



8[^] MENDOLA HISTORY MENDEL

3° ECORALLY DELLA MENDOLA

TROFEO 

07-08 GIUGNO/JUNE 2014

BOLZANO - BOZEN (ALTO ADIGE - SOUTH TYROL) ITALIA - ITALY

3° "Ecorally della Mendola - Trofeo SEL"

Bolzano 7 – 8 june 2014
ASN visa number GL-ERA/2-2014.....
FIA visa number 05CEAITA17042014.....

Table of Contents

1. PROGRAMME
2. ORGANIZER
3. BASIC CHARACTERISTICS OF THE ECO-RALLIES
4. CORRECT TITLE OF THE EVENT
5. FIA AND OTHER TITLES ELIGIBILITY
6. ORGANIZING COMMITTEE AND OFFICIALS
7. OFFICIAL NOTICE BOARD
8. GENERAL CONDITIONS
9. ELIGIBLE VEHICLES FOR PARTICIPATION
10. ENTRY PROCEDURE AND FEES
11. DESCRIPTION OF THE EVENT
12. RUNNING OF THE EVENT
13. REGULARITY STAGES
14. ADMINISTRATIVE CHECK
15. SCRUTINEERING
16. ENERGY CONSUMPTION CLASSIFICATION (NOT APPLICABLE)
17. SPECIFIC TERMS – RALLY PLATES
18. GENERAL CLASSIFICATION, ALTERNATIVE ENERGIES CUP POINTS
OTHER CLASSIFICATIONS - AWARDS
19. PROTESTS – APPEALS
20. APPLICATION AND INTERPRETATION OF THE REGULATIONS

3° "Ecorally della Mendola - Trofeo SEL"

BOLZANO 7/8 JUNE 2014

1. PROGRAMME:

Publication of Regulations date 1 may 2014

Entries opening date, time 1 may 2014 – 12.00 p.m.

Entries closing date, time 31 may 2014 – 12.00 pm

Publication of participant's list Bolzano 1 june 2014

Distribution of Road Book date 7 june 2014

Administrative and Technical Bolzano Walther Square
7 june 2014 8.00-12.00 am

Posting of Starting List Bolzano Walther Square and Hotel Four Points
Buoizzi street
7 june 2014 13.00 am

1st Car start Bolzano piazza Walther 7 june 2013 02.00 pm

1st Car finish Bolzano Hotel Four Points Buoizzi street
8 june 2014 01.00 pm after national event's cars

Posting of Results Bolzano Hotel Four Points Buoizzi street
8 june 2014 03.30 pm

Prize giving Ceremony Bolzano Hotel Four Points Buoizzi street
8 june 2014 04.00 pm

2. ORGANIZER:

Organizer's Data:

Name : AMC Scuderia Dolomiti Rennstall
Address : Via Rosmini, 44 – 39100 Bolzano ITALY
Contact : +39/0471/251966
Other information : info@scuderiadolomiti.com
ASN . CSAI n° 201760

3 BASIC CHARACTERISTICS OF THE ECO-RALLIES:

An Eco Rally is a Regularity Driving Test Event counting towards the FIA Alternative Energies Cup.

The purpose of the Eco-Rallies is the promotion of new technology vehicles designed to conserve energy and emit the smallest possible quantities of pollutants and CO₂. It is also aimed at encouraging drivers to change their driving habits, giving priority to the protection of the environment and to the sustainability of the transport sector through the use of alternative fuels and electricity as their vehicle's propelling energy sources.

In the FIA Alternative Energies Cup Eco-Rallies there is usually a main field of competition for which a classification is submitted to the FIA and on the basis of which the FIA Cup points are allocated—and a secondary one, at the organizer's discretion, which is the promotion of eco-driving techniques and energy conservation achieved by the competitors

The main field of competition, for which FIA Cup points are allocated, is the evaluation of the competitors' capability to respect accurately the time schedule of the whole event, as planned by the organizers. This is expressed in the form of consecutive "ideal times" for the movement of the cars from one time control to the next, and additionally their capability of driving through all the "Regularity stages" by a steady and exact obligatory speed, respecting all the terms imposed by the organizers

The secondary field of competition is the evaluation of the competitors' capability to drive the whole itinerary using their best eco-driving techniques and trying to consume the smallest possible quantity of energy. It is also a forum for manufactures to test and show their new techniques for a lower consumption of energy.

It is important to highlight the fact that Eco-Rallies are not "speed" events and that consequently there is no need for any specific safety equipment for the participating vehicles and their crews. All Electric, Hybrid and Alternative Fuel vehicles officially registered to drive on the public roads are considered to be eligible to participate.

4 CORRECT TITLE OF THE EVENT

4.1 The name: "**3° Ecorally della Mendola - Trofeo SEL**" is the "*Correct Title*" of the event.

4.2 Entrants and other interested parties should make use of the "*Correct Title*" in all correspondence and references to this event.

5. FIA AND OTHER TITLES ELIGIBILITY

5.1 FIA titles for which the Event counts:

FIA Alternative Energies Cup with the following titles:

- FIA Alternative Energies Trophy for Drivers and Co-Drivers Cat. III A electric vehicles for daily use.
- FIA Alternative Energies Trophy for Drivers and Co-Drivers Cat. VII & VIII (+IIIA) – Hybrids and other Alternative Energies vehicles (plus electric vehicles having enough on-board energy to cover the itinerary)
- FIA Alternative Energies Cups for Manufacturers, Category IIIA, and Category VII & VIII. **(2 Cups).**

5.2 National titles for which the Event counts:

Italian Championships Alternative Energies – Regularity – cat. IIIA , VII&VIII drivers/codriver

6. ORGANIZING COMMITTEE AND OFFICIALS

6.1 Organizing Committee

President: Ezio Zermiani

Member (1) Franco Gaioni

Member (2) Massimo Cuccato

Member (3) Sarah Michielli

6.2 Officials

- a) Stewards:
 - Stewards' President: Mr. Francois Monath (F) .appointed by the FIA**
 - Steward (1) Paolo Scarton (ITA) appointed by CSAI**
 - Steward (2) Maurizio Emer**
- b) **FIA Technical Delegate: Mr. Carlos Funes (Bra) appointed by the FIA**
- c) **Clerk of the Course : Mauro Guazzi**
- d) **Segretary : Ilaria Guffi**
- e) **Chief Scrutineer : Heinrich Unterholzer**
- f) **Competitor Relations Officer : Carmen Righi**
- g) **Chief Results Officer : Marco Dal Prato**

7. OFFICIAL NOTICE BOARD

As it is referred in the programme of the event, the official notice board for the publishing of Bulletins and Results will be displayed in the following places and time periods:

- 7.1 7 june 2014 from 08.00 am to 3.00 pm Walther Square and subsequently to 8 june 2014 (end event) at Hotel *Four Points Buozzi street* - Bolzano

8. GENERAL CONDITIONS

This event will be organized in conformity with: the FIA International Sporting Code and its appendices; the Sporting Regulations of the FIA Alternative Energies Cup; the requirements of FIA Driving Tests regulations; the applicable prescriptions stated in the National Sporting Regulations; the present Supplementary Regulations.

The Organizing Committee will ensure that the event complies with all the rules and regulations stated above, which have received all the required administrative authorizations.

Having registered, each entrant, as well as his crew and any other person involved in the entry, is deemed to have understood and to have agreed to comply with the requirements of all the above regulations and prescriptions, thus undertaking a commitment to respect all these rules. They all declare that the only competent jurisdiction for facts and disputes deriving from the

organization of this event and/or the carrying out of the competition is the one provided by the Panel of Stewards, with the exception of the right of appeal as foreseen by FIA rules.

No amendments shall be made to the present regulations, after the beginning of time period for receiving entries, unless unanimous agreement is given by all competitors already entered or by decision of the Stewards of meeting for reasons of "force majeure" or safety.

9. ELIGIBLE VEHICLES FOR PARTICIPATION

9.1 Categories:

Category IIIA – Electrically powered series production vehicles for everyday use (as defined in Art. 2.5.1 of the FIA Technical Regulations for Alternative Energies Vehicles).

Category VII – Hybrid Electrical Vehicles (as defined in Article. 9 sub Art.7 of the FIA Technical Regulations for Alternative Energies Vehicles).

Category VIII – Other Alternative Energy Vehicles (as defined in Article 2.9 of the FIA Technical Regulations for Alternative Energies Vehicles).

Vehicles of Categories VII and VIII will be amalgamated in a single Category VII&VIII. Consequently only one classification for these categories will be issued for the allocation points of the FIA CUP.

As an exemption, the organizers may allow category IIIA vehicles to be included in this amalgamated category. In this case the Category IIIA competitors will be classified together with the competitors of Category VII & VIII in the same classification, scoring FIA Cup points in an amalgamated Category VII & VIII (+IIIA). Furthermore, these competitors will be excluded from the FIA Energy Consumption Index classification, if the organizer provides such classification.

9.2 Eligible Vehicles:

The participating vehicles must be of a type approved for circulation on the public roads and must be equipped with official registration plates appropriate to this purpose. Any modification of vehicle is not permitted and each one vehicle must be presented for scrutineering under exactly the same condition as described in the type approval document according to which their registration plates were issued. The series production vehicles must be identical to those offered for sale to any ordinary customer by the manufacturer's agencies. The weight of the vehicles must correspond to the values indicated to the type approval documents.

Passenger vehicles and light trucks of Categories IIIA, VII and VIII in full compliance with the conditions set out below are eligible to participate in the event. They must:

- a) Be manufactured in series production or in one or few examples -.
- b) Be authorised to drive on public roads bearing official registration numbers of the registrant country, or bearing the special plates provided by the documents of the specific permission granted by the national authorities.
- c) Be certified to carry from 2 to 7 people.
- d) Be certified to carry a maximum cargo of 1,000 kilograms (light trucks).
- e) Be equipped (for Hybrid Electrics) with an internal combustion engine in compliance with the anti-pollution specifications in force in the country of registration and/or with electric motor (or electric motors) of any type, working in functional combinations with the endothermic engine, engaged automatically or manually as the manufacturer has foreseen for the everyday use of the specific vehicle.
- f) Be equipped (for Hybrid Electrics) with a main battery pack of suitable capacity and the necessary switching arrangements in order to propel the vehicle as purely electric (BEV) over a short distance and to be also equipped with a system for recuperating kinetic energy (energy recovery system) in the form of electric energy during deceleration and braking.
- g) Be of any type of hybridization architectural system (All Hybrid Electrics) such as series hybrid, parallel hybrid or mixed type hybrid.

9.3 Wheels and Tyres

- In cases which the vehicle is originally supplied with a spare wheel, this must be kept obligatory onboard for the entire event. The vehicle must be also equipped with all items, tools etc that are supplied by the manufacturers for normal use on public roads as for example jack, repair set for tyres etc.

- The tyres must be of the same type, quality and size that the manufacturers have foreseen for the normal use of the car. The maximum pressure is the one referred by the manufacturers in the maintenance manual.

10. ENTRY PROCEDURE AND FEES

The amount of the entry fee is fixed for each crew consisting of two people (driver and co-driver):

- 1) With the optional advertising proposed by the Organiser: **€ 450.00**
- 2) Without the optional advertising proposed by the Organiser **€ 500.00**

These entry fee include : accommodation with breakfast, covered parking car, use a fitness area, dining award

- 10.1** Entry fees will be refunded in full:
- If the entry is not accepted.
 - If the Event is cancelled.

10.2 Crew documents

A crew is comprises one driver and one co-driver. Both must be a holder of the following documents:

- Driving licence according to the entered vehicles.
If both are eligible to drive the car. Otherwise only for the Driver
- Any grade of FIA licence, issued by their ASN, or
- An FIA licence, grade D (or equivalent), obtained for, and valid for the duration of the event, issued by the ASN and delivered during the administrative checks. It will be subject of a payment of 40.00 €.

10.3 - Entry Forms

Any person, or legal entity, wishing to participate to the event must submit, to the Event Secretariat, an entry form, properly filled-in and signed, together with all other requested documents, photos, etc.

SCUDERIA DOLOMITI – Rosmini Street, 44 – 39100 BOLZANO ITALY
before 31 may 2014

Details of the crew members must be sent before the administrative checks. A crew member may only be replaced before the administrative checks and must be approved by the Organiser. Only the Stewards of the meeting may authorize the replacement of any crew member. A car may be replaced only if approved by the Organiser.

10.4 The Organizers will inform the applicants on the acceptance or not of their entry applications by e-mail or fax at the latest two days after the receipt of the completed and financially settled application.

10.5 The Organizers reserve the right to reject any entry application at their discretion. This right is subject to the conditions of Article 74 of the ISC and Article 8A of the General Prescriptions applicable to all FIA Championships.

10.6 The field for participation is limited to a total of 40 entries. Entry forms received when and after the above referred number of vehicles has been accepted may be put on a reserve list.

10.7 Insurance

Description: of the insurance: The Organization declares that the event will be covered by insurance against risks of Third Party Liability required by NS 3 Chapter 3 Article 5. 3 (CSAI Yearbook) **Racing Policy – Zurich Insurance plc** **This insurance policy** does not **exonerate** the Competitors and Drivers from other major responsibilities which could possibly incur.

Insurance coverage for third party liability as requested by the traffic code for the legal circulation on public roads is an obligation of the participant and its validity will be checked during administrative control.

10.8 Advertising Promotion and Publicity

10.8.1 Official Supporter: The organization of the event is supported by **SEL**, the logos of which must, obligatorily, be displayed on the competition numbers and on any other promotional material for placing on to vehicles as indicated in the relevant bulletin.

10.8.2 Entrants supporters: Any participant who is supported by a commercial firm, the trademarks of which will be displayed on his car or on the crew clothing, is obliged to declare this to the organizer, asking for his approval at the time the entry form is submitted. The only reason for this is the avoidance of any advertising of products or services that are not in line with the aims of the event and the motor sport targets.

10.8.3 Event's publicity: All participants, by entering the event, authorize the organizers to make free use of their names and of names of their team members and of their vehicles' data into event reports and press releases. The also declare their consent in respect of any publicity material that may be issued by the organizers and to which reference of their names and of their cars data will be made.

11. DESCRIPTION OF THE EVENT

11.1 Itinerary and lay-out: see maps

Category IIIA :The total length of the itinerary is 272,420 km.

The total length of the regularity stages, which will take place on road sections with rather low traffic density, will be 112,870 km.

It is divided into two days and takes place as follows: the first day the cars will start from Bolzano Piazza Walther and they arrive to Bolzano Safety Park for the overnight stay. The second day the cars will start from Bolzano Safety Park and they arrive at Bolzano Buozzi Street (Four Points) for the finish of the event.

Category VII & VIII :The total length of the itinerary is 506,760 km.

The total length of the regularity stages, which will take place on road sections with rather low traffic density, will be 262,450 km.

It is divided into two day the cars will start from Bolzano Piazza Walther and they arrive to Bolzano Safety Park for the overnight stay. The second day the cars will start from Bolzano Safety Park and they arrive at Bolzano Buozzi Street (Fours Points) for the finish of the event.

The detailed lay-out of the event, the distances from time control to time control and the corresponding ideal times, the exact starting points and finishing points of the regularity stages and the obligatory steady speed for each one of them, as well the regrouping and Parc Fermé areas are all clearly indicated in the Road Book of the event, in which the obligatory itinerary roads to be followed by the competitors are also indicated.

The indicated distances are as accurate as possible and no protest against this accuracy is admitted.

12. RUNNING THE EVENT

12.1 The 3° "Ecorally della Mendola - Trofeo SEL"

is a event in the form of a Drive Test Eco-Rally (Regularity Rally). Each competitor will collect penalty points from the regularity stages and from the connecting sections (Time Control penalties), in accordance with the present supplementary regulations and the bulletins, which will be issued in due time.

12.2 Crew: Each car crew comprises one driver and one co-driver. The driver and co-driver may exchange roles freely during the event if both are holders of the necessary driving and competition licences (See Article 10.2). No other passengers are admitted on board.

12.3 Start, Finish, Results

- The start signal for the event will be given at Bolzano Piazza Walther 7 June 2014 in accordance with the programme. The starting sequence will follow the participation number and the cars will start at one-minute intervals.
- Cat IIIA cars will travel 146,07 km on Saturday 07 and 126,35 km on Sunday 08; Cat VII & VIII (+IIIA) will travel 318,91 km on Saturday 07 and 187,85 km on Sunday 08.
- Preliminary unofficial results will be published on the official notice board, at the end of the first leg.
- Provisional Official and Final results will be published, on the official notice board, at the end of the second leg as referred in to programme.

12.4 Time Card

12.4.1 At the start of the Rally, each crew will receive a time card showing the times allowed to cover the distance between two time controls. This card is handed in at the final control of the first leg and replaced by a new one at the start of the following leg.

12.4.2 Each crew is solely responsible for its time card.

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

12.4.4 Any loss of the time card, or correction or amendment to it, will result in exclusion unless this has been approved by the appropriate marshal.

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

12.4.6 The crew has sole responsibility for submitting the time card at the various controls and for the accuracy of the entries.

12.4.7 It is, therefore, up to the crew to submit its time card to the marshals at the correct time and to check that the time has been entered correctly. The post marshal is the only person allowed to enter the time on the time card, and this must be done by hand or with a stamp.

12.5 Circulation: The event will take place on roads open to normal traffic. Competitors will have to run exclusively on the roads indicated in the Road Book and must respect the traffic code regulations strictly, on pain of a penalty which may go as far as exclusion.

12.6 Traffic jams, accidents, obstructions

In the case of bottlenecks, accidents or obstructions on the roads, these will be overcome by the participants on their own, with full respect of the traffic rules, and there will not be any neutralization.

12.7 Repairs

Repairs are permitted at any time throughout the rally, except in those cases expressly forbidden by a provision in the regulations.

12.8 Unsportsmanlike behaviour Under risk of penalty, which may go as far as exclusion, crews are forbidden to:

- deliberately block the passage of competing cars or prevent them from overtaking.
- behave in an unsportsmanlike manner, this applies to the crews themselves and to their service team.

12.9 Parc Fermé

During the overnight stay the cars will remain in the Parc Fermé area which they will enter as soon as they arrive. In Parc Fermé areas the cars will remain locked and under the supervision of the organizers. It is not permitted for any car to be moved from this area without the permission of the responsible marshals. For any necessary repairs the organizers should be notified and the marshal will supervise the repair work upon completion of which the car will be locked again. After their arrival at the finish of the event, all cars will remain in the Parc Fermé area 30 minutes after provisional results publication for submitting protests has expired.

12.10 Maximum delay in a Time Control

The maximum permitted delay for a vehicle to be presented in a Time Control station is 30 minutes later than its ideal time. Any car passing one minute more than this maximum permitted delay is considered as having found the control station closed and is consequently excluded from the corresponding Leg of the event. It is necessary to be absolutely clear that every minute of delay at one time control will reduce by one minute the maximum permitted delay for all the remaining time control stations of the same Leg. For example, a delay of 2 minutes in the TC2, a delay of 1 minute in TC4 and a delay of 3 minutes in TC 7 means that for the next TC of the same leg, the maximum permitted delay is already reduced by $2+1+3 = 6$ minutes, etc.

13 REGULARITY STAGES

13.1 Description

13.1.1 Starting and arrival procedure : manual timekeeping

13.1.2 Timekeeping : pressure tubes

13.1.3 Table of penalties

a) Time Controls

- **Early arrival** - for each minute or fraction: 100 **penalty points**
- **Late arrival** - for each minute or fraction: 100 **penalty points** (with a maximum of 300)
- **Arrival outside the maximum permitted delay: exclusion**

b) timed tests

- For each 1/100 of a second **or above the target time at any time check**: 1 penalty point (with a maximum of 300)

c) Secret transit controls

- For every **early** second, **exceeding** the 20% tolerance: 10 **penalty points**

d) Time Card

- Correction or amendment on the Time Card, without approval from a marshal: exclusion

- Failure to record a time control: exclusion
- Failure to return: exclusion
- Lack of control: as far as exclusion

e) Other Penalties

- For refusing to start at the time and order established: 100 penalty points
- Stopping the car in the timekeeping zone (stopped car) 100 penalty points
- Unauthorized access of the crew in the timekeeping zone (unless further measures): 300 penalty points
- Missing passage to any control :exclusion
- Unauthorized stop in a control zone: exclusion
- Blocking the passage and / or damage the other crews: exclusion
- For unsportsmanlike conduct: from a reprimand to exclusion
- To transit at a control in the opposite or different direction: exclusion
- For infringement of the Traffic Laws: as far as exclusion
- Irregularities in documents presented in administrative check or scrutineering: non admission
- Failure to respect the schedules of administrative check or scrutineering: non-admission
- For delay at the start of the event, more than 15 minutes: non-admission
- For having permitted to drive the car by someone other than the Driver:exclusion
- For lack of a competition number or at least one Rally plate: fine imposed by the Stewards
- Lack of two or all the competition numbers: exclusion
- Failure to notify to the Clerk of the Course the withdrawal from the race: fine imposed by the Stewards
- Failure to comply with provisions (given by the Marshals) concerning the synchronization of clocks: as far as exclusion
- Imprudent behavior of a driver or co-driver: as far as exclusion
- Leaning out of a moving car as far as exclusion

13.1.4 Any competitor who uses a signalling device to indicate or receive advice about the position of a hidden Regularity Timing Control will be excluded.

13.1.5 Vehicles will be classified on the basis of the sum of penalty points accumulated from the “Regularity Stages” and from the “Connecting Sections”. The vehicle with the fewest total penalty points will be in the best position.

13.1.6 Dead heat: Where cars have the same number of points, the relative position will be determined according to the “Regularity Stages” results by comparison of the most first places, second places, etc., otherwise both will stay in the same position.

14 ADMINISTRATIVE CHECKS

14.1 For the administrative checks the participants must have available all documents required by the present regulations and/or by the valid traffic code such as competition licenses, the identification documents of the Crew, the vehicle registration documents, driving licenses, insurance documents, etc.

14.2 Only after successfully passing through the administrative check each entry be considered as a prospective participant and thus be authorized to proceed to the technical check.

15. SCRUTINEERING

15.1 The scrutineering will take place before the start of the event, wherever and whenever it is foreseen by the programme. Additional technical checks can be also carried out during the event, at the Stewards’ request

Before the start, specific technical points of each vehicle will be checked and verified for compliance with the requirements of FIA rules and the present regulations. With particular care, checks will be carried out to ensure that all vehicles of Category VIII are using the Alternative Energies as established in Article 2.9 of the FIA Technical Regulations. For this reason the following procedure will be applied:

15.1.1 - Category VIII Vehicles with bi- or multi-fuel system - Liquid and gaseous

Competitors with vehicles powered by liquid (petrol or diesel) and gaseous fuels (CNG or LPG) must present their vehicles with the petrol or diesel tank in reserve quantity, which tank will be filled up and sealed by the scrutineers and must remain sealed for the duration of the event. The gaseous tank should be full or may be filled-up and sealed during the scrutineering.

Refuelling of gaseous fuels during the event only permitted under the supervision of a designated officer.

At the finish of the event the fossil fuel tank and the gaseous fuel tank must be filled-up by the corresponding type of fuel and the quantities needed for this topping up will be measured and documented by the officials, exactly as did it also during the event at any refuelling point by gaseous fuel.

With this procedure the rule (see Art. 2.9C of Technical Regulations), which imposes a minimal utilisation of Alternative Energies, (80%) of the total calorific fuel energy used (which should be respected otherwise the vehicle is excluded), can be checked at the end of the event.

15.1.2 - Category VIII vehicles propelled by bio-fuels

Competitors with vehicles powered by bio-fuels must present their vehicles with the tank in reserve quantity and must provide for the refuelling with the bio-fuel, under the supervision of a designated officer. The tank will be sealed and any other refuelling during the Event will take place only under the supervision of an official. Infringement of this will result in a penalty, which can go as far as exclusion.

If the bio fuel is not supplied by the Organiser, the supervising officer will check the official documentation provided in original copy, by the manufacturer of the bio-fuel and will take a fuel sample, in order to verify the nature of the bio-fuel.

15.1.3 Category IIIA - Electric Vehicles

15.1.4 Category VII - Hybrid Vehicles

15.1,5 Category VIII - Fuel Cells vehicles (as defined in Article 2.9.A of the Technical Regulations).

Vehicles in these last three categories are Alternative Energies vehicles for definitions and do not need any checks regarding the propulsion energy. Refuelling and recharging during the Event are free.

16 ENERGY CONSUMPTION CLASSIFICATION.

not any

17 SPECIFIC TERMS – RALLY PLATES

17.1 The submission of the entry form will prove that the entrant and the crew members have agreed to obey all the regulations applied to the event.

17.2 Any amendment or any addition to these regulations, any clarification or information essential to the participants that is issued after the publication of the supplementary regulations will be communicated by official numbered and dated Bulletins or Informative Announcements distributed to all participants, who will sign their acknowledgement, and will then be posted on the official notice board. Where this procedure is impossible to apply, because of the circumstances, the organizers will do their best to inform all the participants using any available means.

17.3 Any issue not prescribed in these regulations is subject to the decisions of the Stewards of the Meeting

During the administrative checks, the Organising Committee will provide each crew with two rally plates and the Competition numbers, which must be displayed on the cars in an area of 40 cm x 40 cm or an equivalent circular area and should be clearly displayed on each side of the car.

Competition numbers.

17.4 Participants will be allocated their participation numbers during the administrative check and these should remain intact and clearly visible during the whole event. The side door signs bearing the competition number will also contain the name of the Event and the logos of organizers and sponsors.

18 - FIA CLASSIFICATIONS, ALTERNATIVE ENERGIES CUP POINTS OTHER CLASSIFICATIONS - AWARDS

18.1 – FIA Classifications.

The above classifications will be submitted to the FIA for the allocation of FIA Alternative Energies Cup points.

1. Regularity Tests Final Classification for Category IIIA - Drivers and Co-Drivers.
2. Regularity Tests Final Classification for Category VII&VIII (+IIIA) - Drivers and Co-Drivers.

18.2 – Alternative Energies Cup points.

For the FIA Cup, points will be allocated according to the scale 10-8-6-5-4-3-2-1, to the Drivers, Co-Drivers and to the Manufacturers of the first eight cars of the Category IIIA. There will be a coefficient of 2 for the Category VII & VIII (+IIIA). For any one Manufacturer only the best placed vehicle may score points.

18.3 – Other Classifications

Not Any

18.4 - CUPS

For each of the two final classifications, cups will be awarded to the three first placed competitors (driver and co-driver).

19 - PROTESTS - APPEALS

- 19.1** The amount of the protest fee is 350 euros (or any other currency).
- 19.2** Protests against the preliminary official results of the Event must be lodged in writing to the Clerk of the Course within 30 minutes of the moment of the posting on the official notice board. Upon the expiration of this time period, the preliminary results become final.
- 19.3** Every protest is eligible to be examined by the Event's Stewards only if it is accompanied by the above referred protest fee, which is not refundable should the protest fail to be upheld.
- 19.4** Appeals can be submitted according to the National and International Sporting Codes.
- For the National Court of Appeal the fees are 3000 euros (or any other currency).
 - For FIA Court of Appeal the fees are 12.000 euros.

20 – APPLICATION AND INTERPRETATION OF THE REGULATIONS

The Clerk of the Course is responsible for the application of these regulations during the Event. Any case not provided for herein will be judged by the Stewards of the Meeting, the only persons authorised to take such a decision. In case of a dispute over the interpretation of the regulations, the *English* text will prevail.

Ezio Zermiani

President of the Organizing Committee

Date: 02/04/2014