



**5th HISTORIC OLYMPIAKO RALLY**  
**REGULARITY**

18- 19 SEPTEMBER 2010

**STANDARD AND SUPPLEMENTARY REGULATIONS**

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## PROGRAMME

**Monday 2 August** Opening date for entries

**Monday 30 August**  
**22:00 hrs** Closing date for entries

**Friday 17 September**  
**17:00 – 19:30** - Administrative checks / Scrutineering of cars in hotel Amalia Anc. Olympia  
**20:30** **Ceremonial start**, will be held at the center of Anc. Olympia.

**Saturday 18 September**  
**09:30** - Start of leg 1 **from Anc. Olympia**  
**14:00** - Arrival at **Kalamata** (Regrouping)  
**16:00** - 1<sup>st</sup> car from **Kalamata**  
**18:30** - Finish Leg 1 **in Anc. Olympia**  
**20:00** - Publication of partial unofficial classification of leg 1 and starting order for leg 2.

**Sunday 19 September**  
**09:30** - Start of leg 2 **from Anc. Olympia**  
**13:00** - Finish in **Aigio (Achaia)**  
**14:00** - Publication of provisional final classification  
- **Prize-Giving**

## 1 ORGANISATION

This rally will be run in accordance with the FIA International Sporting Code (and its appendices), the National Historic Regulations (and its appendices) and the present Standard Supplementary Regulations for FIA Historic Regularity Rallies and eventual bulletins.

### 1.1 Definition

Name of the rally:

**5th Historic Olympiako Rally - Regularity**

Name of the organising club:

**AOLAP – Olympic Car Racing Club of Pyrgos**

Name of the National Sporting Authority:

**ELPA - Automobile and Touring Club of Greece**

FIA visa number **TRRH/HOR/180910**

ASN visa number 283 issued on 10/2/2010

**Rally Office / Permanent Secretariat:**

**AOLAP – Olympic Car Racing club of Pyrgos**

**11, 28<sup>th</sup> Oktomber Pyrgos Greece 271 00**

**Tel/Fax +30 26210 22165**

**E-mail: [aolap@otenet.gr](mailto:aolap@otenet.gr), Internet: [www.aolap.gr](http://www.aolap.gr)**

The Secretariat is at the competitors' disposal to assist with lodgings and hotel reservations.

Rally HQ during the event: **Hotel Amalia Anc. Olympia (from Friday 17 September until Sunday 19 September 2010)**

### 1.2 Organising Committee:

Chairman:

**Michel Apostolopoulos**

Members:

**George Toubekis**

**Andreas Tsironis**

**Apostolos Vasilopoulos**

### 1.3 Officials of the Rally

Steward :

**Theodoros Douros (GR)**

FIA Observer

**Gianfranco Bisoffi (ITA)**

Clerk of the Event:

**Stavros Paschos**

Deputy Clerk of the Event

**Kostas Korovesis**

Secretary of the Meeting

**Ms Cathy Welch**

Eligibility Delegate

**John Koufos**

Competitors' Relations Officer

**George Pavlopoulos**

Press Officer

**John Spyrounis**

Chief Medical Officer

**Ms Vasiliki Rokana**

Results Service

**INFOMEGA**

#### Competitors' Relations Officer



**Mr George Pavlopoulos**

#### 1.4 Supplements to the Regulations

The provisions of the present Regulations may be amended if necessary.

Any amendment or any additional provision is announced by dated and numbered bulletins, which form an integral part of the present regulations.

Any bulletin issued after the beginning of administrative checks **will be** signed by the Stewards of the Meeting.

These bulletins **will be** posted in the Rally Headquarters on the official notice board and **will be** also directly communicated to the participants, who will acknowledge receipt by signature unless this is materially impossible during the running of the event.

#### 1.5 Application and Interpretation of the Regulations

The Clerk of the Event is charged with the application of the present regulations and their provisions during the running of the event. Any case not foreseen in the present Regulations is judged by the Stewards of the Meeting.

In case of any sporting dispute over the interpretation of the present regulations, the English text is binding.

#### 2 ELIGIBILITY - TITLE

**The results of the 5th Historic Olympiako Regularity Rally count for the FIA Trophy for Historic Regularity Rallies and for the National Regularity Rally Championship.**

#### 3 DESCRIPTION

The length of the **5th Historic Olympiako Regularity Rally is app 450 km**, with **18** Regularity Test Sections. The event is divided into 2 legs and 2 sections.

**The interval between cars is 1 minute.**

The breakdown of the route as well as its time controls, passage controls, neutralisation periods etc. are described **on the Time Card and in the Road Book**, which gives the crews all information they require to complete the route correctly (such as, for example, tulip diagrams, maps, etc).

#### 4 ELIGIBLE VEHICLES

4.1 A driver wishing to enter a vehicle for this event must ensure that, at the date of scrutineering and for the duration of the event, his vehicle is road-legal for **Greece**. The organiser may refuse a car not complying with the period specifications, "spirit" and aspect.

Cars are divided into the following period categories:

- Period B: Cars built between 1.1.1905 - 31.12.1918
- Period C: Cars built between 1.1.1919 - 31.12.1930
- Period D: Cars built between 1.1.1931 - 31.12.1946
- Period E: Cars built between 1.1.1947 - 31.12.1961
- Period F: Cars built between 1.1.1962 - 31.12.1965
- Period G: Cars built between 1.1.1966 - 31.12.1971
- Period H: Cars built between 1.1.1972 - 31.12.1976
- Period I : Cars built between 1.1.1977 - 31.12.1981

(Cars of period I can participate without scoring points for **the FIA Trophy for Historic Regularity Rallies**.)

**Eligible cars will be selected by the organiser who reserves the right to accept or to refuse the entry without explaining the reasons.**

4.2 **For measuring the distance, only speedometers provided by the car manufacturer and originally equipping the car are permitted. However, only one mechanical tripmeter is permitted, such as: HALDA TRIP and TWIN MASTER, GEMINI, HEMO TRIP-TAELLER, DIGITECH SW01 BELMOGTWIN and RETROTRIP 1 and 2, under the condition that it only shows the total or partial distances but in no way the average speed.**

**This equipment must be in accordance with its original specifications, without any modification.**

**The use of screen display or electronic equipment (chronograph) will be tolerated but in no way this equipment will be fixed, and or, connected to the car, even temporarily. The devices installed in the vehicle will be checked by the scrutineers, and their assistants, at some points throughout the rally.**

**1st infringement = 600 penalty points**

**2nd infringement = possible exclusion from the event**

4.3 **Competitors must hold:**

- an FIA Historic Technical Passport (HTP) or
- an FIA Historic Regularity Car Pass or
- a FIVA Identity Card or
- an Identity Card issued by an ASN

**which** must be submitted at scrutineering at the latest (see also Art. 10.1). **Should one of these forms is not presented, the start will not be authorised.**

#### 5 ELIGIBLE COMPETITORS - ENTRY FORMS - ENTRIES

5.1 A crew may be made up of the first driver plus one or more crew members, (**maximum 3**) as specified on the entry application form.

The first driver must hold a valid driving license **and must be at least 18 years old.**

**Crew members may only drive the car if they are in possession of a valid driving licence and are at least 18 years old.**

Drivers must:

- either hold any kind of drivers' competition license valid for the current year and the event,
  - or obtain a "Regularity Rally Competition Driving Permit" from the organiser.
- These "Regularity Rally Competition Driving Permits" are issued during the administrative checks of the event, upon payment of a fee as specified under **Article 6.1.2 (Entry Fees)**.

Each crew can specify a crew name on the entry application form. This crew name is published together with the drivers' names in all official publications of the event.

**5.2** Anybody wishing to take part in the regularity rally must send the attached entry form, duly completed, to the rally secretariat, **AOLAP – Olympic Car Racing club of Pyrgos 11, 28<sup>th</sup> Oktober Pyrgos Greece 271 00.**

The organiser must receive this entry form by **3 August 2010** at the latest.

Details concerning the crew members may be sent in beforehand and up to the administrative checks.

The replacement of **a crew member or** of the car may only be made before the beginning of the Administrative Checks and must be approved by the Organising Committee. All crew members may only be replaced with the agreement of the Stewards of the Meeting.

A copy of the relevant Identity Form page (see art. 4.3) for the period classification, must be attached to the entry form.

The number of entries is limited to **100** cars.

**5.3 Team Entries**

Make or club teams may be entered **up to the moment of the Ceremonial Start, Friday 17 September, 20:30 hrs.**

A car may only be entered for one make and/or for one club team.

A make team **must** be made up of 3 cars of the same make but not necessarily of the same model.

A club team **must** be made up of 3 crews under a freely chosen name.

**The Team cup will be awarded to the team (Make or Club) whose total points of its 3 crews is the lowest.**

**A team is eligible to have its total points counted, only if all 3 crews of the said team are classified.**

**The team cup will be awarded if at least 3 teams (no matter if these are Make or Club teams) are entered.**

**In order for a team to be entered, each team must pay the amount of 50 €.**

**5.4** On submitting the entry application form, all drivers undertake to abide by to the prescriptions of the present Regulations.

**6 ENTRY FEES – INSURANCE**

**6.1 Entry fees**

**6.1.1** *The entry fee for each crew consisting of the 1st driver and one co-driver (2 persons) is fixed to 350.00€.*

- *The entry fee for the two persons includes:*
  - *Competition fee*
  - *Two (2) nights hotel accommodation in one double room, Bb*
  - *4 meals during the rally for each crew member*
  - *Two commemorative plaques*

*For the crews that register by Friday, August 20<sup>th</sup> the entry fee will be reduced to 300.00€.*

*Also those who wish, can travel by ferry from Ancona to Patras( 16<sup>th</sup> of Seprember) and Patras - Ancona (19<sup>th</sup> of September) at the price of 260.00€ which includes a 2 bed cabin and the car.*

*Crews starting from Europe will be able to book the ferry crossing (Ancona-Patras-Ancona) through the secretariat and benefit from the group discount rate negotiated with SuperFast Ferries.*

**6.1.2** *Competitors requesting a "Regularity Rally Competition Driving Permit" from the organisers will pay a fee of 20.00€ per permit. These Permits will be issued during the administrative checks of the event.*

**6.1.3** *The entry will only be accepted if accompanied by the total entry fees.*

**6.2 Entry fees are refunded in full:**

- a. *to candidates whose entry has not been accepted,*
  - b. *in the case of the rally being cancelled.*
- (The Organisers may refund up to 50% of the competition entry fee to those competitors who, for reasons of "force majeure", duly certified by their ASN, were unable to start in the rally. Travelling and hotel accommodation expenses etc may be refunded, depending on the date of withdrawal of the entry).*

**6.3 Insurance**

**6.3.1** *The entry fee includes the insurance premium for the competitor's civil liability to third parties, as defined hereunder:*

*The general conditions of the policy stipulate that competitors are covered for civil liability to third parties as per the following limits:*

- a. *Bodily injury/death per person (any one incident): up to 1,200,000.00€*
- b. *Material damage (each accident or occurrence): up to 120,000.00€*
- c. *Group Accident limit: 1,600,000.00€*

**6.3.2** *The organisers decline liability in any accident caused by or to the competitors and competing cars during the whole of the event. Organisers also decline any liability for breach of the Greek laws and regulations.*

**6.3.3** *The insurance coverage will come into effect at the start of Leg 1 (TC0) and will cease at the end or at the moment of retirement or exclusion.*

**6.3.4** *Vehicles carrying service plates, and/or any other equivalent special plate issued by the Organiser are not covered by the event's insurance policy. These vehicles circulate under the sole responsibility of their owners and the Organiser bears no responsibility for them.*

**6.3.5** *Competitors must have traffic insurance valid for Greece, (green card), obtained in the competitors' country.*

## 7 ADVERTISING

The advertising provisions specified in the Appendix K must be respected, **art.2.1.9.**

***The organiser's obligatory advertising on rally plates and competition numbers will be published in a bulletin.***

## 8 GENERAL OBLIGATIONS

### 8.1 Crews

Only crews specified on the entry form are admitted to the start.

If one member retires or if an additional party is admitted on board, **(except if this is to transport an injured person)** the car may be excluded from the event.

### 8.2 Starting Order - Plates – Numbers

**8.2.1** ***The Ceremonial start and the start of the 1<sup>st</sup> Leg will be given in the order of competition numbers with the lowest number starting first.***

Any crew arriving late at the start of the event or of a leg or of a section (restart after a regrouping), will be penalized **(see article 9.3.2.2).**

***The starting order for Leg 2 will be given according to the provisional classification of the previous leg.***

**8.2.2** The organiser shall supply each crew with **two** rally plates **and two competition numbers, which must appear on the car throughout the whole rally.**

#### 8.2.3 a. Rally Plates

***Rally plates must be fixed to the front and to the rear of the car, in a visible position, at the discretion of the crew,*** for the duration of the rally. They must under no circumstances, cover the car's licence plates, even partially.

***For any covering of the car's licence plate at any time during the event, a cash penalty of 100 euros will be imposed.***

#### b. Competition numbers

The competition numbers must appear on both sides of the car throughout the whole rally.

If it is ascertained at any time during the event that any competition number or rally plate is missing, a **30 points penalty will be imposed.**

### 8.3 Time Card

**8.3.1** Each crew is given a time card showing the times allowed to cover the distance between two time controls. ***The time card will be handed in at the arrival control of each leg and replaced by a new one at the start of the next leg.***

***The time card is the document on which the competitor's official time of booking in at each control is recorded by the marshal at control. This card will normally show the time allowed between successive controls, and/or the time at each control.*** Time cards must be handled as instructed by the organiser. ***Times between time controls will appear on the time card and are not subject to any change unless different is specified by bulletins.***

Competitors not handling time cards as instructed ***may be excluded by the stewards.***

***Each crew alone is responsible for its time card.***

***The time card must be available for inspection on demand, especially at the control posts where it must be presented personally by a member of the crew for stamping.***

**8.3.2** ***Any correction or amendment made to the time card results in exclusion, unless such correction or amendment has been approved by the appropriate marshal.***

**8.3.3** The regularity test sheets are an integral part of the time card.

**8.3.4** ***The crew alone is responsible for submitting the time card at the different controls and the accuracy of the entries.***

**8.3.5** ***Therefore, it is up to the crew to submit its time card to the marshals at the correct time and to check that the time is correctly entered.***

***The Post Marshal is the only person allowed to enter the time on the time card, by hand or with a stamp.***

### 8.4 Traffic laws – Repairs

**8.4.1** Throughout the entire event, the crews must strictly observe the traffic laws of **Greece**. Any crew which does not comply with these traffic laws is subject to penalties at the discretion of the stewards, as follows:

**a.** 1<sup>st</sup> infringement: ***time penalty of 100 points***

**b.** 2<sup>nd</sup> infringement: ***possible exclusion.***

Exceeding the maximum speed permitted by the traffic laws on two (2) occasions at any time during the event including during the regularity test section shall result in exclusion.

In the case of an infringement of the traffic laws committed by a crew participating in the event, the police or officials noting the infringement must inform the offender thereof in the same way as for normal road users.

When the regularity tests sections utilize closed roads where the legal speed limit does not apply, then the speed limit will be defined by the organisers and will be treated, for penalty purposes, in the same manner as the legal speed limit.

***During the event the speed limit will be checked by the organisers***

**8.4.2** Repairs and refuelling are permitted ***throughout the whole event, except in those cases expressly forbidden by a provision in the Road Book.***

**8.4.3** Crews are forbidden under pain of penalty which may go as far as exclusion:

- to block deliberately the passage of competing cars, or to prevent them from overtaking,
- to behave in an unsportsmanlike manner.

## 9 RUNNING OF THE EVENT

### 9.1 Start

#### 9.1.1 *The starting interval between cars is 1 minute.*

##### - Ceremonial Start

- *A Ceremonial start, in which all crews MUST participate, will be held at the center of Anc. Olympia, on Friday 17 September, at app. 20:30 hrs. Any crew not showing up for the ceremonial start will be reported to the stewards, who will judge the reasons for not showing up. Each car must be present at the holding area before the starting ramp, at least 30 minutes before its due time.*
- *Crews will take the ceremonial start in their official starting order for the rally, at 1 minute interval. The start time of each competitor will be recorded. No time cards will be issued.*
- *After the ceremonial start competitors are free until they report to TC 1 Anc. Olympia (hotel Amalia) on Saturday 18 September.*

##### Start of Leg 1–Saturday 18 September, at 09:30 hrs.

*The start of Leg 1 will take place in hotel Amalia of Anc, Olympia.*

*Competitors will start Leg 1 in their official starting order at one minute interval.*

#### 9.1.2 Crews must have their passage checked at all points mentioned on their time card in the correct order, under pain of a penalty.

*The target time for covering the distance between two time controls appears on the time card.*

#### 9.1.3 All crews will receive a full tulip road book, which gives them all information they require to complete the route correctly.

### 9.2 Controls - General Provisions

#### 9.2.1 All controls, i.e. passage and time controls, start and the end of regularity tests, are indicated by means of FIA approved standardized signs (see also Appendix 1). The finish line and any intermediate time checks on the regularity test sections are not indicated. A sign "end of control area" is set up by the organiser at a maximum distance of 1 km after the timekeeping at the finish line. This indicates to the crews that they have passed the last time control of the regularity test section.

#### 9.2.2 *The beginning of the control area where it exists is marked by a yellow warning sign showing a clock. At a distance of about 25 m, the position of the control post is indicated by an identical sign on red background. The end of the control area, approximately 25 m further on, is indicated by a final sign on a beige background with three black transversal stripes.*

*All control areas (i.e. all the areas between the first yellow warning sign and the final beige one with three transversal stripes) are considered as "parc fermés".*

#### 9.2.3 The arrival at a time or passage control from any direction other than that of the rally or non-reporting at a time or a passage control entails a **penalty of 900 points**.

#### 9.2.4 Control posts are ready to function at least 15 minutes before the target time for the passage of the first crew. They cease to operate upon instruction of the Clerk of the Event.

#### 9.2.5 Crews are obliged to follow the instructions of the Marshal in charge of any control post.

#### 9.2.6 The distinguishing **tabards** of the Officials and Marshals are as follows:

- **Timing marshals**                      **Green tabard**

### 9.3 Passage and Time Controls (TC) – Withdrawal

#### 9.3.1 Passage Controls

At these controls, the marshals simply stamps and/or signs the time card as soon as this is handed in by the crew, without mentioning the time of passage.

The lack of such a stamp and/or signature at a passage control entails a penalty **of 900 points**.

The organiser may establish secret passage control/s at any point on the route. He may also establish un-manned control(s).

#### 9.3.2 Time Controls

**9.3.2.1** At these controls, the post marshal enters the time at which one of the crew members hands the time card to the post marshal. **The crew waits for its target time in front of the yellow sign.** The **target** 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.

**The crew does not incur any penalty for checking in if the vehicle enters the control zone during the target check-in minute or the minute preceding it.**

**9.3.2.2** Any difference between the actual check-in time and the target check-in time is penalized as follows:

- a. For late arrival: 10 points per minute or fraction of minute.
- b. For early arrival: 60 points per minute or fraction of minute.
- c. No entry made at a time control, or reporting outside the maximum permitted **delay of 30 minutes, will entail a penalty of 900 points.**
- d. Maximum permitted delay with regard to target time between two time controls: **30 minutes.**
- e. **Maximum permitted delay at the end of each section and/or leg (day) 30 minutes.**
- f. **Maximum permitted delay at the end of the whole event 90 minutes.**

*In cases c, d and e, article 9.3.3 applies.*

**9.3.2.3** Crews are authorized to check in early at TC 4 Anc. Olympia IN at the end of Leg 1 (Saturday 18/11), and at TC 6 Aigio IN at the end of Leg 2 (Sunday 19/11), without incurring any penalty.

**9.3.2.4** *At regularity tests with a standing start, ON ROADS OPEN to public traffic the crew will go directly to the start of the regularity section.*

#### 9.3.3 Catching up

Provision shall be made for a driver who, for technical reasons, has missed during a leg a time control or a

passage control (which can be secret). He may be re-admitted to the following leg (day) and given a penalty of **900 seconds for every missed control with a maximum of 4.500 penalty points per leg**, provided that within the 30 minutes following the posting of the classification for that leg he informs the Clerk of the Course in writing of its intention to continue the event. Each case will be decided by the Stewards of the Meeting who may order the car to be subject to a scrutineering check.

This catching-up is not applicable for the last leg of the event and in order to be classified, the car must report to the final control.

#### 9.4 Regrouping Controls

9.4.1 Regrouping Controls may be set up along the route. On their arrival at these regrouping controls, the crews hand the Post Marshal their time card. They receive instructions as to their restart time.

9.4.2 The purpose of these regroupings is to reduce the intervals which may occur between crews. Thus, the start time from the regrouping control, not its duration, must be taken into account.

#### 9.5 Regularity Test Sections

9.5.1. **During the rally regularity test sections will be organised on roads open to public traffic.**

**The average speed in all regularity test sections will not exceed 50 km/hour.**

**On the regularity test sections, competitors must follow the speed limits given by the organisers in an official bulletin, which will be distributed at the start of each leg.**

**The crews must complete the regularity test sections without stopping, at the average speed imposed by the Organiser.**

**Signs indicating the maximum speed limit of the traffic code do not affect the average speed determined by the organizers, for the whole of each regularity test.**

At his own discretion, the organiser **will** set up intermediate timekeeping points at any point on a regularity test section.

**The finish line and any intermediate time checks will not be indicated. An "end of control area" sign will be set up by the organiser at a maximum distance of 1000 m after the finish line (end) of a regularity test section, thus indicating to the crew that it has completed this regularity test section."**

**Timing will be expressed to the 1/10th of the second.**

**For each 1/10th of a second below or above the target time at this point (based on the distance from the start and the imposed average speed) a **0,1 point penalty** will be imposed.**

**Example: Imposed average speed 45 km/h**

**Length of regularity test 8,54 km**

**Target time: 11 min. 23 sec. & 2/10 of the second**

**a. Time set: 11 min 37 sec and 5/10th of the second = 14,3 penalty points**

**b. Time set: 11 min 08 sec and 8/10th of the second = 14,4 penalty points**

9.5.2 **The timekeeping will be done by the automatic electronic system used in the Hellenic Rally Championship events. This system requires transponders type AMB TranX 260 installed on each competing car. The installation will take place during scrutineering by the company providing timekeeping.**

**The procedure of fitting the timekeeping transponders lasts less than 5 minutes.**

**Competitors have nothing to do with it during the running of the rally.**

**Transponders will be removed from rally cars at the finish ramp by the company technician.**

**In case of retirement competitors are requested to return the transponder to the rally office as soon as possible.**

**The cost for hiring the transponders is 30.00€ , payable directly to this company upon installation , at scrutineering.**

9.5.3 **For each regularity test section not completed or not started, the competitor concerned will receive a penalty as follows:**

a. **For each regularity test section not started, the competitor concerned will receive a 2.700 points penalty. There will be no additional penalty for missing the time control at the start of that regularity test section.**

b. **For each regularity test section not completed, the competitor concerned will received the same amount of penalty points as the worst classified crew in that regularity test, plus 600 points, with a maximum of 1.800 points.**

9.6 **Parc fermé - This article will not apply.**

**Cars will not be subject to "parc fermé" rules during the event, except of article 9.2.2.**

## 10 ADMINISTRATION AND CHECKING - PENALTIES

### 10.1 Scrutineering before the Start

10.1.1 Any crew taking part in the Regularity Rally must arrive at the administrative checks and at scrutineering in accordance **with the communication issued by the organisers after the close of entries.**

The following documents must be presented at the administrative checks:

- Regularity rally competition license for all crew members.
- driving permit for the 1st driver and any crew member (co-driver/s) who may drive.
- the vehicle's official documents as required by the national laws of the country where the car originates,
- confirmation of car insurance (international green card)

10.1.2 The scrutineering carried out before the start is of a completely general nature (checking of make and model of the car, year of construction, conformity of the car with the National Highway Code, etc).

The relevant Identity Form (see article 4.3) must be presented for each car at scrutineering. **If a crew fails to present this form the start will not be permitted.**

**Identification of cars: competition numbers and rally plates provided by the organisers must be affixed on the cars before brought to scrutineering.**

## 10.2 Final Control

*After the finish of the rally cars will not be checked.*

### 10.3 Summary of Penalties -

#### EXCLUSION

- 4.3/10.1 Non-submission of the Identity Form for the car at scrutineering
- 8.3.2 Correction or amendment on the time card without approval from a marshal
- 8.4.1 Exceeding the maximum speed permitted by traffic laws on two (2) occasions.

#### PENALTIES IN POINTS

- |           |  |                     |
|-----------|--|---------------------|
| 4.2       | Trip master not in compliance / 1st infringement                                     | 600 pts             |
| 8.2.3.    | Missing a rally plate or comp. number  | 30 pts              |
| 8.4.1.a   | 1st infringement on traffic law  | 100 pts             |
| 9.2.3     | Missing a passage or time control or arrival from wrong direction                    | 900 pts             |
| 9.3.1     | Lack of a stamp and/or signature at a passage control                                | 900 pts             |
| 9.3.2.2.a | Reporting late in a TC, for each minute  | 10 pts              |
| 9.3.2.2.b | Reporting early in a TC, for each minute   | 60 pts              |
| 9.3.2.2.c | No entry at a TC or arrival outside the maximum permitted delay of 30 min at a TC    | 900 pts             |
| 9.3.3     | Missing a TC, for each TC  | 900 pts             |
|           | but maximum per leg  | 4.500 pts           |
| 9.5.1     | Early or late arrival at regularity tests for each 1/10th of the second              | 0,1 pt              |
| 9.5.3.a   | Each regularity test not started   | 2700 pts            |
| 9.5.3.b   | Each regularity test not completed the time of the worst classified plus but maximum | 600 pts<br>1800 pts |

#### CASH PENALTIES

- |         |                               |           |
|---------|-------------------------------|-----------|
| 8.2.3.a | Covering of any licence plate | 100 euros |
|---------|-------------------------------|-----------|

#### POSSIBLE EXCLUSION AT THE DISCRETION OF THE STEWARDS

- 4.2 Trip master not in compliance / 2nd infringement
- 8.1 Withdrawal of a crew member or additional party on board, except for "force majeure".
- 8.3.1 Time cards not handed as instructed
- 8.4.1. b 2nd infringement on traffic law
- 8.4.3 Blocking of other cars, unsportsmanlike behaviour
- 9.3.3. Failing to pass the last time control of the leg.

## 11 CLASSIFICATION - PRIZES – PROTESTS

### 11.1 Classification

#### **a. Penalties are expressed in points**

*The final results are determined by adding together the penalty points taken during the regularity tests, penalty points on road sections and any other penalties expressed in points. The crew with the lowest total in points will be proclaimed the overall winner. The next lowest will be second and so on. Category results are determined on the same basis.*

#### **b. In the event of a dead heat the competitor whose car belongs to the oldest category will be proclaimed winner.**

*In the event of a dead heat between competitors driving cars of the same category, the competitor whose car has the lowest displacement (cc) will be proclaimed winner.*

*In the event of a dead heat between competitors driving cars of the same displacement the competitor whose car is oldest will be proclaimed winner.*

#### **c. Team classification**

*The winning team is the one which has the lowest number of penalties, after adding the results of its 3 crews.*

### 11.2 Prizes - Cups

#### **11.2.1 General Classification (1st driver and one co-driver)**

- To the winners: Trophies*
- To the second: Trophies*
- To the third: Trophies*
- To the fourth: Trophies*
- To the fifth: Trophies*
- To the sixth: Trophies*

#### **11.2.2 Category Classification (1st driver and one co-driver)**

- To the winners: Trophies*
- To the second: Trophies*
- To the third: Trophies*

*If at least 5 cars start in each category, trophies will be awarded to the three first winners. If 4 cars start in each category trophies will be awarded to the two first winners and if 3 cars start in each category, trophies will be awarded to the first winners.*

#### **11.2.3 Teams Classification (if at least 3 teams take the start)**

*The winning team will be awarded trophies (2 trophies for each car of the team)*

### 11.3 Prize-Giving

*The prize giving will take place on Sunday 19 September in Aigio.*

### 11.4 Protests

- 11.4.1 All protests must be lodged in accordance with the International Sporting Code, **within 30 min after the posting of the official provisional results.**

Any protest must be lodged in writing to the Clerk of the course by one single crew and may only be lodged against one single crew or against the organiser.

The protest fee is fixed to **350,00 €**

**11.4.2** The decisions by the Stewards of the Meeting are final.

## Appendix 1 : Regularity Rallies control signs



Time control



Passage control



Regularity test start



End of regularity test