



Standard Supplementary Regulations for FIA Alternative Energies Cup  
“Eco-Rallies”

**Links for direct access to the relevant provisions of  
the FIA Alternative Energies Cup Regulations**

**1. International Sporting Code**

<http://www.fia.com/sites/default/files/regulation/file/2014%20International%20Sporting%20Code%20%28FR-EN%29.pdf>

**2. Appendix J – Article 251 – Classification and Definitions**

<http://www.fia.com/sites/default/files/regulation/file/251%20%282014%29x.pdf>

**3. Appendix J – Article 253 – Safety Equipment**

<http://www.fia.com/sites/default/files/regulation/file/253%20%282014%29x.pdf>

**4. Appendix L – International Driver’s Licences, Med. Examinations, etc.**

[http://www.fia.com/sites/default/files/regulation/file/13.12.17\\_ANNEXE%20L%202014.pdf](http://www.fia.com/sites/default/files/regulation/file/13.12.17_ANNEXE%20L%202014.pdf)

**5. Driving Tests Regulations**

<http://www.fia.com/sites/default/files/regulation/file/2014%20Driving%20Tests.pdf>

**6. General Prescriptions**

<http://www.fia.com/sites/default/files/regulation/file/2014%20General%20Prescriptions.pdf>

**7. Sporting Regulations**

<http://www.fia.com/sites/default/files/regulation/file/2014%20Sporting%20Regulations.pdf>

**8. Technical Regulations for Alternative Energy Vehicles**

[http://www.fia.com/sites/default/files/regulation/file/R%C3%A8gleTech\\_EnergieAlt\\_Yearbook2014\\_D%C3%A9c.2013.pdf](http://www.fia.com/sites/default/files/regulation/file/R%C3%A8gleTech_EnergieAlt_Yearbook2014_D%C3%A9c.2013.pdf)



SUPPLEMENTARY REGULATIONS

**9<sup>^</sup>MENDOLA HISTORY**  
**MENDEL**  
4° ECORALLY DELLA MENDOLA  
**06-07 GIUGNO/JUNE 2015**  
BOLZANO - BOZEN (ALTO ADIGE - SOUTH TYROL) ITALIA - ITALY

ASN visa number **3/2015**

FIA visa number **07AECITA16042015**

Driving Contest Event of "Eco-Rally" Type for Electric, Hybrid-Electric and Alternative Energy Vehicles

In compliance:

With the Regulations of FIA Electric and New Energy Championships Commission

**FIA Alternative Energies Cup 2015**

**AMC SCUDERIA DOLOMITI RENNSTALL – Rosmini Street, 44 – IT-39100 BOLZANO**

**Contact: +39 0471 251966**

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## 4° ECORALLY DELLA MENDOLA

### 1. PROGRAMME – IMPORTANT INFORMATION:

Publication of Regulation: **FRIDAY, 1 MAY 2015 – 12.00 PM**

Entries opening: **FRIDAY, 1 MAY 2015 – 12.00 PM**

Entries closing: **SUNDAY, 31 MAY 2015 – 12.00 PM**

Publication of participant's list: **WEDNESDAY, 3 JUNE 2015 – 12.00 PM – C/O TEAM DOLOMITI, A. Rosmini street, 44 BOLZANO ([www.scuderiadolomiti.com](http://www.scuderiadolomiti.com))**

Distribution of Road Book: **SATURDAY, 6 JUNE 2015 – 10.00/12.00 A.M. c/o Restaurant Walther's - Walther Square Bolzano**

Competitors and Officials briefing: **SATURDAY, 6 JUNE 2015 – 12.30 P.M. - Walther Square Bolzano**

Administrative and Technical Checks: **SATURDAY, 6 JUNE 2015 – 10.00/12.00 A.M. - Walther Square Bolzano (c/o Restaurant Walther's the Administrative, on the Square the Technical)**

Posting of Starting List: **SATURDAY, 6 JUNE 2015 – 01.00 PM - Walther Square and Hotel Four Points by Sheraton Bolzano, Buozzi Street, BOLZANO**

1<sup>st</sup> Car start: **SATURDAY, 6 JUNE 2015 – 02.00 PM – Walther Square Bolzano**

Posting of First Leg Unofficial Results: **SATURDAY, 6 JUNE 2015 – 22.00 PM – Hotel Four Points by Sheraton Bolzano, Buozzi Street, BOLZANO**

**1<sup>st</sup> Car finish: Cat. IIIA SUNDAY, 7 JUNE 2015 – 12.50 PM – Hotel Four Points by Sheraton Bolzano, Buozzi Street, BOLZANO**

**Cat. VII&VIII (+IIIA) SUNDAY, 7 JUNE 2015 – 02.45 PM – Hotel Four Points by Sheraton Bolzano, Buozzi Street, BOLZANO**

**Posting of Provisional Results: SUNDAY, 7 JUNE 2015 – 03.00 PM c/o Hotel Four Points by Sheraton Bolzano, Buozzi Street, BOLZANO**

**Prize-Giving Ceremony: SUNDAY, 7 JUNE 2015 – 04.00 PM c/ Hotel Four Points by Sheraton Bolzano, Buozzi Street, BOLZANO**

## 2. ORGANISER

Organiser's Data:

Name: **AMC SCUDERIA DOLOMITI RENNSTALL**

Address: **A. ROSMINI STREET, 44 - IT-39100 BOLZANO**

Contact: **Mr. Gaioni Franco**

Telephone: **+39 0471 251966**

Mail: **info@scuderiadolomiti.com**

Web Site: **www.scuderiadolomiti.com**

National Sporting Authority: **ACI SPORT (CSAI) - ITALY**

NOTE: The Entry form must be submitted to the above address by regular post or to the above fax or e-mail addresses, and must be received strictly within the time period referred to in the programme.

### 3. CORRECT TITLE OF THE EVENT

3.1 The name: **4° ECORALLY DELLA MENDOLA** is the "Correct Title" of the event.

3.2 Entrants and other interested parties should use the "Correct Title" in all correspondence and references to this event.

### 4. ORGANISING COMMITTEE AND OFFICIALS

#### 4.1 Organising Committee

President: ... **EZIO ZERMIANI**

Member (1) ...**FRANCO GAIONI**

Member (2) ...**FRANCESCO RAMINI**

Member (3) ...**ANNA SPANO'**

#### 4.2 Officials

a) Stewards:

Chairman of the Stewards: **LARS EDVALL** Appointed by the FIA

Steward (1): **CARMEN RIGHI**

Steward (2): **EMER MAURIZIO**

b) FIA Technical Delegate: **MARIO BONIFACIO** Appointed by the FIA

c) Clerk of the Course: **GIANLUCA MAROTTA**

d) Chief Scrutineer: **HEINRICH UNTERHOLZER**

e) Competitor's Relations Officer: **ANDREA GIAMPICCOLO**

f) Chief Results Officer: **FRANCESCA MORANDI**

g) Secretary **ILARIA GUFFI**

## 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 Cup – Driving Tests events for Drivers of Cat. IIIA electric vehicles for everyday use.
- FIA Alternative Energies Cup – Driving Tests events for Co-Drivers of Cat. IIIA electric vehicles for daily use.
- FIA Alternative Energies Cup – Driving Tests events for Drivers of 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 Cup – Driving Tests events for Co-Drivers of 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 Cup for Manufacturers for Category IIIA electric vehicles for daily use.
- FIA Alternative Energies Cup for Manufacturers for Category VII & VIII (+IIIA) – Hybrids and other Alternative Energies vehicles (plus electric vehicles having enough on-board energy to cover the itinerary).

### 5.2 Other Titles

- **Italian Championship of Alternative Energies**

## 6. ELIGIBLE VEHICLES

### 6.1 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 Art. 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 of points of the FIA Cup. As an exception, 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 single classification, scoring FIA Cup points in an amalgamated Category VII & VIII (+IIIA). Particular attention must be paid to the conditions according to which these competitors should be excluded from the FIA Energy Consumption Index classification, if the Organizer provides such a classification.

### 6.2 Eligible Vehicles:

The participating vehicles must be of a type approved for driving on public roads and must be equipped with official registration plates appropriate to this purpose. (*Exception: in some specific cases, special permission for participation in the event without registration plates could be granted by the national authorities*).



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 be:

- a) Manufactured either in series production or in one or a few examples.
- b) Authorized to drive without restriction on public roads, bearing the official registration plates of the registrant country, or bearing special plates provided by the documents of the specific permission granted by the national authorities.
- c) Certified to carry from 2 to 7 people.
- d) Certified to carry a maximum cargo of 1000 kilograms (only for light trucks).
- e) Equipped (in the case of Hybrid Electric vehicles) with an internal combustion engine in compliance with the anti-pollution specifications in force in the country of registration, and with an 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) Equipped (in the case of Hybrid Electric vehicles) with a main battery pack of suitable capacity and the necessary switching arrangements, in order to propel the vehicle as purely electric (as a BEV) over a short distance, and to be also equipped with recuperating kinetic energy system in the form of electric energy during the deceleration and braking operational phases.
- g) Of any type of hybridization architectural system (for Hybrid Electric vehicles) such as series hybrid, parallel hybrid or mixed type hybrid.

### **6.3 Wheels and Tyres**

In cases in which the vehicle is originally supplied with a spare wheel, this must, as a matter of obligation, be kept on board for the entire event. The vehicle must also, again as a matter of obligation, be equipped with all items and tools originally supplied by the manufacturers for use on public roads such as the jack or the repair set for tyres.

The tyres must be of the same size as the manufacturers have foreseen for the normal use of the car. The maximum permissible tyre pressure is that specified by the manufacturers in the vehicle's maintenance manual.

## **7. GENERAL CONDITIONS**

The 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; and
- the present Supplementary Regulations.

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

Having registered, each entrant – as well as the 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 of these rules. Each entrant declares that the only competent jurisdiction for facts and disputes deriving from the organization of this event and/or the execution of the competition is that 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 the time period for receiving entries without the unanimous agreement of all competitors already entered, or by decision of the Stewards for reasons of "force majeure" or safety.

## 8. OFFICIAL NOTICE BOARD

The official notice board for the publishing of Bulletins and Results will be displayed in the following places and for the following time periods:

**8.1 From: SATURDAY, 6 JUNE 2015 10.00 A.M. TILL SUNDAY, 7 JUNE 04.00 P.M. c/o HOTEL FOUR POINTS BY SHERATON BOLZANO, BUOZZI STREET BOLZANO**

**8.2 From: SATURDAY, 6 JUNE 2015 10.00 A.M. TILL SUNDAY, 6 JUNE 2015 02.00 P.M IN WALTHER SQUARE BOLZANO c/o START LINE**

## 9. BASIC CHARACTERISTICS OF ECO-RALLIES

An FIA Eco-Rally is a Regularity Driving Contest event counting towards the FIA Alternative Energies Cup.

The purpose of Eco-Rallies is to promote the new technology of vehicles designed to conserve energy and to emit the smallest possible quantities of pollutants and CO<sub>2</sub>. 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 FIA Alternative Energies Cup Eco-Rallies, there is 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, in their capability to drive through all the "Regularity Stages" at a steady and exact obligatory speed, respecting all the terms imposed by the Organizers.

The secondary field of competition (*which is not obligatory, and could be of interest to the Organizers or to the ASN*) is the evaluation of the competitors' capability to drive the whole itinerary of the event using their best eco-driving techniques and trying to consume the smallest possible amount of energy. It is also a field in which the manufacturers can test and show off their new technologies aimed at a lower consumption of energy.

It is important to emphasise that Eco-Rallies are not "speed" events and that, consequently, there is no need for any specific safety equipment for the participating vehicles and crews. All Electric, Hybrid and Alternative Fuel vehicles, officially registered to be driven on public roads are eligible to participate in the event, under exactly the same conditions as when driving in everyday use.

## 10. DESCRIPTION OF THE EVENT

### 10.1 Itinerary and layout:

In the present paragraph, the Organizer must present the basic data of the planning of the event, providing all the vital information regarding the various parts of the event such as:

#### **DISTANCES:**

SATURDAY, 6 JUNE: Cat. IIIA km 84,730; Cat. VII&VIII (+IIIA) km 253,470

SUNDAY, 7 JUNE: Cat. IIIA km 103,020; Cat. VII&VIII (+IIIA) km 246,800

Grand total distance: Cat. IIIA km 187,750; Cat. VII&VIII (+IIIA) km 500,270

#### **ITINERARY:**

SATURDAY 06 JUNE, Cat. IIIA: Bolzano, Fiè allo Sciliar, Castelrotto, Ortisei, Barbiano, Renon, Bolzano; Cat. VII&VIII (+IIIA): Bolzano, Fiè allo Sciliar, Castelrotto, Ortisei, Barbiano, Renon, Bolzano, Renon, Barbiano Ortisei, Castelrotto, Fiè, Bolzano, Ora, Salorno, Ora, Bolzano.

SUNDAY 07 JUNE, Cat. IIIA: Bolzano, Appiano, Passo Mendola, Passo Palade, Lana, Terlano, Bolzano; Cat. VII&VIII (+IIIA): Bolzano, Appiano, Passo Mendola, Passo Palade, Lana, Terlano, Cornaiano, Caldaro, Ora, Laives, Bolzano.

#### **NUMBER OF REGULARITY TEST (for the length of the RT please see the enclosed Timetable):**

SATURDAY 06 JUNE, Cat. IIIA: **4**; Cat. VII&VIII (+IIIA): **36**.

SUNDAY 07 JUNE, Cat. IIIA: **27**; Cat. VII&VIII (+IIIA): **41**

**More helpful information regarding the planning of the event are in the enclosed Service Book.**

The detailed layout of the event, the exact 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 area locations will be 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 Road Book of the event should be considered as an Appendix to the present Supplementary Regulations. Any deliberate and certified deviation from the itinerary as it is indicated in to the Road Book will be penalized by exclusion from the event.

The distances indicated in the Road Book are considered as accurate and correct and no protest may be lodged against this accuracy.

### **10.2 Calibration of the Distance Meters:**

A specific road section of a length between 3 km and 8 km, suitably prepared and marked, will be provided to participants, together with the Road Book, for the sole purpose of the accurate calibration of their distance meter, in order to bring themselves into line with the distance meter used by the Organisers during the Road Book measurements.

## **11. ADMINISTRATIVE CHECKS**

**11.1** For the administrative checks, the participants must make available all documents required by the present regulations and/or by the valid traffic code. These include competition licences, the crew's identification documents, the vehicle registration documents, the driving licences and the vehicle's insurance documents.

**11.2** Entry fees, and any additional expenses at the participant's request, should ideally be paid in full and in advance; otherwise these must be settled in full during the administrative checks.

**11.3** Only after having passed the administrative checks will each entry be considered as a participant, and thus authorized to proceed to the next stage, i.e. scrutineering.

## **12. SCRUTINEERING**

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

### **12.1.1 Category VIII Vehicles with bi- or multi-fuel system - liquid and gaseous.**

Competitors with vehicles powered by liquid fossil fuels (petrol or diesel) and gaseous fuels (CNG or LPG or Biogas) must present their vehicles with the petrol or diesel tank in reserve quantity; this tank will be filled up and sealed by the scrutineers and must remain sealed for the duration of the event. The gaseous tank can be presented full of fuel or may be filled up and sealed during scrutineering. Refuelling of gaseous fuel during the event is permitted only under the supervision of a designated officer. At the finish of the event, the fossil fuel tank and the gaseous tank must be filled up with the corresponding fuel and the quantities needed for this topping-up will be measured and documented by the officials, exactly as was done during the event when refuelling with gaseous fuel.

With this procedure, the rule (see Art. 2.9C of Technical Regulations) which imposes that a minimum use of alternative energy should be equal to or greater than 80% of the total calorific fuel energy used, can be checked at the end of the event. In case of violation, the vehicle will be excluded.

### **12.1.2 Category VIII vehicles propelled by bio-fuels**

Competitors with vehicles powered by bio-fuels must present their vehicles with the tank in reserve quantity of bio-fuel and must provide for the refuelling with 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 a designated officer. Any infringement of this rule will result in a penalty, which may go as far as exclusion.

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

#### **12.1.3 Category VIII vehicles propelled by Fuel Cells and using Hydrogen as fuel**

Competitors with vehicles equipped with Fuel Cells using hydrogen as fuel do not need to undergo any checks for compliance with Art. 2.9 C of the Technical Regulations. Refuelling during the event is freely permitted. If the competitor takes part in an energy classification, Article 15.1 is applicable and its fuelling/refuelling operations must be attended by a designated officer.

### **13. RUNNING OF THE EVENT**

**13.1 Nature of the Event:** The 4°.ECORALLY DELLA MENDOLA is an event of the Driving Contest Eco-Rally (Regularity Rally) type. Each competitor will collect penalty points from the "Regularity Stages" and from the road connecting the sections (Time Control penalties) in accordance with the present Supplementary Regulations and the Bulletins, which may be issued at a later stage.

**13.2 Crew:** Each crew comprises one driver and one co-driver. The driver and co-driver may exchange roles freely during the event provided that both are holders of the necessary driving and competition licences (see Article 16.2). It is the Organiser's choice to accept crews consisting of one driver and one navigator. Navigators should also hold a competition licence but it is not mandatory that they hold a driving licence. No other passengers are admitted on board. In case of any unauthorized change of a member of the crew, the vehicle will be excluded.

#### **13.3 Start, Finish, Results**

**13.3.1** The start signal for the event will be given WALTHER SQUARE 6 JUNE 2015. The first car will start at 02.00 P.M. The starting sequence will follow the participation number and the cars will start at one-minute intervals.

**13.3.2** The first Leg of Category IIIA will be constituted by 4 of Regularity Stages and 0 of regroupings, 0 charging stops, Km 84,730. The second Leg for the same Category will be constituted by 22 of Regularity Stages and 0 of regroupings, 0 charging stops, Km 103,020 (for the km of each RS please see the Timetable). The first Leg of Category VII & VIII (+IIIA) will be constituted by 32 of Regularity Stages and 1 of regroupings, 0 charging stops, Km 253,470. The second Leg for the same Category will be constituted by 34 of Regularity Stages and 1 of regroupings, 0 charging stops, Km 246,800 (for the km of each RS please see the Timetable).

**13.3.3** Preliminary unofficial results will be published 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 event, as mentioned in the programme.

#### **13.4 Time Card**

**13.4.1** At the start of the Rally, each crew will receive a Time Card showing the times allowed to cover the distance between two consecutive time controls. This card will be returned to the Organisers at the end of the first Leg and will be taken again at the start of the second Leg, at the end of which, it will be finally returned to the Organisers. The Time Card is considered as an Appendix to the present regulation.

**13.4.2** Each crew is solely responsible for its Time Card.

**13.4.3** The Time Card must be made available for inspection on demand, especially at control posts, where it must be presented in person by a member of the crew for stamping.

**13.4.4** The loss of the Time Card will result in exclusion, as will any correction of, or amendment to it, unless this has been approved by the appropriate marshal.

**13.4.5** The Regularity Tests starting Control points will be referred to in the Time Card.

**13.4.6** The crew has the sole responsibility for submitting the Time Card at the various controls (13.4.3 above) and also for checking the accuracy of the timing stamps administered by the Time Control marshals on the Time Card. Failure to check in with a stamp in one Time Control station, or in one Time Control station of a Regrouping, or at one Time Control station at the finish of a Leg, or in one Passage Control Station, will result in exclusion from the event.

**13.4.7** 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 permitted to enter the time on the Time Card and this must be done by hand or with a stamp.

**13.5 Traffic:** The event will take place on roads open to normal traffic. If some sections of the itinerary use roads closed to normal traffic, a specific mention of this will be made in the Road Book. Competitors will have to run exclusively on the roads indicated in the Road Book and must respect the traffic code regulations on pain of a penalty, which may go as far as exclusion.

**13.6 Traffic jams, accidents, obstructions**

Any bottlenecks, accidents or obstructions on the roads will be overcome by the participants by their own means, with full respect to the traffic rules, and there will not be any time neutralization for this.

**13.7 Repairs**

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

**13.8 Unsportsmanlike behaviour**

At the risk of a penalty, which may go as far as exclusion, crews are prohibited from:

- Deliberately blocking the passage of competing cars or preventing them from overtaking.
- Behaving in an unsportsmanlike manner, this applies to the crews themselves, as well as to their service teams.

**13.9 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 the Parc Fermé areas, the cars will remain locked and under the supervision of the Organisers. It is not permitted for any car to be moved from this area without the permission of the responsible marshals. Should any repairs be necessary, the Organisers must be notified and the marshals will supervise the repair work, upon the completion of which the car will be locked again. After the arrival of the vehicles at the finish of the event, they will remain in the Parc Fermé area under the supervision of the Organisers until the 30-minute time period for submitting protests has expired. Only the Stewards are authorized to declare this Parc Fermé as finished and open.

**13.10 Maximum permitted delay in a Time Control**

The maximum total permitted delay for a vehicle to be present at a Time Control station is thirty (30) minutes later than its ideal time. This total delay is referred to each daily Leg. Any car passing one minute more than this maximum total permitted delay is considered as having found this Time Control station closed and, consequently, is excluded from the event. It is necessary to make absolutely clear that every minute of delay in one Time Control station will reduce by one minute the maximum total

permitted delay for all the remaining Time Control stations of the same daily Leg. For example, a delay of 2 minutes in the TC2, plus a delay of 1 minute in TC4 and plus a delay of 3 minutes in TC 7 means that for all the remaining TC's, of the same daily Leg, the maximum total permitted delay is now only 24 minutes because the initial 30 minutes have already been reduced by  $2+1+3 = 6$  minutes.

#### 14. REGULARITY STAGES, TIME CONTROL STATIONS AND PENALTY POINTS

The Regularity Stages are indicated in the Road Book and are placed along some of the itinerary road sections, between two consecutive Time Control stations. These will take place on roads that are open to public traffic.

**There are two different types of Regularity Stages: PM (Prove di Media) and PC (Prove Cronometrate).**

**Regularity Stages PM (Prove di Media):** The crews must cover the total length of each Regularity Stage PM, driving their vehicles at a "steady" speed imposed by the Organizers. The start point and the finish point of each Regularity Stage PM will be clearly marked on the roadside by means of standardized FIA signs, and these are also indicated, with their exact location and length, in the Road Book. At least one or more intermediate secret Regularity Timing Control points will be located along of each Regularity Stage PM, and the timing accuracy for the calculation of the achieved average speed will be at least 1/10 of a second. Instant speed measurement by the use of a "police type" radar speedometer is not an acceptable method for the purpose of regularity stages penalty points allocation. The timing equipment used for the secret timing Control points will be automatic triggering by the car's passage across a virtual timing line (TAG-HEUER TAG540); The exact distances between the starting points of the Regularity Stages PM and the corresponding secret Timing Control points, in cases in which only one exists in each Regularity Stage, or between the two secret Timing Control points, if more than one per each Regularity Stage exists, must be listed in a confidential document, a copy of which will be handed over by the Clerk of the Course to the Chairman of the Panel of Stewards before the start of every daily Leg. On the basis of this document, and of the secret Timing Control print-outs, any dispute regarding the accuracy of the imposed penalizations can be settled by the Stewards. Regularity Stage penalty points for every 1/10 of a second difference from the ideal time (which will correspond to the exact distance between the corresponding Regularity Timing points and the "steady" speed imposed by the Organiser) are equal to one (1) penalty point. Any kind of on-board chronometer or other similar instrument or any kind of GPS device is permitted.

**Regularity Stages PC (Prove Cronometrate):** The crews must cover the total length of each Regularity Stage PC in time imposed by the organizer. The start point and the finish point of each Regularity Stage PC will be clearly marked on the roadside by means of standardized FIA signs, and these are also indicated, with their exact location and length, in the Road Book. The timing equipment used for the timing Control points will be automatic triggering by the car's passage by a pressurized pipe (ZINGERLE SPORT TIMING); Regularity Stage PC penalty points for every 1/100 of a second difference from the ideal time are equal to one (1) penalty point. Any kind of on-board chronometer or other similar instrument or any kind of GPS device is permitted.

**The FIA classification will be drawn on the basis of penalty points that will gather each competitor from the Regularity Stages (PM1 up to PM6 included) combined with the penalty points that will gather from the Time Control Stations (C.O.2 up to C.O.11 included) for Category VII @ VIII (+ IIIA) and respectively from the Regularity Stages (PM1 up to PM4 included) combined with the penalty points that will gather from the Time Control Stations (C.O.2 up to C.O.6 included) for Category IIIA, according to articles 14, 14.1, 14.2 and 18.1 of the Supplementary Regulation.**

#### **14.1 Description of the Time Controls procedure.**

The event will be started by the starting flag signal given to competitor No 1, in front of Time Control No 1 station (TC1) WALTHER SQUARE Center City Bolzano. All other competitors will follow the first car, starting at one-minute intervals. The organisers may provide a time gap between the start of vehicles of Category VII & VIII (+IIIA) and those of Category IIIA. The participating vehicles will move from one TC to the next TC strictly following the itinerary indicated in the Road Book. All TCs shall be indicated in the Road Book and also at the actual position by FIA-approved standardized signs. The stopping time within any TC area is limited to the time needed to carry out the control operations. Time Controls shall be ready to function at least 30 minutes before the scheduled time of the arrival of the first car. Unless the Clerk of the Course decides otherwise, they will cease operating after the scheduled time of the arrival of the last car plus 30 minutes, which is the maximum total permissible delay. The check-in procedure begins at the precise moment the cars pass the TC area entry sign. Between the TC area entry sign and the location of the control post, the car is forbidden to stop or to be driven at an abnormally slow speed. The actual timing and its recording on the Time Card corresponds to the exact moment at which the Time Card is handed by the crew to the Time Control station marshals. For zero (0) road penalty points, this moment must correspond to the exact minute of the target time or to the minute preceding it. For example, if the target arrival time is 11h.34m, the Time Card must be given to the marshals at any time between 11.33.01 and 11.34.59. Outwith these times, the competitor will receive road penalty points for early or late arrival equal to ten (10) penalty points per minute or fraction of a minute. When a TC is followed by a start control for a "Regularity Stage", the following procedure shall be applied: the Time Control marshal will enter in the Time Card the arrival check-in time of the car to the Time Control station and also the "provisional" start time for the "Regularity Stage", which is at least one minute after the arrival check-in time. Where two or more cars arrive at a Time Control station in the same minute, their provisional start times for the "Regularity Stage" will follow a sequence of one-minute intervals, in the order of their arrival in the TC. Having completed the Time Control procedure, each car must be driven to the point where the starting marshal for the "Regularity Stage" is located. At this point, the car will receive the starting signal at the exact moment the minute of its "provisional" starting time begins. If necessary, the starting marshal can change this "provisional" starting time and a new starting time can be entered in the Time Card, endorsed by the starting marshal's signature. For example, if the entered "provisional" starting time for the Regularity Stage is 11h.32m, the starting marshal will give the starting signal at exactly 11h.32m.00s. Should an unexpected obstacle make the car's start difficult or dangerous at this moment, the starting marshal will change it to the next minute, i.e. 11h.33m.00s (or later), making an endorsement in the Time Card, and will give the starting signal exactly at this new time. The car must depart immediately and, as soon as possible, it must reach the "steady" speed imposed for this particular Regularity Stage; after this, the car must move continuously keeping this speed steady until the end of the "Regularity Stage" as it is marked in the Road Book and indicated at the roadside by the FIA-approved standardized signal.

#### **14.2 Table of penalties**

- For every one tenth (1/10) of a second divergence from the calculated correct time of the car's movement from one Regularity Timing Control point to the next along the Regularity Stage PM: **One (1) Penalty point** (para. 14).
- For every 1/100 of a second divergence from the imposed time along the Regularity Stage PC: **One (1) Penalty point** (para. 14).
- For every minute or fraction of a minute late or early arriving at a Time Control station: **Ten (10) Penalty Points** (para. 14.1).
- Where the check-in delay in one TC station or the accumulated delays in some or all of the TC stations of the same daily Leg exceed 30 minutes: **Exclusion from the event** (para. 13.10).
- Failure to check-in at one TC station or at one Regrouping TC station or in the finish of a Leg TC station: **Exclusion from the event** (para. 13.4.6).
- For a no-show at the start of a Regularity Stage or any deliberate deviation from the Road Book itinerary: **Exclusion from the event** (para. 10.1 and 14.1).



- Where an attempt is made to receive or to communicate information regarding the positions of the secret timing posts along the Regularity Stages: **Exclusion from the event** (para. 14.3).
- For the unauthorized change of a member of the crew: **Exclusion from the event** (para. 13.2).
- For loss of the Time Card or for making a correction/amendment on its records: **Exclusion from the event** (para. 13.4.4).
- For deliberately blocking the road or for unsporting behavior: **Penalty at the Stewards' discretion, going as far as exclusion from the event** (para. 13.8).
- For infringement of the rule requiring refueling under the supervision of an official: **Penalty at the Stewards' discretion, going as far as exclusion from the event** (para. 12.1.1 and 12.1.2).
- Failure to comply with the weight ballast rule: **Penalty at the Stewards' discretion, going as far as exclusion from the Energy classification** (para. 15.3.6).

#### **14.2.1 Rectification of the penalty of exclusion in particular cases**

The excluded participants, in application of Articles 10.1 for deviation from the itinerary; 13.4.6 for failure to check in at one time control (other than the time controls of the end of the daily Leg or of the end of the event); 13.10 for being exceeded the maximum permitted delay in one time control; and 14.1 for a no-show in the start of a regularity stage, are entitled to be included in the classification of the day and/or the final classification of the event under the next terms, all of which should be valid cumulatively.

- a) Rectification can be applied only once and for only one daily Leg.
- b) Rectification is not applicable in respect of time control stations of the end of a daily Leg or at the end of the event.
- c) Rectification will be applied only in cases in which the competitor has arrived at all time control stations at the end of the daily Legs and at the end of the event; this must be within the maximum permitted time period and with the car completely in competing condition ready to pass the full arrival procedures and/or checks as applied to all other competitors.
- d) The number of penalty points for the competitor who is classified in application of the rectification procedure, will be the sum of the penalty points scored by him during the successfully executed Leg, or Legs, plus the penalty points scored by the worst-classified competitor of the same category, in the failed Leg, increased by 10%.

#### *Examples:*

1. *Participant No. X, during the first Leg missed a time control. According to the S.R. he should be excluded from the race. Should he arrive at the Time Control station at the finish of the first Leg, and be in time and in perfectly competing condition, he is entitled to start the second Leg, being classified in the first Leg with the penalty points scored by the worse classified competitor of same category increased by 10%*
2. *Participant No. Y, during the second Leg, arrives at a Time Control Station after the maximum permitted delay has expired. According to the S.R. he should be excluded from the race. If this participant arrives at the time control station at the finish of the event, in time and in perfectly competing condition, he is entitled to be included in the final classification with the penalty points scored in the first Leg plus the penalty points scored by the worst-classified competitor of same category in the second Leg, increased by 10%*

**14.3** Any competitor who uses any signalling device or makes any other kind of attempt to indicate or receive advice of the position of a hidden Regularity Timing Control station will be excluded.

**14.4** Vehicles will be classified on the basis of the sum of penalty points accumulated from the Regularity Stages and from the "Connecting Sections" (Road Penalties). The vehicle with the fewest total penalty points will be in the best position.

**14.5 Dead heat:** where cars have the same number of points, the relative position will be determined according to the Regularity Stages results by a comparison of the most first places, most second places and so on; otherwise the cars involved will stay in the same position.

## 15. CONSUMPTION AND ECO-DRIVING CONTESTS

**NOTE: Organisers are not obliged to include the FIA Energy Consumption index contest or any other similar contest such as the Eco-driving contest in the event. If they decide to do so, they must clearly declare the voluntarily character of the participants' participation. Furthermore, if they decide to run the FIA Energy Consumption Index contest, they are obliged to organise this contest in full compliance with the provisions of the present paragraph. The Stewards of the meeting should extend their authority to cover the energy contests, in case this happens.**

### 15.1 FIA Energy Consumption Index Classification (C.I.)

For the evaluation of calorific values of the various fuels, the next table (as updated from time to time by ENECC/FIA) will be applied. The "Energy Consumption Index" (C.I.) formula, as also stated below, will be applied for the establishment of the corresponding classification. The lowest index value C.I. establishes the winner.

FIA\_Fuel\_Energy\_Content\_4-4-11.xls  
Table accepted at the TWG on Nov. 16<sup>th</sup> and ENECC on Nov. 17<sup>th</sup>, 2010

Table of the calorific fuel energies and CO <sub>2</sub> emissions				
	Wh/l	Wh/kg	Density	CO <sub>2</sub> in [g/kWh]
			[kg/l]	Tank-to-wheel
<b>Liquid fuels @ room temperature</b>				
Low Sulfur Petrol	8.795	11.766	0,747	262
Low Sulfur Diesel	10.025	11.837	0,847	270
E 85	6.342	8.100	0,783	43
Ethanol (100 %)	5.909	7.487	0,789	0
Methanol (100 %)	4.432	5.582	0,794	0
Motor petroleum (Kerosene)	9.052	12.483	0,725	256
Liquefied Petroleum Gas (LPG)	6.577	12.946	0,508	232
Plant oil (*)	See below	See below	See below	See below
Biodiesel (*)	See below	See below	See below	See below
<b>Gaseous fuels @ room temperature</b>				
Compressed Natural Gas (CNG)		13.095		203
Hydrogen		33.393		0
Biogas (*)	See below	See below	See below	0
<b>Solid fuels @ room temperature</b>				
Animal fat@15°C	9.690	10.556	0,918	0
(*) The calorific fuel energy depends on the feedstock and on the production method. Hence, the fuel supply company has to provide data of the fuel specifications like calorific energy (lower heating value), density, CO <sub>2</sub> . Data is based on GREET Version 1.8d.0; Argonne National Laboratory, August 11, 2010.				

— "Energy Consumption Index" (C.I.) formula: 
$$CI = \frac{100 * (ITE + RE)}{W * km}$$

**With the abbreviations:**

**CI = Consumption Index (kWh per 100 km per ton of weight)**

**ITE = Initial Theoretical Energy (kWh)**

For electric vehicles, which must start the event with a fully charged battery pack, this value should be the capacity in kWh of the propulsion battery pack expressed at a discharge rate C1. This data must be provided by an official document issued by the accumulator manufacturer. *(See also below the Alternative mode of energy consumed calculation.)*

For all other alternative fuels vehicles, and for practical reasons, **ITE** will be taken to be the equivalent energy in kWh of the necessary fuel for the complete replenishment of the tank(s) at the end of the event, provided that they started the event with completely filled fuel tank(s).

**RE = Energy recharged or replenished during the event (kWh)**

For electric vehicles, this should be the energy in kWh received from the external sources (grid or any other external source) during the intermediate recharging stops.

**Alternatively:** Where the Organisers provide each participant with the equipment, place, facility and the necessary time for a full charging at the end of the event and before the publication of the results of the contest, **ITE** will not be considered to be the full capacity of the propulsion battery pack, as mentioned above, but rather the amount of energy needed for a complete charge of this battery pack during the final recharging.

For all other vehicles **RE** should be considered to be the equivalent energy in kWh of all quantities of fuel added in intermediate replenishing(s) stops, during the event.

**W = Weight of the vehicle (tons)**

The weight of the vehicle, for the energy consumption calculation, is the empty vehicle weight as declared by the car manufacturer either on the road licence or in the owner's maintenance manual, or even in any other trustworthy source, with the addition of the weight of 150 kg, representing the weight of the two-person crew. For checking purposes only, the weighing of all or some of the participating cars, in case of any doubt or by the order of the Stewards, may take place during the starting and/or finishing scrutineering.

**Km = Total length of the itinerary (km)**

The total length of the itinerary as given in the Road Book and/or in the Supplementary Regulations in km.

## **15.2 Eco-Driving Contest Classification**

~~This is a kind of contest, not introduced by the FIA but already applied by some Organisers, which is characterized by simplicity and neutrality regarding the various vehicles' consumption specifications, and which permits a single classification for all participating vehicles regardless of category.~~

The main advantage of The "Eco-driving Contest Classification", introduced two years ago, is that the degree of the participant's success is irrelevant to the fuel consumption characteristics and the technology of the vehicle, and only pertains to the driver's ability to drive the car with the most eco-

friendly mode, conserving energy and fighting against the fuel consumption figure officially declared by the manufacturer, as measured in the European Standard Cycle of driving.

Another important advantage is that a single and common classification can be issued for all types and categories of cars, presenting an interesting and complete picture of what we mean when we talk about the advantages of a generally applied "Eco-driving" mode. An essential condition for the application of the "Eco-driving Classification" is the existence of the official figure of the energy consumption of each participating vehicle, measured in the European Standard Driving cycle, as declared by the manufacturer. The direct comparison of this figure with the actual consumption figure achieved by the competitor is indicative of his capability to drive the specific type of vehicle under the specific conditions with the best possible energy conservation. The comparison is fair taking in to account that all the specific conditions of the event (geomorphology, itinerary, weather conditions, time schedule, etc. are exactly the same for all competitors

The formula used is extremely simple:

$$\text{Eco-driving Factor} = \frac{\text{Achieved Energy Consumption in kWh per 100 km}}{\text{Standard Energy Consumption, in kWh per 100 km}}$$

The smallest value of the Eco-Driving factor corresponds to the best energy conservation and determines the winner.

### 15.3 Scrutineering and refueling procedure for vehicles participating in Energy Classifications

#### **15.3.1 Charging and Refuelling**

For participants competing for the Energy Classification and/or the Eco-Driving classification, any recharging and/or refuelling outside the officially designated areas is strictly forbidden on pain of exclusion from these classifications. This is valid for all vehicle categories admitted to the Eco-Rallies as referred to in Article 6. As a general principle, at the beginning of the event, during the scrutineering, those competitors with vehicles powered by liquid fossil fuels (petrol or diesel) and gaseous fuels (CNG or LPG or bio gas) or bio fuels must present their vehicles with the tank in reserve quantity of fuel and must provide for the refuelling 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 a designated officer. Any infringement of this rule will result in a penalty, which may go as far as exclusion. At the end of the event, during the last scrutineering, the fossil fuel or bio fuel tank and the gaseous tank must be filled-up with the corresponding fuel and the quantities needed for this topping-up will be measured and documented by the officials, exactly as was done during the event when refuelling with gaseous fuel. exactly as was done during the event when refuelling.

#### **15.3.2 Category IIIA and Plug-in Hybrid Electric vehicles:**

The competitors must submit their vehicles for scrutineering before the start with the traction batteries fully charged. They must make available documentation proving the maximum energy capacity of the main battery pack. The factory-supplied onboard charging system for the propulsion battery pack will be sealed. In case of Plug in Hybrid Electric Vehicles, the tank of fuel should be presented in reserve quantity and will be filled up and sealed by the scrutineers as provided by the above Art. 15.3.1. For the energy consumption (CI) classification, the capacity of the battery pack (or its utilized part, if the measurement is feasible) plus the possible intermediate quantities of energy received in recharging stops (or/and refuelling stops for Plug-in Hybrids) will figure out the total energy consumed. At the end of the event, the battery packs of the Electric vehicles or the Plug-in Hybrid

~~Electric vehicles will either not be recharged, and the battery packs will be considered as fully discharged or, for better accuracy, will be recharged and the necessary energy for a complete recharge will be measured. In the first case, it the responsibility of the competitor to arrive at the finish of the event with the battery pack almost empty.~~

#### **15.3.3 Category VIII Vehicles with bi-fuel or multi-fuel system, liquid and gaseous**

~~The procedure provided in Article 15.3.1 will be applied.~~

~~The calorific energy of the alternative energies used during the event by a competing bi- or multi-fuel vehicle must be at least 80% of the total calorific fuel energy used, otherwise the vehicle will be excluded **not only from the energy classifications but also from the FIA classification.**~~

#### **15.3.4 Category VIII vehicles propelled by bio-fuels**

~~The procedure described in Article 15.3.1 will be applied. At the end of the event, if there is not a sufficient quantity of bio-fuel available, the appointed marshal, after securing the agreement of the competitor, will make use of a fossil fuel suitable for the engine, in order to make the necessary measurement of the consumed quantity.~~

#### **15.3.5 Category VII – Hybrid Vehicles**

~~The procedure described in Article 15.3.1 will be applied. The electric energy used during the event, although a small amount must be added to the consumed fuel energy in order to calculate the total specific energy consumption factor of the vehicle. For this purpose, the charging level of the battery pack must be checked at the start and the finish of the event using the vehicle's charging level indicator. The capacity of the battery pack should be referred to in official documents of the vehicle. If this procedure is not feasible, 60 per cent of the battery pack capacity will be considered as the electric energy consumption.~~

#### **15.3.6 Ballast**

~~Any kind of ballast that affects the weight of the vehicle is strictly forbidden. Failure to comply with this provision will involve the application of a penalty which may go as far as the exclusion from the Energy Consumption classifications.~~

#### **15.3.7 Distance**

~~At the start and the finish of the event, the indications of the total kilometre counters will be recorded and the number of kilometres run will be calculated and confirmed. Should there be a difference between this distance and the distance obtained from the Road Book, the latter shall be the one taken into account for the calculation of the Energy Consumption classifications.~~

## **16. ENTRY PROCEDURE AND FEES**

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

- |  |
|--|
| <p><b>1) With the optional advertising proposed by the Organiser: € 450,00-</b></p> <p><b>2) Without the optional advertising proposed by the Organiser: € 500,00-</b></p> |
|--|

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

The Organiser will provide the participants with material and services as referred to in paragraph 16.9.4

### **16.1 Entry fees will be refunded in full**

- If the entry is not accepted.
- If the event is cancelled.

### **16.2 Crew documents**

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

- Driving licence according to the entered vehicles (not applicable for navigators)
- Any grade of FIA licence, issued by their ASN, or
- An FIA licence, grade D (or equivalent), obtained for the event, and valid for its duration, which has been issued by the ASN and handed over to the participants at the latest during the administrative checks. It will be subject to the payment of a fee of .40 euros

### **16.3 Entry Forms**

Any person, or legal entity, wishing to participate to the event must submit to the Event secretariat, a properly filled-in and signed entry form on [www.scuderiadolomiti.com](http://www.scuderiadolomiti.com) (see appendix 1), together with all other requested documents, photos, etc. before **31 may 2015 - 12.00 pm**

The Entry Forms must be submitted to the official organiser's address as referred to into the relevant paragraph.

Details of the crew members must be confirmed at least 7 days before the administrative checks. A crew member may be replaced only before the administrative checks and this must be approved by the Organiser. Only the Stewards of the meeting can approve the replacement of any crew member after the publication of the participant's list. A car may be replaced only if approved by the Organiser and accepted by the Stewards.

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

**16.5** The Organisers 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

**16.6** The field for participation is limited to a total of **40** entries . **All entry forms received after the above number of vehicles has been accepted will be entered on a reserve list.**

**16.7** The minimum number of entered cars is: **10** cars

If this number is not reached, the event will be canceled, after obtaining the FIA's approval (Article 8B of the General Prescriptions applicable to all FIA Championships).

**16.8** The Organisers will buy a third party liability insurance contract covering the event, in accordance with the national law. The amounts covering the various risks will follow the same scale as is valid for traffic accidents. Insurance coverage for third party liability of the participating vehicles, as required by the traffic code, in order to drive legally on public roads, it is an obligation of the participants and the validity of their contracts will be checked during the administrative control. It should be noted that the event is not a race event; it takes place on public roads open to public traffic and the Traffic Code in force is fully respected. Consequently, the ordinary insurance contract which is obligatory for vehicles driving on the public roads in the Organiser's country is valid.

### **16.9 Advertising Promotion and Publicity**

**16.9.1 Official Supporter:** The organisation of the event is supported by ....., the logos of which must, as a matter of obligation, be displayed on the competition numbers and on any other promotional material intended to be placed on vehicles. Optional advertising material can be proposed by the organisers as follows.....

**16.9.2 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's clothing, is obliged to declare this to the Organisers, requesting their approval at the time the entry form is submitted. The reasoning is the avoidance of any advertising of products or services that are not in line with the aims of the event and, more generally, with the motor sport targets.

**16.9.3 Event publicity:**

By entering the event, all participants authorize the Organisers to make free use, in event reports and press releases, of their names, as well the names of their team members and their vehicle's data. They also declare their consent in respect of any publicity material that may be issued by the Organisers in which reference may be made to their names and their cars' data.

**16.9.4** The Organisers will provide the participants with various material and services as follows:

- Road Book
- Supplementary Regulations
- Competition numbers (See Appendix 2)
- Crew identification cards
- Free tickets for the dinner on 06 June by Hotel Four Points by Sheraton Bolzano and lunch on the 07 June by Meborast
- Invitation for the Official Prize Giving Ceremony.

**17. SPECIFIC TERMS – RALLY PLATES**

**17.1** The submission of the entry form will constitute the proof that the entrant and the crew members have agreed to respect all the regulations applicable to the event

**17.2** Any amendment or addition to these regulations, as well as any clarification or information essential to the participants that is issued after the publication of the supplementary regulations, will be communicated by officially-numbered and dated Bulletins or Informative Announcements. These will be distributed to all participants, who will sign their acknowledgement, and they will then be posted on the official noticeboard. Where this procedure is impossible to apply, because of the circumstances, the Organisers 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 their competition numbers, which must be displayed on the cars in an area covering 40 cm x 60 cm, or an equivalent circular area, and should be clearly displayed on each side of the car.

**17.4 Competition Numbers.** Participants will be allocated their participation numbers during the administrative check and these should remain intact and clearly visible throughout the event. The side doors signs bearing the competition number will also contain the name of the event and the logos of the Organisers and Sponsors. An Appendix to the present regulation will specify the correct places of the vehicle on which this indicative and advertising material should be posted.

## **18 - GENERAL CLASSIFICATION, ALTERNATIVE ENERGIES CUP POINTS, OTHER CLASSIFICATIONS – AWARDS**

**18.1 FIA Classifications.** The following classifications will be submitted to the FIA for the allocation of FIA Alternative Energies Cup points:

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

The classification statements must contain the name and the date of the event, the first name, surname and nationality of Competitors, Drivers and Co-Drivers, the Vehicle Manufacturer as should be listed in the Manufacturers Cup classification, the Type and Category of Vehicle and the sum of penalty points.

**18.2 Alternative Energies Cup points allocation.** In 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 in the above two final Classifications. For any one Manufacturer, only the best placed vehicle in each event will score points. There is a coefficient of 2 for the events with an itinerary in excess of 500 km and of a total Regularity Tests distance in excess of 40 km.

**18.3 Cups and/or Medals or Trophies.** For each of the two final Classifications of para. 18.1 Cups will be awarded to minimum three first placed competitors (Driver and Co-Driver) provided that the number of successfully finished cars for each category is six or more. For each classification in which the number of successfully finished cars is between three and five minimum two cups will be awarded to the first and second placed competitors.

## **19. PROTESTS - APPEALS**

**19.1** The amount of the protest fee is **€ 350,00-**

**19.2** Protests against the preliminary official results of the Event must be lodged, in writing, with the Clerk of the Course within 30 minutes of the moment of their 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 Stewards only if it is accompanied by the aforementioned protest fee, which is not refundable should the protest fail to be upheld.

**19.4** Appeals can be lodged in accordance with the National and International Sporting Codes.

- For the National Court of Appeal, the fees are **€ 3.000,00-**

- For the FIA Court of Appeal, the fees are **€ 6.000,00-**

## **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, who are 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



**APPENDICES THAT SHOULD BE ATTACHED:**

- APPENDIX 1 – Entry Form
- ~~- APPENDIX 2 – Competition Numbers and Sponsorship Advertising~~
- APPENDIX 3 – Road Book and Itinerary Maps (Will be circulated in accordance with the programme)
- APPENDIX 4 – Time Card and First Car Time Schedule (Will be circulated in accordance with the programme)
- Any other Appendix issued by the Organiser