500 points,
- No stamp/signature on the Timing Control post or exceeding the maximum permitted delay - 2000 points,
- Each minute late at Timing Control post - 120 points,
- Each minute early at Timing Control post - 240 points,

#### 7.3. Regularity Test

- First proven use of forbidden measurement device (not only on RT sections) – 500 points,
- Each second under or over the target time at a control point within an RT section – 1.0 points,
- Skipping an RT section - 3000 points,
- Skipping a control point within an RT section - 1000 points,
- Second proven use of forbidden measurement device - exclusion from the Rally.

#### 7.4. Special Stage

- Time is measured with at least 0.01 second accuracy. For each 0.1s of the measured time the crew receives 0.1 points.
- For hitting or knocking down a cone 5 seconds are added to the measured time.
- For passing a finish line with both axes 5 seconds are added to the measured time.
- For driving wrong route 150% of best time is assigned to the crew.
- For leaving the stage early or not finishing a Special Stage, 200% of best time is assigned to the crew.
- The maximum number of penalty points for a Special Stage is an equivalent of 200% of best time. Penalty points for car manufacturing year are added to the classification in the following manner: Each year after 1900 results in 1 penalty point. Those points are added to the final Special Stage classification.

- Pushing a broken car by the crew or third parties through an entire Special Stage is prohibited.
- If a car breaks down during a Special Stage, the crew may push it to the finish line, but no third parties are allowed to help.

#### 7.5. Possible exclusion (at the discretion of the Jury)

- Corrections in the Time Card not made by the marshallers,
- Unsportsman-like behaviour.

### 8. CLASSIFICATION, PRIZES, CUPS, PROTESTS

#### 8.1. Classification

- The crew which received the lowest number of points wins. In case of equal number of points, the decision will be further announced.

#### 8.2. Prizes – Cups

- General Classification (SS, RT, TC, PC, HC) - 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> place - 2 cups each.
- Regularity Test Classification (RT) - 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> place - 2 cups each.
- Special Stage Classification (SS) - 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> place - 2 cups each.

#### 8.3. Prizes will be handed in on the 22<sup>nd</sup> October 2023 according to the schedule.

#### 8.4. Protests

- Each protest must be submitted in writing by an individual crew and may be against a single crew or against the Organiser.
- Protests against the results will be accepted up to 30 minutes after the moment the results got published.
- Protests may be considered only after payment in cash of a deposit equal to 100% of the entry fee.
- If the protest is proven right, the deposit will be returned. All protests are investigated by the Jury.
- All Jury's decisions are conclusive.

### 9. GENERAL PROVISIONS

#### 9.1. Interpretation of these Regulations belong to the Jury. The Jury Chairman has the casting vote.

Chairman of the Rally  
Piotr Kostrzewa