

3rd Historic Cyprus Rally – Regularity

11th-13th July 2008

Approved by the ASN on 29.05.2008; Visa number CHR-I-05/290508

Approved by FIA on 05.06.2008; Visa number TRRH/HRCR/CY/120708

PROGRAMME

20th May 2008: Opening date for entries

Monday 23rd June Closing date for entries

Friday 11th July

14:00 – 16:00 hrs Administrative checks / Scrutineering of cars of Road Book distributed to competitors

17:00 Publication of the list of crews admitted to the start

17:00 Closing time for nominating Team entries

18:00 Start of Leg 1 – Eleftherias Square, Nicosia

Saturday 12th July

09:00 Start of Leg 2 – Hilton Hotel, Nicosia

19:30 End of Leg 2

21:00 Publication of partial unofficial results and start times for following leg

Sunday, 13th July

07:30 Start of Leg 3 – Hilton Hotel, Nicosia

19:30 Finish of Leg 3 – Eleftherias Square, Nicosia

20:00 Final checks

20:30 Publication of provisional final classification.

22:00 Prize-giving, Hilton hotel, Nicosia

OFFICIAL NOTICE BOARD

Upto Wednesday 9th July 2008:

CAA Office

12, Chr. Mylona Street

CY-2014 Lefkosia

Tel: +357 22 31 32 33

Fax: +357 22 31 34 82

From Thursday 10th July 2008:

Hilton Hotel, Arch. Makarios Avenue, Nicosia

Tel: T.B.A.

1 – ORGANISATION

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

1.1 Definition

The organiser of the 3rd Historic Cyprus Rally 2008 – Regularity which takes place between 11 July 2008 and 13 July 2008 is the Cyprus Automobile Association.

Address of the organiser's permanent Rally Office until 9th July 2008:

CAA Office
12, Chr. Mylona Street
CY-2014 Lefkosia

Mailing Address:
Cyprus Automobile Association
P.O. Box 22279
CY-1519 Lefkosia

Tel: +357 22 31 32 33
Fax: +357 22 31 34 82

Rally Centre during the event between 10th July 2008 and 13th July 2008:
Hilton Hotel, Arch. Makarios Avenue, Nicosia
Tel: T.B.A.

The event is run in compliance with:

- the FIA International Sporting Code,
- the national historic regulations applicable,
- the present Regulations and eventual Bulletins,
- the Highway Code of the countries covered by the rally.

1.2 Organising Committee

Chairman: Antonis Michaelides
Vice Chairman: Christos Kyriakides
Members: Andros Karaolides, Loucas Loucaides, Paul Michaelides, Costas Theocharides

1.3 Officials during the event

FIA-appointed International Observer:
Steward:

| | |
|---------------------------------|----------------------|
| Clerk of the Event: | Nayia Kontopoulou |
| Deputy Clerk of the Event: | Constantinos Simonis |
| Chief scrutineer: | George Papadakis |
| Competitors' Relations Officer: | Costas Theocharides |
| Secretary of the Meeting: | Lenia Kontopoulou |
| Marshals' Co-ordinator: | George Pantazis |

1.4 Supplements to the Regulations

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

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

Any bulletin issued after the beginning of administrative checks must be signed by the Stewards of the Meeting. These bulletins are posted in the Rally Headquarters and on the official notice boards and are also directly communicated to the participants, who must acknowledge receipt by signature unless this is materially impossible during the running of the event.

1.5 Application and interpretation of the Regulations

The Clerk of the Event is charged with the application of the present regulations and their provisions during the running of the event. Any case not foreseen in the present Regulations is judged by the Stewards of the Meeting. In case of any sporting dispute over the interpretation of the present regulations, the English text is binding.

2 – ELIGIBILITY – TITLE

The results of the 3rd Historic Cyprus Rally 2008-Regularity count for the FIA Trophy for Historic Regularity Rallies 2008.

3 – DESCRIPTION

The length of the 3rd Historic Cyprus Rally 2008-Regularity is 1.082,50 kms with 18 Regularity Test Sections covering a distance of 141,64 kms. The event is divided up into 3 legs and 9 sections.

The interval between the cars is **1 minute**, however for the smooth running of the rally, the organiser may request a waiver from FIA or the Stewards of the event may decide in exceptional cases during the event to reduce this time to a minimum of 30 seconds.

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

4 – ELIGIBLE VEHICLES

4.1 A driver wishing to enter a vehicle for this event must ensure that, at the date of scrutineering and for the duration of the event, his vehicle is road-legal for the countries in which the event is to place and that it complies with the Period Classification defined in Appendix K to the International Sporting Code.

The organiser may refuse a car not complying with the period “spirit” and aspect.

The organiser may combine and/or subdivide any class.

The results are announced for each class.

Cars are divided into the following period categories:

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

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

The eligible cars will be selected by the organiser who reserves itself the right to accept or to refuse the entry without explaining the reasons.

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

This equipment will have to be in accordance with the original specifications, without any modification.

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

1st infringement = 600 penalty points

2nd infringement = possible exclusion from the event

4.3 An FIA Technical Passport, and FIA Historic Vehicle Identity Form, an FIA Historic Regularity “Car Pass”, an Identity Card issued by an ASN or FIVA Identity Card must be submitted at scrutineering at the latest (see also art.10.1.).

5 – ELIGIBLE CREWS – ENTRY FORMS – ENTRIES

5.1 A crew is made up of the first driver plus one or more crew members as specified on the entry application form.

The first driver must hold a valid driving license. Crew members may only drive the car if they are in possession of a valid driving license.

Drivers must:

- either hold any kind of drivers' competition licence valid for the current year and the event.
- or obtain a "Regularity Rally Driving Permit" from the organiser. These "Regularity Rally Driving Permits" are issued during the administrative checks of the event, upon payment of a fee as specified under Article 6 (Entry Fees).

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

5.2 Anybody wishing to take part in the regularity rally must send the attached entry form duly completed to the rally secretariat:

CAA Office, 12, Chr. Mylona Street, CY-2014 Lefkosia

Mailing Address:

Cyprus Automobile Association
P.O. Box 22279, CY-1519 Lefkosia

Tel: +357 22 31 32 33

Fax: +357 22 31 34 82

The organiser must receive the entry form by **Monday 23rd June 2008** at the latest.

Details concerning the crew members may be sent in beforehand and up to Administrative Checks. The replacement of a driver or of the car may only be made before the beginning of the Administrative Checks and must be approved by the Organising Committee. All crew members may only be replaced with the agreement of the Stewards of the Meeting.

A copy of the relevant Identity Form page (see art.4.3.) for the period classification together identity photos (4x4 cm, driver and crew) must be attached to the entry form.

The number of entries is limited to **80** cars.

5.3. Team Entries

Make and/or club teams may be entered by 10th July. A car may only be entered for one make and/or for one club team.

A make team may be made up of a minimum of 3 cars of the same make but not necessarily of the same model.

A club team may be made up of a minimum of 3 crews under a freely chosen name.

A national team may be made up of a minimum of 3 cars, as long as this team is supported by an ASN.

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

6 – ENTRY FEES – INSURANCE

6.1.

6.1.1 – Individual entry:

The competition entry fee for each car is fixed at **€2,750**. This entry fee includes:

- Competition fee
- Four (4) nights hotel accommodation in one double room, on b&b basis
- Two meals during the rally for each crew member
- Transportation for one car per team (from Ravenna, Italy or Greece)
- Prize-giving gala dinner

VAT is not included in above fee.

6.1.2 Make or club team entries (see art.5.3):

The competition entry fee for each team is fixed at €100 .

This entry fee does not include individual entry fee.

6.1.3 National team entries are free of charge.

6.2 Entry fees are refunded in full:

- to candidates whose entry has not been accepted.
- in the case of the rally being cancelled.

6.3 The organiser provides the following insurance to the crews:

6.3.1 The Organiser provides the following insurance:

The entry fees include the insurance which guarantees the competitors cover for civil liability €30.000.000 for every claim for Third Party personal injuries and up to €1,000.000 for every event for Third Party property damage, subject to excess of €200 for each and every claim.

Damages on Rally and/or Service Cars and injuries to their occupants as well as the liability of a crew member towards the other crew member of the car and/or towards the crews of other rally cars, are not covered by the organiser.

The insurance cover will come into effect from the start of the rally and will cease at the end of the rally or at the moment of retirement or exclusion.

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

6.3.3 The insurance coverage will come into effect at the start of the rally and will cease at the end or at the moment of retirement or exclusion.

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

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

7 – ADVERTISING

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

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

8 – GENERAL OBLIGATIONS

8.1 Crews

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

If one member retires or if an additional party is admitted on board, the car may be excluded from the event.

The Organisers of the event, or their ASN, may require that a specific sheet, considered as an "identity card", bearing recent identity photos (4 x 4 cm), the signature of the crew members, and all the particulars of the car, must be kept on board the car throughout the entire duration of the event.

8.2 Starting Order – Plates – Numbers

8.2.1 The start may be given in the order of competition numbers with the lowest number starting first. Any crew arriving late at the start of the event or of a leg or of a section (restart after a regrouping) may be penalised by the stewards, at their discretion.

Any car reporting more than 15 minutes late, may be penalised by the stewards, at their discretion.

8.2.2 The organiser shall supply each crew with two rally plates

8.2.3 The **rally plates**, which also carry the car's competition number, must be fixed to the front and if stipulated to the rear of the car in a visible position for the duration of the rally. They must under no circumstances, cover the car's licence plates, even partially.

If used, **competition numbers** provided by the organiser, must comply with Article 5.3 of the Appendix K to the FIA International Sporting Code or been agreed by the Historic Motor Sport Commission and must appear on both sides of the car throughout the whole rally.

In some cases, the organiser may require competitors to temporarily remove or cover the competition numbers.

If it is ascertained at any time during the event that any competition number, if used, or rally plate is missing, a time penalty may be imposed.

8.3 Time Card

8.3.1 Each crew is given a time card showing the times allowed to cover the distance between two time controls. This card is handed in at the place designated by the organiser and replaced by a new one. The time card is the document on which the competitor's official time of booking in at each control is recorded by the marshal at

control. This card will normally show the time allowed between successive controls, and/or the time at each control. Time cards must be handed as instructed by the organiser, and as printed on each card. Competitors not handing time cards as instructed are liable for penalties.

Each crew alone is responsible for its time card.

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

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

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

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

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

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

8.4 Traffic Laws - Repairs

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

- **1st infringement: time penalty of 100 points**

- **2nd infringement time penalty of 300 points**

- **3rd infringement: possible exclusion**

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

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

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

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

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

Service may be authorised only at those locations specified in the Road Book.

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

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

9 – RUNNING OF THE EVENT

9.1 Start

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

9.1.1 Start of Leg 1 – Friday 11th July at 18:00 hours

The start of Leg 1 will take place at Eleftherias Square, Nicosia. Competitors will start Leg 1 in their official starting order at one minute interval.

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

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

9.1.2 All the crews receive complete documentation which gives them all information they require to complete the route correctly (as, for example, tulip diagrams, maps, etc.). All distances mentioned must be accurate (giving averages) according to the territory covered.

9.2 Controls – General Provisions

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

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

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

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

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

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

9.2.6 The distinguished signs of the Officials and Marshals are as follows:

- Stage Commander Red tabard
- Timing marshals Yellow tabard
- Radio Point marshals White tabard with blue sign
- Safety marshals White tabard

9.3 Passage and Time Controls (TC) – Withdrawal

9.3.1 Passage Controls

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

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

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

9.3.2 Time Controls

- At these controls, the post marshal enters the time at which one of the crew members hands the time card to the post marshal. The crew waits for its target time in front of the yellow sign. The target check-in time is the time obtained by adding the time allowed to complete the road section to the time of leaving the time control of the previous section.

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

- Any difference between the actual check-in time and target check-in time is penalised as follows:
 - For late arrival: 10 seconds per minute or fraction of minute
 - For early arrival: 60 seconds per minute or fraction of minute.
 - No entry made at a time control, or reporting outside the maximum permitted **delay of 30 minutes, will entail a penalty of 900 points.**
 - Maximum permitted delay with regard to target time between two time controls: **30 minutes.**
 - Maximum permitted **delay at the end of each section and/or leg (day): 30 minutes**
 - Maximum permitted **delay at the end of the whole event 90 minutes.**

- No penalty for early arrival at the time controls at the end of the legs. At the finish of the event crews must check-in at their target time.

- At the regularity tests, with a standing start, **ON ROAD CLOSED** to public traffic same with those of the sporting category, the time control marshal will enter on the time card, the check-in time of the crew together with the provisional start time for the following road section.

Immediately after checking-in at the time control, the crew will go to the start of the regularity section.

The start control marshal will enter on the time card the time indicating the start time for the following regularity test section which corresponds to the start for the following road section as well.

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

9.3.3 Catching up

Provision shall be made for a driver who, for technical reasons, has missed during a leg a time control for a passage control (which can be secret). He may be re-admitted to the following leg (day) and given a penalty of 900 seconds for every missed control, provided that within the 30 minutes following the posting of the classification for that leg he informs the Clerk of the Course in writing of his intentions to continue the event.

Each case will be decided by the Stewards of the Meeting. This catching-up is not applicable for the last leg of the event.

This catching up is not applicable for the last leg of the event and in order to be classified, the car must have run at least 75% of the total competitive distance of the event.

9.4 Regrouping Controls

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

9.4.2 The purpose of these regroupings is to reduce the intervals which may occur between crews as a result of late arrivals and/or withdrawals. Thus, the start time from the regrouping control, not its duration, must be taken into account.

9.5 Regularity Test Sections

9.5.1 During the rally, a number of regularity test sections will be organised on roads open to the public traffic and a number on roads closed to public traffic by the organisers. The crews must complete the regularity test sections at an average speed fixed by the organisers, with the approval of the relevant ASN. This average speed imposed by the organiser may vary for the different classes. The minimum length of a regularity test section is **2km**.

Generally, regularity test sections are organised on roads open to public traffic. Should the organiser decide to close the roads of the regularity test sections, he must provide the corresponding insurance coverage required by national laws. **Signs indicating the maximum speed limit of the traffic code do not affect the average speed determined by the organisers, for the whole of each regularity test.**

Classification based on the times set by the crews is established as follows:

For each second, or each fraction of it, below or over the target time: 1 second penalty.

Example: Fixed average speed 45 kph
 Length of regularity test section 5.1 km
 Target time: 6 min 48 sec.
 a. Time set: 6 min.59 sec.=11 seconds time penalty
 b. Time set: 6 min.31sec. = 17 seconds time penalty

At his own discretion, the organiser may set up intermediate timekeeping points at any point on a regularity test section. There must be a minimum of one secret time check on each regularity test section. Timing at such intermediate points will also be done to the second. For each second below or above the target time at this point (based on the distance from the start and the imposed average speed) a one second time penalty will be imposed.

9.5.2 - Closed circuit regularity test sections

The number of laps at closed circular regularity tests is specified by the organiser. The target time is set by the organiser and for this kind of regularity test section, may be increased to a maximum set by the relevant ASN. A time is set for each lap. For each second below or above the target time on each lap, penalty is imposed.

Compliance with the prescribed number of laps is controlled by judges of fact. A protest against their decision is not admissible.

In case of failing to comply with the number of prescribed laps, the crew concerned is allocated a time penalty for that circuit regularity test section, as an exception to Art.9.3.3.

These tests end in a flying finish, any stopping and/or waiting for the target time on the test section is forbidden and may lead to exclusion.

9.6 Parc Ferme

The cars are only subject to "parc ferme" rules from the moment they enter a control area (yellow sign) until they leave it (end of control sign). Only in the case of a flat tyre may the crew concerned be allocated a maximum of 5 minutes extra to change the tyre in the control area.

While the vehicles are subject to "parc ferme" rules, any intervention on the car (repair, servicing, refuelling, etc) is strictly forbidden.

Organisers have the possibility to establish "parc ferme" for which the "parc ferme" rules apply.

10 – ADMINISTRATION AND CHECKING - PENALTIES

10.1 Scrutineering before the Start

10.1.1 Any crew taking part in the Regularity Rally must arrive at administrative checks and at scrutineering in accordance with the detailed timetable given in the entry confirmation.

The relevant Identity Form (see art.4.3) must be presented for each car at scrutineering.

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

The following papers must be presented at the administrative checks:

- driving licence
- car documents as required by the national laws of the country where the car originates
- insurance for the car

The competition numbers, if used and provided, and the rally plates (made available by the organiser) will also be checked.

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

10.2 Final Control

At the finish of the rally, the crews must make their cars available for a brief check by the scrutineers.

10.3 Summary of Penalties

Exclusion:

- Art.4.2: Trip master not in compliance / 2nd infringement
Art.8.3.2: Correction or amendment on the time card without approval from a marshl.
Art. 8.4.1: Exceeding the maximum speed permitted by traffic laws on two (2) occasions.

Possible Exclusion:

- Art. 4.3: Non-submission of the FIA/FIVA form for the car at scrutineering.
Art. 8.1: Withdrawal of a crew member or additional party on board, except for "force majeure".
Art. 8.2.3: Lack of a competition number or a rally plate.
Art. 8.3.2: Correction or amendment on the time card without approval from a marshal.
Art. 8.4.1: Exceeding the maximum permitted speed.
Art. 8.4.1: 1st infringement of traffic laws.
Art. 8.4.1: 2nd infringement of traffic laws.
Art. 8.4.1: 3rd infringement of traffic laws.
Art. 8.4.3: Blocking of cars, unsportsmanlike behaviour.
Art. 9.2.3: Missing a passage or time control or arrival from wrong direction.
Art. 9.3.1: No entry at a passage control.
Art. 9.3.2: Failing to pass the last time control of the event.
Art. 9.3.4: Regularity test section not completed or not started.
Art. 9.5.2: Stopping and/or waiting for target time on a circuit regularity test section.
Art. 9.5.2: Non-compliance with the prescribed number of laps at circuit regularity test section.
Art. 10.1.1: Non-submission of the FIA/FIVA form for the car at scrutineering.

Time Penalties:

- Art. 8.2: Delay at the start of the event, leg or a section: 1 min. for every minute (up to 15 minutes)
Art. 9.3.2: Late arrival at a time control: 10 seconds per minute.
Art. 9.3.2: Early arrival at a time control: 60 seconds per minute.
Art. 9.3.2: No entry at a time control or arrival outside the maximum permitted delay: 10 minutes.
Art. 9.5.1: For each second below or above the target time at any time check: 1 second.

Penalties at the Discretion of the Stewards of the Meeting:

- Art. 4.3/10.1.1: Non-submission of the Identity Form for the car at scrutineering.
Art. 8.4.3: Blocking of other cars, unsportsmanlike behaviour.

11 – PRIZES - APPEALS

11.1 All protests shall be lodged in accordance with the stipulations of the International Sporting Code (see art.171 and following), **within 30 minutes** after the posting of the official provisional results.

11.2 All protests must be lodged in writing and handed to the Clerk of the Course together with the sum of €700 (seven hundred euros) which shall not be returned if the protest is judged unfounded. If the protest required dismantling and re-assembly of different part of a car, the claimant must pay an additional deposit, the amount of which will be decided by the Stewards of the Meeting.

11.3 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.

11.4 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 him.

11.5 The entrants may lodge an appeal against the decisions of the Stewards of the Meeting, in conformity with the stipulations of art.182 of the International Sporting Code (ISC). Appeal fee is €1.400.

12 FINAL RESULTS

12.1 Penalties shall be expressed in hours, minutes, seconds and **tenths of a second**. The final results 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 period and class results shall be determined on the same basis. To be classified for the rally, the car has to pass the last time control of the event.

12.2 In the event of a dead heat, the competitor who accomplished the best time for the first special stage of Sunday 12th July, will be proclaimed the winner. If this is not sufficient to be able to decide between the competitors, the times of the 2nd, 3rd, 4th and 5th special stages of Sunday 12th July shall be taken into consideration.

12.3. Classification of eligible cars to be published

- **one Overall classification will be published for cars participating in categories 1 and 2.**

- **General classification for each category:**

General classification for category 1

General classification for category 2

General classification for category 3

- **General classification for each class of each category**

12.4 The results shall be posted in accordance with the programme of the rally.

12.5. The final results can be protested until 30 minutes after the results are posted and approval is received by the panel of the Stewards of the Meeting. However, provisional results will be issued at the end of Leg 1 to establish the starting order of the Leg 2.

12.6. A separate classification will be posted for the crews registered in the FIA championship for the categories 1,2 & 3.

13 PRIZES

13.1 General classification

Trophies will be awarded to the winners, to the second and to the third.

13.2. Categories classification

Trophies will be awarded to the winners, to the second and to the third.

13.3. Classes classification

Trophies will be awarded to the winners, to the second and to the third.

14 PRIZE-GIVING

The prize giving ceremony will take on Sunday July 13th 2008 at the Hilton Hotel, Nicosia.