

HISTORIC CYPRUS RALLY 2010

SPORTING

PROGRAMME

Friday 8th January 2010:	Opening date for entries.
Friday 5th February 2010:	Closing date for entries.
Tuesday 23rd February 2010:	Road book issued to competitors.
Wednesday 24th February 2010:	Start of reconnaissance – Leg 1 and 2
Thursday 25th February 2010:	Reconnaissance – Leg 3
Friday 26th February 2010:	
09:00:	First stewards meeting (one hour before the scrutineering)
10:00 – 12:00	Competition numbers and documents issued to competitors at Rally Office. Signing on, administrative checks and scrutineering of cars.
10:00 – 12:00	Sporting checks and scrutineering according to the following schedule: cars 1 - 19 T.B.A. cars 20 - 39 T.B.A. cars 40 - 59 T.B.A. cars 70 - 92 T.B.A.
13:00	List of crews admitted to start and exact start times.
13:30	Cars enter start park.
14:30	Start of 1 st leg - Limassol
T.B.A.:	End of 1 st leg Limassol - parc fermé.
T.B.A.:	Publication of partial unofficial classification of 1 st leg.
T.B.A.:	Publication of starting order for 2 nd leg.
Saturday 27th February 2010:	
08:00	Start of 2 nd leg – Limassol
19:00	Finish of 2 nd leg – Limassol
T.B.A.:	Publication of partial unofficial classification of 2 nd and following legs.
T.B.A.:	Publication of starting order for following leg.
Sunday 28th February 2010:	
07:00	Start of last leg - Limassol
17:39	Finish of last leg – Limassol
17:45	Prize giving – Finishing ramp
18:00	Final checks
19:30	Publication of provisional final classification.

Friday 26th February 2010: *Ceremonial Start at Limassol*

1 - ORGANISATION

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

1.1 - Definition

Name of the rally: 2010 Historic Cyprus Rally

Name of the organising club: Cyprus Automobile Association

Name of the National Sporting Authority: Cyprus Automobile Association

ASN visa number **CHS-I-02/171209** issued on **17.12.2009**

FIA visa number **CRH/HCR/CY.26.02.10** issued on **21.12.2009**

1.2 - Organising Committee:

Chairman: Antonis Michaelides

Vice Chairman: Christos Kyriakides

Members: Loucas Loucaides, Costas Theocharides, Nayia Kontopoulou

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

Fax: +357 22 31 34 82

The Rally Office is at the competitors' disposal to assist with lodgings and hotel reservations.

Official Notice Board

Upto Monday 22. 2.2010:
CAA Office
12, Chr. Mylona Street
CY-2014 Lefkosia

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

From Tuesday 23.2.2010:
Rally H.Q.
T.B.A.

Press room:
Rally H.Q. – T.B.A.

1.3 - Officials of the Rally

Stewards of the Meeting:

Juha Rostedt (FIN)	- Chairman of Stewards
Alessandro Degan (I)	- Appointed by FIA
Christos Kyriakides (CY)	- ASN Steward

FIA Observer:	Rod Parkin (GB)
FIA Eligibility Delegate:	John Hopwood (GB)

Clerk of the Course:	Nayia Kontopoulou
Assistant Clerk of the Course:	Stelios Demetriou
Safety Officer:	Loucas Loucaides
Secretary of the Meeting:	Lenia Kontopoulou
Scrutineers:	George Papadakis
Competitors' Relations Officers:	T.B.A.
Press Officer:	Chris Christodoulou
Medical Officer:	T.B.A.

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 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 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 (or ceremonial start) control, with their car and within their due time to be considered as starter.

2 - ELIGIBILITY

2.1 - FIA Title

The **2010 Historic Cyprus Rally** counts for the FIA European Historic Sporting Rally Championship.

3 - DESCRIPTION

3.1 - Total distance of the course including the special stages (in km) - 733.12 km

3.2 - Number of special stages - 7

3.3 - Total distance of the special stages (in km) – 244.29 km

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 VEHICLES

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

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

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.

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 named 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 CAA Office, 12, Chr. Mylona Street, CY-2014 Lefkosia before the 5th February 2010 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 (5th February 2010).

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 the 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 50 vehicles.

6 - ENTRY FEES - INSURANCE

6.1 - The entry fees for the competition are fixed at **€3.100** 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 refunded 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 prescriptions 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 or 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 licence 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:

- any competition number or rally plate is missing, a penalty will be imposed;

- 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 Tuesday 23rd February 2010. The competitors must go to scrutineering only after having fixed the rally plates and the competition numbers. Cars not in conformity will not be verified.

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 10 cm 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 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. 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 the 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. 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 300 m 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 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;
- b) reconnaissance must always be made in accordance with the Highway Code.
- c) the period of reconnaissance is fixed as follows:
Wednesday 24th February 2010 – Day 1 and Day 2, Thursday 25th February 2010 Day 3.
- d) Competitors may pass a maximum of **two** times through each special stage.

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 Tuesday 23rd February 2010.**
- b) Reconnaissance material will be issued upon collection of the road book. Foreign competitors may collect all relevant material during the preliminary secretariat on Tuesday 23rd February 2010 at Rally H.Q., therefore, the organisers must be notified well in advance of their arrival date and hotel.

8.5.3 - Specific restrictions

- a) All drivers are authorised to cover each special stage a maximum of **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. This 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 officer by Friday 26th February 2010.
- d) Maximum speed allowed on special stages, during reconnaissance, is 60 km/h, unless traffic signs indicate a lower speed limit. Within residential areas, this 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 crew, 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 or Grand 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 dBA).
- 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 crews must present the car at the start area on Friday 26th February 2010 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 one minute 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 for 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 (see Appendix 1).

9.2.2 - The beginning of the control area is marked by a warning sign (yellow colour). At a distance of about 25 m the position of the control post is indicated by a final sign (red colour). The warning finish sign at the end of special stages will be placed at about 300 m 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 fermés" (see art. 9.6).

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 provisions of art. 9.3.6.1 apply.
To be classified for the rally, the driver has to pass the last time control of the event - 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 18h 58' shall be considered on time if the check-in takes place between 18h 58' 00" and 18h 58' 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-in 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.

9.3.4 - 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: time control post at a distance of approx. 25 m,
- start of special stage red sign: start of special stage at a distance of 50 to 200 m,
- end of control sign 50m further on: 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 12h00 - 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 toward exclusion: 10 minutes

Total road section controls A + B + C

Total penalties (for late and early arrivals): 100" + 1200" + 100" = 1400 seconds

Total delay counting toward 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 this 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 in parc fermé, to catch up and be re-admitted to the following leg. He will be given the worst overall time achieved in his category in that 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 a penalty of 60 seconds for each special stage missed. He may be re-admitted to the following leg if, 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. In this case, he must report to the parc fermé 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 time of car no. 120 at the regrouping control: 11h50 (60 cars have withdrawn during this part 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 fermé. 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.

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:

- | | |
|--------------------------|------------------------------|
| 1 st offence: | 10 seconds, |
| 2 nd offence: | 1 minute, |
| 3 rd 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 300 m 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 the Stewards of the Meeting.

9.5.12 - The start intervals for special stages must comply with the same dispositions as those laid down for the start of the leg in question.

9.5.13 - Termination of a special stage

When a special stage has to be definitively 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. This crew will be given the time which it might have made 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 (e.g. red triangle),

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.

9.6 - Parc fermé

9.6.1 - Cars shall be subject to parc fermé 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 fermé rules:

a) any repairs or refuelling are strictly forbidden, under pain of exclusion,

b) 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,

c) 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 fermé 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 fermé, the drivers will leave the parc fermé and no crew member will be allowed to re-enter.

9.6.5 - To leave a parc fermé for the start, regrouping halt or end of leg, the crew shall be allowed to enter the parc fermé 10 minutes before their start time.

9.6.6 - If a vehicle is unable to move under its own power:

At a parc fermé 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 fermé 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 fermé 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 Fermé 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 Fermé 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 Fermé. Cars which have not been placed in the Parc Fermé 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:

- a) competitor's licence,
- b) licences of both drivers,
- c) driving licences of both drivers,
- d) car registration papers,
- e) car insurance papers,
- f) identity card with recent photos of both drivers,
- g) authorisation to compete abroad for competitors with licences issued by the ASN of a country not a member of the European Union,
- h) 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 fermé. 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 the 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 these 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 the Stewards of the Meeting, should be announced by a notice at the entrance to the parc fermé.

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 fermé and at the latest after the final control.

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)

11.2 - All protests must be lodged in writing and handed to the Clerk of the Course together with the sum (*local currency*) 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 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).

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 the 2nd, 3rd, 4th and 5th special stages shall be taken into consideration.

12.3 - An independent general final result and class final result will be issued for each category of eligible cars.

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.

12.6 - 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 Sunday 28th February 2009 at the finish ramp.

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).

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



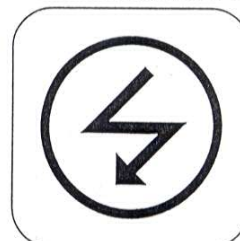
Zone start BLUE

REFUEL ZONE END



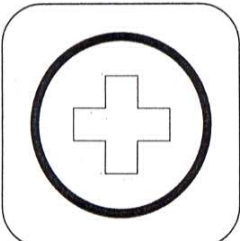
Zone finish BLUE

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 PANNEAUX JAUNES Début de Zone de Contrôle 	RED SIGNS Compulsory Stop PANNEAUX ROUGES Arrêt obligatoire  PC CP	BEIGE SIGNS End of Control Zone PANNEAUX BEIGES Fin de Zone de Contrôle 	⇒
⇒	TIME CONTROL CONTRÔLE HORAIRE		← 25 m →  TC CH	← 25 m → 	⇒
⇒	TIME CONTROL AND SS START CONTROLE HORAIRE ET DEPART D'ES		← 25 m →  TC CH	50 m ← → min  25 m ← → SSS Dd'ES	⇒
⇒	END OF SS FIN D'ES		← 100 m →  100 - ← → 300 m FLYING FINISH NON-STOP LIGNE D'ARRIVEE VEHICULE LANCE	25 m ← → STOP SSF Ad'ES 	⇒