

3rd Historic Cyprus Rally – Sporting

11th – 13th July 2008

PROGRAMME

20 th May 2008:	Opening date for entries
Monday, 23 rd June	Closing date for entries
Tuesday 8th July	Road book issued to competitors as long as the entry has been submitted and paid
Wednesday 9 th July	Start of reconnaissance – Leg 1 and 2
Thursday 10 th July	Reconnaissance – Leg 3
Friday 11th July	
13:00	First Stewards' Meeting
14:00- 16:00 hours	Competition numbers and documents issued to competitors at Rally Office. Signing on, administrative checks and scrutineering of cars. Relevant schedule to be issued in a bulletin.
17:00	List of crews admitted to start and exact start times.
18:00	Start Leg 1
Saturday 12th July	
08:00	Start of Leg 2
18:30	End of 1 st leg – parc ferme
20:30	Publication of partial unofficial classification of 1 st leg.
21:00	Publication of starting order of 2 nd leg.
Sunday, 13th July	
06:30	Start of Leg 3
17:30	Finish of Leg 3
17:45	Final checks
18:30	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 Sport Code (and its appendices), the National Sporting Regulations (and its appendices) and the present Standard Supplementary Regulations for FIA Historic Sporting Rallies.

1.1 Definition

Name of the Rally: The 3rd Historic Cyprus Rally 2008 - Sporting

Name of the Organising Club: Cyprus Automobile Association (CAA)

Name of the National Sporting Authority: Cyprus Automobile Association (CAA)

ASN Visa Number **CHS-I-06/290508** issued on 29.05.2008

FIA Visa Number **CRH/HCR/CY.12.07.08** issued on 05.06.2008

1.2 Organising Committee

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

Rally Office / Permanent 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
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Official Notice Board:

CAA Office (upto 9.5.2008)
12, Chr. Mylona Street
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Hilton Hotel, Arch. Makarios Avenue, Nicosia (from 10.5.2008)
Tel: T.B.A.

Press Room: Rally H.Q.

1.3 Officials of the Rally

FIA Chairman of the Stewards: Mr Jean-Claude Menut (F)
Stewards of the Meeting: Mr Gianfranco Bisoffi (I)
Mr Philios Zachariades (ASN Steward) (CY)

FIA Observer: Mr John Hughes (GB)
FIA Eligibility Delegate: Mr Ralf Pettersson (FIN)

Clerk of the Course: Nayia Kontopoulou
Assistant Clerk of the Course: Stelios Demetriou
Safety Officer: Loucas Loucaides
Secretary of the Meeting: Lenia Kontopoulou
Chief Scrutineer: George Papadakis
Competitors' Relations Officer: Costas Theocharides
Press Officer: Chris Christodoulou
Medical Officer: Dr Pambis Nicolaidis
Chief Road Marshal: Andreas Anatolites

1.4 Amendments to the Regulations – Bulletins

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

Any amendment or additional provision will be announced by a dated and numbered bulletin which will be an integral part of the present regulations. These bulletins will be posted at the secretariat and on the official notice board and will be directly communicated to the participants, who must acknowledge receipt by signature, unless this is materially impossible during the running of the event.

Any bulletin issued by the organisers before the start of the rally (first stewards meeting or beginning of scrutineering) must have received a written FIA approval. Any bulletin issued after the start of the rally must have received the prior approval of the Stewards.

1.5 Interpretation of the Regulations

- 1.5.1 The Clerk of the Course is responsible for the application of the present regulations and their provisions during the running of the rally.
- 1.5.2 Any protest concerning this application must be sent to the Stewards of the Meeting for deliberation and decision (Chapter XII of the ISC).
- 1.5.3 Similarly, any case not provided for in the aforementioned regulations will be deliberated by the Stewards of the Meeting, who alone have the authority of decision (Art.141 of the ISC).
- 1.5.4 In case of dispute on the interpretation of the present regulations only the English language text will be deemed authentic.
- 1.5.5 For the exact interpretation of this text the following definitions will apply:
 - a. "competitor": either physical or legal entities.
 - b. "crew": driver and co-driver.
- 1.5.6 The driver assumes the responsibility of the competitor, when the latter is not on board the vehicle.
- 1.5.7 Stages run on gravel: sections of the rally declared as being run on gravel are decided by the Clerk of the Course.
- 1.5.8 Crews (Driver and Co-driver) must report to the start control, with their car and within their due time to be considered as starter.

2 ELIGIBILITY

2.1 FIA Title

The 3rd Historic Cyprus Rally 2008 – Sporting counts for the FIA European Historic Sporting Rally Championship, with coefficient 1.

3 DESCRIPTION

3.1 Total distance of the course including the special stages (in km):

3.2 Number of special stages: 11

3.3 Total distance of the special stages (in km): 157 kms

3.4 Number of legs: 3

3.5 Interval between cars: **2 minutes**

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

The itinerary, time controls, passage controls, neutralisation periods, etc are described on the time card and in the road book.

In case of discrepancy, the time specified on the time card is binding.

4 ELIGIBLE CARS

4.1 Eligible vehicles are those listed in article 2 of the "FIA European Historic Rally Championship" regulations.

- Category I: Road legal cars built between 1.1.31 and 31.12.57
Touring and GT cars model homologated between 1.1.58 and 31.12.69.
- Category II: Touring (T), Competition Touring (CT), Grand Touring (GT) and Competition Grand Touring (GTS) cars of Groups 1, 2, 3, and 4 models homologated between 1.1.70 and 31.12.75.
- Category III: Touring (T), Competition Touring (CT), Grand Touring (GT) and Competition Grand Touring (GTS) cars of Groups 1, 2, 3 and 4 models homologated between 1.1.1976 and 31.12.1981.

Only cars registered in the FIA European Historic Sporting Rally Championship may participate to the event and score points in the Championship.

4.2 The cars are divided into the classes stated in article 2 of the "FIA European Historic Sporting Rally Championship" regulations.

CATEGORY 1

- Class A1: up to 1000 cc (before 31.12.1961)
Class A2: from 1001 cc to 1600 cc (before 31.12.1961)
Class A3: over 1600 cc (before 31.12.1961)
Class B1: up to 1000 cc (after 31.12.1961)
Class B2: from 1001 cc to 1300 cc (after 31.12.1961)
Class B3: from 1301 cc to 1600 cc (after 31.12.1961)
Class B4: from 1601 cc to 2000 cc (after 31.12.1961)
Class B5: over 2001 cc (after 31.12.1961)

CATEGORY 2

- Class C1: upto 1300 cc
Class C2: from 1301 cc to 1600 cc
Class C3: from 1601 cc to 2000 cc
Class C4: from 2001 cc to 2500 cc
Class C5: over 2500 cc

CATEGORY 3

- Class D1: upto 1300 cc
Class D2: from 1301 cc to 1600 cc
Class D3: from 1601 cc to 2000 cc
Class D4: over 2000 cc

The organiser reserves his right to refuse an entry without explaining the reason for the cars not registered in the FIA European Historic Sporting Rally Championship.

- 4.3 At scrutineering, the competitor must present the FIA Historic Technical Passport (HTP) to the FIA Eligibility Delegate who may keep it until the end of the event. **Should this form is not presented, the start may not be authorised.**
- 4.4 Any disputes shall be decided by the Stewards of the Meeting, following a report from the Scrutineers and FIA Eligibility Delegate.
- 4.5 All cars must be in conformity with the National Highway Code in their countries of registration.

5 ELIGIBLE COMPETITORS – ENTRY FORMS – ENTRIES

- 5.1 Any person or legal entity holding an FIA International Competitor's licence valid for the current year is eligible.
- 5.2 Where the competitor is a legal entity, or is not part of the crew, the first driver named on the entry form will be held entirely responsible for all the liabilities and obligations of the competitor throughout the competition. When the first driver is not available, responsibility will be assumed by the co-driver name on the entry list.

- 5.3 Any incorrect, fraudulent or unsportsmanlike behaviour 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.
- 5.4 Anybody wishing to take part in the Rally must send the attached entry form, duly completed, to the rally secretariat before **Monday 23rd June 2008** at the latest. The entry form must be accompanied by at least one photo of the entered car. Details concerning the co-driver can be completed up to the start of scrutineering. The entry form must be accompanied by a photocopy of the 1st page of the car's FIA Historic Technical Passport clearly showing its class and category, as attributed to the car by the issuing ASN. No change of competitor may be made after entries have closed., **Monday 23rd June 2008**.
One member of the crew may be replaced with the agreement of
- the Organisers, before the start of the administrative checks;
 - the Stewards, after the commencement of these checks and before the publication of the list of crews eligible to take the start.
- Only the FIA can authorise the replacement of both crew members.
- 5.5 For foreign competitors/entrants, drivers and co-drivers, authorisation must be given in accordance with Article 70 of the ISC.
- 5.6 No amendment may be made to the entry form except in cases provided for by the present regulations. However, the competitor may replace the car declared on the entry form by another from the same Period and class up to the start of scrutineering.
- 5.7 At scrutineering, if a vehicle does not correspond in its presentation to the category and/or class in which it was entered, this vehicle may, on proposal of the FIA Eligibility Delegate, be transferred to the appropriate class after decision of the Panel of Stewards of the Meeting.
- 5.8 By signing the entry form, the competitor and all crew members undertake to comply with all sporting prescriptions specified in the International Sporting Code and to those of the present regulations.
- 5.9. The number of entries is limited to 80 vehicles.

6 ENTRY FEES – INSURANCE

6.1 The entry fees for the competition are fixed at €3.100,00 per car. The 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.

6.2 The entry will only be accepted if accompanied by the total entry fees.

6.3 Entry fees will be returned in full:

- a. to candidates whose entry has not been accepted.
- b. In the case of the Rally not taking place.

Organisers may refund 50% of the entry fee to those competitors who, for reasons of "force majeure", duly certified by their ASN, were unable to start in the rally.

6.4. 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.

6.5. In case of accident, the competitor or his representative must notify the Clerk of the Course within 24 hours.

6.6. On arrival at each leg the competitor must sign a declaration concerning any accident he may have had en route.

6.7. The Organising Committee declines all liability due to consequences for breach of laws, regulations or prescription by competitors in the countries they will cross, those consequences will be solely the liability of those who have incurred or committed them. The Organising Committee also declines all liability in case of riots, demonstrations, vandalism, natural disasters etc from which competitors and crew-members could suffer, or from the consequences thereof. Any damages, fines or penalties will be borne by them,

7 ADVERTISING

The advertising provisions specified in Appendix K must be respected, **see art.2.1.9.**

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

8 GENERAL OBLIGATIONS

8.1 Crews

8.1.1 Only crews made up of two persons shall be admitted to the start. The two members of the crew will be nominated as first driver and co-driver. All members of the crew may drive during the event, **and** each must possess an FIA driver's licence valid for the current year.

8.1.2 The full crew must be on board the car throughout the entire duration of the event, with the exception of the cases provided for in the present regulations. If one member leaves the car, or if a third person is admitted on board (unless this is to transport an injured person) the car shall be excluded from the event.

8.1.3 An identity card bearing recent photos (4x4 cm) and the signatures of the two crew members and all the particulars of the car, must be displayed inside the car throughout the entire duration of the event and must be presented upon official request. Failure to do so may result in exclusion from the event.

8.2 Starting Order – Plates – Numbers

8.2.1 The start of the first leg will be given in competition number order with the lowest number starting first. For safety reasons, this order may be modified at the request of the Clerk of the Course.

8.2.2 The starting order for each of the following legs shall be determined according to the partial unofficial classification established at the end of the previous leg. For safety reasons, this order may be modified at the request of the Clerk of the Course.

8.2.3 Any car reporting late for the start of the event, leg or section, shall be penalised by **10 seconds for every minute's delay**. Any car arriving over 15 minutes late shall not be allowed to start.

8.2.4 The organising committee will supply each crew with two rally plates and three panels bearing the competition numbers.

8.2.5 The rally plates must be fixed to the front and rear of the car in a visible position for the duration of the rally. The rally plates must not cover, even partially, the car license plate. Any covering of the licence plate at any time during the event will incur a penalty.

8.2.6 The number panels supplied by the organisers must be displayed on both sides and in front of the car for the duration of the rally.

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

- a. any competition number or rally plate is missing, a penalty will be imposed.
- b. Any three competition numbers or two rally plates are missing at the same time, exclusion will be pronounced.

8.2.8 The rally plates and the competition numbers will be available to all participants at the Rally Office on Friday 11th July, 14:00-16:00 hours, during **Administrative checks**. The competitors must go to scrutineering only after having fixed the rally plates and the competition numbers. Cars not in conformity will not be accepted for scrutineering.

8.2.9 The names of the crew plus their national flags must appear on both sides of the wings at the front of the car (max size 10cm x 40 cm). Any car failing to comply with this rule shall be subject to a penalty.

8.2.10 If present, the winner of the previous year championship will be supplied with the competition number 1, at organiser's discretion.

8.3 Time Card

- 8.3.1 At the start of the rally, each crew will be given a time card, on which the times to cover the distance between time controls will be shown. The time card will be handed in at the finish time control of a section and will be replaced by a new one at the start of the next section. Each crew is solely responsible for their time card.
- 8.3.2 The time card must be available at all times for inspection on demand, especially at the control posts where it must be presented personally by a member of the crew for stamping.
- 8.3.3 Any correction or amendment to the time card which has not been approved by an official will result in exclusion from the event.
- 8.3.4 The absence of a stamp from any control, or failure to hand in the time card at the specified control, time or passage control, regrouping halt control or at the finish, will result in exclusion from the event, except where the provisions of art.9.3.6.-catching up, are applied.
- 8.3.5 The crew alone is responsible for presenting the time card at the different controls and for the accuracy of the entries on the card.
- 8.3.6 It is therefore up to the crew to submit the time card to the officials at the correct time and to check that the time is correctly entered. The time keeper is the only person permitted to enter the time on the card.

8.4 Traffic – Repairs

- 8.4.1 Throughout the rally, competitors must strictly observe the traffic laws of the Republic of Cyprus. The penalties for infringement of traffic laws will be as follows:
- **1st infringement:: cash penalty of €170**
 - **2nd infringement:: 5 min. time penalty.**
 - **3rd infringement: exclusion from the rally.**
- Should the police decide against stopping the offending driver, they may ask the organisers to apply the penalties set out in the present regulations, subject to the following:
- notification of the infringement reaches the organisers through official channels and in writing, before posting current results,
 - the statements are sufficiently detailed for the identity of the offending driver to be established beyond all doubt, as well as the place and time of the offence,
 - the facts are not open to different interpretations.
- 8.4.2 Repairs and refuelling are freely permitted throughout the event, except in those cases expressly forbidden by the present regulations and/or by the official road book. Failure to observe these rules may lead up to exclusion from the rally, at the discretion of the Stewards of the Meeting. Change of engine, gearbox, or final drive during the event is forbidden. Failure to observe these rules may lead up to exclusion from the rally, at the discretion of the Stewards of the Meeting.
- 8.4.3 Service cars are forbidden to park or to assist within 300m of a control point. Any crew who is serviced in any forbidden zone defined in the road book will be subject to a penalty up to exclusion. For an offence of parking within a forbidden zone, a cash penalty of **€200** will apply.
- 8.4.4 Service cars are forbidden to enter a special stage or any area that the organisers specify as prohibited, on a pain of a penalty up to the exclusion of the competitor.
- 8.4.5 It is forbidden, under pain of penalty up to exclusion, to tow or transport the cars or to have them pushed, except in order to bring them back onto the road, or to clear the road.
- 8.4.6 Crews are also forbidden, under pain of exclusion:
- a. to deliberately block the passage of competing cars or to prevent them from overtaking.
 - b. To behave in an unsportsmanlike manner.

8.5 Route Reconnaissance

8.5.1 Duration and conditions:

- a. route reconnaissance may be performed by the entered crews after receipt of the road book. **The Road book may be received as long as the entry has been officially submitted and paid.**

- b. reconnaissance must always be made in accordance with the Highway Code
- c. the period of reconnaissance is fixed as follows: Wednesday 9th July and Thursday 10th July
- d. **Number of passages**

- **The number of passages on gravel stages is 2 times through each special stage. A communication will be issued indicating the times and dates on which crews are permitted to drive in the opposite direction.**

- **the number of passages on asphalt stages is free and crews may drive in the opposite direction.**

e. **This being a reconnaissance and not practice, all road traffic laws are to be fully respected, reconnaissance cars have to be covered by insurance as required by the law, no responsibility being imputable to the organisers.**

8.5.2 Registration:

a. Competitors or their representative must sign an ID form including details of the reconnaissance car and of the driver. This form may be either faxed, e-mailed or handed to the Secretariat, **the latest by Monday 7th July 2008.** Reconnaissance material will be issued upon collection of the road book. Foreign competitors may collect all relevant material on Tuesday 8th July, therefore, the organisers must be notified well in advance of their arrival and hotel.

8.5.3 Specific Restrictions:

- a. All drivers are authorised to cover each special stage a maximum of 2 (two) times.
- b. An identification sticker, bearing the starting number of the crew, will be issued for each car. This sticker must be displayed at the top (middle) of the front windscreen and remain visible during reconnaissance.
- c. Each crew will be issued with a reconnaissance card valid for the passages through each special stage. The card must be carried in the reconnaissance vehicle and must be shown and endorsed by an official at the start and finish of each special stage during reconnaissance. Failure to hand in this card will result in refusal to participate in the reconnaissance. Reconnaissance cards must be returned either to the Rally Office or to a competitors' relations office by **Friday 11th July.**
- d. The maximum speed allowed on special stages, during reconnaissance, is 60 km/h, unless traffic signs indicate a lower speed limit. Within residential areas, the speed is limited to 50 km/h, unless traffic signs indicate a lower speed limit.
- e. The stages will be open to the traffic, therefore, the safety and rights of other road users must be respected.
- f. In no circumstances may crews drive in the opposite direction in the special stages, unless given particular instructions to do so by the organisers, marshals or the police. Competitors may enter a special stage only from the start.
- g. No more than two persons are permitted in the car during each passage through a special stage. One of these persons must be either the driver or the co-driver of the competing crew.
- h. The organisers may monitor the behaviour of the competitors on the reconnaissance route, by using any kind of means.
- i. Should a competitor's reconnaissance car have to be replaced for any reason whatsoever, he/she must inform the Rally Office and give the details of the new car.
- j. From the end of reconnaissance, any person connected with an entered crews, in any way whatsoever, is forbidden to travel (except on foot) on or over the route of a special stage of the rally without express authorisation from the Clerk of the Course.

8.5.4 Reconnaissance Cars

All reconnaissance operations, for all crews, may only be carried out using standard road cars, including jeeps or SUV cars or cars used for the competition if they are identified as standard Touring cars. In general, no competition modifications are allowed and reconnaissance cars must comply with the specifications defined in the following regulations:

- a. Series production car
- b. The car must be painted in a single colour, with no advertising, stickers, etc
- c. The engine shall be a production engine (complying with the Group N regulations).
- d. The gearbox shall be a production gearbox (complying with the Group N regulations).
- e. The exhaust shall be a production exhaust with a maximum noise level within the permitted legal tolerance (max.98 sBA).
- f. Suspensions shall comply with the Group N regulations.
- g. Underbody protection is authorised (complying with the Group N regulations).
- h. The fitting of a safety rollbar is authorised.
- i. Safety harnesses in colours similar to those of the interior of the car are authorised.
- j. Bucket seats in colours similar to those of the interior of the car are authorised.
- k. Two additional road-homologated headlamps are authorised.
- l. The rims are free and shall be fitted with:
- m. Road-homologated series production tyres for asphalt (no competition tyres).

- n. Free tyres for gravel.
- o. The crew may use a "light" intercommunication system (without helmets).

8.5.5 Sanctions:

Drivers who fail to respect these instructions may be sanctioned up to refused start or exclusion. The entry fees will not be reimbursed by the organising committee.

9 RUNNING OF THE RALLY

9.1 Start

9.1.1 The Start of Leg 1 will take place **on Friday 11th July 2008**. The crews must present the car at the start area (Eleftherias Square) on Friday 11th July 2008 at the time to be notified during scrutineering. The start area will be made available at the time scheduled in the programme. Any delay will be penalised with a fine of €100.

9.1.2 The cars will be started at **two minutes** intervals as stated in the rally programme. Any crew reporting late at the start of the event, leg or section shall be penalised by **10 seconds for every minute** late. Cars arriving more than 15 minutes late will not be allowed to start. Since the crews have 15 minutes within which to report to the start of the event, leg or section, if they report within these 15 minutes, the exact starting time shall be stamped on the time card.

9.1.3 Crews are obliged to have their passage checked at all points mentioned on their time card, and in the correct order. The target time covering the distance between two time controls will be shown on the time card.

9.1.4 Hours and minutes will always be shown from 00.01 to 24.00. Throughout the event the official time will be that indicated in art.3.5.

9.1.5 Each crew will be provided with a road book, which will detail the compulsory route to be followed throughout the rally.

9.2 Controls – General provisions

9.2.1 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 signs (Appendix 1).

9.2.2 The beginning of the control area is marked by a warning sign (yellow sign with clock). At a distance of about 25m the position of the control post is indicated by a final signal (red sign with clock). The warning finish sign at the end of special stages will be placed at about 300m before the finish line.

9.2.3 All control areas (i.e. the area between the first warning sign and the final sign) are considered to be "parcs fermes" (see art.9.6). **No Repairs or assistance may take place within the control area.**

9.2.4 The stopping time within a control area must not exceed the time necessary for carrying out control operations.

9.2.5 It is strictly forbidden, under pain of penalty up to exclusion:

- a. to enter a control area in any direction other than that of the rally,
- b. to cross over or re-enter a control area once checking-in has taken place at this control.

9.2.6 The target check-in time is the responsibility of the crews alone, who may consult the official clock on the control table. The post marshals may not give them any information on this target check-in time.

9.2.7 Control posts shall be ready to function 15 minutes before the target time for the passage of the 1st crew. 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.

9.2.8 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.

9.2.9 Road marshals and post chiefs shall be distinguished 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 Control – Time Control – Exclusion

9.3.1 Passage Control

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. The absence of a stamp from a passage control may result in exclusion, except where the provisions of art.9.3.6.1 apply.

9.3.2 Time Controls

At these controls, the post marshals shall mark on the time card the time at which the card was handed in. The absence of a stamp from a time control may result in exclusion, except where the provision of art.9.3.6.1 applies. To be classified for the rally, the driver has to pass the last time control of the event TC – final arrival.

9.3.3 Check-in/out procedure

- 9.3.3.1 Check-in procedure begins the moment the vehicle passes the zone entry sign. 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.
- 9.3.3.2 Clocking the card can only be carried out if the two crew members and the car are in the control zone and in the immediate vicinity of the control table.
- 9.3.3.3 The check-in time corresponds to the exact moment at which one of the crew members hands the time card to the time keeper. Then, either by hand or by means of a stamp, the time-keeper marks on this card the actual time at which the card was handed in.
- 9.3.3.4 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.
- 9.3.3.5 The crew does 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.
- 9.3.3.6 The crew does not incur any penalty for being late if the act of handing the card to the time-keeper takes place during the target check-in minute; e.g. a crew who is supposed to check in at a control at 18h58' shall be considered on time if the check-in takes place between 18h58'00 and 18h58'59.
- 9.3.3.7 Any difference between the actual check-in time and the target check-in time shall be penalised as follows:
 - a. for late arrival: 10 seconds per minute or fraction of a minute,
 - b. for early arrival: 1 minute per minute or fraction of a minute.
- 9.3.3.8 Finally, 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-time time) the Chief Marshal at the control post must make this the subject of a written report to be sent immediately to the Clerk of the Course.

9.3.3.8 Early check-in at the end of a leg

Crews are authorised to check-in early at the TC at the end of a leg without incurring any penalty.

9.3.4 Time of leaving control

- 9.3.4.1 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.
- 9.3.4.2 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 art.9.2.) whose signs shall be as follows:
 - yellow sign: beginning of zone,
 - red sign: the control post at a distance of approx.25m,
 - start of special stage red sign: at a distance of 50 to 200m,
 - end of control sign 50 m further on.
 - b. At the time control at the finish of a road section, the post marshal will enter on the time card the check-in time of the crew together with its provisional start time for the following road section. There must be a 3 min. gap 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 provisional time for the start of the stage on the stage sheet, which usually corresponds 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 art.9.5.4.)
- 9.3.4.3 If a difference exists between the two entries, the starting time of the special stage will be binding, unless the Stewards of the Meeting decide otherwise.
- 9.3.4.4 In the case of a flat tyre, an additional 5 min will be allowed for repairs.

9.3.5 Exclusion

- 9.3.5.1 Any delay exceeding 15 minutes at the target time between two time controls, or a total delay exceeding 30 minutes at the end of each section and/or leg of the rally, will result in the exclusion of the crew except where the provisions of art.9.3.6. apply.
- 9.3.5.2 Under no circumstances may crews having exceeded their maximum delay attempt to reduce this delay by arriving early at controls, neither shall penalties for early arrival be taken into account when calculating any delay exceeding the maximum permitted delay which results in exclusion.
For example:
Road section A
Start 13h00 – target time 1h00 – check in time 13h10'
Penalty for late arrival: 100"
Delay counting towards exclusion: 10 minutes
Road section B
Target time 1h30' – check in time 14h20'
Penalty for early arrival: 1200"
Delay counting towards exclusion: 10 minutes (not combined)
Road section C
Target time 2h00' – check in time 16h30'
Penalty for late arrival: 100 additional seconds
Delay counting towards exclusion: 10 minute
Total road section controls A+B+C
Total penalties (for late and early arrivals): 100" + 1200" + 100" = 1400 seconds
Total delay counting towards exclusion: 10' + 10' = 20 minutes
- 9.3.5.3 The exclusion time may be increased at any point by the Stewards of the Meeting, upon the proposal of the Clerk of the Course. The crews concerned shall be informed of the decision as soon as possible.
- 9.3.5.4 Exclusion for exceeding the maximum permitted delay may only be announced at the end of a section or at the end of a leg.

9.3.6 Catching up (not applicable to the last leg)

- 9.3.6.1 Provision shall be made for a driver who has missed, during a leg, a special stage or a circuit event and/or who did not check-in at the last time control of the leg, or place the car on parc ferme, to catch up and be re-admitted to the following leg. He will be given the **worst overall time achieved in his category** in the particular leg. If there are no finishers in his category then the next worst time in any appropriate category may be used. In all cases the penalty will be **increased by penalty of 60 seconds for each special stage missed**. He may be re-admitted to the following leg if, within 30 minutes following the posting of the classification for that leg, he informs the Clerk of the Course in writing of his intention to continue the event. In this case, he must report to the parc ferme 30 minutes before the start of the next leg. Each case will be decided by the Stewards of the Meeting who may also order that the car be re-scrutineered
This catching up is not applicable for the last leg of the event and in order to be classified, the car must have passed the last time control of the event within the time allowed.
- 9.3.6.2 The starting order for the newly admitted cars will be at the discretion of the Clerk of the Course.

9.4 Regrouping controls

- 9.4.1 Regrouping controls will be set up along the route. Their entry and exit controls shall be subject to the general rules governing the control posts (art.9.2.)
- 9.4.2 The purpose of these regroupings will be to reduce the intervals which may occur between crews as a result of late arrivals and/or withdrawals. Thus the starting time from the regrouping control and not its duration must be taken into account.
For example: 120 cars at the start of the rally – first regrouping of 4 hours – starting time from the regrouping control: 12h01':
a. target time for the arrival of car no.1 at the regrouping control: 8h01', target time for the arrival of car no.120 at the regrouping control: 10h.
b. actual arrival time of car no.1 at the regrouping control 8h45', actual arrival of car no.120 at the regrouping control: 11h50; (60 cars have withdrawn during this section of the rally).
c. Starting time of car no.1" 12h01',
Starting time of car no.120: 13h00.
The respective duration of stopping times should therefore have been:
- 3h16' for car no.1
- 1h10' for car no. 120.

- 9.4.3 On their arrival at these regrouping controls, the crews will hand to the post marshal their time card. The crews will receive instructions on their starting time. They must then drive their cars immediately and directly to the parc ferme. Engines must be stopped.

9.5 Special Stages

- 9.5.1 Special stages are tests on roads closed specially for the event.
- 9.5.2 During these events, all those in the car must wear, under pain of exclusion, approved crash helmets and flame resistant overalls, according to Appendix L, Chapter III, article 2 specifications. **They must as well wear gloves (optional for co-drivers), long underwear, a balaclava, socks, and shoes homologated to the FIA 8856-2000 standard.**

- 9.5.3 Crews are forbidden to drive in the opposite direction to that of the rally, under pain of exclusion.

- 9.5.4 Starts of special stages will be given as follows: 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 the stage sheet, and he will hand this document back to the crew. The start will be given by the marshals.

A penalty of 2 minutes shall be imposed on any crew which fails to start within 20" of the starting signal.

- 9.5.5 During the rally, one "Slalom" stage may be run. The time stated in the present regulations will be allocated to the crews, plus a penalty of 2" for each displaced bollard.

- 9.5.6 The start of the special stage may only be delayed in relation to the scheduled starting time by the post marshal in a case of "force majeure". In the event of a crew being late, the chief post marshal will enter a new time and the delay will then be considered as the delay recorded on a road section. It will therefore be taken into consideration for the calculation of the exclusion time.

- 9.5.7 A **false start**, particularly one made before the signal has been given, is penalised as follows:

1st offence: 10 seconds

2nd offence: 1 minute

3rd offence: 3 minutes

further offences: at the Stewards' discretion.

These penalties do not prevent the Stewards from imposing heavier penalties if they judge it necessary.

- 9.5.8 Special stages will end in a flying finish, stopping between the warning sign and the stop sign being forbidden on pain of exclusion. Timing will be done on the finish line, which must have print-out equipment backed up by stop watches. At a distance of 200 to 300m after the finish, the crew must report to a control (point stop) indicated by a red 'STOP' sign to have its finishing time entered on the time sheet. If the timekeepers cannot give the exact finishing time to the marshals immediately, the latter will only stamp the crew's sheet and the time will be entered at the next neutralisation zone or regrouping control

- 9.5.9 If, due to a fault of the crew, the time entry cannot be made, the following penalties shall be imposed:

- a. at the start: exclusion,
- b. at the "STOP" (stop point): 300" time penalty.

- 9.5.10 The times recorded by the crews in each special stage, expressed in hours, minutes and seconds, shall be added to their other penalties expressed in time.

- 9.5.11 During a special stage, assistance is forbidden. Any breach of this rule will result in the offending competitor being automatically excluded from the event by the Panel of Stewards of the Meeting.

- 9.5.12 The start intervals for **special stages on gravel will be 2 minutes.**

- 9.5.13 Termination of a special stage – when a special stage has to be definitely stopped for any reason whatsoever before the last crew has covered it, the results for the stage may be established by allocating to each crew who has been unable to complete the stage, the slowest time set before the termination. These results may be drawn up even if only one crew has been able to cover the stage in normal racing conditions. Only the Stewards of the Meeting may apply this disposition after the Clerk of the Course has given the reasons for the termination. Should the Stewards consider the slowest time set as abnormal,

they may take as the scratch time one of the four slowest times which seems the most suitable. However, no crew who is totally or partially responsible for stopping a stage may benefit from this measure if this is greater than the scratch time awarded to other crews.

9.5.14 Any crew refusing to start in a special stage at the time and in the position allocated to it shall be given a penalty of 300”.

9.5.15 On special stages the following rules apply:

- a. If, during a special stage, a competitor is caught up by a faster competitor who gives headlight or horn signals, the slower competitor is obliged to let the faster one pass, even if he has to stop on the right or left side of the road, showing with the appropriate indicator that he is ready to be overtaken. Infringement may result in a fine or exclusion, depending on the decision of the Stewards of the Meeting.
- b. Stopping on or directly before or after a bend, or moving the car across the course or in a direction other than that of the rally, is strictly forbidden. Drivers who have to stop for an emergency must stop their car at the side of the road and warn the drivers following by appropriate means.
- c. If the road is blocked because of an accident, it must be cleared as soon as possible to allow safety vehicles or ambulances through. Damaged cars must be kept clear of the road until Rally officials have re-opened the stage to traffic.

Each infringement will result in a penalty which may go as far as exclusion.

9.5.16 Competitor safety

9.5.16.1 Each road book shall contain, as the rear cover in A5 size (folded) a red “SOS” sign and on the reverse a green “OK” sign.

9.5.16.2 In the case of an accident where urgent medical attention is required, where possible the red “SOS” sign should be immediately displayed to the following cars.

9.5.16.3 Any crew which has the red “SOS” sign displayed to them or sees a car which has sustained a major accident where both crew members are seen inside the car but is not displaying the red “SOS” sign, shall immediately and without exception stop to render assistance. All following cars shall also stop. The second car at the scene shall proceed to inform the next radio point. Subsequent cars shall leave a clear route for emergency vehicles.

9.5.16.4 Any crew which is able to but fails to comply with this rule will be reported to the stewards who may impose penalties in accordance with the International Sporting Code.

9.5.16.5 In the case of an accident where immediate medical intervention is not required, the “OK” sign must be clearly shown by a crew member to the following vehicles.

9.5.16.6 If the crew leaves the vehicle, the “OK” sign must be displayed so that it is clearly visible to other competitors.

9.5.16.7 Each competing car must carry a red reflective triangle which, placed in a conspicuous position by a member of the crew at least 50 metres before the car’s position, in order to warn following drivers. Any crews failing to comply may be subject to a penalty at the discretion of the stewards.

9.5.16.8 This triangle must be placed even if the stopped car is off the road.

9.5.16.9 The road book shall contain a page giving the accident procedure.

9.5.16.10 Any crew retiring from a rally must report such retirement to the organisers as soon as possible, save in a case of force majeure. Any crew failing to comply will be subject to a penalty at the stewards’ discretion.

9.5.17 A **yellow flag** will be available at each stage radio point (situated at approximately 5 km intervals). The yellow flag will be displayed to crews only on the instruction of the Clerk of the Course. The will only be displayed by a marshal wearing a distinctive yellow jacket on which is marked the radio point symbol. The time of deployment of the flag will be recorded and notified to the Stewards by the Clerk of the course. On passing a displayed yellow flag, the driver must immediately reduce speed, maintain this reduced speed until the end of the special stage, and follow the instructions of any marshals or safety car drivers he/she encounters. Flags will be displayed at all radio points preceding the incident. Failure to comply with this rule will entail a penalty at the discretion of the Stewards.

9.6 Parc ferme

9.6.1 Cars shall be subject to parc ferme rules:

- a. from the moment they enter the starting area, a regrouping area or an end of leg, until they leave.
- b. From the moment they enter a control area until they leave it.
- c. From as soon as they reach the end of the rally until the time for lodging protests has expired.

- 9.6.2 While the vehicles are subject to parc ferme rules:
- any repairs or refuelling are strictly forbidden, under pain of exclusion,
 - however, if the scrutineers note that a vehicle seems to be in a condition which is not compatible with the normal road use, they must immediately inform the Clerk of the Course thereof who may request that the car be repaired,
 - in this case, the minutes used to carry out the repairs will be considered as the same number of minutes' delay recorded in a road section. After repairs, the crew will possibly be given a new starting time.
- 9.6.3 As an exception, and under the supervision of the competent marshal, the crew may, while in the parc ferme at the start, regrouping zone or end of leg:
- change a punctured or damaged tyre using the equipment on board,
 - change the windscreen with the possibility of outside help.
- These repairs must be completed before the starting time, otherwise a penalty shall be imposed in accordance with the provisions stated in art.9.6.2.c.
- 9.6.4 As soon as they have parked their cars in the parc ferme, the drivers will leave the parc ferme and no crew member will be allowed to re-enter.
- 9.6.5 To leave a parc ferme for the start, regrouping halt or end of leg, the crew shall be allowed to enter the parc ferme 10 minutes their start time.
- 9.6.6 If a vehicle is unable to move under its own power: At a parc ferme at a start, regrouping halt or end of leg, only the officials on duty or the members of the crew are authorised to push a competing vehicle inside or at the entrance to or exit from a parc ferme at a start, regrouping halt or end of leg. An additional battery may be used to help to start the car but cannot be carried on board the car.
- 9.6.7 Any infringement of the parc ferme regulations shall (or in the case of catching up, may) result in exclusion from the rally.
- 9.6.8 After the rally all cars which have crossed the last time control shall be driven, under the supervision of the officials of the event, to a parc ferme where they shall remain for at least 30 minutes after the posting of the provisional results and until the stewards of the meeting order their release. Any classified car which is unable to cross the line and /or reach the Parc Ferme under its own power will immediately upon such disability occurring be placed under the exclusive control of the marshals and scrutineers who, as soon as this is possible, will conduct the car to the Parc Ferme. Cars which have not been placed in the Parc Ferme will not be classified.

10 ADMINISTRATION AND CHECKING – PENALTIES

10.1 Checking before the start and during the rally

- 10.1.1. Any team taking part in the rally, must arrive at scrutineering with its full crew and car in accordance with the published timetable. 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. The crew must present **the FIA Historic Technical Passport** to the FIA Eligibility Delegate who may keep it until the end of the event. If this is not submitted, the car may not start.
- 10.1.2. The checks carried out before the start will be of a completely general nature (checking licences, driving licences, make and model of the car, apparent conformity of the car with **its Historic Technical Passport**, essential safety items, conformity of the car with the National Highway Code etc). This shall be followed by:
- identification of crew. Each member must have with him one recent identity photo,
 - identification of the vehicle, the chassis and cylinder block of which may be “marked”, at the organiser’s discretion.
- 10.1.3. To be allowed to start, all cars must be equipped with one (total minimum contents 2.5 kg) or two (total minimum contents 3 kg) fire extinguishers and other safety devices as specified by the FIA.
- 10.1.4. No car will be allowed to start unless it complies with the FIA safety regulations. At any time during the event, additional checks may be carried out regarding the crew or the vehicle. The competitor is responsible for the technical conformity of his car throughout the entire duration of the rally, under penalty of exclusion.

- 10.1.5. Should identification marks (art.10.1.2.) be affixed, it is the responsibility of the crew alone to see that these are protected until the end of the rally. If they are missing, the car will be excluded from the event immediately.
- 10.1.6. Any fraud discovered, and in particular showing as intact identification marks which have been altered, will result in the exclusion of the crew from the event, as well as any competitor or crew who has helped or been involved in carrying out the infringement. This will not prejudice the fact that the National Sporting Authority (ASN), to which competitor or accomplice belongs, may be asked to impose heavier sanctions.
- 10.1.7. The following documents will be checked:
- Competitor's license
 - Licences of both drivers
 - Driving licences of both drivers
 - Car registration papers
 - Car insurance papers
 - Identity card with recent photos of both drivers
 - Authorisation to compete abroad for competitors with licenses issued by the ASN of a country not a member of the European Union
 - FIA Historic Technical Passport for the vehicle, in compliance with art.2 of Appendix K. The organiser will retain this Form for the duration of the event.

Identity card with recent photos of both drivers

FIA Historic Technical Passport for the vehicle, in compliance with art.2 of Appendix K. The organiser will retain this Form for the duration of the event.

10.2 Final Control

- 10.2.1. As soon as each crew reaches the finish, they shall drive their car to the parc ferme. A check shall be made to verify:
- its conformity with the car submitted at initial scrutineering.
 - if there is any reason to impose any of the penalties specified under art.8.2.
- 10.2.2. The absence of any of the identification marks, as per art.10.1.5., shall result in exclusion from the event.
- 10.2.3. Without it being compulsory, scrutineering involving the dismantling of vehicles 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. If this dismantling does not follow a protest the competitor will have to pay the reasonable expenses which exercise of the powers mentioned herein may entail. In case of dismantling following a protest, article 11 of this regulations will apply.
- 10.2.4. See article 11.
- 10.2.5. Those vehicles which are to be subjected to final scrutineering, as ordered by Stewards of the Meeting, should be announced by a notice at the entrance to the parc ferme.
- 10.2.6. A car not conforming to Appendix K **and/or its Historic Technical Passport** may be excluded from the event.
- 10.2.7. The HTP will be returned to the competitor at the parc ferme and at the latest after the final control.

10.3 Summary of Penalties

THE START SHALL NOT BE AUTHORISED

6.2.	Entry fees are not paid
8.2.3/9.1.2	Car arriving over 15 minutes late
10.1.1	Reporting late to scrutineering
10.1.4	Not compliance with the FIA safety regulations

EXCLUSION OR DISQUALIFICATION

8.1.2	Retirement of a crew member/3 rd person admitted on board
8.2.7b	Rally plates or competition numbers missing
8.3.3	Correction of amendment to the time card
8.4.1c	3 rd infringement of traffic laws
8.4.6a,b	Blocking of the passage, unsporting behaviour
9.5.2	Not wearing approved crash helmets/flame resistant clothing
9.5.3	Driving in the opposite direction
9.5.8	Stopping between the warning sign and the stop sign
9.5.9.a	Time entry not made at the start
9.5.11	Prohibited assistance on the SS
9.6.2.a	Repairs or refuelling while cars are subject to parc ferme rules
10.1.4	Non compliance with the FIA technical regulations
10.1.5/10.2.2	Absence of identification marks
10.1.6	Fraud/alteration of identification marks

TRAFFIC LAWS/STARTS/TC/SS/PARC FERME

8.2.3/9.1.2	Car late for the start of the event, leg, or section, per minute	10 seconds
8.4.1.b	2 nd infringement of traffic laws	5 minutes
9.3.3.7.a	For late at the TC per 1 minute	10 seconds
9.3.3.7.b	For early at the TC per 1 minute	1 minute
9.3.6.1	Missed one or more SS	worst leg time + 60 sec per missed SS+ 600 sec for the last TC of the leg
9.5.4	No start within 20 seconds	2 minutes
9.5.7	1 st SS false start	10 seconds
9.5.7	2 nd SS false start	60 seconds
9.5.7	3 rd SS false start	3 minutes
9.5.9.b	Time entry not made at the STOP	300 seconds
9.5.14	Refusing to start in a SS in time and in position allocated	300 seconds
9.6.2.c	Repairs in the parc ferme per minute	10 seconds

FINE OF AMOUNT

8.2.5	Any covering of the licence plate	100
8.2.7.a	Missing a competition number or rally plate	100
8.2.9	Missing name or national flags of drivers	50
8.4.1.a	1 st infringement of traffic laws	100
8.4.3	Service the car in a forbidden zone	200
9.1.1	Late for the start	50

PENALTIES LEFT TO THE DISCRETION OF THE STEWARDS OF THE MEETING

4.3/10.1.1	Identity form not presented
5.3	Any incorrect, fraudulent or unsportsmanlike behaviour
8.1.3	Identity card missing
8.4.2	Prohibited repairs and refuelling
8.4.4	Service cars entering a SS or a prohibited area
8.4.5	Towing, pushing, transporting a car
8.5.4	Infringement of reconnaissance regulations
9.2.5.a, b	Entering a control area from another direction/re-entering a control
9.2.8	Not following the instructions of the marshals
9.5.7	Repeated false start (further offences)
9.5.15.a	Not giving way to a faster driver in the SS

- 9.5.15.b Stopping on or directly before or after a bend, or moving the car across the course or in a direction other than that of the rally
- 9.5.15 Not clearing the road after an accident, if possible to do so
- 9.5.16.4 No stopping when an SOS sign is displayed
- 9.5.16.5 Not placing the red reflective triangle
- 9.5.16.10 Failure to inform the organisers after retirement
- 10.2.6 Car not conforming to Appendix K or identity form

Catching-up may be applied to:

- 8.2.3 15 min late for the start, leg or section**
- 8.3.4 Absence of a stamp from any control**
- 9.3.1 Absence of a stamp from a passage control**
- 9.3.2 Absence of stamp from a time control**
- 9.3.5.1 Exceeding 15 min between two TC or 30 min at the end of a section or leg**
- 9.6.7 Infringement of parc ferme regulations**

11 PROTESTS – 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 which shall not be returned if the protest is judged unfounded.

If the protest requires the dismantling and re-assembly of different parts 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 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.

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.181 of the International Sporting Code (ISC). **Appeal fee is €1.400.**

12 FINAL RESULTS

12.1 Penalties shall be expressed in hours, minutes and seconds. 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 will be proclaimed the winner. If this is not sufficient to be able to decide between the competitors, the times of 2nd, 3rd, 4th and 5th special stages shall be taken into consideration.

12.3 Classifications of eligible cars to be published

- One overall classification will be published for cars participating in categories 1 & 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 result can be protested until 30 minutes after the results are posted and approval by the panel of the Stewards of the Meeting. However, a provisional result will be issued at the end of the 1st leg to establish the starting order of the 2nd leg, and at the end of the 2nd leg to establish the starting order of the 3rd leg.

12.7 A separate classification will be posted for the crews registered in the FIA Championship for the categories 1, 2 and 3.

13 PRIZES – CUPS

Prizes will be awarded according to the final results of the rally at the absolute discretion of the Organiser.

14 PRIZE-GIVING

The prize-giving will take place on 13th July 2008, at 22:00 hours at the Cyprus Hilton Hotel Nicosia.

All the members of the crew must be present at the prize-giving. Crews who are not present at the prize-giving may forfeit their prizes; however, the final results will not be modified.

Each of the winners in categories 1, 2 and 3 will receive a cup (drivers and co-drivers in categories 1, 2 and 3).