



6° ECORALLY

SAN MARINO – CITTA' DEL VATICANO

14 15 16 OCTOBER 2011

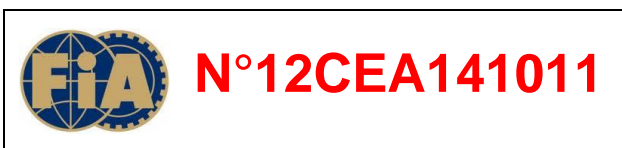
SUPPLEMENTARY REGULATIONS



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VISA





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



REPUBBLICA DI SAN MARINO 14 – 15 – 16 October 2011

1. PROGRAMME:

<i>05th September 2011</i>	Publication of Regulations Web-site www.ecorally.eu
<i>06th September 2011</i>	Opening date for entries
<i>09th October 2011</i>	Closing date for entries
<i>12nd October 2011</i>	Publication of the entry list Web-site www.ecorally.eu

Friday 14 October 2011

Parcheggio N. 2a 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 15 October 2011

Parcheggio N. 2a San Marino

h 09:31 am Start of the first Competitor

Hotel Roma Domus Hotel –
Ponzano Romano (RM)

h 08:27 pm Finish Leg no.1st

Sunday 16 October 2011

Hotel Roma Domus Hotel –
Ponzano Romano (RM)

h 08:31 am Restart for Leg no. 2

Piazza San Pietro – Città del
Vaticano

h 10:11 am Finish 6° Ecorally

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

h 01:30 pm Lunch and Prize giving Ceremony



2. ORGANIZER:

Organizer's Data:

Name: SMRO – San Marino Racing Organization

Address: Via Giorgi, 64 – 47891 DOGANA Repubblica San Marino

ASN: FAMS – Federazione Auto Motoristica Sammarinese.

3. BASIC CHARACTERISTICS OF THE ECORALLIES

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

The purpose of the Ecorallies is the promotion of new technology vehicles designed to conserve energy and emit the smallest possible quantities of pollutants and CO². 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 Ecorallies 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 vehicles from one time control to the next, and additionally their capability of driving through all the "Regularity stages" maintaining steadily and exactly the "ideal time" imposed by the organizers 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 Ecorallies 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: **"6° ECORALLY SAN MARINO – CITTA' DEL VATICANO"** is the *"Correct Title"* of the 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 Cat. IIIA - electric vehicles.
- FIA Alternative Energies Trophy for Drivers Cat. VII & VIII – hybrids and other Alternative Energies vehicles.
- FIA Alternative Energies Cups for Manufacturers, Category IIIA, and Category VII & VIII. (2 Cups).

5.2 National titles for which the Event counts:

- Regularity Test for FAMS Championships – coefficient 2
- CSAI Alternative Energies Cup for Drivers Cat. IIIA electric vehicles
- CSAI Alternative Energies Cup for Drivers Cat. VII&VIII hybrids and other Alternative Energies vehicles.

6. ORGANIZING COMMITTEE AND OFFICIALS

6.1 Organizing Committee

President: Francesco Galassi

Member: Graziano Muccioli

Member: Giulio Gualandi

6.2 Officials

a) Stewards:

Stewards' President:	Lars Edvall (SWE)	appointed by the FIA
Steward:	Walter Chiaruzzi (SMR)	appointed by FAMS
Steward:	Angelo Santini (ITA)	appointed by CSAI

b) Technical Delegate:	Giorgio Zonzini (SMR)	appointed by the FIA
Technical Commissioner	Lorenzo Moretti (ITA)	

c) Clerk of the Course:	Guido Novembrini (SMR)	
Added Clerk of the Course:	Francesco Resti (ITA)	

d) Secretary of the Meeting:	Valeria Ravalli (ITA)	
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e) Head of the Timekeeper	Luigi Zafferani F.S.Cr. (SMR)	
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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 15/10/2011 San Marino Parcheggio N. 2° (start)
- 7.2 15/10/2011 Ponzano Romano (RM) – Roma Domus Hotel
- 7.3 16/10/2011 Roma Ristorante “Mille e Una Notte” – Via Nomentana N. 1141

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 IIIA – Electrically powered series production vehicles for everyday use (as defined in Art. 2.5.1 of the FIA Technical Regulations for Alternative Energies Vehicles).

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.

The following additional categories of vehicle are admitted only in cases where special permission is issued by the authorities for the circulation of these vehicles on the public

roads, or specifically in the event's itinerary and time schedule. In this case, all vehicles in these categories will be amalgamated with those of Category IIIA.

Category I – Solar Powered and Olympia Class solar powered vehicles.

Category II – Solar and/or electrically powered prototype vehicles.

Category III – Solar and/or electrically powered series production vehicles.

Category IV – Solar and/or electrically powered lightweight vehicles.

Category V – Electric single-seaters.

Category VI – Racing sport prototypes.

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.

Categories III, IIIA, IV, VII and VIII passenger vehicles and light trucks in full compliance with the conditions set out below are eligible to participate in the event. They must:

- a) Be authorised to drive on public roads bearing official registration numbers of the registered country.
- b) Be certified to carry from 2 to 7 people.
- c) Be certified to carry a maximum cargo of 1,000 kilograms (light trucks).
- d) 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.
- e) Be equipped (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.
- f) Be of any type of hybridization architectural system (All Hybrid Electrics) such as series hybrid, parallel hybrid or mixed type hybrid.

9.3 Category IIIA is the core category for Electric Vehicles participating in Eco-Rallies. Categories I, II, III, IV, V and VI are also Electric Vehicles. The other core Categories for Eco-Rallies are Category VII of Hybrid Electric Vehicles and Category VIII of the Alternative Energies Vehicles, which will form a single common Category VII&VIII. Eligible Categories for this Event are indicated in Article 9.1.

10. DESCRIPTION OF THE EVENT

10.1 The total length of the itinerary is 532,27 km.

It is divided into two legs and takes place over two as follows: The first day the vehicles will start from *San Marino* and they arrive to *Ponzano Romano (RM)* for the overnight stay. The second day the vehicles will start from *Ponzano Romano (RM)* and they arrive at *Vatican City – Piazza San Pietro (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.

11. RUNNING THE EVENT

11.1 The **6° ECORALLY SAN MARINO – CITTA' DEL VATICANO** event will be in the form of a Drive Test Ecorally (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.

11.2 Crew - Passengers: Each vehicle crew comprises at least 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. Any change of driver or co-driver will be penalised by exclusion.

11.3 Start, Finish, Results:

- The start signal for the event will be given *San Marino – Parcheggio N. 2a*
- First vehicle will start h 09:31 am. The starting sequence will follow the participation number and the vehicles will start at one-minute intervals.
- The first leg will be constituted by 4 (*four*) regularity stages and 3 (*three*) regroupings. The second leg will be constituted by *one* regularity stages.
- Preliminary results for each leg will be published on the official notice board, as referred in to in the event programme.

11.4 Time Card

11.4.1 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 stage and replaced by a new one at the start of the following stage.

11.4.2 Each crew is solely responsible for its time card.

11.4.3 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.

11.4.4 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.



11.4.5 The crew has sole responsibility for submitting the time card at the various controls and for the accuracy of the entries.

11.4.6 It is, therefore, up to the crew to submit its time card to the marshals at the correct time and to check that the time has been entered correctly. 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.

11.5 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.

11.6 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.

In particular circumstances, in case of delay in a check point, at Stewards' discretion, may allocate each crew affected a time which is judged the fairest. However, no crew which is solely or jointly responsible for the delay may benefit from this measure. It will be given the time which it actually set, if any.

11.7 Repairs:

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

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

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

11.9 Parc Fermé:

During the overnight stay the vehicles will remain in the Parc Fermé area which they will enter as soon as they arrive. In Parc Fermé areas the vehicles will remain locked and under the supervision of the organizers. It is not permitted for any vehicle 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 vehicle will be locked again. After their arrival at the finish of the event, all vehicles will remain in the Parc Fermé area until the 30 minute time period for submitting protests has expired.

11.10 Maximum delay in a Time Control

The maximum permitted delay for a vehicle to be presented in a Time Control station is 20' minutes later than its ideal time. Any vehicle 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.

12. REGULARITY STAGES

12.1 The race takes place, as reported on the Schedule of times and distances which is

attached, in n. 6 Regularity Stages where competitors have to cover the distance at an imposed steady speed. The start and finish control of the Regularity Stages as well as any possible intermediate Regularity Controls will be indicated on the Road Book. There will be at least one secret control in each Regularity Stage

The imposed steady 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 close as possible to the imposed steady speed.

12.2 Table of some penalties

Time Control (T.C.)

Omission of a T.C.

Penalty from 300 points to the exclusion from the classification

Passage Control (P.C.)

Omission of a P.C.

Penalty from 300 points to the exclusion from the classification

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

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

Various

Running without following the Road Book

Exclusion

Checking in the opposite way

Exclusion

Checking using external helps

Exclusion

12.3 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.

12.4 Dead heat: Where vehicles 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.

13. ADMINISTRATIVE CHECK

13.1 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 vehicle registration documents, driving licenses, insurance documents, etc.

13.2 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.

14. SCRUTINEERING

14.1 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:

14.1.1 – Category VIII Vehicles with bi- or multi-fuel system – Liquid and gaseous
Competitors with vehicles powered by liquid (petrol or diesel) and gaseous fuels (CNG or LPG) must present their vehicles with the petrol or diesel tank in reserve, which will be sealed by the scrutineers and must remain sealed for the duration of the Event. The tank for gaseous fuels should be full or may be refuelled during scrutineering.

Refuelling of gaseous fuels during the event is free.

With this procedure the rule (see Art. 2.9C of Technical Regulations), which imposes a minimal utilisation (80%) of the calorific energy of the renewable fuel, is respected.

14.1.2 – 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 Organizer, 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.

14.1.3 Category IIIA – Electric Vehicles

14.1.4 Category VII - Hybrid Vehicles

14.1.5 Category VIII – Fuel Cells vehicles (as defined in Article 2.9.A of the Technical Regulations).



Vehicles in these last three 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.

15. (OMITTED – OMISSIS)

16. ENTRIES

The amount of the entry fee is fixed for each crew consisting of two people (driver and co-driver):

€.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:

€ . 200.00 for each crew that includes: double room + Saturday dinner for 2 + Saturday lunch for 2 + Sunday lunch for 2 .

PRICES for those who wish not to buy the package or who enrolls after the closing of entries or wish to purchase services for some escorts.

Overnight stay € 100.00 (each room)

Dinner € . 30.00 for each person

Lunch € . 30.00 for each person

16.1 Entry fees will be refunded in full:

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

16.2 Crew;

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.
- Any grade of FIA licence, issued by their ASN, or
- An FIA licence, grade D (or equivalent), obtained for, and valid for the duration of the event, issued by the ASN and delivered during the administrative checks. It will be subject of a payment of 15.00 euros fee.

16.3 - 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..

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 vehicle may be replaced only if approved by the Organiser.



16.4 The Organizers reserve the right or 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

16.5 The field for participation is limited to a total of 50 (*fifty*) entries. Entry forms received when and after the above referred number of vehicles has been accepted may be put on a reserve list.

16.6 The minimum number of entered vehicles is 10 (*ten*).
If that number is not reached, the Event may, after obtaining the FIA's approval (Article 8B of the General Prescriptions applicable to all FIA Championships), be cancelled

16.7 Insurance:

The Organisers 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.

16.8 Advertising Promotion and Publicity:

16.8.1 Official Supporter: The organization of the event is supported by *Gowell, Cassa di Risparmio di San Marino*, the logos of which must, obligatorily, be displayed on the competition numbers and on any other promotional material for placing on to vehicles.

16.8.2 Entrants supporters: Any participant who is supported by a commercial firm, the trademarks of which will be displayed on his vehicle 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.

16.8.3 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. The 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 vehicles data will be made.

16.8.4 The organizer will provide the participants with material and services as follows:

Official Rally Plate

Race numbers

Road Book

Gadgets

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 vehicles as illustrated in Appendix D.

17.4 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. GENERAL CLASSIFICATION, ALTERNATIVE ENERGIES CUP POINTS OTHER CLASSIFICATIONS – AWARDS

18.1 The above classifications will be submitted to the FIA for the allocation of FIA Alternative Energies Cup points.

1. Regularity Tests Final Classification for Category IIIA - Drivers and Manufacturers.
2. Regularity Tests Final Classification for Category VII&VIII - Drivers and Manufacturers.

18.2. For the FIA Cup, points will be allocated according to the scale 10-8-6-5-4-3-2-1, to the Drivers and to the Manufacturers of the first eight vehicles of the “General Classification” of the only two above mentioned Classifications.

18.3 Cups:

For each of the two general classifications, cups will be awarded to the three first placed competitors. For classifications for categories and classes, prizes will be awarded at the discretion of the Organizers.

19. PROTESTS – APPEALS

19.1 The amount of the protest fee is 500.00 euros.

19.2 Protests against the preliminary results of each Leg 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 of the corresponding Leg become final.

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 3000.00 euros.
- For FIA Court of Appeal the fees are 6000.00 euros.

20 APPLICATION AND INTERPRETATION OF THE REGULATIONS

The Clerk of the Course is responsible for the application of these regulations during the Rally. 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

President of the Organizing Committee

Date: 24 August 2011