

CYPRUS AUTOMOBILE ASSOCIATION



**COMPETITIONS HANDBOOK
FOR
MOTOR SPORT**

NATIONAL SPORTING COMMITTEE

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NATIONAL SPORTING CODE

I. INTRODUCTION

1. F.I.A

The Federation Internationale de l'Automobile (F.I.A.) is an international organisation grouping together automobile clubs from all over the world which work together in order to better carry on their activities and to defend their common cause, motor vehicles.

The two main activities that have resulted from the development of the motor vehicle are touring and motor sport.

2.FUNCTIONING OF THE F.I.A.

One Motor club or association from each country or region is a member of the F.I.A. and thus represents its country or region in the F.I.A.

Each member club or association has one representative and one vote in the General Assembly of the F.I.A.

The F.I.A. is ruled by its General Assembly which is the supreme authority.

The Statutes of the F.I.A. can be found in its ANNUAIRE publication.

The F.I.A. has two specialised councils dealing with their respective fields.

These are:

THE F.I.A. WORLD COUNCIL FOR TOURING AND THE AUTOMOBILE and

THE F.I.A. WORLD MOTOR SPORT COUNCIL

Several commissions each deal with a particular subject concerning the motorist.

3. THE CYPRUS AUTOMOBILE ASSOCIATION (C.A.A.)

The C.A.A. represents Cyprus in the F.I.A. and is the National Sporting Authority (A.S.N.) in Cyprus.

The CAA, through its international recognition as the motorsport authority for Cyprus, is also approved by the Cyprus Sports Organization (C.S.O. – K.O.A.) as the federation for motorsport in Cyprus.

The supreme body of the C.A.A. is its General Meeting.

The C.A.A. is governed by its Council.

II. GENERAL PRINCIPLES

1. International Control of Motor Sport

The F.I.A. is the sole international authority entitled to make and to enforce regulations for the encouragement and control of automobile competitions and records, and shall be the final international court of appeal for the settlement of disputes arising therefrom.

2. INTERNATIONAL SPORTING CODE

So that the powers described above may be exercised in a fair and equitable manner the F.I.A. has drawn up the "**International Sporting Code - (I.S.C.)**"

3. NATIONAL CONTROL OF MOTOR SPORT

Each National Club or Association member of the F.I.A. is presumed to acquiesce in and be bound by the I.S.C.

Subject to such acquiescence and restraint, one single club or association per country, the National Sporting Authority, hereinafter called (Association Sportif National) **A.S.N.** is recognised by the F.I.A. as the sole International Sporting Power for the enforcement of the I.S.C. and control of motor sport in its own country.

4. NATIONAL COMPETITION RULES

Each A.S.N. may draw up its own National Sporting Code.

5. THE NATIONAL SPORTING AUTHORITY (A.S.N.)

The C.A.A. is the A.S.N. for Cyprus.

As such, it is the final court of judgement for Cypriot Nationals, empowered to settle finally any dispute which may have arisen in Cyprus in connection with motor sport in general or of an event in particular. Similarly it constitutes for competitors licensed by a foreign club, the national court of judgement empowered to settle in the first instance any dispute which may have arisen in Cyprus in connection with motor sport in general or of an event in particular, subject however to the right to appeal before the F.I.A.

6. THE NATIONAL SPORTING COMMITTEE (N.S.C.)

The FIA stipulates that the ASN shall exercise the Sporting Power directly and throughout its national territory through its "Sporting Commission" which constitutes a special executive body. The FIA must be kept informed of the composition of that body.

The "Sporting Commission" of the C.A.A. is the National Sporting Committee (N.S.C.)

It is authorised by the C.A.A. to act with the full power of the C.A.A. in all matters connected with motor sport (including karting).

The C.A.A. Council appoints the Chairman of the N.S.C. who, in consultation with the chairman of the C.A.A., appoints the other members of the N.S.C. These appointments are valid until the end of the calendar year in which they are made.

These members should be chosen for their particular or general knowledge of the different aspects of the sport so that the N.S.C. is a balanced body covering all aspects of motorsport.

The number of the members of the N.S.C. should not be less than 6 or more than 12.

In any case, for any meeting 4 members present shall form a quorum.

Any member who absents himself from three consecutive meetings without obtaining special leave from the Chairman shall be disqualified as a member of this Committee.

The N.S.C. may form sub-committees to deal with particular aspects of motor sport. Chairmen of such sub-committees shall normally be members of the N.S.C. or the C.A.A. council.

7. NATIONAL COURT OF APPEAL (N.C.A.)

The N.S.C. nominates a number of persons who will constitute the National Court of Appeal. These nominations are valid until the end of the calendar year in which they are made.

The N.C.A. should include persons who possess good knowledge of motor sport and its regulations as well as of legal matters.

Members of the N.S.C. are not prohibited from being members of the N.C.A.

For each particular case to be heard 3 or 5 members of the N.C.A. will constitute the court.

The N.S.C. will decide for each particular case to be heard, who of the members of the N.C.A. will be chairman and who will sit on the court.

No member of the N.C.A. may sit on a case who has taken part in the event under review as competitor driver or official, or who has already participated in a decision on the matter in question, or who may be directly or indirectly involved in the matter under consideration.

8. DISCIPLINARY COMMITTEE

The Disciplinary Committee is an ad hoc committee appointed by the NSC to deal with all disciplinary matters.

III. NATIONAL COMPETITION RULES

CHAPTER A.

1. Acquaintance with and submission to the rules

Every person, or group of persons, organizing a competition or taking part therein, every holder of a competition licence issued by the C.A.A. as well as every official of a club or association registered with the C.A.A.:

a) Shall be deemed to be acquainted with the statutes and regulations of the F.I.A. (including the C.I.K. for karting where applicable), the International Sporting Code and its appendices, the statutes and regulations of the C.A.A. and the N.S.C., the National Sporting Code its appendices and addenda, as well as the particular Championship Regulations and the Supplementary Regulations of each competition in which they are participating or organizing.

The N.S.C. will invariably issue the N.S.C. Official Bulletin in which amendments to the regulations will be published.

All the above shall be collectively referred to as the Rules.

b) Undertake to submit themselves without reserve to the above and to the decisions of the sporting authority and to the consequences resulting therefrom.

In case of non-compliance with these provisions, any person or group will have the licence which has been issued to him withdrawn and the registration with the C.A.A. revoked.

c) In case of contestation concerning the interpretation of the Rules:

- of the I.S.C. and its appendices, the French text will be binding;

- of the International Championship Regulations, of the National Sporting Code and its appendices and of the National Championship Regulations, the English text will be binding.

2. Breach of Rules

Any of the following offences in addition to any offences specifically referred elsewhere shall be deemed to be a breach of the Rules:

a) All bribery or attempt, directly or indirectly, to bribe any person having official duties in relation to a Competition or being employed in any manner in connection with a Competition or the acceptance or offer to accept any bribe by such official or employee.

b) Any action having as its object the entry or participation in a competition of a vehicle knowing that same is ineligible thereof.

c) Any fraudulent proceeding or any act prejudicial to the interests of any Competition or to the interests of automobile sport generally and unsporting behaviour of any kind including misbehaviour towards officials of an event.

3. Penalties

Any breach of the Rules by any Promoter, Official, Competitor, Driver, or any other person or organization may be penalised or fined.

Penalties or fines may be inflicted by the Stewards of a Meeting, by the Disciplinary Committee, by the N.C.A. and by the N.S.C.

Penalties may be inflicted also as per the I.S.C.

4. Scale of Penalties

Penalties may be inflicted as follows in order of increasing severity:

- reprimand
- fines
- time penalty
- exclusion
- suspension
- disqualification.

Any one of the above penalties can only be inflicted after an enquiry has been held and, in the case of the last three penalties the concerned party must be summoned to give him the opportunity of giving his own evidence.

5. Liability to pay fines

An Entrant shall be responsible for the payment of any fine inflicted on his Drivers, assistants, passengers etc.

6. Time limit for payment of Fines

Fines shall be paid **within 48 hours** of their order being received.

Any delay in making payment may entail suspension during the period a fine remains unpaid.

The N.S.C. may also impose further penalties.

7. Exclusion

A sentence of exclusion may be pronounced by the Stewards of a Meeting, by the Disciplinary Committee, by the N.C.A. and by the N.S.C. (In certain cases it can be pronounced by the Clerk of the Course).

The person so sentenced shall be thereby excluded from taking part in the competition(s) of the meeting.

Exclusion shall entail the loss of the entry fee.

8. Suspension

The sentence of suspension may be pronounced only by the N.S.C. and shall be reserved for serious offences.

9. Disqualification

A sentence of Disqualification may be pronounced only by the N.S.C. and reserved for very grave offences. Such a sentence shall entail the permanent loss of any right to take part in any capacity whatsoever in any competition except as provided elsewhere in the Rules.

10. Remission of sentence

The N.S.C. shall have the right to remit the unexpired period of a sentence of suspension or to remove disqualification on the conditions which it may determine.

11. T.V. and Audio Rights

All filming, moving picture and audio rights pertaining to any C.A.A. championship, shall be vested in the C.A.A.

Without written agreement from the C.A.A. no organisation, commercial company or brand may be associated with a C.A.A. championship.

The same applies to all forms of moving pictures or audio transmissions of any C.A.A. championship.

All organisers entering events for C.A.A. championships must respect the provisions of this article.

12. Tobacco advertising/sponsorship

Tobacco advertising and/or sponsorship is not allowed for any organizer and/or competitor/driver who is a holder of a licence issued by the CAA and/or is entering an event on the CAA calendar as holder of a Cypriot Passport.

CHAPTER B.

1. Protests

- (a) The right to protest lies only with the competitors. Nevertheless, an Official acting in his official capacity may, even in the absence of a protest, take such action as the case warrants.
- (b) Every protest should be in writing and accompanied by a fee as specified in the Supplementary Regulations of the event or in the Championship Regulations. This fee should in no case be more than twice the entry fee of the event. If a protest is deemed to have been well founded the fee will be returned.
- c) Protests shall be addressed to the Clerk of the Course or his assistant if any. In their absence protests should be addressed to any of the Stewards.
- d) A Protest against the entry of a Competitor or Driver or against the course must be presented not later than 2 hours after the closing time of the scrutineering.
- e) A Protest against a decision of a Scrutineer must be lodged within 1 hour after such a decision has been made.
- f) A Protest against any mistake or irregularity during a competition shall be made at the latest 30 minutes after the official publication of the provisional results.
- g) Protests against a decision of Judges of Fact in the exercise of their duty will not be admitted.

2. Appeals

- a) Every Competitor shall have the right to appeal against a decision pronounced on him by the Stewards.
- b) Under pain of forfeiture of his right to appeal, the competitor must notify the Stewards in writing, within one hour of their decision, of his intention to make an appeal against that decision. The right to lodge an appeal expires two days after the above notification. The appellant should specify the grounds for the appeal and the hearing will be restricted only to the grounds mentioned therein.
- c) An Appeal fee is payable immediately upon the Appellant giving notice to the Stewards against their decision and is not refundable if the Appellant does not carry out his announced intention.
- d) The Appeal Fee is C£200,00.

CHAPTER C.

LICENCES

1. Issue of Licences

a) The N.S.C. has the Authority to issue on behalf of the C.A.A., Licences, both National and International to Competitors (Entrants) and Drivers (including Co-Drivers), as well as for Karting and 4WD. Such Licences are obligatory for all Rally, Speed, or other Championship events.

b) The N.S.C. also has the authority to issue on behalf of the C.A.A. licences to organisers and others involved in the running of motor sport events including those for a Steward, Clerk of the Course and deputy, Race Director, Chief Timekeeper, Secretary, Chief Marshal, Chief of Results, Chief Scrutineer, Medical Officer, Press & P.R. Officer, Stage Commander and Deputy, Safety Officer, Team Leader, Marshal etc.

2. All clubs registered with the N.S.C. may issue to their members Club Competition licences provided a permit to this effect has been issued by the N.S.C. to the club.

Competitors and Drivers taking part in an event, other than International or Championship, must obtain and carry with them such a licence. Such licences must be renewed each calendar year.

3. Drivers eligible for a National Driver's Competition Licence:

Any driver in order to qualify for a National Driver's Competition Licence must fulfil the following requirements:

a) Be over 18 years old

b) Has been a Holder for at least 1 year, of a full driving licence issued by the Government of Cyprus or by any other authority recognised by the traffic authorities of Cyprus for this purpose and such licence is currently valid and free of any endorsements.

c) Has successfully competed in at least three non-championship events.

d) Has passed the relevant medical tests for the issue of the "Driver's Medical Certificate".

N.B. At present this certificate is valid for three years.

e) The applicant is a resident of Cyprus.

4. Drivers eligible for an International (Rally) Driver's Competition Licence:

Any driver who is a holder of a valid National Licence issued by the N.S.C. provided that:

a) He/she has successfully competed in at least 2 (two) Rally Championship events in the previous 12 months, and

b) Has not been convicted for unsporting behaviour, fraud or other serious breach of the rules, or has convinced the N.S.C. of his good behaviour during a sufficiently long period of time after such conviction.

5. Holders of International Competition Licences only may compete in overseas events included in the F.I.A International Sporting Calendar, provided that the relevant Entry Form for each such event entered is signed by the N.S.C. of the C.A.A. The N.S.C. has the right to refuse to sign the Entry form of any competitor who is not classified in any international or overseas championship for which the relevant event counts, without giving reason for such refusal.

6. The N.S.C. may waive any of the above conditions for the issuing of a National or International Driver's Competition licence in individual cases which it considers to be of sufficient merit or experience.

7. The N.S.C. may on behalf of the C.A.A., issue Competitors' (Entrants') National or International competition licences to any holder of a C.A.A. Driver's Competition licence or to any Cypriot National over 18 years of age or to any legal entity having its address in Cyprus.

8. Licences may be withdrawn or cancelled by the N.S.C. for any period of time decided in case the holder is:

a) Convicted by a Court of Law for any motoring offence and his licence is withdrawn, temporarily suspended or endorsed.

b) If his current driving licence has expired and not renewed, in which case the competition licence is automatically invalidated.

c) In case any person enters or drives in or officiates at or in any manner whatsoever takes part in any Unauthorised Competition.

d) If the applicant has not participated in any competition for more than 12 consecutive months, unless the N.S.C. is satisfied of his fitness to compete.

e) For any other reason the N.S.C. finds necessary the withdrawal of such licence for serious offence.

9. The N.S.C. may refuse the issue of a competition licence to any one, stating the reason for such refusal.

10. Nationality of a Competitor or Driver:

A Competitor or a driver holding a licence issued by the N.S.C. will bear the Cypriot Nationality for all events or competitions he is entering with this licence.

11. All competition licences issued by the N.S.C. shall expire on the 31st day of December of each year.

12. A fee for issuing or renewing a Competitor's or a Driver's licence will be charged.

13. A Competitor or a driver at a meeting shall produce his licence duly signed by the holder, on the request of a duly authorised official of that meeting.

REGISTRATION OF CLUBS

14. Registration of Clubs

Each Motor Club or body in order to be recognised by the C.A.A. in respect to motor sport, must register with the C.A.A and pay the relevant Registration Fee. Any Motor Club or body that does not register or fails to settle its annual Registration Fee will not be authorised to organise, execute, support or promote any motor competition, International, National, restricted or closed events and will not be recognised by the C.A.A. in respect to motor sport. However clubs or bodies not registered as above and not normally involved in motoring activities may exceptionally apply to the C.A.A. for authorisation to organize motoring events provided that the nature of such events is not primarily of a sporting nature but of a social one.

15. Any motoring event or competition organised by an unauthorised club, body or group of persons as well as any motoring event held without the express permission of the N.S.C. will be considered as 'Unauthorised Competition' and any person participating under any capacity in any such event will be penalised by the N.S.C.

Any club or group organising an unauthorised competition shall be penalised by the N.S.C.

SPORTING CALENDAR

16. Sporting Calendar

The N.S.C. will draw up the Annual Sporting Calendar which will be effective as from the 1st of January of each year. All clubs wishing to organise any motoring events must send by the 1st November of the previous year an application to the N.S.C. with the titles of such events, as well as the proposed dates and alternative dates of holding these events. Moreover, clubs wishing to include any of their events in any Championship must specifically apply to the N.S.C.

The decision as to which events will be included in the Sporting Calendar, their fixed dates and which events will be included or be considered as candidates in Championships rests with the N.S.C. alone.

17. In case of an organiser being unable to hold any approved event on the date fixed for in the Calendar or wishing to cancel their event they must notify in writing the Secretariat of the N.S.C. not later than six (6) weeks prior to such date.

In case of cancellation of a non-championship event, if no such notification is given, a penalty of £100,00 will be imposed. This does not exclude heavier penalties inflicted by the N.S.C. if such cancellation is repeated.

In case of cancellation of a Championship event due to reason other than force majeure duly recognised as such by the N.S.C., the organisers will be fined and the event will not be included in the Championship the following year.

CHAPTER D

COMMON ORGANISING CONDITIONS

1. Organising Permit

No Competition shall be held by any club or body or group of persons without the organising permit of the N.S.C. The N.S.C. will apply for the necessary Police permit.

2. Before the beginning of each calendar year, all clubs must discuss the details of each event with the district police authority. Before each event the organising club must reconfirm the event's details with the relevant police authority.

3. Clubs must forward at least 6 weeks prior to the date of any event, an application to the N.S.C. for the necessary permit, with the following information:

a) The names of the persons proposed to form the Organising Committee and of:

- The Steward(s) appointed by the Organisers
- The Clerk of the Course and his Deputies and Assistants if any.
- The Secretary
- The Chief Marshal
- The Chief of Results
- The Chief Timekeeper (for speed events)
- The Chief Scrutineer
- The Medical Officer
- The Press & P.R. Officer

If any of the above (except the Stewards) are not members of the organising club they must have assistants who should be members of the club and whose names should be included in the above list.

b) A draft of the Supplementary Regulations of that event.

c) The name of the insurance company issuing the required cover.

N.B. As insurance is now arranged centrally, the List of Entries should be forwarded immediately after the closing of entries in order to arrange the relevant cover.

d) The proposed route in case of the event being a Rally, and

(i) The times of passing through villages and the times for closing special stages by the police.

(ii) The description of the start and finish of each special stage, as well as other locations where the presence of police is deemed necessary.

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e) In case of a speed event, the plan of the proposed course and its location, as well as a timely application for inspection by the Tracks sub-committee.

4. The final version of the regulations, the timetable and location (start, finish etc) of the event, must be sent to the N.S.C., four (4) weeks before the start of the event.

5. On the night of the finish of the event, The Results must be sent by Fax to the N.S.C.

6. The following should be forwarded to the secretariat of the N.S.C. within 7 days of the end of the Event:

- List of Entries giving all relevant details such as:
 - Name and licence number of the Competitor
 - Full Name(s) and licence number(s) of the Crew
 - Car make and model, Homologation Number, Group and Class.
- List of eligible Starters
- List of Starters
- Detailed results with all stage times for rallies and all timed runs for speed events.
- Final Results finishing order, then those retired and then the non-starters.
- Separate classification by Group, by category (e.g. 2WD) etc.
- List of all Officials including those listed in par. 3a) above, plus the following:
 - Stage Commanders and Assistants, Team Leaders, Marshals and Timekeepers.
- The fees of the event payable to the C.A.A.

Failure to comply with the above will entail penalization.

7. For all Championship events the Chairman of Stewards must be appointed by the N.S.C. In all events the number of Stewards should be odd and at least 3 but not more than 5.

8. The N.S.C. will appoint an Observer to each Championship and Candidate event. His name will be notified to the Organizers by the N.S.C. Secretariat and he must be given free access to all information available to the Organizers.

9. Refusal of entry of any competitor should be notified, together with the reasons for such refusal, to the N.S.C.

10. Organisers of motor sport events must have a third party insurance cover for competing cars. This insurance should come into effect at the start of the event and should cease at the end of the event or at the moment of disqualification or retirement or exclusion of each competing car. Damages on Rally and Service cars as well as the liability of a crew member towards the other crew member or towards another member of a competing team or service team will not be covered by this insurance.

11. The C.A.A., the N.S.C., the sponsors, the event officials, marshals, safety personnel and the organisers generally bear no responsibility whatsoever for loss or damage or injury which might arise out of any accident during any event.

CHAPTER E.

1.Fees payable to the C.A.A.

The following fees are payable to the C.A.A.:

- a) Issue or annual renewal of a Driver's Competition Licence: C£55.00 (This includes personal accident insurance cover).
- b) Issue or annual renewal of a Competitor's/Entrant's Licence:
In the name of a duly licensed Driver as (a) above: C£23,00.
To a legal entity: C£69,00.
- c) Issue of any duplicate licence (if lost etc): C£10,00

All amounts given above include VAT.

IV. CHAMPIONSHIP REGULATIONS

CHAPTER A.

PROCLAMATION OF CHAMPIONSHIPS AND TROPHIES

1. Championships

The C.A.A. may proclaim Championships for Rallying, for Speed Events, for Karting, for Off-road and for any type of motoring competition. The C.A.A. and any club or body registered with the C.A.A. may proclaim their own "Trophy" or "Cup" or "Award", provided the N.S.C. is notified of all details in advance and records for such events are maintained and are available at 7 days notice for inspection or evaluation by the N.S.C.

2. The C.A.A. proclaims the following Championships & Cups for 2006 -

a) C.A.A. - National Rally Championships:

- Rally Championship for Drivers
- Rally Championship for Co-Drivers
- Rally Championship for Makes
- Group N Rally Championship for Drivers
- Group N Rally Championship for Co-Drivers
- Group N Rally Championship for Makes
- 2WD Group N and Group A Rally Championship for Drivers (up to 1400 cc)
- 2WD Group N and Group A Rally Championship for Co-Drivers (up to 1400 cc)
- 2WD Group N and Group A Rally Championship for Drivers (up to 1600 cc)
- 2WD Group N and Group A Rally Championship for Co Drivers (up to 1600 cc)
- 2WD Group N and Group A Rally Championship for Drivers (up to 2000 cc)
- 2WD Group N and Group A Rally Championship for Co Drivers (up to 2000 cc)
- 2WD Rally Championship for Makes
- Group S Rally Championship for Drivers
- Group S Rally Championship for Co Drivers
- Group T Rally Championship for Drivers
- Group T Rally Championship for Co Drivers
- Group T Rally Championship for makes

b) C.A.A. - National Speed Championships:

- Speed Championship for Drivers
- Speed Championship for Makes
- Group N Speed Championship for Drivers
- Group N Speed Championship for Makes
- 2WD Speed Championship for Drivers up to 1400 cc
- 2WD Speed Championship for Drivers up to 1600 cc
- 2WD Speed Championship for Drivers up to 2000 cc
- Group S Speed Championship for Drivers
- Group T Speed Championship for Drivers

- c) Karting Championship:
- Mini Championship
 - Junior Championship
 - Karting FA 100 Category Championship
 - ICC (six speed) Championship

3. List and coefficients

The list of events counting towards the above championships as well as the coefficients, if any, are decided upon annually by the N.S.C. and published with the Sporting Calendar, before the beginning of each year.

CHAPTER B

CHAMPIONSHIP REGULATIONS - GENERAL

- 1.** Events counting towards any of the Championships listed in Title IV, Chapter A, above are termed championship events.
- 2.** Championship events will be organised by a club or body Registered with the N.S.C. and will be conducted under the International Sporting Code of the F.I.A., the National Sporting Code, the respective Championship Regulations and any regulations issued by the N.S.C. as well as any Supplementary regulations issued by the Organisers and approved by the N.S.C.
- 3.** The N.S.C. will declare at the end of the year the Champions, Cup and Trophy Winners for the year.
- 4.** All competitors participating in any of the Championship events must be holders of a valid National or International Competition Licence.
- 5.** The tables of the final Championship, Cup and Trophy results will include all those drivers who have received even 1 point.
- 6.** Ties in a Championship:
In case of a tie in the final Championship, Cup or Trophy tables, the one who has the most 1st overall wins will be predominant. If still a tie exists, the one with most 2nd overall results, then 3rd overall etc, will be the winner.
If a tie still exists, then the winner of the category in the 1st (or 2nd etc) event of the season will be predominant.

7. In the making up of the final table for the Championships and Trophies the highest scores (number of points) from the following number of events will count:

If 7 or more events are organised, all but 2 will count

If 5 or 6 events are organised, all but 1 will count

If 4 events are organised, all will count

If less than 4 events are organised, the Championship will not be awarded.

If a Cypriot Driver or Co-driver is classified in one or more overseas rallies counting towards an F.I.A. Rally Championship he may count the points of one such result in substitution of the points of a locally held Rally Championship Event, provided that:

a) Such overseas Rally is run during the relevant calendar year and the start of such a rally is before the last locally held Rally Championship Event starts, and

b) The total number of results counting in the final table of the Championship is not increased, i.e. if 7 rallies are actually run in the Rally Championship, only 5 results will count including possibly the one overseas rally.

8. The leading competitors of the final tables of the Championships will be the champions of the respective championships of the year and will each receive the relevant 3 year CAA challenge Trophy. They will receive a bronze replica.

The competitor who wins the same Trophy three consecutive times, retains the Trophy.

A new one will be subsequently awarded.

To the second and third a smaller bronze replica of the Challenge Trophies is awarded.

9. In the C.A.A. Championships and Trophies, unless otherwise stated, only Cypriot Nationals or holders of competition licences issued by the C.A.A. will score points.

Holders of a Cyprus passport who have a licence issued by another ASN will be able to take part with this licence in national events in Cyprus, according to the conditions set by the N.S.C.

10. The points to be scored towards the Championships from each event will be the following multiplied by the coefficient of the event wherever a coefficient is applicable:

A) In the Rally Championship for Drivers and the Rally Championship for Co-drivers, the points which a Driver or Co-driver will receive from each event will be the following:

1 st Overall	10 points
2 nd Overall	8 points
3 rd Overall	6 points
4 th Overall	5 points
5 th Overall	4 points
6 th Overall	3 points
7 th Overall	2 points
8 th Overall	1 point

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B) For the Rally Championship for Makes, the points will be the following:

1 st Overall	10 points
2 nd Overall	8 points
3 rd Overall	6 points
4 th Overall	5 points
5 th Overall	4 points
6 th Overall	3 points
7 th Overall	2 points
8 th Overall	1 point

Each make of car is awarded only the highest points from one car of that particular make.

For example, if a car, make X is 1st overall, it is awarded 10 points.

If a car make Y is 2nd overall, it is awarded 8 points.

If another car make X is 3rd overall, its points would have been 6, but as make X already has more than 6 points from another car, it cannot increase its score.

If a car make Z is 4th overall, it will receive 5 points.

C) For the Speed Championship for Drivers, the points will be the following:

1 st Overall	10 points
2 nd Overall	8 points
3 rd Overall	6 points
4 th Overall	5 points
5 th Overall	4 points
6 th Overall	3 points
7 th Overall	2 points
8 th Overall	1 point

D) For the Speed Championship for Makes, the points will be the following:

1 st Overall	10 points
2 nd Overall	8 points
3 rd Overall	6 points
4 th Overall	5 points
5 th Overall	4 points
6 th Overall	3 points
7 th Overall	2 points
8 th Overall	1 point

Each make of car can receive points from only one car in each event.

E) For the Group N Rally Championship for Drivers and Co-Drivers, for the Group N Speed Championship for Drivers, for the 2WD Rally Championship for Drivers and Co-Drivers and for the 2WD Speed Championship for Drivers the points to be awarded will be as follows:

1st	in Group/Category	10 points
2nd	" "	8 "
3rd	" "	6 "
4th	" "	5 "
5th	" "	4 "
6th	" "	3 "
7 th	" "	2 "
8 th	" "	1 "

F) For the Group N Rally Championship for Makes, for the Group N as well as other Speed Championship for Makes and for the 2WD Rally Championship for Makes the points to be awarded will be as follows:

1st	in Group	10 points	5th	" "	4 points
2nd	" "	8 "	6th	" "	3 "
3rd	" "	6 "	7 th	" "	2 "
4th	" "	5 "	8 th	" "	1 "

Each make of car can receive points from only one car in each event.

11. In the case of International events run in Cyprus only the Cypriot drivers / co-drivers/Navigators (i.e. C.A.A. licence holders or Cyprus Nationals) are taken into consideration. All foreign crews are excluded from the list of the points awarded.

In the Trophies for Makes however all cars are taken into consideration and points are awarded to the makes classified irrespective of the nationality of entrant or crew.

12. In case of events run outside Cyprus and counting in any of the C.A.A. Championships, the final position of all those classified (even with Group S or B cars) will be taken into consideration in calculating the points to be awarded, irrespective of nationality. However, only Cypriot Nationals or licence holders of C.A.A. Competition licences will be awarded points in the Championships for Drivers and Co-Drivers.

In the Championships for Makes, points will be awarded only if the Driver is a Cypriot National or C.A.A. licence holder and the rally car used was also used by any Cyprus Driver to participate in at least one local event in the C.A.A. Rally Championship during the same year.

If in such a foreign event, one or more cars of the same make are classified in front of the Cyprus Driver, all cars are counted in establishing the position of the Cyprus Driver and his car. For example if a Cyprus Driver is classified second overall in a car of the same Make and Group as the overall winner, that Make will receive the points awarded to the second overall and second in Group in the Championship for Makes.

Drivers participating in foreign events with cars of Group S will not score any points for the Cyprus Rally Championship.

13. Coefficients of Rallies

A) Rallies in Cyprus

1. All rallies held in Cyprus counting for the Rally Championship may have a coefficient.
2. Rallies in Cyprus which count for the Middle East Rally Championship, will have a coefficient of **1.50**.
3. The rallies counting for each coefficient for the following year will be decided by the N.S.C. after the last championship rally of the current year.
4. The coefficients apply to all the championships proclaimed with the Calendar.

B) Rallies abroad

1. Points from one overseas event, as hereabove defined, are given for all championships proclaimed with the calendar (2WD, Group N etc).
2. Coefficients, however, are only applied for the C.A.A. Cyprus Rally Championship for Drivers and the C.A.A. Cyprus Rally Championship for Co-Drivers.
3. For rallies counting for the following F.I.A. championships the respective coefficients are:

a) World Rally Championship	=2.00
b) European Rally Championship-coefficient 20	=1.50
c) European Rally Championship-coefficient 2,5,10	=1.25
d) Rallies of other F.I.A. Championships	=1.25

Fractions of points resulting from the relevant calculations will also count.

14. Coefficients of Speed Events

1. All speed events held in Cyprus counting for the Speed Championship may have a coefficient.
2. The events of each coefficient for the following year will be decided by the N.S.C. after the last championship event of the current year.
3. The coefficients apply to all the championships proclaimed with the Calendar.

Fractions of points resulting from the relevant calculations will also count.

V. RALLY CHAMPIONSHIP

CHAPTER A

COMMON ORGANISING CONDITIONS

1. A National event in the Rally Championship shall include a common course of 300 kms including at least 8 Special Stages of total length of at least 120 km.
The average speed of any Special Stage must not exceed 110 km/h.
(The characteristics of international rallies shall be determined by the N.S.C.)
2. The Route of a National event in the Rally Championship will be secret until 15 days before the Starting time of the rally.
3. The Road book must be in conformity with the standard road book.
4. The C.A.A., the N.S.C., the sponsors, the organisers, the marshals, safety and other personnel involved with the organisation, bear no responsibility whatsoever for loss or damage or injury which might arise out of any accident during any event.
5. The Supplementary Regulations of each national event in the Rally Championship should include the following information:
 - a) Name, address, telephone etc of Organizers.
 - b) Program, stating addresses and locations (if applicable) as well as dates and times of the following (and of any other functions):
 - Entries Open
 - Closing date of Entries **(21:00 hours of Thursday, of the week before the Start)**
 - Documentation
 - Scrutineering
 - First meeting of the Stewards
 - Publication of list of eligible starters
 - Start
 - Regrouping(s) (if any)
 - Finish
 - Posting of official provisional results
 - Prizegiving
 - c) Address and Location and times of operation (if applicable) of:
 - Rally H.Q.
 - Official Notice Board(s)

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- d) Names of Officials including all of the following:
- Stewards (stating who is their chairman and their clubs if any)
 - Organizing Committee (stating who is the chairman)
 - Clerk of the Course (and Deputies and Assistants if any)
 - Secretary
 - The Chief Safety Officer
 - The Chief Marshal
 - The Chief of Results
 - The Chief Scrutineer
 - The Medical Officer
 - Press & P.R. Officer
- e) A clause stating that the event is run in compliance with:
the International Sporting Code (and its Appendices) of the F.I.A.,
the National Sporting Code (and its Appendices),
the Standard National Rally Championship Regulations (including Addenda-Bulletins) and
the rally's own Supplementary Regulations (including Addenda-Bulletins) as approved
by the N.S.C.
- f) A short description of the event including:
- In which championships and trophies it counts
 - Coefficient (if applicable)
- g) The following facts regarding the Route:
- Total length
 - Number of Special Stages
 - Total length of Special Stages
- h) Details of insurance.
- i) Any variations from the Standard Regulations which must have been specifically
approved by the N.S.C.
- j) The N.S.C. permit number and date.
- k) The emblems of the C.A.A. and the Sponsors.

CHAPTER B

STANDARD RALLY CHAMPIONSHIP REGULATIONS

I. ORGANISATION

Article 1

All National events counting in the National Rally Championship(s) will be run in compliance with the International Sporting Code (and its Appendices) of the F.I.A., the National Sporting Code (and its Appendices) of the C.A.A., the present Standard Rally Championship Regulations and the event's own Supplementary Regulations (including Addenda-Bulletins) and approved by the N.S.C.

II. GENERAL CONDITIONS

Article 2

These events count for the Championships listed in par. IV-A-1.

Article 3

The starting interval between cars shall be 2 minutes.

Article 4 Eligible Vehicles

4.1 An Entrant wishing to enter a vehicle for this Rally must ensure that, at Scrutineering the vehicle is homologated according to the prescriptions of Appendix J of the International Sporting Code for the Groups shown below:

Production cars (Group N)

Touring cars (Group A)

4.2 The fitting of protective undershield is allowed for all Groups and its use is recommended. All cars shall be restricted to 300 HP maximum engine power. Turbo engine cars will be fitted with a restrictor of 32mm for Group N and 34mm Group A.

4.3 Group N cars are split into the following cubic capacity classes:

1st class: up to and including 1400 cc
2nd class: over 1400 cc up to and including 1600 cc
3rd class: over 1600 cc up to and including 2000 cc
4th class: over 2000 cc

4.4 Group A cars are split into the following cubic capacity classes:

5th class: up to and including 1400 cc
6th class: over 1400 cc up to and including 1600 cc
7th class: over 1600 cc up to and including 2000 cc
8th class: over 2000 cc

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4.5 Group S cars are split into the following cubic capacity classes:

9th Class: up to and including 2000 cc
10th Class: over 2000 cc

4.6 Group T cars are split into the following cubic capacity classes:

11th Class: up to and including 1600 cc
12th Class: over 2000 cc

4.7 The results shall be announced for each group and each class.

4.8 Cars entered in a Group containing fewer than 6 cars will not compete for the Group award. They will however be eligible for the Group Championship points.

4.9 If a class contains fewer than 4 cars it will be amalgamated with the next higher class of the same Group. If the number of cars in the amalgamated class contains less than 4 cars, further such amalgamations may be made.

If the highest possible class thus formed in its Group contains less than 4 cars, these cars will not compete for a class award.

Article 5 Eligible Competitors

5.1 Any person or legal entity holding a C.A.A. Competitor's licence valid for the current year is eligible.

5.2 Where the Entrant is a legal entity, or in any case not part of the Crew, the First Driver named on the Entry Form will be held responsible for all the liabilities and obligations of the Entrant, throughout the whole competition.

5.3 Holders of a Cyprus passport who have a licence issued by another ASN will be able to take part with this licence in national events in Cyprus, according to the conditions set by the N.S.C.

Article 6 Entry Forms - Entries

6.1 Anybody wishing to take part in an event must send the official Entry Form duly completed to the Rally Secretary at the Organiser's address before the closing date of entries.

Entry forms must be completed and signed by the Entrant, the Driver (and Co-Driver if nominated) Details concerning the Co-driver can be sent in up to the time of Documentation.

6.2 No amendments may be made to the Entry Form, except in the cases provided for in the present regulations.

However, the Entrant may freely replace the car declared on the Entry Form by another from the same Group and the same Class, up to the moment of Scrutineering.

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6.3 No change of competitor may be made after entries have closed. However, one member of the crew may be replaced with the agreement of:

- the organising committee, before the start of the administrative checks
- the stewards of the meeting, between the opening of these checks and before the publication of the list of crews eligible to take the start.

The changing of two Crew members may only be authorized after approval from the N.S.C.

6.4 Should it turn out, at the time of Scrutineering, that a vehicle does not correspond in its presentation to the Group and/or Class in which it was entered, this vehicle may, upon the proposal of the Scrutineers, be transferred to the appropriate Group and/or Class upon the decision of the Stewards of the Meeting.

6.5 By the very fact of signing the Entry Form the Entrant, as well as all the Crew members, submit themselves to the sporting jurisdictions specified in the International Sporting Code (and its Appendices), the National Sporting Code (and its Appendices), the present Standard National Rally Championship Regulations and the event's own Supplementary Regulations (including Addenda-Bulletins) as approved by the N.S.C., only.

6.6 The maximum number of Entrants is fixed at 75.

Article 7 Entry Fees - Insurance

7.1 The Entry Fees for National Events are as follows:

- a) C£75,- per entry.
- b) Make Team Entries: C£10,- per car.

7.2 The Entry Application will only be accepted if accompanied by the Total Entry Fees or by a receipt issued by the Entrant's Club.

7.3 The Entry Fee includes Third Party Insurance for competing cars.

The Insurance cover will come into effect from the Start and will cease at the end of the rally or at the moment of retirement, disqualification or exclusion. Excess C£100.- all claims.

7.4 Damages on Rally and/or Service Cars as well as the liability of a Crew member towards the other Crew member of the car are not covered by the Insurance provided by the Organisers.

7.5 Entry Fees will be refunded in full:

- 7.5.1 to candidates whose Entry has not been accepted
- 7.5.2 in the case of The Rally not taking place.

The Organisers may refund half of the Entry Fees of those Entrants who, for reasons of "force majeure", were unable to start in the Rally.

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Article 8 Amendments to the Regulations - Bulletins

8.1 The provisions of the present regulations may only be amended according to Articles 66 and 141 of the International Sporting Code.

8.2 Any amendment or any additional provision will be announced by dated and numbered Bulletins, which will be an integral part of the present regulations.

8.3 These Bulletins will be posted on the Official Notice Boards, and will also be directly communicated to the participants, who must acknowledge receipt by signature, unless this is materially impossible during the running of the rally.

Article 9 Application and Interpretation of the Regulations

9.1 The Clerk of the Course is charged with the application of the present regulations and their provisions during the running of the rally.

Nevertheless he must inform the Stewards of the Meeting of any important decision he has had to take in application of the general or Supplementary Regulations of the rally.

9.2 Any protests against the decisions will be sent to the Stewards of the Meeting for deliberation and decision (Art.141 et seq.of the International Sporting Code).

9.3 Similarly, any case not provided for in the aforementioned regulations will be studied by the Stewards of the Meeting who alone have the power to decide (Art.141 of the International Sporting Code).

9.4 In the event of any dispute concerning the interpretation of these Standard Rally Championship Regulations, only the English text will be binding.

9.5 For the exact interpretation of this text the following definitions apply:

9.5.1 "competitor", used for either physical or legal entities.

9.5.2 "crew", driver and / or co-driver.

9.6 The driver assumes the competitor's responsibility when the latter is not on board the vehicle.

9.7 Any incorrect, fraudulent or unsporting action carried out by the competitor or members of the crew will be judged by the Stewards of the Meeting who will impose penalties which may go as far as exclusion.

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III. GENERAL OBLIGATIONS

Article 10 Crews

10.1 Only crews made up of 2 persons shall be admitted to the Start.

10.2 The two members of the crew will be nominated as Driver and Co-Driver.

10.3 Both members of the crew may drive during the rally, and each one must possess a valid competition driver's licence for the current year.

10.4 All members of the crew must be on board the car throughout the entire duration of the rally, with the exception of the cases provided for in the present regulations. If one member retires, or if a third party is admitted on board (except if this is to transport an injured person) the car shall be excluded from the rally.

10.5 If the A.S.R.s require it, a specific sheet, considered as an "identity card", bearing recent identity photos (4x4cm), the signature of the 2 crew members, and all the particulars of the car, must be visibly displayed inside the car throughout the entire duration of the rally: the failure to do so shall result in exclusion.

Article 11 Starting Order - Plates - Numbers

11.1 The start shall be given in the order of competition numbers, with the lowest number starting first.

11.2 These numbers shall be awarded in the following order:

Series 1: Drivers seeded by the FIA - A Priority

Series 2: Drivers seeded by the FIA - B Priority

Series 3: Drivers in the National Drivers Priority List

The National Drivers Priority List will include the following:

-Drivers classified in any of the first 4 places in a Rally Championship event during the current year and the whole of the previous year.

-The first 4 Cypriot Drivers taken from the overall classification in the Cyprus Rally during any of the past 3 years.

-Drivers seeded by the FIA in the previous 3 years who are no longer seeded.

The above qualification should be stated on the Entry Form, otherwise it may not be taken into consideration.

Series 4: All other Drivers.

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11.3 The starting order for the following Section shall be determined according to the provisional classification established at the end of the preceding Section.

If it is impossible to establish this classification on time, the starting order shall be determined on the basis of the order of arrival at the end of the preceding Section, in which case the permitted early arrival at this control will not be used as a means for earlier restart.

11.4 The Organising Committee shall supply each Crew with two reglementary Competition Numbers.

11.5 The Competition Numbers supplied by the organisers must appear on both front doors of the car during the whole rally.

11.6 If it is ascertained at any time during the rally that:

11.6.1 any Competition Number is missing a C£20.- penalty will be imposed.

11.6.2 the two Competition Numbers are missing at the same time, exclusion will be pronounced.

11.7 The names of the driver, his co-driver plus their national flags, must appear on the rear side windows of the car.

Any entrant failing to comply with this rule shall be subject to a penalty of CP20.-

11.7.1 When the drivers' names appear on the rear side windows, the letters of the driver's name must be in white, of a maximum height of 10cm in upper and lower case Helvetica bold face. The letters of the co-driver's name must be the same size as those of the driver's name. The national flag of each crew member must appear adjacent to the name.

11.7.2 In case of glass breakage, the cash penalty for not carrying the crew name is not applied.

Article 12 Time Cards

12.1 At the Start of the Rally, each Crew shall be given a set of Time Cards on which the times allowed to cover the distance between two Time Controls shall appear. These Cards shall be handed in at the arrival control of each Section and replaced by a new set before the start of the next Section. Each Crew is solely responsible for its Time Cards.

12.2 The Time Cards must be available for inspection on demand, especially at the Control Posts where they must be presented personally by a member of the Crew for the relevant entry to be made by the competent marshal.

12.3 Any correction or amendment made to the Time Card will result in exclusion, unless such a correction or amendment has been approved by the competent marshal.

12.4 The absence of an entry by a competent marshal from any control or the failure to hand in the Time Cards at each control (Time, Passage or Regrouping), and/or at the Finish will result in exclusion.

12.5 The Special Stage Sheets are an integral part of the Time Cards and are subject to all the penalties laid out above.

12.6 The Crew alone is responsible for submitting the Time Cards at the different controls and for the accuracy of the entries.

12.7 Therefore, it is up to the Crew to submit its Time Cards to the marshals at the correct time, and to check that the time is correctly entered.

12.8 The Post Marshal is the only person allowed to enter the time on the Time Cards, by hand or by means of a print-out.

12.9 Any divergence between the times entered on the crew's time card and those entered on the official documents of the rally will form the subject of an enquiry by the stewards of the meeting, who will deliver a final judgement.

Article 13 Traffic - Repairs - Fuel

13.1 Throughout the entire rally, the Crews must strictly observe the traffic laws of Cyprus. Any Crew which does not comply with these traffic laws shall be subject to the penalties laid out below:

- a) Any absence or malfunctioning of electrical or mechanical parts which are required by the Traffic Regulations will be penalised by a penalty of CP10 for each such offence.
- b) For other traffic violations the following penalties will apply:
 - 13.1.b.1 - 1st infringement : CP20 penalty
 - 13.1.b.2 - 2nd infringement : a 5 minute time penalty
 - 13.1.b.3 - 3rd infringement : exclusion

13.2 In the case of an infringement of the traffic laws (as described in 13.1.b above) committed by a Crew participating in the rally, the policemen or officials having noted the infringement must inform the offender thereof, in the same way as for normal road users.

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13.3 Should the police decide against stopping the driver in the wrong, they may request the application of penalties laid out in the present regulations, subject to the following:

13.3.1 that the notification of the infringement is made through official channels and in writing, before the posting of current classification;

13.3.2 that the statements are sufficiently detailed for the identity of the offending driver to be established beyond all doubt, and that the place and time of the offence are precise;

13.3.3 that the facts are not open to various interpretations.

13.4 Refuelling:

13.4.1. Competitors may only refuel in the refuel zones designated by the Organisers in the road book.

13.4.2. Their entry / exit shall be marked by a blue fuel can symbol.

13.4.3. Any action inside a refuelling zone not directly involved in the refuelling of the competing vehicle is prohibited.

13.4.4. In all refuelling zones, a 5 kph speed limit will apply.

13.4.5. It is recommended that mechanics wear fire-resistant clothing.

13.4.6. The responsibility for refuelling is incumbent on the competitor alone.

13.4.7. Engines must be switched off throughout the refuelling operation.

13.4.8. It is recommended that the crew remains outside the car during refuelling; however, should they remain inside, the safety belts must be unfastened.

13.4.9. A car may be pushed out of the zone by the crew, officials and / or by the two team members without incurring a penalty.

13.4.10 Solely for the purpose of assisting with the refuelling procedure of their car, two team members of each crew may access this zone.

13.4.11 For Italian rallies counting for the European Rally Championship only, a single fuel to the specifications prescribed in Article 252.9 of Appendix J is supplied by the Organisers and must be used by all competitors.

13.5 It is forbidden, under pain of exclusion, to tow, transport the cars or to have them pushed, except to bring them back onto the road, or to clear the road.

13.6 Similarly, Crews are forbidden under pain of exclusion:

13.6.1 to deliberately block the passage of competing cars, or to prevent them from overtaking;

13.6.2 to behave in an unsporting manner.

13.7 Restriction of the movement of Service Vehicles – Vehicles allowed in the Service Parks

13.7.1 Two service vehicles per competing car starting the rally may provide service throughout the rally. These vehicles must be clearly identified by means of "Service" plates issued by the Organisers and affixed in the locations specified.

13.7.2. Other team vehicles must be identified by means of "Auxiliary" plates issued by the Organisers.

13.7.3. Where space permits "Auxiliary" vehicles may be permitted to park next to their service vehicles admitted to the parks at the discretion of the organisers.

13.7.4. Where there is sufficient space to conform to 13.7.3., the Organisers shall provide parking areas defined for auxiliary vehicles in the immediate vicinity of the service park.

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13.8 Changes of mechanical parts

Except for the World Rally Championship, no engine change is allowed during the running of a rally.

The chassis cannot be changed or replaced during the running of a rally.

Only one turbo change per leg, per car, is authorised. This change must be carried out in a service park; or outside the service park, by the crew alone, but the turbo must be transported on board the competing car.

Any breach of this article will result in the competitor being excluded from the Rally by the Stewards.

13.9 Fuel

It is understood that the fuel should be within FIA specifications.

Article 14 Advertising

14.1 Competitors are allowed to affix any kind of advertising to their cars, provided that:

- a) it is authorised by the National Sporting Code and the Championship Regulations;
- b) it is not likely to give offence;
- c) it does not encroach upon the spaces reserved for Competition Numbers;
- d) it does not interfere with the Crew's vision through the windows.

14.2 Any car not conforming with par. 1 above shall not be allowed to start.

IV RUNNING OF THE RALLY

Article 15 Start

15.1 Cars must be driven (by any person authorised by the Competitor) into the Starting Zone at the time specified in the Supplementary Regulations.

Cars arriving late at the Starting Zone may not be allowed to Start.

Crews may enter the start parc ferme, if there is one, 10 minutes before their start time.

15.2 The exact time of the start will appear on each crew's time card.

15.3 Any late arrival, ascribable to the crew, at the start of the rally or of a leg or of a section shall be penalised by 1 minute for every minute late.

Any crew reporting more than 10 minutes late shall not be allowed to start.

15.4 Since the crews have 10 minutes within which to report at the start of the rally, of a leg or of a section, if they report within these 10 minutes the exact starting time shall be entered on the Time Card. At the first Time Control before a Special Stage, the late team shall be put back into the starting order in the position deemed most appropriate by the Road Marshals. The minimum interval of two minutes between the crews must be respected.

15.5 The cars will be started at two minute intervals, at the time specified in the Supplementary Regulations.

15.6 Crews are obliged to have their passage checked at all points mentioned on their Time Card and in the correct order, under pain of exclusion.

15.7 The Target Time for covering the distance between the two Time Controls will appear on the Time Card.

15.8 Hours and minutes will always be shown thus: 00:01 - 24:00.

Only the minutes which have elapsed will be counted.

Throughout the rally, the official time will be based on BBC World Service Time Signals amended to Cyprus Time.

15.9 All the crews shall receive a Road Book containing a detailed description of the itinerary which has to be followed; this itinerary is compulsory under pain of exclusion.

The date of availability will appear in the programme.

15.10 Directional road signs may be displayed along the route as supplementary aid to competitors, but these will have no mandatory authority.

15.11 The crew should comply with instructions or information only when given to them in writing by a properly identified rally official.

Article 16 Controls - General Provisions

16.1 All controls, i.e. Passage and Time Controls, start and finish of Special Stages, Regrouping and Neutralisation Zone Controls will be indicated by means of FIA approved standardised signals.

16.2 The beginning of the Control Area is marked by a warning sign on a yellow background. At a distance of about 25m., the position of the Control Post is indicated by an identical sign on a red background. The end of the Control Area, approximately 50m. further on, is indicated by a final sign on a beige background with three black transversal stripes.

16.3 All Control Areas (i.e. all the areas between the first yellow warning sign and the final beige one with three transversal stripes) are considered as "Parc Ferme".

16.4 The stopping time within any Control Area must not exceed the time necessary for carrying out control operations.

16.5 It is strictly forbidden, under pain of exclusion:

16.5.1 to enter a Control Area in any direction other than that of the Rally;

16.5.2 to recross or re-enter a Control Area once checking-in has taken place at this control.

16.6 The Target check-in Time is the responsibility of the Crews alone who may consult the official clock on the control table.

16.7 The Post Marshals may not give them any information on this Target check-in Time.

16.8 Control posts shall be ready to function 15 minutes before the target time for the passage of the first Crew.

16.9 Unless the Clerk of the Course decides otherwise, they will cease to operate 15 minutes after the Target Time for the last Crew, plus Exclusion Time.

16.10 Crews are obliged to follow the instructions of the marshal in charge of any Control Post. Failure to observe this may lead to exclusion at the discretion of the Stewards of the Meeting.

16.11 The Marshals will be identified by yellow bips and armbands. The Post Chiefs will be identified by red bips and armbands. Other officials will be identified by special lapel name tags showing their name and official capacity.

16.12 RETIRING WITHOUT NOTIFICATION

If a crew retires, they should notify the organisers the soonest, handing in their timecards to the nearest control or official of the rally. Failure to do this will entail a penalty of upto CP100,- imposed by the stewards who will also refer the crew to the N.S.C. for further sanctions.

Article 17 Passage Controls (PC) - Time Controls (TC) - Exclusion

17.1 Passage Controls

At these controls, the Post Marshals must simply stamp the Time Card as soon as this is handed in by the Crew, without mentioning the time of passage.

17.2 Time Controls

At these controls, the Post Marshals shall mark on the Time Card the time at which the Card was handed in.

17.3 Check-in procedure

17.3.1 The check-in procedure begins the moment the vehicle passes the Zone entry sign.

17.3.2 Between the Zone entry sign and the Control Post, the Crew is forbidden to stop for any reason or to drive at an abnormally slow speed.

17.3.3 The clocking of the Card can only be carried out if the 2 crew members and the car are in the Control Zone and within the immediate vicinity of the Control table.

17.3.4 The check-in time corresponds to the exact moment at which one of the Crew members hands the Time Card to the Post Marshal.

17.3.5 Then, either by hand or by means of a print-out device, the Post Marshal marks on this Card the actual time at which the Card was handed in, and nothing else.

17.3.6 The Target check-in Time is the time obtained by adding the time allowed to complete the Road Section to the start time for this Section, these times being expressed to the minute.

17.3.7 The Crew will not incur any penalty for checking-in before time if the vehicle enters the Control Zone during the Target check-in minute or the minute preceding it.

17.3.8 The Crew does not incur any penalty for lateness if the act of handing the Card to the Post Marshal takes place during the Target check-in minute.

17.3.9 Example: A Crew who is supposed to check-in at a control at 18 h 58' shall be considered on time if the check-in takes place between 18 h 58'00" and 18 h 58'59".

Any difference between the actual check-in time and the target check-in time shall be penalised as follows:

- a) for late arrival: 10 (ten) seconds per minute or fraction of a minute late.
- b) for early arrival: 1 (one) minute per minute or fraction of a minute early.

17.3.10 At the Time Controls at the end of a leg or the end of the rally the Crews may check in before time without incurring any penalty.

17.3.11 Lastly, if it is found that a Crew has not observed the rules for the check-in procedure as defined above (and especially by entering the Control Zone more than a minute before the actual check-in time), the Control Post Chief marshal must make this the subject of a written report to be sent immediately by the Clerk of the Course to the stewards of the meeting, who will impose any appropriate sanction.

17.4 Time of Leaving the Controls

17.4.1 If the next Road Section does not start with a Special Stage, the check-in time entered on the Time Card shall constitute both the arrival time at the end of the Road Section and the starting time of the following one.

17.4.2 Conversely, when a Time Control is followed by a Start Control for a Special Stage, the following procedure shall be applied:

a) These two posts shall be included in a single Control Area (see Articles 16.3 and 20.1.2) the signs of which shall be laid out as follows:

a1 Yellow warning sign (beginning of zone);

a2 Red sign displaying a clock face (Time Control Post) at a distance of approximately 25m;

a3 Red sign with flag (Start of the Special Stage) at a distance of 50 to 200m;

a4 Finally, End of Control sign (3 transversal stripes on a beige background) 50m further on.

b) At the Time Control at the finish of a Road Section, the Post Marshal will enter on the Time Card on the one hand the check-in time of the Crew and on the other, its provisional starting time for the following Road Section. There must be a 3-minute gap (disregarding any recorded seconds) or 2 minutes after the starting time of the preceding car, whichever is greater, to allow the crew to prepare for the start.

c) Immediately after checking-in at the Time Control the Crew will go to the start of the Special Stage. The Marshal in charge of this Post will enter the time foreseen for the start of the Stage on the Special Stage Sheet, which will usually correspond to the provisional starting time for the Road Section. He will then start the Crew according to the procedure laid down in the regulations (see Article 19.4).

d) If following an incident a divergence between the two entries exists, the starting time of the Special Stage will be binding, unless the Stewards of the Meeting decide otherwise.

17.5 C. EXCLUSION

17.5.1 Any lateness exceeding 15 mins on the Target Time between two Time Controls, or lateness exceeding 30 mins at the end of each Section and/or Leg of the Rally, will result in the exclusion of the Crew.

If at a Time Control all Competitors are penalised for lateness then the maximum permitted lateness entailing exclusion will be increased by a time equal to the delay of the car with the least penalty for delay at that Time Control.

17.5.2 Early arrival shall under no circumstances permit crews to reduce their maximum lateness.

However, penalties for early arrival shall not be taken into consideration when calculating a lateness exceeding the maximum permitted which will result in exclusion.

Examples:

Road Section A: Start 12 h 00' - target time 1h 00'- check-in time 13 h 10'

Penalty for late arrival = 10×10 seconds = 1 min. 40 seconds

Lateness counting toward exclusion = 10 minutes

Road Section B: Target time 1 h 30' - check-in time 14 h 20'

Penalty for early arrival = 20 minutes

Lateness counting toward exclusion = 10 minutes(not compounded)

Road Section C: Target time 2 h 00' - check-in time 16 h 30'

Penalty for late arrival = 10×10 seconds = 1 min. 40 seconds

Lateness counting toward exclusion = 10 minutes

TOTAL ROAD SECTION CONTROLS A + B + C:

Total penalties (for late and early arrivals):

1 min. 40 seconds + 20 mins. + 1 min. 40 seconds = 23 mins. 20 seconds

Total lateness counting towards exclusion: $10 + 10 = 20$ minutes

17.5.3 The exclusion time may be increased at any point by the panel of the Stewards of the Meeting, upon the proposal of the Clerk of the Course.

The Crews concerned shall be informed of this decision as soon as possible.

17.5.4 Exclusion for exceeding the maximum permitted lateness may only be announced at the end of a Section or at the end of a Leg.

Article 18 Regrouping Control

18.1 Regrouping Controls may be set up along the route. Their entry and exit controls shall be subject to the general rules governing the Control Posts. (Articles 16 and 20).

Inside a regrouping park, the engines may be started by means of an external battery. The battery must not then be taken on board the car.

18.2 The purpose of these Regroupings will be to reduce the intervals which may occur between crews as a result of late arrivals and/or retirements. Thus, the starting time from the Regrouping Control and not its duration must be taken into account.

18.3 Example:

60 cars at the start of the Rally.

First Regrouping of 4 hours.

Starting time from the Regrouping Control 12 h 02'

18.3.1 Target time for the arrival of car no.1 at the Regrouping Control 8 h 02'

Target Time for the arrival of car no.60 at the Regrouping Control 10 h 00'
(based on 2 minute interval between cars)

18.3.2 Actual arrival time of car no. 1 at the Regrouping control 8 h 25'

Actual arrival time of car no.60 at the Regrouping Control 10 h 50'
(30 cars have retired during this part of the Rally).

18.3.3 Starting time of car no. 1 (who is leading) 12 h 02'

Starting time of car no.60 (who is last in the rally) 13 h 00'.

The respective length of stopping time shall therefore have been:

3 h 37' for car no. 1

2 h 10' for car no. 60

18.4 On their arrival at these Regrouping Controls, the Crews will hand the Post Marshal their Time Cards which include the sheets for the Special Stages covered.

They then must drive their car immediately and directly to the Parc Ferme (Article 20).

Engines must be stopped.

The starting order will be posted on the Official Notice Board at the Regrouping.

At the moment of the re-start the Crew will be given a new set of Time Cards.

18.5 The starting order of each Section will be decided as described in Article 11.3.

In no case can the times set in Special Stages alone be taken into consideration when establishing the classification, this must be done taking road penalties into consideration as well.

Article 19 Special Stages (SS)

19.1 Special Stages are speed tests on roads closed specially for the event.

-Entry into these roads will be closed to traffic and Service Cars at least one hour before the first Rally Car is due to enter.

19.2 During these Stages, all those in the car must wear approved crash helmets, overalls, underwear and safety belts under penalty of exclusion. All the above should be to FIA Standards.

19.3 Crews are forbidden to drive in the opposite direction to that of the Rally, under pain of exclusion.

19.4 The start will be a standing one, and engines must be running whilst the car is on the start line.

Any crew not able to start their car's engine at this point will be excluded with immediate effect.

19.5 Starts of Special Stages will be given as follows:

19.5.1 When the car with its Crew on board has stopped in front of the starting control, the marshal will enter the time scheduled for the start of the car in question on

19.5.2 the Stage Sheet (hour and minute). He will hand this document back to the crew and will count down aloud: 30" - 15" - 10" and the last 5 seconds one by one.

19.5.2 When the last 5 seconds have elapsed, the starting signal shall be given upon which the car must start immediately.

19.6 The Start of a Special Stage may only be delayed in relation to the scheduled starting time by the Post Marshal in a case of "force majeure".

19.7 In the event of lateness on the part of a crew, the post chief will enter a new time, the lateness then being considered as lateness recorded on a road section.

19.8 A false start, particularly one made before the Marshal has given the signal, shall be penalised by 1 minute. This penalty does not exclude heavier penalties being inflicted

19.9 by the Stewards of the Meeting, especially if the offence is repeated.

19.10 Special Stages will end in a flying finish, stopping between the yellow warning sign and the Stop sign being forbidden on pain of exclusion. Timing will be done on the finish

19.11 line, with print out equipment and back up timing equipment.

The two chronometers must be used simultaneously.

19.10 At a distance of 100 to 300m after the finish, the Crew must report to a control (Stop Point) indicated by a red "STOP" sign to have its finishing time entered on the timing sheet (hour, minute and second). If the timekeepers cannot give the exact finishing time to the Marshals immediately, the latter will only sign the Crew's sheet and the time will be entered at the next Neutralization Zone or Regrouping Control.

The Marshal will tear the original of the Special Stage Card and return the copy to the Crew, who will then be free to continue.

19.11 If, through a fault of the Crew, the time entry cannot be made the following penalties shall be imposed:

19.11.1 at the Start of a Special Stage : exclusion;

19.11.2 at the "STOP" (Point Stop): 5 minute time penalty.

19.12 The times recorded by the crews in each Special Stage, expressed in hours, minutes and seconds, shall be added to their other penalties (road, technical etc.) expressed in time.

19.13 During a Special Stage, assistance is forbidden.

19.14 The starting intervals for Special Stages will be 2 minutes between cars.

19.15 Any Crew refusing to start in a Special Stage on the time and in the position allocated to it shall be given a penalty by the panel of the stewards of the meeting of at least 10 minutes, and which may go as far as exclusion if the clerk of the course so requests, whether the special stage is run or not.

19.16 Special stages commence from a standing start, with the car placed on the starting line. Any car not able to start from this point in the 20 seconds following a signal to do so is excluded and the car is immediately removed to a safe place.

19.17 Termination of a Special Stage:

19.17.1 When a Special Stage is interrupted or stopped for any reason, the Stewards may allocate each crew affected a time which they consider is the fairest.

19.17.2 However, no crew, which is totally or partially responsible for stopping a stage, may benefit from this measure. It will be given the time, which it might eventually have set if this is greater than the scratch time awarded to the other crews.

Article 20 Parc Ferme

20.1 General Conditions

While cars are subject to parc ferme rules, the opening of the bonnet or any repair or refuelling is strictly forbidden.

The cars are subject to the Parc Ferme rules:

20.1.1 From the moment they enter a starting zone (if one exists), a regrouping area or an end of leg area, until they leave it. (See Article 18.4);

20.1.2 From the moment they enter a Control Area until they leave it (See Articles 16.3, 17.2, 19.9);

20.1.3 From the moment they reach the end of the rally until the time for lodging protests has expired (See Article 24) and the Stewards have authorised the opening of the parc ferme.

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- 20.1.4 Nobody, except the officials of the rally carrying out a specific function, is allowed in the parc ferme.
- 20.1.5 At the start of a rally there may be a starting parc ferme, into which the cars must be driven a maximum of 4 hours before the start.
- 20.1.6 Crews may enter the parc ferme ten minutes before their starting time. To leave a parc ferme from the start, regrouping halt or end of leg, the crew shall be allowed to enter the parc ferme 10 minutes before its starting time. If a regrouping park does not exceed 15 minutes, crews may remain in this regrouping park.
- 20.1.7 Only the officials on duty and/or the members of the crew are authorised to push a competing car inside or at the entrance to or exit from a parc ferme at a start, time control, regrouping halt or end of leg.

20.2 Repairs in Parc Ferme

- 20.2.1 If the scrutineers of a rally consider that the state of a car has become so defective that the safety of normal road traffic might be affected, this car must be repaired in the presence of a scrutineer.
- 20.2.2 The time taken for the repair must be considered, as so many minutes late, to prevent a crew from trying to regain the time lost during such repairs, the penalty for which is 1 minute per minute or fraction of a minute. The crew will be given a new starting time after the repair if the time taken results in any delay beyond the originally scheduled start time.
- 20.2.3 By way of exception and under the supervision of an authorised marshal or scrutineer, the crew may, while in the parc ferme, at the start, regrouping or end of leg change the glass window(s) with the possibility of the assistance of up to 3 persons.
- 20.2.4 If, in order to change the glass window(s), it is necessary to straighten the bodywork and/or safety rollbar, article 20.2.2. will apply.
- 20.2.5 These repairs must be completed before the starting time, otherwise a penalty shall be imposed in accordance with the provisions of article 20.2.2.
- 20.2.6 As soon as they have parked their car in the parc ferme, the drivers must stop the engine and leave the parc ferme and no member of the crew is allowed to re-enter it

20.3 The drivers may not perform doughnuts at any time during the start, finish or other ceremonial procedures of a rally

20.4 The use of car covers is not permitted in parc ferme.

20.5 For the World Championship events, the presence of representatives of the tyre manufacturers supplying the manufacturers registered in the World Championship is authorised at the Stop Point of the special stages. At that point, visual checks may be carried out and the data relating to the companies' products collected.

20.6 Only the officials on duty and/or the members of the crew are authorised to push a competing car inside or at the entrance to or exit from a parc ferme at a start, time control, regrouping halt or end of leg.

Inside the parc ferme, the engines may be started by means of an external battery. This battery must not then be taken aboard the car.

20.7 Any infringements of the Parc Ferme regulations shall result in exclusion.

V. SCRUTINEERING - PENALTIES

Article 21 Scrutineering before the start and during the event

21.1 Any team taking part in the rally must arrive at Scrutineering with its full Crew and car, in accordance with the timetable which will be given at Documentation. Cars must arrive at Scrutineering with their Rally Plates and Competition Numbers correctly affixed.

-N.B. By decision of the N.S.C. presence of the crew is not obligatory for non-international rallies.

21.2 Any car reporting to the scrutineering area outside the prescribed time limits will not be allowed to start, except in the case of force majeure duly recognised as such by the Stewards of the Meeting.

21.3 The Crew must show the car's homologation form as well as any appendices to this form. If these are not submitted, the Stewards of the Meeting may refuse to allow the car to start.

If however a competitor, for a particular reason beyond his reasonable control, is unable to comply with the homologation regulations, he may apply to the N.S.C. for a special waiver.

Such application must be in writing and handed in at least six weeks before such a waiver may be approved. In the meantime no waiver will apply.

The N.S.C. may at its discretion approve such a special waiver only for a limited time and provided it is satisfied that the following are applicable:

- a. No unfair advantage is given to any one competitor by this waiver.
- b. Safety is not hampered.
- c. The applicant is seriously attempting to rectify the matter so that at the expiration of the waiver he is able to meet the homologation requirements.

If the waiver is finally approved it should be given to the applicant in writing and the time limit should be specified.

Such a written waiver must be presented by the holder to the Clerk of the Course of any Championship event during the period of its validity otherwise the Clerk of the Course must strictly observe the homologation regulations.

21.4 After scrutineering, if a vehicle is found not to comply, the stewards of the meeting may set a deadline before which the vehicle must be made to comply.

21.5 Any vehicle which does not comply will be refused the start.

21.6 The scrutineering carried out before the Start will be of a completely general nature (checking of licences, make and model of car, apparent conformity of the car with the Group in which it is entered, essential safety items, conformity of the car with the National Highway Code, etc.).

21.7 This shall be followed by:

21.7.1 Identification of the Crew

21.7.2 Identification of the vehicle, the chassis and cylinder block of which may be marked at any time, this being left to the organisers' discretion.

21.8 To be allowed to start, all cars must be equipped with a roll-cage complying with the FIA specifications, with fire extinguishers as per art. 253.7 and other safety devices as specified by the FIA.

- **Manual extinguishers and their content must be in accordance with Appendix J - Safety Equipments - Article 253.7.3**
- **Mounted systems and their content are compulsory and they must be in accordance with Appendix J - Safety Equipments - Article 253.7.2.**

No car will be allowed to start unless it complies with the FIA safety regulations.

21.9 Additional checking may be carried out at any time during the rally, of the Crew members as well as of the car. The competitor is responsible for the technical conformity of his car throughout the entire duration of the rally, under penalty of exclusion.

The car's homologation certificate should be available on demand.

21.10 Should identification marks (See Article 21.7) be affixed, it is the responsibility of the Crew alone to see that these are protected until the end of the rally. Should they be missing, the car will be excluded from the rally immediately.

It is also the responsibility of the crew to see to it that any part of the car which has been handled during checking is reinstalled correctly.

21.11 Any fraud discovered, and in particular the fact of presenting as intact identification marks which have been tampered with, will result in the exclusion of the Crew, as well as that of any Entrant or Crew who has helped or been involved in the carrying out of the infringement. This will not prejudice any demands which may be made to the entrant's or accomplice's ASN concerning the imposition of heavier sanctions.

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Article 22 Final Control

22.1 As soon as each Crew arrives at the Finish it shall drive its car to the Parc Ferme.
A brief check shall be carried out there to verify:

22.1.1 its conformity with the car submitted at the initial Scrutineering.

22.1.2 if there is cause to impose the penalties specified under Article 23.

22.2 The absence of one of the identification marks, as per Article 21.7 shall result in exclusion.

22.3 Thorough scrutineering involving the dismantling of the vehicle of the Crews in the first places in the general classification, and/or in each group and possibly for any other Crew, may be carried out at the absolute discretion of the Stewards of the Meeting ex officio or following a protest or upon the decision of the Clerk of the Course.

The car's homologation certificate must be presented.

22.4 Should the above-mentioned dismantling be the result of a protest, a deposit of C£200,-, to be paid in advance and covering all the costs incurred by the operation, shall be demanded from the claimant. If the protest turns out to be upheld, the deposit shall be reimbursed to the claimant, and charged to the defaulting competitor.

VI. PROTESTS - APPEALS - CLASSIFICATION - PRIZES

Article 24 Protests - Appeals

24.1 All protests must be lodged in accordance with the stipulations of the Code. (Article 171 et seq.)

24.2 All protests must be lodged in writing and handed to the clerk of course together with the protest fee which shall not be returned if the protest is judged unfounded.

24.3 If the protest requires the dismantling and re-assembly of different parts of a car, the claimant must pay one of two additional deposits which will be specified in the supplementary regulations of the rally:

24.3.1 For a protest involving a clearly defined part of the car (engine, transmission, steering, braking system, electrical installation, bodywork, etc);

24.4 The expenses incurred by the work and by the transport of the car shall be borne by the claimant if the protest is unfounded, or by the Competitor against whom the protest is lodged if the claim is upheld.

The work (at a maximum of C£8,- per hour) and the cost of necessary parts for the reassembly of dismantled components (such as gaskets, seals etc) as well as any other costs involved, as may be decided by the panel of Stewards or the Court of Appeal, shall be allocated in the same manner.

The Entrant may provide his own mechanics for the dismantling or reassembly of his car.

24.5 If the protest is unfounded, and if the expenses incurred by the protest (scrutineering, transport, etc.) are higher than the deposit amount, the difference shall be borne by the claimant. Conversely, if the expenses are less, the difference shall be returned to them.

24.6 Competitors may lodge an appeal against the decisions, in conformity with the stipulations of Article III-B-2 of the National Sporting Code.

24.7 The Supplementary Regulations shall contain all necessary information as to the amount of the protest and appeal fees laid down by the FIA.

24.8 **Application and Interpretation of the Prescriptions** – Should any dispute arise as to the interpretation of these Prescriptions, only the FIA has the authority to make a decision.

Article 25 Classification

25.1 Penalties shall be expressed in hours, minutes and seconds. The final classification shall be determined by adding the times obtained in the Special Stages and the penalties incurred during the Road Sections and any other penalties expressed in time. The Crew with the lowest total shall be proclaimed the overall winner, the next lowest second and so on.

The Group and Class results shall be determined on the same basis.

25.2 In the event of a dead heat, the competitor who accomplished the best time for the 1st Special Stage will be proclaimed winner. If this is not enough to be able to decide between the dead-heated competitors, the times of the 2nd, 3rd, 4th etc. Special Stages shall be taken into consideration. This rule can be applied at any time during the rally.

25.3 The Official Classification at the Finish will be posted at the time and place indicated in the A.S.R.s. These results will be declared final 30 minutes after they have been posted, after approval by the panel of the Stewards, if no Protests have been lodged in the meantime.

25.4 Intermediate unofficial Results may be issued for each Control and Special Stage, and if so, they will be posted on the Results Notice Boards at the H.Q. and at the next regrouping point.

Article 26 Teams

26.1 Team Entries must be composed of cars and drivers whose individual Entries have been accepted. Each Team may consist of a maximum of five (5) cars and a minimum of three (3) cars. In each Team the performance of the best three (3) cars will count for the final results. No car may be included in more than one Team eligible for the same Award.

26.2 Team Entries will be accepted until the end of the Pre Rally Scrutineering.

26.3 Each Club, Ecurie, Manufacturer (represented by his Agent or Distributor in Cyprus) may enter more than one Team for the corresponding award, but for each award the same Competitor may only be part of one Team.

26.4 Cars included in a Make Team must not necessarily have been individually entered by the same Entrant. In such a case the written approval of the Individual Entrants must be produced. They must, however, be of the same make, but not necessarily of the same model or type.

26.5 The winning Team will be the one which has the smallest number of penalties in the General Classification for the best three (3) cars of each Team. In case of a tie for a Team Award the winning team will be the one which has the highest placed car in the General Classification. If less than three cars of a Team are classified as finishers that Team will not be considered for the Team Award. The exclusion through a penalty other than delay of one of the team's vehicles will cancel out the whole team.

26.6 The Make Team Trophy, the Club Team Trophy or the Ecurie Trophy shall not be awarded unless there are three (3) Teams entered for each of the Trophies.
Otherwise Team Entry Fees will be refunded.

26.7 Only Crews consisting of female driver and co-driver will be eligible for the Ladies' Award, the winner being determined from the General Classification.

Article 27 Prizes & awards

27.1 Prizes and trophies will be awarded to the following:

27.1.1 The first three in the overall classification.

27.2.2 The first in each group or category of the proclaimed championships.

27.3.3 The first in each class (minimum 4 starters).

27.3.4 The first Ladies' crew (minimum 3 starters).

27.3.5 The first Team (minimum 3 starters).

27.3.6 The first and second Novice (minimum 4 starters).

APPENDIX I

TERMINOLOGY

- ROAD SECTION:** Section of the itinerary between two successive Time Controls.
- SECTION:** All the zones:
- between the Start and the first Regrouping Halt;
- between two successive Regrouping Halts;
- between the last Regrouping Halt and the Finish of the leg or the rally.
- LEG:** Each part of the rally, separated by a fixed minimum stopping time.
- NEUTRALIZATION PERIOD:** Time during which the Crews are stopped by the Rally Organisers for whatever reason.
- REGROUPING:** Stop scheduled by the Organisers to enable the theoretical times to be observed on the one hand, and on the other, to regroup the cars still in the rally. The stopping time may vary among the Crews.
- PARC FERME:** Zone in which no repairs or intervention is possible, except in the cases expressly provided for by the Regulations of the International Championships, by the Standard Rally Championship Regulations and by the A.S.R.s of the rally.
- BULLETIN:** Official bulletin which is an integral part of the A.S.R.s of the rally and intended to modify, clarify or complete the latter.
The Bulletins must be numbered and dated.
The Entrants(or Crew members) must confirm receipt thereof by signature.
The Bulletins are established:
- by the Organisers, up until the day of scrutineering;
They will be submitted for the approval of the N.S.C.
- by the Stewards of the Meeting throughout the competition.
- TIME CARD:** Card intended for the stamps of the different control points scheduled on the itinerary.
A set of time cards must be issued for each Section of the rally.
- SPECIAL STAGE:** Speed test on roads closed specially for the rally.

APPENDIX II

Rally Control Signposts

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VI. SPEED CHAMPIONSHIP

CHAPTER A

COMMON ORGANISING CONDITIONS

1. The characteristics of the types of events to be included in the Speed Championship shall be determined by the N.S.C. These are:

a) Autosprint (Single Car Start)

Events run exclusively or mostly on loose surface route of circuit type having the Start and Finish being on the same line, and each run shall comprise of two or more laps.

b) Rallysprint (Single Car Start)

Events run exclusively or mostly on loose surface route along a road or track with numerous bends. The Start and Finish are not located in the same line and a Run comprises covering the distance from the Start to the Finish along the designated route.

The minimum total length is 2 (two) km for both autosprint and rallysprint.

The course may be defined by flags on posts. In this case the colour of the flags used on the inside of bends must be different from that used on the outside of bends of the track.

In all cases where the surface on the inside of bends is such that cars can take a short-cut, flags on posts must be placed on the inside of such bends, marking the course.

Such flags should carry a penalty if knocked down by a competing car.

2. No practice will be allowed other than that which is included in the official programme of each event. In any case at least one Officially timed practice run shall be scheduled for all Drivers before the Official Competitive Runs begin.

At least two Official Competitive Runs will be scheduled.

3. The presence of an ambulance and fire fighting equipment is obligatory for all Speed Championship events.

4. The C.A.A., the N.S.C., the sponsors and the organisers bear no responsibility whatsoever for loss or damage or injury which might arise out of any accident during any event.

5. It is the responsibility of the organising club to apply in good time to the N.S.C.

Sub-committee for Inspection of Tracks, for the inspection and approval of the proposed track.

6. The Additional Supplementary Regulations of each national event in the Speed Championship should include the following information:

a) Name, address, telephone etc of Organizers.
b) Programme, stating addresses and locations (if applicable) as well as dates and times of the following (and of any other functions):

- Entries Open
- Closing date of Entries **(21:00 hours of Tuesday of the week of the event)**
- Documentation
- Scrutineering
- Practice Run(s)
- Competitive Run(s)
- Finish
- Posting of official provisional results
- Prizegiving

c) Description of the Course including:

- Location of Course.
- Length
- Number of laps (if applicable)
- Description of track surface
- Record-holder (if applicable) giving date, driver and car data and time recorded.
- Location(s) and times of operation of Official Notice Boards

d) Names of Officials including all of the following:

- Stewards (stating who is their chairman and their clubs if any)
- Organizing Committee (and its chairman)
- Clerk of the Course (and Deputies and Assistants if any)
- Race Director
- Secretary
- The Chief Marshal
- The Chief Timekeeper (who will also be Chief of Results)
- Other Timekeepers (at least two)
- The Chief Scrutineer
- The Medical Officer
- Press & P.R. Officer
- P.A. System Announcer

If any of the above (except the Stewards) are not members of the organising club they must have assistants who should be members of the club and whose names should be included in the above list.

e) A clause stating that the event is run in compliance with the International Sporting Code (and its Appendices) of the F.I.A., the National Sporting Code (and its Appendices), the Standard National Speed Championship Regulations and its own Additional Supplementary Regulations (including Addenda-Bulletins) and approved by the N.S.C..

f) A short description of the event including:

- In which championships and trophies it counts
- Coefficient (if applicable)

g) Any variations from the Standard Regulations which must have been specifically approved by the N.S.C.

h) The N.S.C. Permit number and date.

i) The name and emblem of the C.A.A. and the Sponsors.

CHAPTER B

ORGANISING CONDITIONS FOR AUTOSPRINT EVENTS

Article 1 The Track

1.1 LENGTH OF TRACK

Minimum length: 1,000 m

Maximum length: 1,500 m

The N.S.C. may approve a track outside these limits in cases of natural tracks.

1.2 WIDTH OF TRACK

Minimum width at any given point: 6 m

The N.S.C. may approve a track of minimum width less than 6 metres in some sections provided it is safe.

1.3 TERRAIN

a. Must NOT be sandy or very rocky.

b. Must BE firm.

1.4 STRAIGHTS

Any straight or section of the track which does not include a bend deviating from the straight by more than 45 degrees, should not be longer than 150 meters.

Any straight of more than 80 meters should be followed by a bend deviating from the straight by more than 30 degrees and less than 90 degrees.

1.5 CURVES

a. The radius of the inside edge of Curves of more than 90 degrees should be at least 7.5 meters.

b. Curves should not have a negative camber.

1.6 START/FINISH

THE START/FINISH must be on a straight.

The distance from the START to the first bend must be at least 80 metres.

The distance from the last bend to the FINISH must be at least 50 metres.

1.7 PADDOCK (PARC FERME)

The entrance to the Paddock should not be situated in such a way as to be entered straight on from the straight which follows the Finish and should be outside the perimeter of the track. The entrance to the Paddock should be at least 80 metres from the Finish and should not create an angle with the track of more than 30 degrees.

1.8 CIRCUIT APPROVAL

The circuit for each event must be approved by the N.S.C. after a timely application by the Organizers.

The Stewards of the event may approve the use of the track if there is any deviation from the above specifications provided they consider it safe and suitable.

Article 2 Marking of the Track

ROUTE FLAGS

a. In all cases where the surface on the inside of bends is such that cars can take a short-cut, yellow flags on posts must be placed on the inside of such bends, marking the course. Such flags should carry a penalty if knocked down by a competing car.

Blue flags on posts may be placed on the outside of bends marking the course.

b. All route flags should be rectangular (for example 30 X 20 cm or 40 X 25 cm) preferably plastic fluorescent material continuously flying and must be positioned in such a way as to clearly define the track.

They should be positioned on wooden poles of 1 metre height, of which 25 - 30 cm should be firmly embedded in the earth.

The flag should be easy to position and to replace.

A part of up to 25% of the flag surface may be used for advertising.

c. The number of flags should be such as to define the course as clearly as possible.

On the inside of every bend there must be at least three flags and in between as many as possible.

Article 3 Marshals

3.1 The Organisers of Autosprint Events should arrange to position a Marshal on every bend who will be able to verify if a route flag is dropped and by which car.

The Marshals should be placed in a position where they are visible and from where they can control visually the bend for which they are responsible.

In a case of an accident the Marshals should try to keep the public away in order to facilitate access for the ambulance and other officials.

Their equipment must include:

a distinctive vest, a whistle, signal flags, means to position route flags. They should also have spare flags and flagposts.

3.2 Signal flags

Signal flags held by marshals should have the following colours:

RED: immediate stop

GREEN: to continue on the course

The red flag should be waved at an approaching competing car if the track is not clear or if any other danger or reason necessitates the stopping of the competitor.

Article 4 Parc Ferme (Paddock) - Secretariat - Scrutineering

The Paddock should not be encircled by the circuit.

No car should park on the inside of the circuit.

The Secretariat, the Scrutineering area and Paddock should be clearly signposted.

Article 5 Safety

5.1 An ambulance and a medical doctor should be present throughout the event.

5.2 Fire extinguishers should be placed at critical points along the route.

THE DISTANCE BETWEEN THEM MUST NOT EXCEED 250 METERS.

5.3 The Organisers should arrange to position a bright coloured ribbon all around the course for the safety of spectators.

The public should stay behind this ribbon and its distance from the track must not be less than 10 metres. At positions which are considered dangerous this distance must be increased accordingly.

5.4 All drivers must wear helmets and safety belts of an approved type.

5.5 Every car should be equipped with fire extinguishers (hand held and / or automatic) as specified by the N.S.C.

5.6 Competition cars should not participate with extra spot lights fitted on and their normal lights should be taped over.

Article 6 Timing

6.1 Timing must be done with electronic stop watches.

At least two such clocks must be operational.

6.2 If possible the start should be given with GREEN and RED lights.

6.3 The Results Board should be placed away from the time keepers.

6.4 The Time keepers should be positioned as far away as possible from the track, possibly in a caravan.

Article 7 General

7.1 Practice on the track is strictly forbidden for a period of 15 days before the event.

However, in Autosprints, the organising club may allow practice on certain days and at certain times, after express authorisation from the N.S.C. and provided it clearly specifies these in the event's A.S.R.s.

Infringement will be penalized.

7.2 No driver can compete with more than one car.

7.3 A car may be driven by two drivers maximum.

CHAPTER C

STANDARD SPEED CHAMPIONSHIP REGULATIONS

I. ORGANISATION

Article 1

All National events counting in the National Speed Championship(s) will be run in compliance with the International Sporting Code (and its Appendices) of the F.I.A., the National Sporting Code (and its Appendices) of the C.A.A., the Common Organising Conditions for Speed Championship events, the present Standard Speed Championship Regulations and the event's own Additional Supplementary Regulations (including Addenda-Bulletins) and approved by the N.S.C..

II. GENERAL CONDITIONS

Article 2

These events count for the Championships listed in par. IV-A.2b.

Article 3 Eligible Vehicles

3.1 An Entrant wishing to enter a vehicle for this Event must ensure that, at Scrutineering the vehicle is:

i) **SERIES I**

Homologated for the current year according to the prescriptions of Appendix J of the International Sporting Code for the Groups mentioned below:

Group N: Production cars

Group A: Touring cars

For the above Groups A and N, modifications and relaxations will be allowed within the "Technical Specifications for Cars of Series I in Speed Events" (TS-I) as described below.

ii) **SERIES II**

Group S: Special cars as described below:

a) Cars without a currently valid homologation certificate, or cars that never had a valid homologation.

b) Mass produced cars with fixed metal roof of a model which was in production not more than 20 years ago.

Convertible cars will not be allowed.

For the above Group S, modifications will be allowed within the "Technical Specifications for cars of Series II in Speed Events" (TS-II) as described below.

Each Group S car, in order to be allowed to compete, must have a Certificate of Approval for the current year. This is issued by the N.S.C. after a car has been examined at a Special Scrutineering by the Technical Committee of the N.S.C.

Special Scrutineering will be carried out at the beginning of each quarter at dates to be announced. In order to be eligible for this scrutineering a relevant application, documentation and photograph of the car must be given to the N.S.C. by the applicant one month before the scrutineering is due to take place.

The Certificate of Approval must be presented at the scrutineering of each event.

3.2 The N.S.C. may from time to time modify the Technical Specifications for cars in Speed Events. Such modifications will be published in the N.S.C. bulletin or as an amendment to this National Sporting Code.

3.3 For specifications not specifically included in the relevant Technical Specifications for Cars in Speed Events, Appendix J (not Appendix M) will be applicable.

The results shall be announced for each Group for Series I and for the total of Series II.

3.4 Group N cars are split into the following cubic capacity classes:

- 1st class: up to 1400 cc
- 2nd class: over 1400 cc to 1600 cc
- 3rd class: over 1600 cc to 2000 cc
- 4th class: over 2000 cc

3.5 Group A cars are split into the following cubic capacity classes:

- 5th class: up to 1400 cc
- 6th class: over 1400 cc to 1600 cc
- 7th class: over 1600 cc to 2000 cc
- 8th class: over 2000 cc

3.6 Series S cars are split into the following cubic capacity classes:

- 9th class: up to and including 2000 cc
- 10th class: over 2000 cc

3.7 Group T cars are split into the following cubic capacity classes:

- 11th class: up to and including 1600 cc
- 12th class: over 2000 cc

3.8 Cars entered in a Group containing fewer than 6 cars will not compete for the Group award. They will however be eligible for the Group Championship points.

3.9 If a class contains fewer than 4 cars it will be amalgamated with the next higher class of the same Group. If the number of cars in the amalgamated class contains less than 4 cars further such amalgamations may be made.

If the highest possible class thus formed in its Group contains less than 4 cars, these cars will not compete for a class award.

3.10 The fitting of protective undershield is allowed for all Groups and its use is recommended.

Turbo engine cars will be fitted with a restrictor of 32mm for Group N and 34mm Group A.

Group S, turbo engine cars must also be fitted with a restrictor of 34mm.

Article 4 Eligible Competitors

4.1 Any person or legal entity holding a C.A.A. Competitor's licence valid for the current year is eligible.

4.2 Where the Entrant is a legal entity, or in any case not the Driver, the Driver named on the Entry Form will be held responsible for all the liabilities and obligations of the Entrant, throughout the whole competition.

Article 5 Technical Specifications for Cars in Speed Events

I. TECHNICAL SPECIFICATIONS FOR CARS OF SERIES I IN SPEED EVENTS (TS-I)

These cars will compete under Appendix J of the I.S.C. with the following modifications and relaxations:

1. Automatic fire extinguishers may be removed.
2. Passenger seats may be removed.
3. Bumpers may be removed. In such case any protruding bumper supporting bracket must also be removed.
4. Any protruding spotlight brackets must be removed.
5. Even after any allowed modifications, the weight of cars of Group A must not be less than the minimum specified in Appendix J for Rallies, and for Group N cars as specified in the homologation.
6. For all cars ballast may be added to achieve the minimum weights. This however must be done in accordance with Appendix J, Article 255 Group A which specifies that it must be pointed out to the scrutineers before each event.
7. All cars should be equipped with a general circuit breaker, activated both from the inside and from the outside of the car. On the outside it should be fitted on the driver's side in front of the windscreen and be clearly marked "ON/OFF".

II. TECHNICAL SPECIFICATIONS FOR CARS OF SERIES II IN SPEED EVENTS (TS-II).

1. WEIGHT

The weight, as defined in Article 255 Appendix J, of cars competing in Group S should not be less than the one shown below:

Engine capacity		upto	1000 cc:	720 kg		
"	"	over	1000 cc upto	1400 cc:	840 kg	
"	"	"	1400 cc	"	1600 cc:	920 kg
"	"	"	1600 cc	"	2000 cc:	1000 kg
"	"	"	2000 cc	"	2500 cc:	1080 kg
"	"	"	2500 cc	"	3000 cc:	1150 kg
"	"	"	3000 cc	"	3500 cc:	1230 kg
"	"	"	3500 cc	"	4000 cc:	1310 kg
"	"	"	4000 cc	"	4500 cc:	1400 kg
"	"	"	4500 cc	"	5000 cc:	1500 kg
"	"	"	5000 cc	"	5500 cc:	1590 kg
"	"	"	5500 cc:			1680 kg

For a Turbo-charged engine, the engine capacity must be multiplied by coefficient 1.7.

Ballast may be added to achieve the above minimum weights, in accordance with Appendix J Article 252 2.2

2. BODYWORK

The outside shape must remain as the original production except for the wings which may be outwardly extended and their shape modified provided the original shape of the arch is retained. The wings must extend over and cover the width of the wheels.

Other aerodynamic parts as well as decorative nickel and rubber parts may be added or removed. Parts added should not extend beyond the perimeter of the body-work.

3. CHASSIS

No modification is permitted on the original chassis except strengthening which is free.

4. DOORS

The driver's door must be the same as the original. The material of the other doors may be changed but their original shape must be retained.

The window mechanism may be removed.

All doors must close securely and must have an opening-closing mechanism operating both from the inside and outside.

5. BONNET & BOOTLID

The material is free but the original shape must be retained.

They should fit exactly in the original areas and be secured with two external latches each.

The bonnet must open from the outside. Any internal opening mechanism must be removed.

Bonnet openings for air intake are permitted but should not expose mechanical parts.

6. ENGINE

The engine is free provided the cylinder block is derived from an engine produced or used by this car's manufacturer.

The location of the engine must remain the same.

7. GEARBOX : Free

8. DRIVE AXLE, FINAL DRIVE and DRIVE SHAFTS : Free

9. INTERIOR

The dashboard may be changed and modified. Instruments may be added or removed provided there are no protruding parts of dangerous edges.

The floor panel may be modified to accommodate a different gearbox.

The panels separating the passenger compartment from the engine compartment and the luggage compartment must remain the same.

The fitting of instruments, accessories or spares on the separating panels is allowed provided such additional parts are relatively small and are not considered dangerous to injury.

Piping and wiring in the passenger compartment should be protected and covered and should have no joints or connections within the passenger compartment.

Other than the above, no other objects should be placed in the passenger compartment apart from items provided for in Appendix J.

10. RADIATOR and FAN

Free provided they are in a covered area outside the passenger compartment.

They may be positioned in place of the radiator grill as long as they do not protrude beyond the perimeter of the car.

11. BRAKES

Free provided they are of a double circuit and activated by the same pedal.

In case of an indirect type of servo brakes, the servo may be placed in the passenger compartment.

12. SUSPENSION

The suspension system is free.

13. LIGHTS

All lights may be removed but any resulting openings or holes must be closed.
If spotlights are removed their brackets, if protruding, must be removed.

14. TOWING EYES

At least one at the front and one at the rear, painted yellow, and positioned so that they are easily accessible without protruding from the car.

15. SEATS

The driver's seat should be firmly fixed and should not be movable during the race.
The passenger seats and their bases as well as the carpet may be removed.

16 WINDSCREEN and WINDOWS

The windscreen must be laminated glass and should have at least one wiper.
The windows may be of plastic provided it provides good visibility and has a thickness of at least 5mm.

17. HANDBRAKE

As per Appendix J regulations.

18. SHIELDS

Protective shields for the engine, gearbox and fuel tank are free.

19. EXTINGUISHERS

Handheld extinguishers as per Appendix J article 253.7.3 are obligatory.
Automatic mounted systems as per Appendix J article 253.7.2 are recommended.

20. FUEL TANK

It should be the manufacturer's original or as per Appendix J.

21. GENERAL CIRCUIT BREAKER

Must be positioned on the driver's side in front of the windscreen and be clearly marked ON/OFF.

22. SEAT BELTS

As per Appendix J article 253, as in rally regulations.

Article 6 Entry Forms - Entries

6.1 Anybody wishing to take part in an event must send the official Entry Form duly completed to the Secretary of the event at the Organiser's address before the closing date of entries.

Entry forms must be completed and signed by the Entrant and the Driver.

6.2 No amendments may be made to the Entry Form, except in the cases provided for in the present regulations.

However, the Entrant may freely replace the car declared on the Entry Form by another from the same Group and the same Class, up to the moment of Scrutineering.

6.3 Should it turn out, at the time of Scrutineering, that a vehicle does not correspond in its presentation to the Group and/or Class in which it was entered, this vehicle may, upon the proposal of the Scrutineers, be transferred to the appropriate Group and/or Class upon the decision of the Panel of the Stewards of the Meeting.

6.4 By the very fact of signing the Entry Form, the Entrant as well as the Driver submit themselves to the sporting jurisdictions specified in the International Sporting Code (and its Appendices), the National Sporting Code (and its Appendices) the present Standard National Speed Championship Regulations and the event's own Additional Supplementary Regulations (including Addenda-Bulletins) and approved by the N.S.C..

6.5 Cars may be driven by one or two Drivers.

6.6 The Organising Committee reserves the right to refuse the Entry of an Entrant or a Driver without having to give reasons for the refusal. However, it must send to the N.S.C. a detailed dossier giving reasons for this refusal at the time of closing of entries.

6.7 The maximum number of Entries may be limited to 50.

Article 7 Entry Fees - Insurance

7.1 The Entry Fees for National Events are as follows:

- a) C£46,- per entry.
- b) Make Team Entries: C£10,- per car.

7.2 The Entry Application will only be accepted if accompanied by the Total Entry Fees or by a receipt issued by the Entrant's Club.

7.3 The Entry Fee includes Third Party Insurance for competing cars.

The Insurance cover will come into effect from the Start of Officially timed runs (including any Officially Timed Practice Runs if these are included in the Official Program of the Event) and will cease at the end of the Event or at the moment of retirement, disqualification or exclusion. Excess C£100,- all claims.

7.4 Damages on Competing Cars and injuries to Drivers are not covered by the Insurance provided by the Organisers.

7.5 Entry Fees will be refunded in full:

7.5.1 to candidates whose Entry has not been accepted;

7.5.2 in the case of The Event not taking place.

The Organisers may refund half of the Entry Fees of those Entrants who, for reasons of "force majeure", were unable to start in the Event.

Article 8 Amendments to the Regulations-Bulletins

No alterations shall be made to the Supplementary Regulations after the beginning of the period for receiving Entries, unless unanimous agreement is given by all competitors already entered, or by decision of the Stewards of the Meeting for reasons of "force majeure" or safety.

Any amendment or any additional provision will be announced by dated and numbered Bulletins which will be an integral part of the present regulations.

These Bulletins will be posted in the Secretariat, in the Event's Headquarters, and on the Official Notice Boards, and will also be directly communicated to the participants, who must acknowledge receipt by signature, unless this is materially impossible during the running of the Event.

Article 9 Application and Interpretation of the Regulations

9.1 The Clerk of the Course is charged with the application of the present regulations and their provisions during the running of the Event.

9.2 Any protests concerning this application will be sent to the the Stewards for deliberation and decision.

9.3 Similarly, any case not foreseen by the aforementioned regulations will be studied by the Stewards of the Meeting who alone have the power to decide.

9.4 For the exact interpretation of this text the following definitions apply:

9.4.1 "Competitor", used for either physical or legal entities.

9.4.2 "Crew", the driver.

9.5 The Driver assumes the Competitor's responsibility when the latter is not on board the vehicle.

9.6 Any incorrect, fraudulent or unsporting action carried out by the Competitor or the Driver will be judged by the Stewards of the Meeting who will impose penalties which may go as far as exclusion.

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III. GENERAL OBLIGATIONS

Article 10 Starting Order - Competition Numbers

10.1 The Start shall be given in the reverse order of Competition numbers, with the highest number starting first.

10.2 These numbers shall be awarded in the following order (Series 1 being awarded the smallest numbers, Series 2 the next smallest and so on):

Series 1: The top 5 in the Speed Championship for Drivers of the previous year or, as from July 1st each year, the top 5 in the current year's classification.

Series 2: Drivers currently in the National Drivers Priority for rallies.

Series 3: All other drivers in the Speed Championship for Drivers of the previous year or, as from July 1st each year, the remaining drivers in the current year's classification.

The above qualification should be stated on the Entry Form, otherwise it may not be taken into consideration.

Series 4: All other Drivers.

10.3 The Organising Committee shall supply each Driver with two reglementary Competition Numbers.

10.4 The Competition Numbers supplied by the organisers must appear on both sides of the car during the whole Event.

In case of a car being driven by two Drivers then two sets of Competition Numbers must appear on both sides of the Car. During each Officially Timed Run the number of the Driver driving at that time should appear whereas the other set of numbers should be crossed.

If it is ascertained at any time during a run that such numbers are not crossed, a penalty of CP20.- will be imposed for each number not crossed.

10.5 If it is ascertained at any time during the event that:

- any Competition Number is missing a CP20.- penalty will be imposed.
- Two Competition Numbers of the same Driver are missing at the same time, exclusion will be pronounced.

10.6 The name of the Driver(s) must appear on both wings at the front of the car or the rear side windows.

Any car failing to comply with this rule shall be subject to a penalty of CP20.-, for each name missing.

10.7 After the end of the event the Competition Numbers must be covered or removed.

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Article 11 Repairs - Refuelling - Assistance

11.1 Repairs are **not** permitted throughout the Event i.e. from the moment the car enters the Parc Ferme area immediately after initial scrutineering, until the Official Results are Final. However, the changing of tyres, refuelling and minor repairs are permitted in the Parc Ferme if supervised by a Marshal, after the permission of the Clerk of the Course has been obtained.

Failure to comply with the above entails exclusion.

11.2 However, if the Scrutineers note that a vehicle seems to be in a condition which is not safe, they must immediately inform the Clerk of the Course thereof.

The Clerk of the Course may refuse to allow the car to take the Start. If however he considers that the car may be repaired on the spot and made safe with minor repairs, he may instruct the Driver to effect such repairs, under the supervision of a competent Marshal.

If the car is made safe and judged to be so by the Scrutineers, the Clerk of the Course may allow it to take the Start. If the car is not ready as above when it is its turn to take the Start, the relevant Timed Run is forfeited.

11.3 It is forbidden to tow, transport the cars or to have them pushed, during a timed run, except to bring them back onto the track, or to clear the track.

Failure to comply with this will entail forfeiture of the timed run, which cannot be rerun.

11.4 Changes of mechanical parts

11.4.1 Throughout the duration of the event, only one change of gearbox and differential per car will be authorised.

11.4.2 Only one turbo change per car will be authorised.

- Both the above will be sealed at the initial scrutineering.

11.5 Fuel

It is understood that the fuel used should be within FIA specifications.

Article 12 The Course

12.1 The course may be defined by flags on posts or by a clearly marked-out track.

12.2 The inside of bends of the track must be such that cars cannot take short-cuts and gain time. If this is not the case, flags must be placed on posts on the inside of such bends.

12.3 If a car touches and drops a post of a flag located on the inside of a bend, it will be penalized by a penalty equal to **5 seconds** for each flagpost dropped.

This does not apply to flagposts located on the outside of a bend.

Such penalty will only be applied if a verbal (radio or other) notification of this infringement is made to the Clerk of the Course or his assistant(s) immediately by a competent Marshal stationed near that bend, and provided a written confirmation of this infringement is made by the Marshal and handed to the Clerk of the Course or his assistant(s) within 30 minutes of its occurrence.

Article 13 Advertising

13.1 Competitors are allowed to affix any kind of advertising to their cars, provided that:

- a) it is authorised by the National Sporting Code and the Championship Regulations;
- b) it is not likely to give offence;

- c) it does not encroach upon the sites reserved for Competition Numbers;
- d) it does not interfere with the Crew's vision through the windows.

13.2 Any car not conforming with par. 1 above shall not be allowed to start.

IV. RUNNING OF THE EVENT

Article 14 Safety

14.1 All Drivers should wear safety belts and crash helmets of an approved type. They should be properly worn and fastened.

14.2 Loose items should be securely fastened.

14.3 Tyres should be in good condition and the minimum depth of tread should be that specified by the N.S.C.

14.4 The spare wheel need not be carried in the car. If carried it should be properly fastened.

-The Start will not be given to any car not complying with the above.

Article 15 Start

15.1 Start of each timed run will be given as follows:

The Starter or a responsible Marshal will direct each car in turn from the Parc Ferme to the Starting Line.

Each driver will be advised of his turn to start 10 minutes before he is due to take the Start.

If the car with its Driver does not arrive at the Starting Line as advised or at the latest 60 seconds late, he will not be allowed to Start and will consequently forfeit the Timed run which he was called to make.

When the car with its Driver on board has stopped in front of the Starting Line and the Starter is satisfied that the Start can be given, the signal is given to the Driver to start. He must start within 10 seconds from the signal. Failure to do so entails forfeiture of the timed run.

15.2 The Start may only be delayed in relation to the scheduled starting time by the Starter in a case of "force majeure".

15.3 A false start, particularly one made before the Starter has given the signal, shall entail forfeiture of the timed run.

15.4 The run will be timed with timing equipment operated by the cutting of a photo beam at the Start Line and at the Finish Line. The timing equipment will provide times to the 1/100 second. The Run will end in a flying finish.

15.5 After the finish of a run, the Car must report to the entry of the Parc Ferme.

15.6 As soon as he has parked the car in the Parc Ferme, the Driver must leave the Parc Ferme.

15.7 To take the Start, the Driver shall be allowed to enter the Parc Ferme 10 minutes before his starting time.

15.8 The times taken by the competing cars for each Timed Run shall be expressed in minutes, seconds and hundredths of a second.

The best Official Competitive Timed Run of each Driver will be considered in the Final Classification.

Officially Timed Practice Runs will never be taken into consideration in the Final Classification.

V. SCRUTINEERING - PENALTIES

Article 16 Scrutineering before the start and during the event

16.1 Any team taking part in the event must arrive at Scrutineering with its Driver and car, in accordance with the timetable which will be given in the Regulations.

Cars must arrive at Scrutineering with their Competition Numbers correctly affixed.

Any car reporting to the scrutineering area more than 1 hour late will not be allowed to start, except in the case of force majeure duly recognised as such by the Stewards of the Meeting.

The Driver must show the car's homologation form as well as any appendices to this form or in the case of cars of Group S, the Special Log Book issued by the Technical Committee of the N.S.C.

If these are not submitted, the Stewards of the Meeting may refuse to allow the car to start.

16.2 The Scrutineering carried out before the Start will be of a completely general nature (checking of licences, make and model of car, apparent conformity of the car with the Group in which it is entered, safety check, marking & sealing etc.)

16.3 To be allowed to start, all cars must be equipped with rollcages complying with the FIA specifications, with fire extinguishers and other safety devices as specified by the FIA and the N.S.C.

16.4 No car will be allowed to start unless it complies with the FIA and the N.S.C. safety regulations.

16.5 Additional checking may be carried out at any time during the Event.

16.6 Any fraud discovered will result in the exclusion of the Driver(s) from the Event, as well as that of any Entrant or other person who has helped or been involved in the carrying out of the infringement. This will not prejudice the fact that the National Sporting Committee may be asked to impose heavier sanctions.

16.7 Without it being compulsory, thorough Scrutineering and/or weighing, possibly involving the dismantling of the vehicles of the Crews in the first three places in the general classification, for those classed first in each group and possibly for any other Crew, may be carried out at the absolute discretion of the Stewards of the Meeting or following a protest or upon the decision of the Clerk of the Course.

16.8 Should the above-mentioned dismantling be the result of a protest, a deposit, to be paid in advance and covering all the costs incurred by the operation, shall be demanded from the claimant. If the protest turns out to be upheld, the deposit shall be reimbursed to the claimant, and charged to the defaulting competitor.

VI. PROTESTS - APPEALS - CLASSIFICATION - PRIZES

Article 18 Protests - Appeals

18.1 All protests shall be lodged in accordance with the stipulations of the International Sporting Code (Article 171 et seq.) and of the National Sporting Code (III-B-1).

18.2 All protests must be lodged in writing and handed to the Clerk of the Course together with the sum set by the NSC which shall not be returned if the protest is judged unfounded.

18.3 If the protest requires the dismantling and the re-assembly of different parts of a car, the claimant must pay an additional deposit:

18.3.1 of CP200.- if the protest involves a clearly defined part of the car (engine, transmission, steering, braking system, electrical installation, bodywork, etc.).

18.3.2 of CP500.- if the protest involves the whole vehicle or a general or not clearly defined part of the vehicle.

18.4 The expenses incurred by the work and by the transport of the vehicle shall be borne by the claimant if the protest is unfounded, or by the Competitor against whom the protest is lodged if the claim is upheld.

The work (at a maximum of CP16.- per hour) and the cost of necessary parts for the reassembly of dismantled components (such as gaskets, seals etc) as well as any other costs involved, as may be decided by the Stewards of the meeting or the Court of Appeal, shall be allocated in the same manner.

The Entrant may be asked to provide his own mechanics for the dismantling or reassembly of his car.

18.5 If the claim is unfounded, and if the expenses incurred by the protest (scrutineering, transport, etc.) are higher than the deposit amount, the difference shall be borne by the claimant. Conversely, if the expenses are less, the difference shall be returned to them.

18.6 The Entrants may lodge an appeal against the decisions, in conformity with the stipulations of Article III-B-2 of the National Sporting Code.

18.7 The Appeal fee is set by the NSC annually.

Article 19 Classification

19.1 The best Official Competitive Timed Run (including other time penalties), expressed in minutes, seconds and hundredths of a second will be taken for each driver in making the final classification. The Driver with the lowest time shall be proclaimed the overall winner, the next lowest second and so on. The Group & Class results shall be determined on the same basis

19.2 In case of a dead heat, the Driver who accomplished the best time for his second-best Official Competitive Timed Run will be proclaimed winner.

If a tie still exists, the competitors involved will share the sum of points from their positions i.e. if equal second, they will share equally the sum of second and third positions, and the next competitor will receive the points for fourth position.

19.3 The Official Results will be posted on the Official Notice Board at the time and location stated in the Regulations. These results will be declared final if within 30 minutes after they have been posted no Protests have been lodged.

Article 20 Team Entries

20.1 Team Entries must be composed of cars and drivers whose individual Entries have been accepted. Each Team may consist of a maximum of five (5) cars and a minimum of three (3) cars. In each Team the performance of the best three (3) cars will count for the final results. No car may be included in more than one Team eligible for the same Award.

20.2 Team Entries will be accepted until the end of the Pre-event Scrutineering.

20.3 Each Club, Ecurie, Manufacturer (represented by his Agent or Distributor in Cyprus), may enter more than one Team for the corresponding award, but for each award the same Competitor may only be part of one Team.

20.4 Cars included in a Make Team must not necessarily have been individually entered by the same Entrant. In such a case the written approval of the Individual Entrants must be produced. They must, however, be of the same make, but not necessarily of the same model or type.

20.5 The winning Team will be the one which has the smallest number of penalties in the General Classification for the best three (3) cars of each Team. In case of a tie for a Team Award the winning team will be the one which has the highest placed car in the General Classification. If less than three cars of a Team are classified as finishers that Team will not be considered for the Team Award. The exclusion through a penalty other than delay of one of the team's vehicles will cancel out the whole team.

20.6 The Make Team Trophy, the Club Team Trophy or the Ecurie Trophy shall not be awarded unless there are three (3) Teams entered for each of the Trophies.
Otherwise Team Entry Fees will be refunded.

Article 21 Prizes & awards

21.1 Prizes and trophies will be awarded to the following:

21.1.1 The first three in the overall classification.

21.2.2 The first in each group or category of the proclaimed championships.

21.3.3 The first in each class (minimum 4 starters).

21.3.4 The first Ladies' crew (minimum 3 starters).

21.3.5 The first Team (minimum 3 starters).

APPENDIX I

TERMINOLOGY

PARC FERME: Zone in which no repairs or intervention is possible, except in the cases expressly provided for by the Regulations of the International Championships, by the National Championship Regulations and by the A.S.R.s of the event.

BULLETIN: Official bulletin which is an integral part of the A.S.R.s of the event and intended to modify, clarify or complete the latter.

The Bulletins must be numbered and dated.

The Entrants(or Crew members) must confirm receipt thereof by signature.

The Bulletins are established:

- by the Organisers, up until the day of scrutineering;

They will be submitted for the approval of the N.S.C.

- by the Stewards of the Meeting throughout the competition.