

Historic Cyprus Rally 2010

Regularity

PROGRAMME

Friday 8th January 2010:	Publication of the Regulations.
Friday 5th February 2010:	Entry Closing Date.
Friday 26th February 2010:	Administrative Checks.
10:00-12:00:	Scrutineering - according to detailed timetable.
12:00:	Entry closing date for team entries.
13:30:	Publication of the list of crews admitted to the start.
T.B.A. :	Start of 1 st leg, Place Limassol.
T.B.A.:	Arrival of 1 st leg, Place Limassol.
T.B.A.:	Publication of partial unofficial results and start times for following leg.
Saturday 27th February:	Start of Leg 2, Place Limassol
T.B.A.:	Arrival of Leg 2, Place Limassol
Sunday 28th February	Start of Leg 3, Place Limassol
T.B.A.	Arrival of Leg 3, Place Limassol
T.B.A.:	Publication of the provisional final results.
T.B.A.:	Prize-giving on finish ramp, Limassol

OFFICIAL NOTICE BOARD

From 23rd February 2010 to 28th February 2010: Rally HQ T.B.A.

1 - ORGANISATION

1.1 Definition

The organiser of the **Historic Cyprus Rally 2010 Regularity** which takes place between 26th February 2010 and 28th February 2010 is the Cyprus Automobile Association.

Address of the organiser's permanent Rally Office 22nd February 2010:
12, Chr. Mylona Street
Lefkosia CY-2014

Phone: +357 22 31 32 33, Fax: +357 22 313 482
Rally Centre during the event between 23rd February 2010 and 28th February 2010: T.B.A.

ASN Visa Number: **CHR-I-03/171209** issued on **12.12.2009**
FIA Visa Number: **TRRH/HCRR/260120** issued on **22.12.2009**

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: Loucas Loucaides, Costas Theocharides, Nayia Kontopoulou

1.3 Officials during the event

FIA-appointed International Observer: Rod Parkin (GB)
Steward: Christos Kyriakides (CY)
Chief scrutineer: George Papadakis
Clerk of the Event: Nayia Kontopoulou
Deputy Clerk of the Event: Costas Theocharides
Route Co-ordinator: Andreas Isaias
Competitors' Relations Office: T.B.A.
Secretary of the Meeting: Lenia Kontopoulou

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 Historic Cyprus Rally 2010 – Regularity count for the FIA Trophy for Historic Regularity Rallies 2010.

3 - DESCRIPTION

The length of the **Historic Cyprus Rally 2010 – Regularity** is T.B.A. km with T.B.A. Regularity Test Sections covering a distance of T.B.A. km. The event is divided up into **3** legs and T.B.A. 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 as 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.

4.2 Freedom is given to organisers to decide on trip meters and other electronic equipment.

4.3 An FIA Technical Passport, an FIA Historic Vehicle Identity Form, an FIA Historic Regularity "Car Pass", an Identity Card issued by an ASN or a 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 licence. Crew members may only drive the car if they are in possession of a valid driving licence.

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: 12, Chr. Mylona street, Lefkosia CY-2014.

The organiser must receive this entry form by 5th February 2010 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 with identity photos (4 x 4 cm, driver and crew) must be attached to the entry form.

The number of entries is limited to **70** cars.

5.3 Team Entries

Make and/or club teams may be entered by the date specified in the Programme. 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 article 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:

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.

7 - ADVERTISING

The advertising provisions specified in the FIA International Sporting Code must be respected. A copy of these provisions is available from the organiser, if required.

The organiser's obligatory advertising 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 number(s).

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 handled as instructed by the organiser, and as printed on each card. Competitors not handling 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.

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

9.1.1 - The starting interval between the cars is **1 minute**. The start is given in accordance with the Programme.

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 the 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 1 km 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. At a distance of about 25 m, the position of the control post is indicated by an identical sign on red background. The end of the control area, approximately 25 m 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 "parcs fermés".

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 Event.

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

9.2.6 - The distinguishing 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.

The organiser may establish secret passage control/s 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 the 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: 10 minutes.
 - Maximum permitted delay with regard to target time between two time controls: 15 minutes.
- No penalty for early arrival at the time controls at the end of the legs.

9.3.3 – Catching up

Provision shall be made for a driver who, for technical reasons, has missed during a leg a time control or 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 intention 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.

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 - 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 3 km.

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. 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. 31 sec. = 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 Article 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 fermé

The cars are only subject to "parc fermé" 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 fermé" rules, any intervention on the car (repair, servicing, refuelling etc.) is strictly forbidden.

Organisers have the possibility to establish "parc fermé" for which the "parc fermé" 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 article 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.

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. 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, a leg or a section: 1 minute 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 - CLASSIFICATION - PRIZES - PROTESTS

11.1 Classification

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.

In the event of a dead heat, the competitor who accomplished the best time for the first special stage of Sunday 28th February 2010, 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 28th February 2010 shall be taken into consideration.

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

11.2 Prizes - Cups

11.2.1 - General Classification

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

11.2.2 - Class Classification

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

11.2.3 - Team Classification

The best make team and the best private team win special awards.

11.2.4 - Ladies' Classification

The best all female crew in the overall classification wins the Ladies' Cup.

The organiser reserves the right to award further prizes.

11.3 Prize-Giving

The place and time of prize-giving is shown in the Programme.

11.4 Protests

11.4.1 - All protests must be lodged in accordance with the International Sporting Code.

Any protest must be lodged by one single crew and may only be lodged against one single crew or against the organiser.

11.4.2 - The decisions by the Stewards of the Meeting are final.

Appendix 1 : FIA standard Rally control signs

FIA STANDARD RALLY CONTROL SIGNS

TIME CONTROL



Pre sign YELLOW
Control sign RED

SPECIAL STAGE START



Control sign RED

SPECIAL STAGE FINISH



Pre sign YELLOW
Finish sign RED

SPECIAL STAGE STOP CONTROL



Stop sign RED

END OF CONTROL ZONE



End of Control BEIGE

PASSAGE CONTROL



Pre sign YELLOW
Control sign RED

REFUEL ZONE START



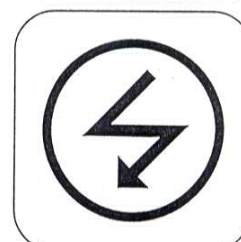
Zone start BLUE

REFUEL ZONE END



Zone finish BLUE

RADIO COMMUNICATION POINT



Pre sign YELLOW
Radio point sign BLUE

SAFETY MEDICAL POINT



Pre sign YELLOW
Medical point sign BLUE

TYRE MARKING

















Sign BLUE
Marker pen RED

TYRE MARK CHECKING



Sign BLUE
Magnifier RED

(Diameter of the signs: about 70 cm)

Direction Sens du parcours	Control type Nature du contrôle	CONTROL ZONE ZONE DE CONTRÔLE			Direction Sens du parcours
⇒	PASSAGE CONTROL CONTRÔLE DE PASSAGE	YELLOW SIGNS Beginning of Control Zone <i>PANNEAUX JAUNES Début de Zone de Contrôle</i>	RED SIGNS Compulsory Stop <i>PANNEAUX ROUGES Arrêt obligatoire</i>	BEIGE SIGNS End of Control Zone <i>PANNEAUX BEIGES Fin de Zone de Contrôle</i>	⇒
		 ← 25 m →	 ← 25 m →		
			PC CP		
⇒	TIME CONTROL CONTRÔLE HORAIRE	 ← 25 m →	 ← 25 m →		⇒
			TC CH		
⇒	TIME CONTROL AND SS START CONTROLE HORAIRE ET DEPART D'ES	 ← 25 m →	 ← 25 m →	50 m ← → min  25 m ← →	
			TC CH	SSS Dd'ES	
⇒	END OF SS FIN D'ES	 ← 100 m →	 100 - ← → 300 m	 25 m ← →	
			FLYING FINISH NON-STOP LIGNE D'ARRIVEE VEHICULE LANCE	SSF Ad'ES	