



# **8° ECORALLY**

## **SAN MARINO – VATICANO**

**18 19 20 OCTOBER 2013**

## **SUPPLEMENTARY REGULATIONS**



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## VISA

	N° 09/2013 del 08/08/2013
	N° 11CEASMR30082013



## ***HALL OF FAME***

### **1° Ecorally year 2006:**

Cesare Romani - Giuseppe Grossi	- regularity classification
Giuliano Mazzoni – Marcello Aranci	- consumption classification

### **2° Ecorally year 2007:**

Vincenzo Di Bella – Alessandro Vatri	- regularity classification
Vincenzo Di Bella – Alessandro Vatri	- consumption classification

### **3° Ecorally year 2008:**

Giuliano Mazzoni – Massimo Liverani	- absolute classification
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### **4° Ecorally year 2009:**

Raymond Durand – Jean Pierre Bertrand	- absolute classification
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### **1° Ecorally Press year 2009:**

Chiodi Roberto - Degli Esposti Maria Rita

### **5° Ecorally year 2010:**

Massimo Liverani – Valeria Strada	- absolute classification
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### **2° Ecorally Press year 2010:**

Chiodi Roberto - Degli Esposti Maria Rita

### **6° Ecorally year 2011:**

Roberto Viganò – Andrea Fovana	- absolute classification
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### **3° Ecorally Press year 2011:**

Chiodi Roberto - Degli Esposti Maria Rita

### **7° Ecorally year 2012:**

Massimo Liverani – Valeria Strada	- absolute classification
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### **3° Ecorally Press year 2012:**

Nicola Ventura - Monica Porta



**18 – 19 – 20 October 2013**

# **1. PROGRAMME:**

16 August 2013

Publication of Regulations  
Web-site [www.ecorally.eu](http://www.ecorally.eu)

10th September 2013

Opening date for entries

14th October 2013

Closing date for entries

17th October 2013

Publication of the entry list  
Web-site [www.ecorally.eu](http://www.ecorally.eu)

Friday 18th October 2013

Multieventi Sport Domus –  
Serravalle (San Marino)

- from h 05:00 pm to h 09:00 pm Administrative Checks and Distribution of Road Book
- from h 05:00 pm to h 09:00 pm Technical Scrutineerings
- h 09:30 pm Posting of Drivers Admitted and Starting Order

Saturday 19th October 2013

San Marino

Aldero Hotel

Civita Castellana (VT)

- h 08:01 am Start of the first Competitor
- h 20:14 pm Arrival of the first Competitor - Finish Leg no.1<sup>st</sup> and posting of provisional results

Sunday 20th October 2013

Aldero Hotel

Civita Castellana (VT)

- h 08:31 am Restart for Leg no. 2

Piazza San Pietro – Città del Vaticano

- h 10:17 am Finish 8° Ecorally

Ristorante “Mille e Una Notte”  
Roma – Via Nomentana N. 1141

- h 01:30 pm Lunch
- h 02:00 pm Posting of Results
- h 02:45 pm Prize Giving Ceremony



## 2. ORGANIZER:

### Organizer's data:

Name : S.M.R.O – San Marino Racing Organization  
 Address : Via Giangi, 64/e – 47891 DOGANA (RSM)  
 Contact : phone +39 335 7330119 Fax + 378 0549 942582  
 Other information : [smro@alice.sm](mailto:smro@alice.sm) – [cemorri@alice.it](mailto:cemorri@alice.it)  
 ASN . FAMS – Federazione Auto Motoristica Sammarinese

## 3. BASIC CHARACTERISTICS OF THE ECO-RALLIES:

An Eco Rally is a Regularity Driving Test Event counting towards the FIA Alternative Energies Cup.

The purpose of the Eco-Rallies is the promotion of new technology vehicles designed to conserve energy and emit the smallest possible quantities of pollutants and CO<sub>2</sub>. It is also aimed at encouraging drivers to change their driving habits, giving priority to the protection of the environment and to the sustainability of the transport sector through the use of alternative fuels and electricity as their vehicle's propelling energy sources.

In the FIA Alternative Energies Cup Eco-Rallies there is usually a main field of competition for which a classification is submitted to the FIA and on the basis of which the FIA Cup points are allocated—and a secondary one, at the organizer's discretion, which is the promotion of eco-driving techniques and energy conservation achieved by the competitors

The main field of competition, for which FIA Cup points are allocated, is the evaluation of the competitors' capability to respect accurately the time schedule of the whole event, as planned by the organizers. This is expressed in the form of consecutive "ideal times" for the movement of the cars from one time control to the next, and additionally their capability of driving through all the "Regularity stages" maintaining steadily and exactly the time imposed by the organizers obligatory speed for each one of them

The secondary field of competition is the evaluation of the competitors' capability to drive the whole itinerary using their best eco-driving techniques and trying to consume the smallest possible quantity of energy. It is also a forum for manufactures to test and show their new techniques for a lower consumption of energy.

It is important to highlight the fact that Eco-Rallies are not "speed" events and that consequently there is no need for any specific safety equipment for the participating vehicles and their crews. All Electric, Hybrid and Alternative Fuel vehicles officially registered to drive on the public roads are considered to be eligible to participate.

## 4. CORRECT TITLE OF THE EVENT

4.1 The name: "8° ECORALLY SAN MARINO – VATICANO - the footsteps of Francesco" is the "Correct Title" of the event.

4.2 Entrants and other interested parties should make use of the "Correct Title" in all correspondence and references to this event.

## 5. ELIGIBILITY

### 5.1 FIA titles for which the Event counts:

FIA Alternative Energies Cup with the following titles:

- FIA Alternative Energies Trophy for Drivers and Co-Drivers Cat. VII&VIII – hybrids and other Alternative Energies vehicles.
- FIA Alternative Energies Cups for Manufacturers Category VII&VIII.

#### 5.1.1 National titles for which the Event counts:

5.1.2 San Marino Championships Alternative Energies – Regularity – cat. VII&VIII drivers and co-drivers

5.1.3 Italian Championships Alternative Energies – Regularity – cat. VII&VIII drivers and co-drivers



## 6. ORGANIZING COMMITTEE AND OFFICIALS

### 6.1 Organizing Committee

President: Francesco Galassi

Members: Graziano Muccioli – Giulio Gualandi

### 6.2 Officials

#### Stewards:

- |  |  |                       |
|--|--|-----------------------|
| a) Stewards' President:  | <b>Lars Edvall (SWE)</b>                               | appointed by the FIA  |
| b) Steward<br>Steward  | <b>Carlo Ennio Morri (SMR)<br/>Bruno Moretti (ITA)</b> | appointed by the FAMS |
| c) FIA Technical Delegate:                                       | <b>Giorgio Zonzini (SMR)</b>                           | appointed by the FIA  |
| d) Scrutineers:  | <b>Antonio Carattoni (ITA)</b>                         |                       |
| e) Clerk of the Course :   | <b>Francesco Resti (ITA)</b>                           |                       |
| f) Secretary of the meeting:                                     | <b>Ilaria Maraviglia</b>                               |                       |
| g) <u>Head of the Timekeepers</u><br>and Responsible for results | <b>Luigi Zafferani F.S.Cr.</b>                         |                       |

## 7. OFFICIAL NOTICE BOARD

As it is referred in the programme of the event, the official notice board for the publishing of Bulletins and Results will be displayed in the following places and time periods:

- 7.1 18 October 2013 Multieventi Sport Domus – Serravalle (San Marino)
- 7.2 19 October 2013 Aldero Hotel Civita Castellana (VT)
- 7.3 20 October 2013 Ristorante Mille e una Notte – Via Nomentana - Roma

## 8. GENERAL CONDITIONS

This event will be organized in conformity with: the FIA International Sporting Code and its appendices; the Sporting Regulations of the FIA Alternative Energies Cup; the requirements of FIA Driving Tests regulations; the applicable prescriptions stated in the National Sporting Regulations; the present Supplementary Regulations.

The Organizing Committee will ensure that the event complies with all the rules and regulations stated above, which have received all the required administrative authorizations.

Having registered, each entrant, as well as his crew and any other person involved in the entry, is deemed to have understood and to have agreed to comply with the requirements of all the above regulations and prescriptions, thus binding themselves to respect all these rules. They all declare that the only competent jurisdiction for facts and disputes deriving from the organization of this event and/or the carrying out of the competition is the one provided by the Panel of Stewards, with the exception of the right of appeal as foreseen by FIA rules.

## 9. ELIGIBLE VEHICLES



## 9.1 Categories:

**Category VII** – Hybrid Electrical Vehicles (as defined in Article. 9 sub Art.7 of the FIA Technical Regulations for Alternative Energies Vehicles).

**Category VIII** – Other Alternative Energy Vehicles (as defined in Article 2.9 of the FIA Technical Regulations for Alternative Energies Vehicles).

Vehicles of Categories VII and VIII will be amalgamated in Category VII&VIII. Consequently only one classification will be issued for the allocation points of the FIA CUP.

## 9.2 Vehicles:

The participating vehicles must be of a type approved for circulation on the public roads and must be equipped with official registration plates appropriate to this purpose. Not all modifications are allowed and each must be presented for scrutineering in exactly the same condition as described in the type approval document according to which their registration plates were issued. The series production vehicles must be identical to those offered for sale to any ordinary customer by the manufacturers' agencies. The weight of the vehicles must correspond to the values indicated to the type approval documents.

Categories VII and VIII in full compliance with the conditions set out below are eligible to participate in the event. They must:

- a) Be manufactured in series production or in one or few examples.
- b) Be authorised to drive on public roads bearing official registration numbers of the registered country, or a special permission granted by the national authorities.
- c) Be certified to carry from 2 to 7 people.
- d) Be certified to carry a maximum cargo of 1,000 kilograms (light trucks).
- e) Be equipped (for Hybrid Electrics) with an internal combustion engine in compliance with the anti-pollution specifications in force in the country of registration and/or with electric motor (or electric motors) of any type, working in functional combinations with the endothermic engine, engaged automatically or manually as the manufacturer has foreseen for the everyday use of the specific vehicle.
- f) Be equipped only (for Full Hybrid Electrics) with a main battery pack for the propulsion system, capable of propelling the vehicle, as a purely electric vehicle, at a slow speed over a short distance and with a system for recuperating kinetic energy (energy recovery system) in the form of electric energy during deceleration and braking.
- g) Be of any type of hybridization architectural system (All Hybrid Electrics) such as series hybrid, parallel hybrid or mixed type hybrid.

## 9.3 Forbidden interventions

- Only the originally supplied spare wheel is permitted and this is obligatory and must be kept on board for the whole event. The vehicle must be also be equipped with all items, tools etc that are supplied by the manufacturers for normal use on public roads
- The tyres must be of the same type, quality and size that the manufacturers have foreseen for the normal use of the car. The maximum pressure is that one established by the manufacturers in the maintenance manual.

## 10 ENTRIES

The amount of the entry fee is fixed for each crew consisting of two (people (driver and co-driver): in **€. 400.00** as follows

- **€180.00** for each crew (€150.00 + €30.00 taxes of law)
- 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.

Logistic fees:



- **€ 220.00** for each crew that includes: double room + Saturday dinner for 2 persons + Saturday lunch for 2 persons + Sunday lunch for 2 persons .

**PRICES** for those who wish not to buy the package or wish to purchase services for some escorts.

Overnight stay € 110.00 (each room or supplementary room)

19 October Lunch € 30.00 for each person

19 October Dinner € 30.00 for each person

20 October Lunch € 30.00 for each person

#### 10.1 Entry fees will be refunded in full:

- If the entry is not accepted.
- If the Event is cancelled.

#### 10.2 Crew documents

A crew is comprises one driver and one co-driver. Both must be a holder of the following documents:

- Driving licence according to the entered vehicles.  
If both are eligible to drive the car. Otherwise only for the Driver
- Any grade of FIA licence, issued by their ASN, or
- A FIA licence, grade D, obtained for, and valid for the duration of the event, issued by the FAMS and delivered during the administrative checks. It will be subject of a payment of **15.00 €**.

#### 10.3 Entry Forms

Any person, or legal entity, wishing to participate to the event must submit, to the Event Secretariat, an entry form, properly filled-in and signed, together with all other requested documents, etc, at following address : .

**S.M.R.O San Marino Racing Organization – Via A. Giangi, 64/E – RSM 47891 Dogana 14/E OCTOBER 2013. – Fax + 378 0549 942582 [smro@alice.sm](mailto:smro@alice.sm) – [cemorri@alice.it](mailto:cemorri@alice.it)**

Details of the crew members must be sent before the administrative checks. A crew member may only be replaced before the administrative checks and must be approved by the Organiser. Only the Stewards of the meeting may authorize the replacement of any crew member. A car may be replaced only if approved by the Organiser.

**10.4** The Organizers will inform the applicants on the acceptance or not of their entry applications by e-mail or fax at the latest two days after the receipt of the completed and financially settled application.

**10.5** The Organizers reserve the right to reject any entry application at their discretion. This right is subject to the conditions of Article 74 of the ISC and Article 8A of the General Prescriptions applicable to all FIA Championships.

**10.6** A minimum number of Entries is not required

#### 10.7 Insurance

The Organizers have taken out a Third Party liability insurance according to the national laws. There is not liability insurance for personal injury or damage, between drivers.

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

Insurance coverage for third party liability as requested by the traffic code for the legal circulation on public roads is an obligation of the participant and its validity will be checked during administrative control.

#### 10.8 Advertising Promotion and Publicity

##### 10.8.1 Official Supporter:



The organization of the event is supported by “GOWELL”, the logos of which must, obligatorily, be displayed on the competition numbers and on any other promotional material for placing on to vehicles as indicated in the relevant bulletin.

#### 10.8.2 Entrants supporters:

Any participant who is supported by a commercial firm, the trademarks of which will be displayed on his car or on the crew clothing, is obliged to declare this to the organizer, asking for his approval at the time the entry form is submitted. The only reason for this is the avoidance of any advertising of products or services that are not in line with the aims of the event and the motor sport targets.

#### 10.8.3 Event's publicity:

All participants, by entering the event, authorize the organizers to make free use of their names and of names of their team members and of their vehicles' data into event reports and press releases. They also declare their consent in respect of any publicity material that may be issued by the organizers and to which reference of their names and of their cars data will be made.

## 11 DESCRIPTION OF THE EVENT

#### 11.1 Itinerary and lay-out: see maps and time card

It is divided into two legs and takes place as follows: the first day the cars will start from San Marino city (SMR) and they arrive to Arezzo (AR) – Piazza Grande for regrouping and subsequent transfer by own means to Civita Castellana (VT) Aldero Hotel for the overnight stay. The second day the cars will start from Civita Castellana (VT) Aldero Hotel and they arrive at Piazza San Pietro in Vaticano (SCV) for the finish of the event. The detailed lay-out of the event, the distances from time control to time control and the corresponding ideal times, the exact starting points and finishing points of the regularity stages and the obligatory steady speed for each one of them, as well the regrouping and Parc Fermé areas are all clearly indicated in the Road Book of the event, in which the obligatory itinerary roads to be followed by the competitors are also indicated. The indicated distances are as accurate as possible and no protest against this accuracy is admitted.

## 12 RUNNING THE EVENT

**12.1 The 8° Ecorally San Marino - Vaticano** is a event will be in the form of a Drive Test Eco-Rally (Regularity Rally). Each competitor will collect penalty points from the regularity stages and from the connecting sections (Time Control penalties), in accordance with the present supplementary regulations and the bulletins, which will be issued in due time.

#### 12.2 Crew:

Each car crew comprises one driver and one co-driver. The driver and co-driver may exchange roles freely during the event if both are holders of the necessary driving and competition licences (See Article 10.2

#### 12.3 Start, Finish, Results

- The start signal for the event will be given at San Marino city 19 October 2013 . First car will start at 08.01 am after the last car of the national regularity event. The starting sequence will follow the participation number and the cars will start at one-minute intervals.
- The first leg will be constituted by three regularity stages and three regroupings. The second leg will be constituted by one regularity stage and one regrouping,
- Preliminary results for each leg will be published on the official notice board, as referred in to in the event programme.

#### 12.4 TIME CARD



**12.4.1** At the start of the Rally, each crew will receive a time card showing the times allowed to cover the distance between two time controls. This card is handed in at the final control of each leg and replaced by a new one at the start of the following leg.

**12.4.2** Each crew is solely responsible for its time card.

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

**12.4.4** Any loss of the time card, or correction or amendment to it, will result in exclusion unless this has been approved by the appropriate marshal.

**12.4.5** The regularity test section sheets, if any, are an integral part of the time card.

**12.4.6** The crew has sole responsibility for submitting the time card at the various controls, at the correct time and to check that the time has been entered correctly by the marshals. The post marshal is the only person allowed to enter the time on the time card, and this must be done by hand or with a stamp.

## **12.5 Circulation:**

The event will take place on roads open to normal traffic. Competitors will have to run exclusively on the roads indicated in the Road Book and must respect the traffic code regulations strictly, on pain of a penalty which may go as far as exclusion.

## **12.6 Traffic jams, accidents, obstructions**

In the case of bottlenecks, accidents or obstructions on the roads, these will be overcome by the participants on their own, with full respect of the traffic rules, and there will not be any neutralization.

## **12.7 Repairs**

Repairs are permitted at any time throughout the rally, except in those cases expressly forbidden by a provision in the regulations.

**12.8** Under risk of penalty, which may go as far as exclusion, crews are forbidden to:

- deliberately block the passage of competing cars or prevent them from overtaking.
- behave in an unsportsmanlike manner; this applies to the crews themselves and to their service team.

## **12.9 Parc Fermé**

During the overnight stay(s) the cars will remain in the Parc Fermé area which they will enter as soon as they arrive. In Parc Fermé areas the cars will remain locked and under the supervision of the organizers. It is not permitted for any car to be moved from this area without the permission of the responsible marshals. For any necessary repairs the organizers should be notified and the marshal will supervise the repair work upon completion of which the car will be locked again. After their arrival at the finish of the event, all cars will remain in the Parc Fermé area until the 30-minute time period for submitting protests has expired.

## **12.10 Maximum delay in a Time Control**

The maximum permitted delay for a vehicle to be presented in a Time Control station is 30. minutes later than its ideal time. Any car passing one minute more than this maximum permitted delay is considered as having found the control station closed and is consequently excluded from the corresponding Leg of the event. It is necessary to be absolutely clear that every minute of delay at one time control will reduce by one minute the maximum permitted delay for all the remaining time control stations of the same Leg.

# **13 REGULARITY STAGES**



## Description

13.1.1 Starting procedure : manual timekeeping

13.1.2 Arrival procedure : automatic timekeeping

13.1.3 Timekeeping : manual, pressure tubes, electrical photocells

13.1.4 Time measurement in the features secrets of imposed average: Photocells

## 13.2 TABLE OF PENALTIES

### Time Control (T.C.)

Omission of a T.C.- 1<sup>st</sup> infraction

Penalty 300 points

Omission of a T.C.- 2<sup>nd</sup> infraction

Exclusion from the classification

### Passage Control (P.C.)

Omission of a T.C.- 1<sup>st</sup> infraction

Penalty 300 points

Omission of a T.C.- 2<sup>nd</sup> infraction

Exclusion from the classification

### Regularity Test (R.T.) including secret controls

Each **1/100 of second** early or of lateness with reference to the ideal time will be penalised with  
Omission of a R.T. will be penalised with

**1 point** (with a maximum of 300)

Exclusion

### Maximum Time

Transit a single Time Control with a delay equal to or over 20 minutes to the imposed time.

Exclusion

Total transit a Time Control with a delay equal to or over 30 minutes to the imposed time

Exclusion

### Briefing

Failure to attend the Briefing before the race

10 points

### Time Card

Correction or amendment on the Time Card, without approval from a marshal

Exclusion

### Various

Running without following the Road Book

Exclusion

Checking using external helps

Exclusion

For refusing to start at the time and order established

100 Penalties

Stopping the vehicle in the timekeeping zone (between signal yellow and pressure tube)

100 Penalties

Blocking the passage and / or damage the other crews

Exclusion

To transit at a control in the opposite or different direction

Exclusion

For infringement of the Traffic Laws:

Exclusion



For delay at the start of the event, more than 15 minutes	Non admitted
For infringement of the Traffic Laws:	Exclusion
Irregularities in documents presented in administrative check or scrutineering	Non admitted
Failure to respect the schedules of administrative check or scrutineering	Non admitted
For delay at the start of the event, more than 15 minutes	Non admitted
For having permitted to drive the car by someone other than the Driver or Co-driver	Exclusion
Lack of two or all the competition numbers	Exclusion

**13.3** Any competitor who uses a signalling device to indicate or receive advice about the position of a secret Regularity Control (if any) will be excluded.

**13.4** Vehicles will be classified on the basis of the sum of penalty points accumulated from the "Regularity Stages" and from the "Connecting Sections". The vehicle with the fewest total penalty points will be in the best position.

#### **13.5 Dead heat:**

Where cars have the same number of points, the relative position will be determined according to the "Regularity Stages" results by comparison of the most first places, second places, etc., otherwise both will stay in the same position.

## **14 ADMINISTRATIVE CHECK**

**14.1** For the administrative checks the participants must have available all documents required by the present regulations and/or by the valid traffic code such as competition licenses, the identification documents of the Crew, the vehicle registration documents, driving licenses, insurance documents, etc.

**14.2** Only after successfully passing through the administrative check will each entry be considered as a prospective participant and thus be authorized to proceed to the technical check.

## **15 SCRUTINEERING**

**15.1** The scrutineering will take place before the start of the event, wherever and whenever it is foreseen by the programme. Additional technical checks can be also carried out during the event, at the Stewards' request

Before the start, specific technical points of each vehicle will be checked and verified for compliance with the requirements of FIA rules and the present regulations. With particular care, checks will be carried out to ensure that all vehicles of Category VIII are using the Alternative Energies as established in Article 2.9 of the FIA Technical Regulations. For this reason the following procedure will be applied:

#### **15.1.1 Category VIII Vehicles with bi- or multi-fuel system - Liquid and gaseous**

At Competitors with vehicles powered by liquid (petrol or Diesel ) and gaseous fuels (CNG or LPG) should present their vehicles with the petrol or diesel tank in reserve, which will be filled up and sealed by the



scrutineers and must remain sealed for the duration of the Event. During the event the refuelling quantities must be metered by scrutineers and past the event finish both fuel types must be refuelled to full and the quantities must be metered and documented by event's officials.

With this procedure the rule (see Art. 2.9C of Technical Regulations), which imposes a minimal utilisation of Alternative Energies equal to 80% of the total calorific fuel energy used, is respected otherwise the vehicle is excluded.

#### **15.1.2 Category VIII vehicles propelled by bio-fuels**

Competitors with vehicles powered by bio-fuels must present their vehicles with the tank in reserve and must provide for the refuelling with the bio-fuel, under the supervision of a designated officer. The tank will be sealed and any other refuelling during the Event will take place only under the supervision of an official. Infringement of this will result in a penalty, which can go as far as exclusion.

If the bio fuel is not supplied by the Organiser, the supervising officer will check the official documentation provided in original copy, by the manufacturer of the bio-fuel and will take a fuel sample, in order to verify the nature of the bio-fuel.

#### **15.1.3 Category VII - Hybrid Vehicles**

#### **15.1.4 Category VIII - Fuel Cells vehicles (as defined in Article 2.9.A of the Technical Regulations).**

Vehicles in these last two categories are Alternative Energies vehicles for definitions and do not need any checks regarding the propulsion energy. Refuelling and recharging during the Event are free.

## **16 ENERGY CONSUMPTION CLASSIFICATION.**

**Not any**

## **17 SPECIFIC TERMS – RALLY PLATES**

**17.1** The submission of the entry form will prove that the entrant and the crew members have agreed to obey all the regulations applied to the event.

**17.2** Any amendment or any addition to these regulations, any clarification or information essential to the participants that is issued after the publication of the supplementary regulations will be communicated by official numbered and dated Bulletins or Informative Announcements distributed to all participants, who will sign their acknowledgement, and will then be posted on the official notice board. Where this procedure is impossible to apply, because of the circumstances, the organizers will do their best to inform all the participants using any available means.

**17.3** Any issue not prescribed in these regulations is subject to the decisions of the Stewards of the Meeting

During the administrative checks, the Organising Committee will provide each crew with two rally plates and the Competition numbers, which must be displayed on the cars in an area of 45 cm x 45 cm or an equivalent circular area and should be clearly displayed on each side of the car.

#### **17.4 Competition numbers.**

Participants will be allocated their participation numbers during the administrative check and these should remain intact and clearly visible during the whole event. The side door signs bearing the competition number will also contain the name of the Event and the logos of organizers and sponsors.

## **18 FIA CLASSIFICATIONS, ALTEATIVE ENERGIES CUP POINTS OTHER CLASSIFICATIONS - AWARDS**

#### **18.1 FIA Classifications.**



The following will be submitted to the FIA for the allocation of FIA Alternative Energies Cup points.

1. Regularity Tests Final Classification for Category VII&VIII - Drivers and Co-Drivers.

## 18.2 Alternative Energies Cup points.

For the FIA Cup, points will be allocated according to the scale 10-8-6-5-4-3-2-1, to the Drivers, Co-Drivers and to the Manufacturers of the first eight cars of the only two above mentioned final Classifications. For any one Manufacturer only the best placed vehicle may score points will be take into account.

## 18.3 Other Classifications:

- Ecorallypress- "**Trofeo UIGA**": Reserved for Mass Media operators.
- The Ladies (women's crew) cat. VII&VIII..
- Crews of San Marino

## 18.4 CUPS

For each of the two final classifications, cups will be awarded to the three first placed competitors (driver and co-driver).

## 19 PROTESTS – APPEALS

19.1 The amount of the protest fee is 500,00 euros. .

19.2 Protests against the preliminary results must be lodged in writing to the Clerk of the Course within 30 minutes of the moment of the posting on the official notice board. Upon the expiration of this time period, the preliminary results become final. At the end of the 1st Leg will be published unofficial results.

19.3 Every protest is eligible to be examined by the Event's Stewards only if it is accompanied by the above referred protest fee, which is not refundable should the protest fail to be upheld

19.4 Appeals can be submitted according to the National and International Sporting Codes.

- For the National Court of Appeal the fees are 3.000,00euros
- For FIA Court of Appeal the fees are 12.000,00 euros.

## 20 APPLICATION AND INTERPRETATION OF THE REGULATIONS

The Clerk of the Course is responsible for the application of these regulations during the Event. Any case not provided for herein will be judged by the Stewards of the Meeting, the only persons authorised to take such a decision. In case of a dispute over the interpretation of the regulations, the *English*-text will prevail.

**Francesco Galassi**

**SMRO President**

San Marino 14 August 2013