



19 – 20 - 21 September 2008

SUPPLEMENTARY REGULATIONS

PROGRAMME

13rd September 2008	Publication of Regulations web-site www.ecorally.eu
13rd September 2008	Opening date for entries
15th September 2008	Closing date for entries
15th September 2008	Publication of the starting list web-site www.ecorally.eu
Friday 19th September 2008 Rimini Parco F.Fellini	Distribution of the Road Book from 09:00 a.m. to 06:00 p.m.
Friday 19th September 2008 Rimini Parco F.Fellini	Administrative Checks from 03:00 p.m. to 06:00 p.m.
Friday 19th September 2008 Rimini Parco F.Fellini	PROLOGUE “Trofeo Città di Rimini” 08:31 p.m. Regularity not valid for Ecorally classification
Saturday 20th September 2008 Rimini Parco F.Fellini	Administrative Checks from 07:00 a.m. to 10:15 a.m.
Saturday 20th September 2008 Rimini Parco F.Fellini	Scrutineerings From 07:00 a.m. to 10:15 a.m.
Saturday 20th September 2008 Rimini Parco F.Fellini	Posting of drivers admitted and starting order 10:45 a.m.

Saturday 20th September 2008
Rimini Parco F.Fellini

ECORALLY 1st Stage
Entry into the Starting Park at 11:00 p.m.

Saturday 20th September 2008
Rimini Parco F.Fellini

Competitors' Briefing at 11:10 a.m.

Saturday 20th September 2008
Rimini Parco F.Fellini



Start of the first Competitor 11:31 a.m.

Saturday 20th September 2008
Porta di San Francesco



Restart of the first Competitor 00:11 p.m.

Repubblica San Marino (RSM)

Saturday 20th September 2008
GRA Fuel Station ADS

Casilina Interna km. 36.636

Saturday 20th September 2008
Castel Gandolfo (RM)

Arrial of the first Competitor at 08:31 p.m.

End of the consumption test at 09:30

Arrival at the Domus Park Hotel Frascati and dinner
Posting of the Classification Consumption Regularity Test
at 10:30 p.m.

Sunday 21st September 2008
(place to be agreed)

Castel Gandolfo (Italy - Rome)

Sunday 21st September 2008
(place to be agreed)

Castel Gandolfo (Italy - Rome)

Sunday 21st September 2008

Start of the first Competitor for Regularity Test - Castel
Gandolfo 10:01 a.m.

Arrival of the first Competitor - Castel Gandolfo
10:31 a.m.

End of the Regularity Test

Trasfer to the Apostolical Palace

Castel Gandolfo (Italy - Rome)

Sunday 21st September 2008



"Angelus" of the Holy Father 12:00 p.m.

Castel Gandolfo (Vaticano))

Sunday 21st September 2008

Posting of Regularity and Absolute Classifications –
01:30 p.m.

Castel Gandolfo (Italy - Rome))

Sunday 21st September 2008

Capodarco Restaurant

Grottaferrata (Italy - Rome)

Lunch at the AGRICOLTURA CAPODARCO Restaurant

Prize-giving ceremony during the lunch

Leave

Friday 19 - Rimini – Parco F. Fellini – Marina Centro

Official Notice Board location :

Saturday 20 – Domus Park Hotel Frascati for dinner

**Sunday 21 – Capodarco di Grottaferrata (Rome) Italy –
Agricoltura Capodarco Restaurant**

The PROLOGUE **"Trofeo Città di Rimini"** on Friday 19 September – will take
place at night on sea-walk and will be opened to everybody .

The Regularity Race will not be valid for the Ecorally Classification .

The share holding will be of € 30.00. Free for competitors attending the Ecorally.

Live television broadcast from 7 GOLD TV - National diffusion.

I - ORGANIZATION AND PARTICULAR CONDITIONS

1.1 – Definition

The San Marino Racing Organisation – S.M.R.O, seated in Dogana di San Marino – via Giangi 64 with the support of EcoRally San Marino Organisation is organizing the :

3rd ECORALLY SAN MARINO – San Francesco d’Assisi

II - FIA Driving Test :

1. Regularity Test
2. Energy Consumption Test

Purpose of the Event :

The purpose of this Event is the promotion of environmentally friendly and commercially suitable Alternative Energies powered vehicles. In line with the pioneering nature of Automobile Sport, countless technical concepts are tested through competition.

This Event is intended to demonstrate to the public the performance of these vehicles and thus their suitability for everyday use.

The Regularity and the Energy Consumption Test are two different typologies of the FIA Driving Tests Events.

Entrants acquire one single score deriving from one single classification. This score will be valid for FIA, FAMS and CSAI Titles of Cat. IIIA.

National Sporting Authority : **F.A.M.S.**

FAMS visa n° **AU1308 04.08.08**

FIA visa n° **17CEA200908**

1.2 – Organising Committee

1.3

San Marino Racing Organisation – S.M.R.O

Galassi Francesco - President

Graziano Muccioli

Gualandi Giulio

1.3 – Comitato d’Onore

- His Excellency Mons. **James Harvey** Prefect of the Pontifical House
- Mr. **Claudio Ricci** the Lord Mayor of the City of Assisi
- Mr. **Orfeo Gregoracci** the Lord Mayor of the City of Gubbio
- Mr. **Maurizio Colacchi** the Lord Mayor of Castel Gandolfo
- Mr. **Ferdinando Fabbri** President of the Province of Rimini
- Mr. **Cesarino Romani** Environment Assessor of the Province of Rimini
- Mr. **Angelo Vicini** President of the San Marino Olympic Committee
- Mr. **Bruno Moretti** President of the FIA Alternative Energies Commission

1.4 – CONDIZIONI GENERALI

This event will be organised in conformity with the International Sporting Code (and its annexes), with the Sporting Regulations of the FIA Alternative Energies Cup, with the requirements of

driving tests, with the prescriptions stated in the National Sporting Regulations in conformity with FIA Regulations, according to which it has to be understood as regulated what isn't specified in the following articles and in the present Supplementary Regulation.

The Organising Committee will ensure that the event has all the required Administrative Authorisations.

Owing to the inscription, each entrant as well as his driver, eventually his principal, his person in charge, is deemed to know and to comply with the requirements of the International and National Sporting Code and Regulations, binding himself to respect and to let respect all the applicable regulations. He renounces the appointment of arbitrators or other jurisdictions for facts deriving from the organisation of the event and/or the carrying out of the competition, acknowledging as only competent jurisdiction the FAMS, with the exception of the right of appeal as foreseen by FIA Regulations..

He releases Organisers, Officials, FIA, FAMS, the owner and/or manager of those routes hosting the event itinerary, as well as the Organisms being part of the organisation, from any third party responsibility for physical and/or material damages suffered by the entrant/driver, staff, goods and other people.

1.5 Officials of the Event

Stewards of the Meeting :

President of the Panel	Bruno Moretti	I	Appointed by FIA
Member	Fabio Muraccini	RSM	Appointed by FAMS
Member	Walter Chiaruzzi	RSM	Appointed by FAMS
Clerk of the Course	Guido Novembrini	RSM	
Technical Delegate	George Brasseur	A	Appointed by FIA
Technical Delegate	Giorgio Zonzini	RSM	Appointed by FAMS
Member			
Technical Scrutineer	Antonio Carattoni	I	
Technical Scrutineer	Marino Zonzini	RSM	
Technical Scrutineer	Marcello Valentini	RSM	
Technical Scrutineer	TBA		
Administrative Scrutineer	Caterina Zonzini	RSM	
Administrative Scrutineer	Laura Zanotti	RSM	
Secretary of the Meeting	Patrizia Pignatti		
Timekeepers	F.S.Cr – San Marino		
Head of the Timekeepers	GianLuigi Zafferani		
Doctor	TBA		
Marshals	GUG – FAMS / ACI – CSAI Roma / Gubbio / Terni		

II ELIGIBILITY

2.1 FIA titles for which the Event count

- FIA Alternative Energies Cup for Drivers of Category IIIA
- FIA Alternative Energies Cup for Manufacturers of Category IIIA

2.2 Validità nazionali della Manifestazione

- San Marino Alternative Energies Championship for Drivers of Category IIIA
- Italian Alternative Energies Championship and Cup CSAI for Drivers of Category IIIA

2.2 Description of the Event

2.3.1- **Generality**

The 3rd Ecorally San Marino San Francesco D'Assisi is a regularity and energy consumption test.

The Event is composed by a PROLOGUE that foresees the Regularity Tests on the run of the Lungomare in Rimini. Timekept times will allot one Trophy and some prizes but won't be valid for the ECORALLY classification..

The competition will start from Rimini, will reach San Marino Republic and from San Marino it will arrive to Castel Gandolfo (Rome); it will be run on roads opened to normal circulation. The competition will be divided in N.2 Stages.

Entrants will have to run following an itinerary given in the Road Book, under pain of a penalty which may go as far as exclusion. The starting order will be established by the Organizer. The start interval between each vehicle will be of one minute.

Protests against the starting order are not admitted.

During the whole course entrants will have to strictly comply with the rules of the road, under pain of a penalty which may go as far as exclusion .

For this purpose, secret check points will be established in spots, in order to check the respect of the rules of the road and the right course.

All distances given in these regulations must be considered conventional and accepted by the entry of the Event. Protests against these lengths are not admitted.

2.3.2 – **Load - Crew**

A crew composed by two drivers or by one driver and one navigator is required.

Exception for vehicles of Category IV. Drivers must be holders of a driving licence according to the entered vehicle.

All vehicles will have to pass the time and transit controls and reach the arrival T.C. with their own vehicle,. under pain of a penalty which may go as far as exclusion.

After 20 minutes from the theoretic time of the transit of the last entrant, the T.C. will be closed.

Vehicles may participate to the event in the frame of "full loading", as far as the number of passengers is concerned. The maximum number of passengers or the maximum weight of commercial vehicles is that indicated on the road licence or in the technical features.

Vehicles will have to submit to scrutineerings in the exact configuration held during the course. It is strictly forbidden (under pain of a penalty witch may go as far as disqualification) to alter these structures during the course.

Whatever load has to be perfectly secured and fastened in the compartment reserved to this purpose.

2.3.3. - **Jam, accidents, obstructions**

In case of bottlenecks, accidents or obstructions of roads, these will be go over by their own by the participants with respect of the circulation rules and there will not be any neutralization

2.3.4. - Panne

In case of a technical breakdown, the vehicle may be repaired, but it has to start again from the same spot where the failure occurred.

2.4 - Eligible vehicles

The following Categories of vehicles in conformity with the FIA Technical Regulations are admitted :

- | | |
|----------------------|---|
| I Category | Solar powered racing vehicles |
| II Category | Solar and/or electrically powered converted, modified and prototype |
| III Category | Solar and/or electrically powered converted, series production vehicles. |
| IV Category | Solar and/or electrically powered lightweight vehicles |
| VII Category | a) Hybrid electrical vehicles
b) Other hybrid vehicles |
| VIII Category | Other alternative energy vehicles:
a) Single fuel vehicles powered by gaseous fuels.
b) Poly fuel vehicles powered by gaseous and liquid fuels.
c) Single fuel vehicles powered by hydrogen.
d) Bi-fuel vehicles powered by hydrogen and another fuel.
e) Fuel cells vehicles.
f) Bio-fuel powered vehicles. |

As vehicles, are intended all the motorized means (cars, motor-cycles, karts, trucks, tricars, with capacity inferior to 35 quintals) that can move with energy sources on board.

All the above mentioned vehicles must be **regularly approved and registered** according to the community rules or authorized to run on public soil. **These vehicles should have the R.C.T. insurance cover, which has to be still effective.**

2.4.1. - Vehicles and document check

Before test will be taking place, drivers and vehicles have to submit to administrative check and scrutineerings according to the Organizing Committee requirements.

2.4.2. - Technical data

Competitors have to produce a declaration describing technical data of vehicle, directly provided for by the manufacturer (usage and maintenance card, technical catalogues).

2.4.3 – Starting Park, Parc Fermè

30 minutes before the starting time, vehicles must enter in the starting park. In this area no recharging of batteries or refuelling are permitted. At the end of the test vehicles must enter in the Parc Fermè for technical check.

2.4.4 – Identification number

The Organisers will supply each vehicle with an identification number that must be maintained legible for the duration of the test.

For this reason competitors must reserve on both sides and in front of the vehicle an area of 45 cm. base, high 30 cm.

2.4.5 - Points allotment

All the vehicles that take part to this Event, independently of the belonging Category, are considered vehicles of Category IIIA (vehicles of daily use) and can score points only in this category on the basis of the following two combined classifications:

- **Absolute Classification deriving from the Energy Consumption Test Classification and from the Classification for Regularity Test**

2.4.6 – Definition of vehicles of daily use (Category IIIA)

Vehicles of Category III A are designed for daily use in public traffic and are identical to Category III cars with the exception of the roll-bar and the fire extinguisher which are free. For these vehicles no supplementary safety equipment's other than that required by the Road traffic laws of the Country is required.

No safety equipment's (crash helmet, flame-resistant clothing) is required for the drivers.

Vehicles of Category III A cannot take part in events where the goal for the target is the speed.

2.5 - Description of the Regularity Test (RT)

There will be 5 Regularity Stage in which the competitors must cover a certain distance at an imposed average speed in kilometres per hour. The finish control of the Regularity Stages as well as any possible intermediate Regularity Controls will be indicated on the Road Book.

The imposed average speed will be communicated to each competitor by the Clerk of the Course during the Briefing,. Any competitor who use any signally device to indicate or receive advice of the position of a Regularity Control will be excluded. Competitors must maintain along the Regularity Stage a speed as closed as possible to the imposed average speed.

PENALTIES:

Time Control (T.C.)

For every minute (or fraction) of early or late arrival **100 points (with a maximum of 300)**

Omission of a T.C. **Disqualification**

Passage Control (P.C.)

Omission of a P.C. **Disqualification**

Regularity Test (R.T.)

Each 1/100 of second early or of lateness with reference to the ideal time will be penalised with **1 point (with a maximum of 300)**

Omission of a R.T. will be penalised with **Disqualification**

Maximum Time

Transit before a T.C. with a delay equal or higher to 20 minutes **Disqualification**

Briefing

Failure to attend the Briefing before the race **100 points**

Distance

Running without following the Road Book **Disqualification**

Checking in the opposite way **Disqualification**

Checking using external helps **Disqualification**

Vehicle configuration

Changing the vehicle configuration **Disqualification**

2.6 - Description of the Energy Consumption Test – Scrutineering

2.6.1 – Electric vehicles.

Electric vehicles must be in condition to provide by themselves to change, in the refuelling, the whole traction battery or part of it, under supervision of a scrutineer that will seal the new battery.

2.6.2 – Hybrid electrical vehicles (plug in)

At the start, Technical Scrutineers will have to determine the quantity of electric power accumulated in batteries, that will be added to the other kinds of energy that will be used.

2.6.3 – Hydrogen vehicles

Vehicles propelled by hydrogen must provide by themselves, if necessary, to the refuelling under supervision of a Scrutineers.

2.6.4 - Charging and refuelling

Any recharging and refuelling out of the Established Areas, are strictly forbidden under pain of disqualification.

2.6.5 – TECHNICAL SCRUTINEERS

2.6.6 – Before the race

All the vehicles fuelled with liquid or gaseous fuels, will have to refuel only **in the presence of a Technical Scrutineer**, who will write down the quantity of fuel, will seal all the fuel tank and the engine bonnet, will weigh the vehicle and its weigh will have to correspond to the one of the technical features of the vehicle. Anyway such weigh will have to be the same also in occasion of the various and subsequent weighings. The weighing procedure will have to be carried out without occupants and luggages inside the vehicle. A second weighing procedure will be carried out with all the occupants inside the vehicle and also their luggage; vehicles will have to maintain the exact configuration held during the course. It is strictly forbidden under pain of a penalty which may go as far as disqualification to alter these structures during the course

The same procedures will be carried out at the end of the Consumption Test.

Every charging will have to be carried out with the vehicle on a perfectly flat surface and under supervision of a scrutineer.

Refuelling and weighing procedures will be carried out at the end of each stage or sector and at the end of the event.

2.6.7 System to establish energy consumption index (CI)

Energy consumption will be established with the following methodology.

This system can be applied to every category, independently from the kind of propulsive

energy which is utilized. The following system cannot provide data of absolute value, nevertheless such data can be considered reliable enough in order to fix a scale of consumption.

For all energies, the unit of measurement of consumption will be expressed in kW/h on the base of the following equivalencies: (shared by the Scientific Community) :

	kcal/l	Wh/l	kcal/kg	Wh/kg	Approximate Value	
					Wh/kg	Wh/l
Petrol (AVG and AUTO)	7.650	8.895,95	10.400	12.095,30	12.100	8.900
Motor benzol (pure)	8.400	9.769,20	9.600	11.164,80	11.200	9.770
Ethanol (100%)	5.200	6.047,60	6.550	7.617,65	7.700	6.050
Methyl alcohol 100%	3.600	4.186,80	4.500	5.233,50	5.300	4.200
Motor petroleum	8.200	9.536,60	-10.000	11.630,00	11.700	9.540
Gas oil and Naphtha (Diesel Fuel)	8.500	9.885,50	-10.100	11.745,30	11.900	9.890
Biodiesel	8.500	9.885,50	-10.100	11.745,30	11.900	9.890
	kcal/m ³	Wh/l/m ³	Wh/kg	Wh/Liter		
Methane	8.300	9.852,90	13.044	=====	13.000	
Propane-Butane (mix) LPG (GPL)	24.000 % 26.000	27.912 % 30.238	12.296 % 13.321	6.731	12.800	
Illuminating gas	3.800	4.419,40	6.905	=====	6.900	
Producer gas (gas generator)	1.000 % 1.400	1.163 % 1.628,20	1.011 % 1.416	=====	1.225	
	kcal/m ³	Wh/l	Wh/kg		Wh/kg	
Hydrogen	2.576	2.996	33.333		33.333	

2.6.8 – Maximum Gross Vehicle Weight (GVW)

"GVW" will be calculated with the following formula;

$$GVW = W_v + W_l$$

GVW = the maximum vehicle mass as defined by the vehicle manufacturer, including occupants and load

W_v = weight of the vehicle in running order

W_l = weight of the occupants and load

These weights will be measured during the scrutineerings.

2.6.9 – Energy Consumption Index (CI)

The energy consumption index will be calculated with the following formula:

$$CI = (ITE + RE) / (D \times GVW)$$

CI = Consumption Index - the lowest index value establishes the best result

ITE = Initial Theoretic Energy (kWh). For electric powered Vehicles this value must be expressed at a discharge rate C1 and has to be provided by an official document issued by the accumulator manufacturer. (see Batteries data Form).

RE = Recharged energy: Caloric energy expressed in Wh of the amount of fuel refuelled after the event (independent of the type of liquid or gaseous fuel)

GVW = Maximum Gross Vehicle Weight

GVW = Maximum Gross Vehicle Weight

D = Total running Distance

2.6.10 - Technologies and Energies

Competitors must declare in the entry form which of the following technology and energies they utilise:

Elettrico / Electric

Ibrido / Hybrid

Celle di Combustione / Fuel Cells

Energia Solare / Solar powered

Endothermic Motors:

- **Benzina / Petrol** containing ecological additives in measure superior to 50% (*)
- **Nafta / Diesel** containing ecological additives in measure superior to 50% (*)
- **Metano / NGV**
- **GPL / LPG**
- **Combustibile Biologico / Bio-fuel**
- **Idrogeno / Hydrogen**

(* Definition of vehicles fuelled with Bio-fuel (FIA Technical Regulation- Art.2.9.A)

Vehicles that employ any kind of thermic engine, fuelled with fuels which respect the environment, such as, for example, vegetable oils, methanol or ethanol, coming from plants of renewable cultivations, synthetic fuels derived from manufacturing processes which use energy sources, such as solar power etc. The production/utilization cycle of these kinds of fuels must not increase the quantity of CO2 released in the atmosphere.

The competitors that use bio-fuels like the Ethanol or the Bio-Diesel must show an a documentation with the characteristic Combustible's result. The not conformity found in the Scrutineering can involve penalty that can go up to the exclusion

These energies have to respect the principles above mentioned in the definitions of the vehicles of the Categories VII and VIII as defined in the Articles 2.9 and 2.9a of the Technical Regulations of the FIA.

Provided that these energies respect the principles mentioned above in the definition of the vehicles of Categories VII and VIII as defined in Articles 2.9 and 2.9a of the FIA Technical Regulations .

Competitors may enter vehicles based on different technologies, however the Organisers reserves the right to refuse their participation.

2.6.11 – Technical form for traction batteries

Competitors have to enclose to their application the technical form for traction batteries. Said form is available on the FIA site www.fia.com then selecting *FIA/Sport/Regulations/Alternative*

ENTRY FORMS

3.1 Any competitor wishing to take part in the:

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must be holder of the following documents:

- The two drivers must hold an international FIA licence for drivers or a “regularity” licence issued by a NSA affiliated to FIA. Failing this licence, Italian competitors must hold an ACI Club card. Foreign drivers competitors without licence, showing a medical certificate stating the Good Health, may require a temporary FAMS card at the cost of 10,00 €.
- Driving licence according to the entered vehicle
- Vehicle valid third party liability insurance coverage

The entry form (See Appendix I-a & I-b) duly completed must be sent to the Event Secretariat

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within 12 p.m. – 15th September 2008

Should the application be sent by fax, originals must reach the Organiser at least three days before the beginning of scrutineerings.

3.2 - The entry form must be accompanied by:

- The manufacturer's certification for vehicles of Category III and IIIA (see Appendix 1 of FIA Technical Regulations)
- The authorisation according to Article 70 of the Code, for foreign competitors (not member of the European Community)
- The entry fee

IV - ENTRY FEES-INSURANCE

4.1 - Sum of the entry fees:

IIIA Category = €350,000 for each crew

The entry application will only be accepted if accompanied by the total entry fees or by a receipt issued by the competitor's National Sport Authority.

The entry fee includes:

- 1 by choice overnight stay in double room (either on Friday 19th September in Rimini or on Saturday 20th in Rome)
- Saturday dinner in Rome for two people
- Two people lunch on Sunday 21st September in Grottaferrata (prize-giving)
- Buffet along the way
- Official Rally Plate
- Race Numbers
- Road Book
- Wine gift from Cantine Lungarotti
- Gadgets

4.2 - Entry fees will be refunded in full

4.2.1 If the entry will not be accepted.

4.2.2 If the Event will be cancelled

4.3 - Description of the insurance cover

Details of the insurance cover

Organizers will stipulate an insurance of Civil Responsibility toward Third Party in the respect of the Laws valid in the national territories in which the competition develops it.

There is not liability insurance for personal injury or damage, between drivers.

Vehicles participating to the Green Rally have to have their own Third Party liability insurance coverage valid for the route circulation. .

4.4 - Advertising

Details concerning advertising: advertising is free with the exception of the competitions numbers and of the Rally plates . (see Appendix II.)

V - REPAIRS AND CHANGING OF PARTS

5.1 – Interventions

Exceptionally work on sealed parts and changing of damaged batteries may be permitted at the discretion of the Panel of the Stewards, under supervision of a Scrutineer. For energy classification, the theoretic energy of each changed battery as stated in the passport and in the batteries technical form, must be added to the charged energy from the main.

VI - SCRUTINEERINGS - ADMINISTRATIVE CHECKS

6.1 - Competitors must present to the Administrative Checks the documents indicated at Article 3.1 and to the Scrutineering the road licence of the vehicle as well as any official document published by the manufacturer, as price-lists and optionals referred to different models and usage manuals.

Any ballast to change the vehicle weight is strictly forbidden.

VII - DRIVERS' SAFETY EQUIPMENT

7.1 - No safety equipment (crash helmet, flame-resistant clothing etc.) is required for the drivers and passengers

VIII - PROTESTS - APPEALS

8.1 Sum of the protest fee set by the FAMS: 500.00 €

8.1.1 If the protest requires the dismantling and the reassembly of different parts of a car, the claimant must pay an additional deposit established by the Stewards.

8.2 Sum of the Appeal fee

8.2.1 Sum for a national appeal fee (FAMS): 3000.00 €

8.2.2 Sum for an international appeal fee (FIA): 4600.00 €

IX - CLASSIFICATIONS

9.1 ABSOLUTE GENERAL CLASSIFICATION:

- The “Regularity Test” and “Consumption Test” Absolute General Classification for the scores award for FIA – FAMS and CSAI Validities will be determined as follows:

- A) Results obtained from a final classification on “Regularity Tests” (**RT**): Every competitor should be score with a number of points equivalent to its final position, i.e. 1 to the first, 2 to the second, and so on ...
- B) Results obtained from a final classification on “Consumption Tests” (**CT**): Every competitor should be score with a number of points equivalent to its final position, i.e. 1 to the first, 2 to the second, and so on ...

The final results of the events for Podium and Points for the FIA Alternative Energies Cup will be the result of convening the two previously mentioned tables in the order resulting from the lowest amount of point to the highest, (i.e. Winner of the event the competitor having less amount of points by adding the results obtained in A and B above, and so on.)

9.2 Dead Heat (ex aequo):

A) Classifications Regularity Test

The rule for deciding between drivers who have scored exactly the same points total shall be according to the great number of first place, than second places, etc., achieved in the classifications of the Regularity Stages of the Event.

B) Classification Consumption Test

The rule for deciding between drivers who have scored exactly the same Consumption Index (C.I.) shall be according to the lowest C.I. calculating decimals, centimes etc.

C) Combined Classification FIA Alternative Energies Cup (RT + CT)

The rule for deciding between drivers who have scored exactly the same points total shall be according to the best result achieved in Consumption classification.

Example :

<u>Classification - Regularity Test</u>			<u>Classification - Consumption Test</u>		
Position	Race Number	RT Points	Position	Race Number	CT Points
1	8	1	1	6	1
2	9	2	2	8	2
3	11	3	3	2	3
4	6	4	4	3	4
5	13	5	5	7	5
6	12	6	6	12	6
7	10	7	7	11	7
8	3	8	8	1	8
9	4	9	9	4	9
10	5	10	10	10	10
11	7	11	11	13	11
12	2	12	12	5	12
13	1	13	13	9	13

Classification FIA Alternative Energies Cup						
<i>Combined Results Regularity Test + Consumption Test</i>						
Position	Race Number	RT Points		CT Points	Total Points	FIA AE Cup
1	8	1	+	2	= 3	10
2	9	4	+	1	= 5	8
3	11	3	+	7	= 10	6
4	3	8	+	4	= 12	5
5	12	6	+	6	= 12	4
6	2	12	+	3	= 15	3
7	9	2	+	13	= 15	2
8	7	11	+	5	= 16	1
9	13	5	+	11	= 16	0
10	10	7	+	10	= 17	0
11	4	9	+	9	= 18	0
12	1	13	+	8	= 21	0
13	5	10	+	12	= 22	0

Consumption Test Classification for each category of vehicle :

- “Electric” Category (I + II + III + IV).
- “Hybrid” Category VII (a) Electric
- “Gaseous” Category VIII (a + b) Mono-fuel + Poly-fuel
- “Hydrogen” Category VIII (c + d) Mono and Bi-fuel
- “Fuel Cells” Category VIII (e)
- “Bio-fuels” Category VIII (f)

X – PRIZES

10.1 - Honour Prizes to the first 5 vehicles in the “General Absolute Classification”

10.2 - Honour Prizes to the first vehicles in the “Regularity and Consumption Test Classification”

10.3 - Honour Prizes to the first vehicles in the “Energies Classification”

(FAMS President)

Stefano Valli

(The Organizers)

Francesco Galassi

ALLEGATO I – a / APPENDIX I - a



MODULO D'ISCRIZIONE ENTRY FORM

N. VETTURA

SCUDERIA / EQUIPE / TEAM

Nome / Name	
Nazionalità / Nationality	
Indirizzo postale / Postal address	Via/Street
	Cap/Zip Code – Località/Place – Provincia/Province
Nr. telefono / Phone n°	
Nr. Fax / Fax n°	
Indirizzo e-mail / E-mail address @	
ASN di appartenenza / Issuing ASN	

CARATTERISTICHE DELLA VETTURA – CAR DETAILS

Marca / Make		Modello / Model	
Anno di fabbricazione Year of manufacture		Categoria Category	
Paese di immatricolazione Country of registration		Energia Utilizzata Energie Utilisée	

1° CONDUTTORE / FIRST DRIVER

CO - PILOTA / CO - DRIVER

Cognome Family name		Cognome Family name	
Nome First name		Nome First name	
Data di nascita Date of birth		Data di nascita Date of birth	
Indirizzo postale Postal address	Via – Cap – Località – Provincia - Stato	Indirizzo postale Postal address	Via – Cap – Località – Provincia - Stato
Nr. telefono Phone n°		Nr. telefono Phone n°	
Nr. cellulare Mobile phone n°		Nr. cellulare Mobile phone n°	
N.fax fax n°		N.fax fax n°	
Indirizzo e-mail E-mail address	@	Indirizzo e-mail E-mail address	@
N° licenza Competition licence		N° licenza Competition licence	
ASN di appartenenza Issuing ASN		ASN di appartenenza Issuing ASN	
N° Patente di guida Driving licence n°		N° Patente di guida Driving licence n°	
Rilasciata da (nazione) Country of issue		Rilasciata da (nazione) Country of issue	

PESO DEL VEICOLO – WEIGHT OF THE VEHICLE kg _____

ALLEGATO I – b / APPENDIX I – b



N.
VETTURA

TASSE D' ISCRIZIONE – ENTRY FEES

Equipaggio / Crew CAT: IIIA-----> €
350,00

DICHIARAZIONE DI SCARICO DI RESPONSABILITA' DECLARATION OF INDEMNITY

Accetto senza riserva i termini del Regolamento del "3° Ecorally di San Marino – San Francesco d'Assisi" - e particolarmente le disposizioni relative all'assicurazione di cui ho preso atto della descrizione così come l'entità delle garanzie. Ho preso nota che è mio dovere sottoscrivere un'assicurazione individuale complementare a favore della mia persona e dei miei beni. Sollevo lo SMRO, l'Ecorally San Marino Organisation, la FAMS, l'ACI-CSAI, i suoi rappresentanti e il suo personale da ogni responsabilità per qualsiasi danno corporale, materiale o altro che possono capitare alla mia persona e / o ai miei beni e che non sono indennizzabili dalle assicurazioni sottoscritte dall'organizzatore in occasione del "3° Ecorally di San Marino – San Francesco d'Assisi".

I accept without reserve the terms of the "3° Ecorally di San Marino – San Francesco d'Assisi" Regulations and in particular its insurance provisions and scope of coverage. I understand that I should take out any additional insurance that I consider appropriate covering my own personal injuries and property damage. I hereby agree to indemnify and hold harmless the SMRO, the Ecorally San Marino Organisation, the FAMS, the ACI-CSAI, its representatives and staff for any liability in respect of personal injury property and other damage suffered by me, arising out of the competition and which would not be covered by the insurance taken out by the organisation for the "3rd Ecorally di San Marino – San Francesco d'Assisi".

Con la mia firma, dichiaro che tutte le notizie contenute su questo modulo di impegno sono corrette. Inoltre, ho preso conoscenza ed approvo integralmente i termini e le condizioni scarico delle responsabilità qui contenuti ed io accetto tutti i termini legati alla mia partecipazione a questa prova.

Acknowledgement and agreement

By my signature I declare that all the information contained on my entry for is correct and that I fully understand and agree to the terms and conditions of the above indemnity and that I accept all the terms and conditions relating to my participation in this event.

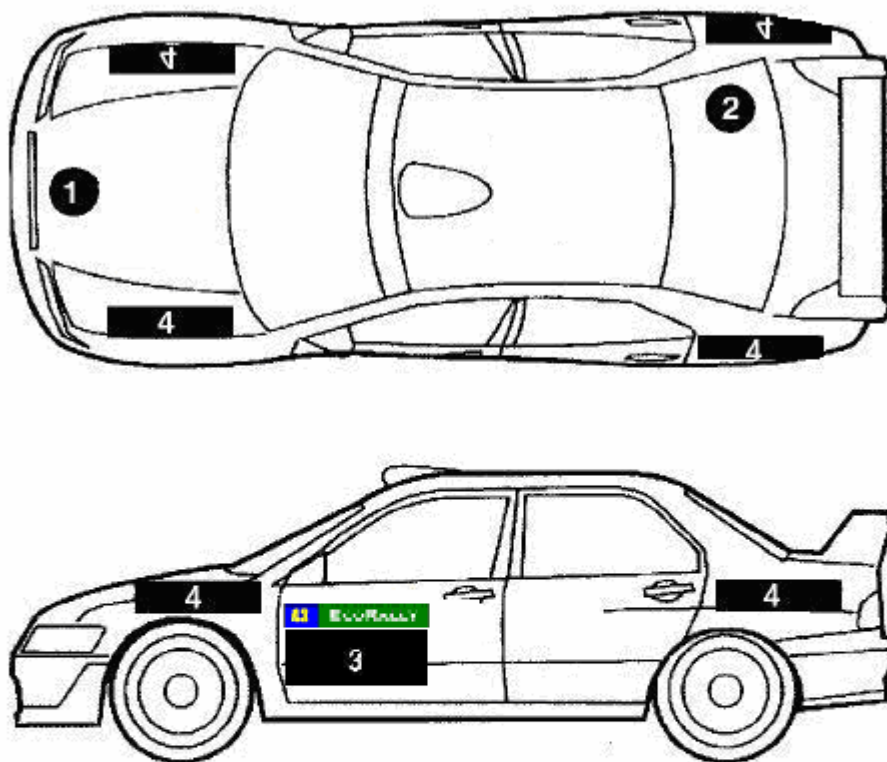
Firma Concorrente
Signature of Entrant

Firma 1° Conduttore
Signature of 1st driver

Firma Co-Pilota
Signature of Co-driver

ALLEGATO II / APPENDIX II

NUMERI GARA -TARGHE GARA - PUBBLICITA' OBBLIGATORIA ORGANIZZATORE
RACE NUMBERS – COMPETITION'S PLATES – COMPULSORY ORGANISER ADVERTISING



- ① Targa della gara
Competition Plates
- ② Numeri di gara
Competition numbers

- ③ } Pubblicità dell'Organizzatore
obbligatoria
- ④ } *Obligatory publicity of the
Organization*