

# **GREEK BAJA EKALI 4X4 CLUB 2004**

## **FIA European Cup for Cross Country Bajas**

**Karpenisi – Greece  
01 – 04 September 2004**

**Organized by Ekali 4x4 Club**

**ELPA**

***FIA General Prescriptions and Supplementary  
Regulations***

## INDEX

	<b>Page</b>	
<b>PROGRAMME .....</b>	<b>3</b>	
1 <b>Gen. Prescr. F.I.A. – DEFINITION .....</b>	4	“
1P <b>SUPPLEMENTARY – DEFINITION .....</b>	4	“
<b>ORGANIZING COMMITTEE .....</b>	5	“
<b>ELIGIBILITY .....</b>	6	“
2 <b>Gen. Prescr. F.I.A. – TERMINOLOGY .....</b>	6	“
2P <b>SUPPLEMENTARY – TERMINOLOGY .....</b>	7	“
3 <b>Gen. Prescr. F.I.A. – REGULATIONS .....</b>	7	“
3P <b>SUPPLEMENTARY – REGULATIONS .....</b>	8	“
4 <b>Gen. Prescr. F.I.A. – VEHICLES .....</b>	8	“
4P <b>SUPPLEMENTARY – VEHICLES .....</b>	8	“
5 <b>Gen. Prescr.F.I.A. – CREWS .....</b>	9	“
5P <b>SUPPLEMENTARY – CREWS .....</b>	9	“
6 <b>Gen. Prescr. F.I.A. – CREWS' RELATIONS OFFICERS .....</b>	9	“
7 <b>Gen. Prescr. F.I.A. – ENTRIES .....</b>	9	“
7P <b>SUPPLEMENTARY – ENTRIES .....</b>	10	“
8 <b>Gen. Prescr. F.I.A. – IDENTIFICATION .....</b>	10	“
9 <b>Gen. Prescr. F.I.A. – STARTING ORDER .....</b>	11	“
9P <b>SUPPLEMENTARY - STARTING ORDER .....</b>	11	“
10 <b>Gen. Prescr.F.I.A. – ROAD BOOK .....</b>	12	“
10P <b>SUPPLEMENTARY - ROAD BOOK .....</b>	13	“
11 <b>Gen. Prescr. F.I.A – TRAFFIC .....</b>	13	“
11P <b>SUPPLEMENTARY – TRAFFIC .....</b>	13	“
12 <b>Gen. Prescr. F.I.A. – ASSISTANCE AND REFUELLING .....</b>	14	“
12P <b>SUPPLEMENTARY – ASSISTANCE/REFUELLING .....</b>	15	“
13 <b>Gen. Prescr. F.I.A. – INSURANCE .....</b>	15	“
13P <b>SUPPLEMENTARY – INSURANCE .....</b>	15	“
14 <b>Gen. Prescr. F.I.A. – ADVERTISING AND IDENTIFICATION .....</b>	15	“
14P <b>SUPPLEMENTARY - ADVERTISING AND IDENTIFICATION .....</b>	16	“
15 <b>Gen. Prescr. F.I.A. – TIME CARD .....</b>	16	“
16 <b>Gen. Prescr. F.I.A. – CONTROL ZONES .....</b>	16	“
17 <b>Gen. Prescr. F.I.A. – TIME CONTROLS .....</b>	17	“
17P <b>SUPPLEMENTARY - TIME CONTROLS .....</b>	18	“
18 <b>Gen. Prescr. F.I.A. – PASSAGE CONTROLS .....</b>	18	“
19 <b>Gen. Prescr. F.I.A. – SELECTIVE SECTIONS .....</b>	18	“
19P <b>SUPPLEMENTARY - SELECTIVE SECTIONS .....</b>	19	“
20 <b>Gen. Prescr. F.I.A. – REGROUPINGS .....</b>	19	“
20P <b>SUPPLEMENTARY – REGROUPINGS .....</b>	20	“
21 <b>Gen. Prescr. F.I.A. – SIGNPOSTING OF CONTROLS .....</b>	21	“
22 <b>Gen. Prescr. F.I.A. – PARC FERMÉ .....</b>	22	“
22P <b>SUPPLEMENTARY - PARC FERMÉ .....</b>	22	“
23 <b>Gen. Prescr. F.I.A. – ADMINISTRATIVE CHECKS AND SCRUTINEERING .....</b>	22	“
23P <b>SUPPLEMENTARY - ADMINISTRATIVE CHECKS AND SCRUTINEERING .....</b>	23	“
24 <b>Gen. Prescr. F.I.A. – PROTEST/APPEALS .....</b>	23	“
24P <b>SUPPLEMENTARY – PROTEST/APPEALS .....</b>	24	“
25 <b>Gen. Prescr. F.I.A. – CLASSIFICATIONS .....</b>	24	“
25P <b>SUPPLEMENTARY – CLASSIFICATIONS .....</b>	24	“
26 <b>Gen. Prescr. F.I.A. – SUMMARY OF PENALTIES .....</b>	25	“
26P <b>SUPPLEMENTARY – SUMMARY OF PENALTIES .....</b>	28	“
27P <b>SUPPLEMENTARY – PRIZES/CUPS .....</b>	29	“
28P <b>SUPPLEMENTARY – PRIZE GIVING CEREMONY .....</b>	29	“
<b>Gen. Prescr. F.I.A. – APPENDIX 1 – SAFETY .....</b>	30	“
<b>SUPPLEMENTARY - APPENDIX 1 – SAFETY PROGRAMME .....</b>	32	“
<b>Gen. Prescr. F.I.A. - APPENDIX 2 – SPECIFIC CONDITIONS FOR GROUP T1 VEHICLES .....</b>	34	“
<b>SUPPLEMENTARY - APPENDIX 3 - TIMING – PROLOGUE – LEG 1 – LEG 2 .....</b>		

# PROGRAMME

## Monday, June 7 2004

Entries open

## Monday, August 23 2004

Entries closed

## Tuesday, August 24 2004

Publication of the entry list

## Tuesday, August 31 2004

For the foreign competitors: 19.00 : departure from Ancona to Patra with the Superfast Ferry  
(Contact: Race Service – Italy – Phone: 0039 015 8491079  
Fax: 0039 015 8409552 – E-mail: [emagub@virgilio.it](mailto:emagub@virgilio.it))

## Wednesday, September 01 2004

For the foreign competitors: 15.00: arrival to Patra with the Superfast Ferry  
16.00: departure in convoy from Patra to Karpenisi  
20.00: arrival of the convoy to Karpenisi

## Wednesday, September 01 2004

20.00 to 23.30 : Administrative Checks and Scrutineering –KTEO Karpenisi

## Thursday, September 02 2004

08.00 to 12.30 : Administrative Checks and Scrutineering — KTEO Karpenisi

14.00 : Publication of eligible competitors and vehicle list, starting order and time of the Prologue  
Official Notice Board – Olympic Village – Karpenisi

15.00 : **Briefing – Road Book of the Prologue Leg issued to all competitors**  
**Olympic Village – Karpenisi**

## 16.00 to 16.30 Entry into Parc Fermé (Starting Park) – Olympic Village

(The racing cars will be accompanied - in 5 car group - by Organiser's car from the Parc ferme to Karpenisi Start)

17.30 Start of the Prologue Leg - Karpenisi

**17.53 Start Prologue (4,00 Km.)**

19.00 First arrival of the Prologue Leg (estimated time) – Olympic Village

20.30 Publication of the Prologue Leg Classification and the Leg 1 starting time and order list.  
Official Notice Board – Olympic Village – Karpenisi

**20.30 Briefing – Road Book of the Leg 1 and Leg 2 issued to all competitors**  
**Olympic Village – Karpenisi**

## Friday, September 03 2004

06.30 Start of the Leg 1 – Karpenisi

**07.50 Start S.S. 1 (101,00 Km.)**

**10.43 Start S.S. 2 (52,00 Km.)**

**14.03 Start S.S. 3 (101,00 Km.)**

**16.56 Start S.S. 4 (52,00 Km.)**

20.30 First arrival of the Leg 1 (estimated time) – Olympic Village – Parc Fermé

23.00 Publication of the Partial Unofficial Classification of the Leg 1 and the Leg 2 starting time  
and order list – Official Notice Board – Olympic Village – Karpenisi

## Saturday, September 04 2004

09.00 Start of the Leg 2 – Olympic Village - Karpenisi

**10.20 Start S.S. 5 (101,00Km.)**

**13.45 Start S.S. 6 (52,00Km.)**

15.30 First arrival of the Leg 2 (estimated time) – Olympic Village - Karpenisi – Convoy to the  
Parc Fermé

18.00 Unofficial Provisional Classification posted on the Official Notice Board  
Olympic Village – Karpenisi

21.00 Prize-giving Ceremony – Club Hotel Montana – Karpenisi

## Sunday, September 05 2004

For the foreign competitors: 11.00: departure from Karpenisi to Patra

20.00: departure from Patra to Ancona with the Superfast Ferry

## Monday, September 06 2004

For the foreign competitors: 14.00: arrival to Ancona

## 1. GENERAL PRESCRIPTIONS F.I.A. - DEFINITIONS – CHARACTERISTICS OF THE EVENTS

**1.1** A Cross-Country event is a sporting event the itinerary of which covers the territory of one or several countries. There are three types of Cross-Country events (the Event): the Cross Country Rally, the Cross Country Marathon Rally (Marathon) and the Cross-Country Rally Baja (Baja).

**1.2** A *Cross-Country Rally* is an event that must be run over a total distance between 1200 km and 6500 km. The event must last for no more than 10 days (including scrutineering and Prologue).

For Cross-Country Rallies counting towards the World Cup the minimum distance must be 2000 km (total distance) and /or 800 km (Selective Sections).

For Cross-Country Rallies not counting for the World Cup the minimum distance must be 1200 km (total distance) and/or 500 km (Selective Sections).

In all cases, the total distance must not be greater than 6500 km, and the event must last for no more than 10 days (including scrutineering and Prologue).

**1.3** A *Marathon* is an event, the itinerary of which covers the territory of several countries. The Organizers must obtain the agreement of the ASN of the countries crossed and of the FIA for those countries, which are not represented at the FIA.

The total distance must be greater than 6500 km, with a minimum total distance of 4000 km for the Selective Sections. The total duration of a Marathon may not exceed 31 days (including scrutineering and Prologue).

**1.4** A *Baja* is a Cross-Country Rally which must be run over 1 or 2 days.

1 day: maximum distance to be covered: 800 km.

2 days: maximum distance to be covered: 1200 km, with a minimum rest halt of 8 hours and a maximum of 20 hours to be observed between the two Legs.

For Bajas counting towards the World Cup, the minimum distance of the Selective Sections is 500 km.

For Bajas counting towards the Trophy, the minimum distance of the Selective Sections is 400 km.

For Bajas not counting towards an FIA title, the minimum distance of the Selective Sections is 300 km.

**1.5** The route, at an imposed average speed, is divided into Legs consisting of one or more Selective Sections in real time linked by Road Sections with an imposed average speed.

The dividing up of the Selective Sections must be such that the majority of competing crews can cover most of the route in daylight. It is prohibited to give the start of a Selective Section at night. The maximum length of the Selective Sections per Leg is set at 800 km.

**1.6** After a driving time of between 12 and 20 hours, a halt of at least 6 hours is compulsory. A halt of at least 18 hours is compulsory after 10 Legs of the race, except otherwise decided by the Stewards, upon proposal from the clerk of the course.

### 1.7 Registration

An Event, whatever its type, must be registered on the International Sporting Calendar with the agreement of the ASN of the country in which the Event is run, and takes the nationality of the ASN that registered it. The Organizers must obtain the agreement of the ASN of any countries crossed and of the FIA for countries not represented at the FIA.

**1.7.1** When an application to register an international event on the international sporting calendar for the first time is made, a comprehensive dossier describing the event must be sent to the FIA (general itinerary, length of the selective and road sections, safety plan, etc.).

**1.7.2** All events appearing on the FIA International Sporting Calendar must respect the following:

a) Only vehicles homologated by the FIA may be accepted in that event.

b) Once the dossier and the regulations of the event have been examined, a visa must be granted by the FIA.

c) If the event is coupled with a national event, the start of the national event must be given 10 minutes after the last car in the international Cross-Country Rally has started.

### 1.7.3

Any specific rule that is contrary to the FIA sporting and technical regulations and to the criteria defined above must form the subject of a specific and separate application to the FIA for a waiver, such application to be made by the Organizers with the agreement of the ASN that is registering the event; the application must be reasoned and must be submitted to the Cross-Country Rally Commission.

After approval, the waiver must appear in bold type in the Supplementary Regulations of the event.

## 1P. SUPPLEMENTARY - DEFINITION

**1P.1** *The EKALI CLUB 4x4, with the authorisation of the National Sporting Commission of ELPA (ELPA/A.S.N.), supported by Evritania Region, organize an International Baja Cross Country Rally named "GREEK BAJA EKALI 4X4 CLUB 2004".*

**1P.2** *The "GREEK BAJA EKALI 4X4 CLUB 2004" is a Baja Cross-Country Rally with a reduced total length of selective sections and takes part entirely in Central Greece, Evritania region. The total length of the rally is 690,01 kms.*

*The route, at an imposed average speed, is divided in 3 Legs (Prologue, 1<sup>st</sup>, 2<sup>nd</sup> Legs) and consists of 1 Prologue and 6 Selective Sections, totalling 463,00 kms. The total duration of the rally is 4 days, from 1 to 4 September 2004.*

*All Selective Sections will be run entirely in daylight for all the participating crews.*

**1P.3 The “GREEK BAJA EKALI 4X4 CLUB 2004” is twinned with a motorcycle event.**

**1P.4** Any attempt for reconnaissance, either by the competitors or their service vehicles, from the time of distribution of the road book until the starting time is strictly forbidden. Competitors who fail to respect this ban will not be permitted to take the start or will be excluded from the event, upon decision of the Stewards.

**1P.5** For any reason considered by the Organizers and/or the Stewards of the Meeting as "safety precaution" or as "force majeure", according to the International Sporting Code, the itinerary of any Leg can be modified or cancelled, partially or totally. The Organizers will do their best to inform the competitors in time, except if it is practically impossible for those having already been started. Protests against these decisions are absolutely unacceptable.

**1P.6** This Supplementary Regulations is approved by ELPA with Visa n .... and by F.I.A. with Visa n° .. BAJ /.....

**1P.7 ORGANIZING COMMITTEE**

<b>President</b>	<b>Alexandros APOSTOLIDES</b>
<b>Members</b>	<b>Nicolaos DIMITRIADIS</b>
	<b>TBA</b>
	<b>TBA</b>
	<b>TBA</b>

<b>Secretary</b>	<b>Anna Kiriakides</b>
------------------	------------------------

<b><u>Secretariat</u></b>	
<b>Until Tuesday 24/06/03</b>	<b>Ekali 4x4 Club</b>
	<b>5 Dionyssou Avenue,</b>
	<b>GR-145 78 EKALI – ATHENS – GREECE</b>
	<b>Tel &amp; Fax +30 2 10 8132569</b>
	<b><a href="http://www.4x4ekaliclub.gr">www.4x4ekaliclub.gr</a></b>

<b>During of the Rally</b>	<b>Olympic Village – Karpenisi</b>
<b>From Wednesday 1/09/04</b>	<b>Headquarters of the Rally</b>

**1P.8 OFFICIALS**

**Panel of the Stewards:**

<b>President</b>	<b>Juan ESTEVE (FIA)</b>
<b>Members</b>	<b>Pedro CORDEIRO (FIA)</b>
	<b>Vas. VASSILIOU (ELPA)</b>
<b>F.I.A Observer</b>	<b>Wulf BIEBINGER</b>
<b>N.S.C. Observer</b>	<b>Thomas GOURTSOULIS</b>

<b>Clerk of the Course</b>	<b>Alexandros APOSTOLIDES</b>
<b>Assistant C.o.t.C.</b>	

**Emanuele GUBERNATI**

<b>Crews Relations Officers</b>	<b>Panagiotis MILAS (ELPA)</b>
---------------------------------	--------------------------------

<b>Secretary of the Meeting</b>	<b>Anna KIRIAKIDOU</b>
<b>Secretary of the Stewards</b>	<b>Helen FERTAKIS</b>

<b>Administrative Checks</b>	<b>Kaity APOSTOLIDIS</b>
	<b>Anna KYRIAKIDOU</b>

**Scrutineering:**

<b>F.I.A. Technical Delegate</b>	<b>Lionel CARRE (F.I.A.)</b>
<b>ELPA Technical Delegate</b>	<b>TBA.....</b>
<b>Scrutineers</b>	<b>TBA</b>

<b>Park Marshals</b>	<b>TBA</b>
	<b>TBA</b>
<b>Safety Officer</b>	<b>TBA</b>
<b>Press Officer</b>	<b>TBA.....</b>
<b>Result Responsible</b>	<b>Nicolas ANDRITSAKIS</b>
<b>Chief Medical Officer</b>	<b>TBA</b>
<b>Road Marshals Responsible</b>	<b>TBA</b>
<b>Road Marshals</b>	<b>EKALI 4x4 CLUB</b>

**1P.9** **ELIGIBILITY**

**1P.9.1** **International F.I.A. Titles:**  
**2004 FIA European Cup for Cross Country Rallies Bajas**

**1P.9.2** **National ELPA Titles:**  
**Cross Country Cup** **Coeff. 5**

**2. GENERAL PRESCRIPTIONS F.I.A. - TERMINOLOGY**

**Briefing:** The briefing must be given by the clerk of the course or his deputy and the participation of the drivers is compulsory. The text of the briefing regarding safety must also be set out in writing and be posted on the official notice board.

**Leg:** Each part of the event, except for Bajas, separated by a stopping time of at least 6 hours. Time controls are compulsory between the finish of the last Selective Section and the entrance to the Bivouac, and from the departure from the Bivouac to the start of the first Selective Section the next day.

**Bivouac:** (Except for Bajas) Zone situated between the Time Controls at the finish of one Leg and the start of the next, where all the competitor regroup; this zone is located in the road book. In the Bivouac, servicing is free between the competitors still in the race, as is any servicing authorized by the supplementary regulations of the event. The Bivouac zone will be determined by an imaginary circle of approximately 500 m, the center of which will be the structure set up by the Organizers and in which the following must be installed:

- ° An official notice board,
- ° A "time cards box", which will be operational after the closing of the time control for the finish of the leg (the finish control is optional). The start and finish controls may be combined, but they must be no further than 500 m from the center of the bivouac for the finish of a selective section and no closer than 10 km for the start the next day. Servicing in a closed and/or private place is not authorized. 1<sup>st</sup> infringement: 50% of the fees, 2<sup>nd</sup> infringement: fixed penalty, 3<sup>rd</sup> infringement: exclusion. The Organizers may set up bivouacs with regulated servicing, for which the procedure shall be described in the supplementary regulations.

**Leg/ Navigation zone:** Leg/zone with a route which cannot be strictly defined, to be run with or without a road book (full or partial) and/or by the map. Passage Control points which can be easily and precisely located in the field using material references shall be indicated geographically (latitude and longitude), cartographically (co-ordinates) or representatively (kilometers and drawings) in the Road book and/or on the map, and mentioned as such.

**FIA Technical Passport:** Document issued by the competitor's ASN and authenticated by the FIA technical delegate or the Scrutineers in charge at the event, who identifies the presented vehicle. This passport must be presented on demand of the Scrutineers.

**Road Section:** Section of itinerary with a target time between two successive time controls.

**Selective Section:** Speed test in real time Selective Sections may be run over a course exclusively reserved for the competitors of the Event. This provision must be indicated in the supplementary regulations of the Event.

**Team Manager:** The declared and approved representative of a team entering at least two vehicles, with a competitor's license issued in the name of this team.

**Target time:** Each Road Section must be covered in a target time, which the competitors must respect. Any crew exceeding this target time will incur a penalty given to the minute.

**Maximum time allowed:** Time greater than the target time allocated for each Road Section, or maximum time given to each Selective Section. Any crew exceeding this time, without any tolerance, will receive a penalty ranging from the fixed penalty to exclusion. At that moment the control is said to be closed for the competitor concerned.

**Changing of the maximum time allowed:** In Events other than Bajas, if for a given selective section the best time set is more than 15% longer than the estimated time foreseen by the Organizers in the scheduling of the Time Controls, the set maximum time allowed will be increased by a percentage identical to that by which the estimated time was exceeded, rounded up to the nearest number of hours.

Example:

SS km 458:	Estimated time of the 1 <sup>st</sup> :	5 h 45'
	Maximum time allowed:	13 h 00'
	Best time:	6 h 58' 58"
	Additional percentage:	+ 21.45%
	New maximum time allowed:	16 h 00'

Other particular cases will be submitted by the clerk of the course and dealt with by the Stewards.

**Real time:** Time actually taken to cover the route of a Selective Section.

**Regrouping:** Stop scheduled by the Organizers to enable the theoretical times to be observed on the one hand, and on the other, to regroup the crews still in the event. The stopping time may vary according to the crews.

**Neutralization Period:** Time during which the crews are stopped by race control.

**Park Fermé:** Zone in which no repairs or intervention is possible, except in the cases expressly provided for by these Standard Regulations.

**Bulletin:** Official bulletin, which is an integral part of the regulations of the Event and is intended to modify, clarify or complete them. These bulletins are numbered, dated and signed:

- By the Organizers, up until the day of scrutineering, and stamped by the ASN and the FIA.

- By the Stewards of the meeting throughout the Event. Crews must confirm receipt thereof by signature. Any bulletin must be in writing and posted at the control post and on the official notice board.

**Information note:** Information given by the Organizers and/or the Rally control to the competitors who, after reading it, must confirm this by signature.

**Time Card:** Card intended for the stamps, in chronological order, of the different control points scheduled on the itinerary.

**ASN:** National Sporting Authority.

**Signposting:** In Bajas only, signposting is not considered as servicing or outside help.

**Fixed penalty:** A fixed penalty has been created to replace certain sanctions leading to exclusion or disqualification for failing to respect certain clauses of the regulations in a traditional Cross-Country Event. It allows the penalized competitor to continue the Cross-Country Event in normal competition conditions, although being severely sanctioned. The fixed penalty is expressed in a time which is added to the penalties already incurred by the competitor in specific cases listed in the Supplementary Regulations. The fixed penalty is set by the Organizers and may be of a different figure for each Selective Section, Road Section or Passage Control, calculated according to the profile and the difficulty of each of these. The total time attributed at the competitor touched by the fixed penalty, for each Leg, will be calculated by adding together the maximum time authorized for the Selective Section(s) or Road Section(s) not covered, increased by the fixed penalty for the missing Section(s), as well as for any missing Passage Controls.

In the case of a Leg in the form of a loop (Start and Finish in the same place or very close to each other) or of a straight Leg, but with a Start and Finish linked by main roads and/or surfaced roads, the normal fixed penalty is applicable only on the condition that at least two Passage Controls are observed by the competitor. If they are not, a double fixed penalty is applicable. If the error is repeated, the Stewards may inflict a sanction, which may go as far as the exclusion of the competitor concerned. The Organizers must state in the Supplementary Regulations for the event and in the timetable those legs subject to this specific regulation.

## 2P. SUPPLEMENTARY - TERMINOLOGY

### 2P.1 Briefing

**Briefings for competitors will be organized before the start of the Prologue Leg and of the 1<sup>st</sup> Leg.**

**These briefings are compulsory for all competitors (there will be an attendance sheet). At least one member of each crew must be present at this briefing, failing of which a fine amounting to 200 euro will be imposed.**

### 2P.2 Navigation Leg/Zone

**There are no such navigation Legs / zones in this rally.**

### 2P.3 FIA Technical Passport

**It is compulsory to present this document**

### 2P.4 Fixed penalty

**The fixed penalty for the Leg 1 and Leg 2 is 4 hours (240 min).**

**The fixed penalty for the Prologue Leg is 1 hour (60 min) – Application only for the Starting Order of the 1<sup>st</sup> Leg.**

**At the end of the each Leg the total penalty for the competitor will be calculated by adding only the Maximum Time of the Selective Section/s non regularly covered, increased by all different penalty and by the fixed penalty of the day.**

**For being classified with the fixed penalty, in the 1<sup>st</sup> Leg the competitor has regularly to complete minimum the Selective Section n° 1, and in 2<sup>nd</sup> Leg the first Selective Section of the day.**

**In the Prologue Leg and in the 1<sup>st</sup> Leg the competitor has to drive his vehicle at the T.C. of the end of the Leg before the closing time.**

**In the 2<sup>nd</sup> Leg its crew must present itself and the car to the last T.C. the latest 1 minute after the arrival of the last expected car which finishes the Leg within the permitted time limits, otherwise it is excluded.**

**The fixed penalty is applicable to each crew, only once during the cross country rally.**

## 3. GENERAL PRESCRIPTIONS F.I.A. - REGULATIONS

An Event is disputed in conformity with:

- The Sporting Code of the FIA and its appendices.
- These General Prescriptions.
- The specifications defined by the FIA for the Events (Cahier des Charges).
- The supplementary regulations for the Event.

3.1 The clerk of the course is charged with the application of the regulations during the running of the Event.

**3.2** Any protests concerning this application or any case not provided for will be studied by the Stewards who alone have the power to decide.

**3.3** Any amendment or any additional provision will be announced by dated, numbered and signed bulletins, which will be an integral part of the regulations, and will be posted on the official notice board of the Event. They will also be directly communicated to the crews, who must sign for it.

**3.4** Blames or fines will be imposed for any offence, which is not of a sporting nature (e.g. arriving late at scrutineering, etc.).

### **3P. SUPPLEMENTARY - REGULATIONS**

*The GREEK BAJA EKALI 4X4 CLUB 2004 is disputed in conformity with:*

- § *the Sporting Code of the "Fédération Internationale de l'Automobile" (FIA) the General Prescriptions of the FIA for Cross-Country Rallies. The exceptions to these regulations are mentioned in bold face.*
- § *the present supplementary regulations and any official amendment will be announced in the form of an information bulletin.*

**3P.1** *In the event of any dispute concerning the interpretation of the present regulations only the English text will be binding.*

### **4. GENERAL PRESCRIPTIONS F.I.A. - VEHICLES**

**4.1** Cross-Country Rallies are open to vehicles of a maximum gross weight of up to 3,500 kg for Groups T1, and T2 and greater than 3,500 kg for Group T4, in due possession of a registration certificate. These vehicles must comply with the safety specifications laid down by the International Convention on Road Traffic, as well as the safety specifications laid down by the FIA regulations and by these regulations.

The vehicles shall be split up into the following categories:

#### **Group T1: Cross-Country Series Production Vehicles**

Vehicles homologated in the Cross-Country Group (vehicles must comply with the prescriptions of the Group T1 vehicles – Appendix 2).

#### **Group T2: Improved Cross-Country Vehicles**

**2-wheel drive category:** the Organizers must provide for a 2-wheel drive category within Group T2.

**Group T4: Series Cross-Country Trucks** weighing more than 3,500 kg (for Marathon Cross-Country Rallies and Cross-Country Rallies when the terrain allows it. For safety reasons, there will be a separate classification for T4 trucks in international cross-country rallies. The first T4 will start after the last car. The minimum period between the last car and the first truck is left up to the Organizers.

**4.2** Standard vehicles, which are not homologated in Group T1 or not homologated any longer, may be authorized to take part in Group T2 with a T1 safety and preparation level.

Vehicles must fully respect Article 284 (Group T1) and must not have characteristics superior to Group T2, except in particular cases, which will be examined by the Cross-Country Rally Technical Working Group.

### **4P. SUPPLEMENTARY - VEHICLES**

**4P.1** *The GREEK BAJA EKALI 4X4 CLUB 2004 is open to vehicles of a maximum gross weight of up to 3.500 kg for Groups T1, T2 in due possession of a registration certificate for road circulation. These vehicles must comply with the safety specifications laid down by the International Convention on Road Traffic, as well as the safety specifications laid down by the FIA regulations and the present regulations. The vehicles shall be split up into the following Groups and Classes:*

#### **Group T1: Cross Country series production homologated vehicles T1 FIA**

- Class T1/1** *Cubic capacity of petrol engines up to 2.000 cc*
- Class T1/2** *Cubic capacity of petrol engines over 2.000 cc*
- Class T1/3** *Diesel engines*

#### **Group T2: Modified Cross Country vehicles**

- Class T2/0** *Cubic capacity of petrol engines up to 1.600 cc*
- Class T2/1** *Cubic capacity of petrol engines up to 2.000 cc*
- Class T2/2** *Cubic capacity of petrol engines over 2.000 cc*
- Class T2/3** *Diesel engines*
- Class T2/4** *2WD cars*

**Note:** *For all the above groups the engines equipped with turbo compressors, supercharges and other similar type of pressurized air induction equipment are classified according to the product of multiplication of their nominal cubic capacity by the factor 1.7 (petrol engines) and 1.5 (diesel engines)*



## 5. GENERAL PRESCRIPTIONS F.I.A. - CREWS

5.1 For the exact interpretation of this text the following definitions apply:

- a) "Competitor", used for the physical or legal entity who has entered the vehicle;
- b) "Crew", used for the whole, comprising the first driver and possibly the co-driver(s).

5.2 Any crew entered by a competitor holding an FIA international competitor's license valid for the current year is eligible. The crew may be made up of 1, 2 or a maximum of 3 drivers. The members of the crew will be nominated as 1st driver and co-driver(s). All members of the crew may drive during the event, and each one must possess a valid FIA driver's license for the current year.

5.3 Where the competitor is a legal entity, or in any case not part of the crew, the first driver named on the entry form will be held responsible for all the liabilities and obligations of the entrant, throughout the whole Event.

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

5.5 Any incorrect, fraudulent or unsporting action carried out by a competitor or member of the crew will be judged by Stewards who will impose penalties which may go as far as the exclusion of the crew concerned. The Stewards may also ask the ASN to impose a possible sanction.

### 5P. SUPPLEMENTARY - CREWS

**5P.1 In the GREEK BAJA EKALI 4X4 CLUB 2004 eligible to participate are crews by competitors, holders of a International competitor's licence, valid for the current year, issued from an ASN member of the F.I.A.**

## 6. GENERAL PRESCRIPTIONS F.I.A. - CREWS' RELATIONS OFFICERS

The crews' relations officers must be easily identifiable and present:

- at scrutineering and administrative checks,
- at the start and finish of Legs,
- at regroupings.

The mission of the crews' relation's officers is:

- to inform the crews and ensure permanent concertation with them,
- to give accurate answers to all questions asked,
- to provide all information or additional clarifications in connection with the regulations and the running of the Event,
- to avoid forwarding questions to the Stewards which could be solved satisfactorily by a clear explanation, with the exception of protests (for example, to clarify disputes over times).

## 7. GENERAL PRESCRIPTIONS F.I.A. - ENTRIES

7.1 Anybody wishing to take part in the Event must send the entry form, duly completed, to the secretariat of the Event along with the entry fees, accompanied by at least:

- the full name, nationality, address, license n° and driving license n° of each member of the crew.
- the characteristics of the vehicle.

For competitors, 1<sup>st</sup> drivers or co-drivers of a nationality different from that of the Organizers' ASN, **the entry form must be stamped by the ASN of the competitor, 1st driver and co-drivers. (Article 70 – Chapter IV - International Sporting Code).**

7.2 By the very fact of signing the entry form, the competitor, as well as all the crew members submit themselves to the sporting jurisdictions specified in the International Sporting Code and the prescriptions of the present regulations only. No amendments may be made to the entry form, except in the cases provided for in the present regulations.

7.3 The changing of a single crew member may be carried out until the moment at which the crew member concerned presents himself at the administrative checks, subject to the approval of the organizing committee. The changing of 2 or 3 crew members may only be authorized by the FIA.

7.4 Up to the moment of the administrative checks, the competitor may freely replace the entered vehicle by another of the same group.

7.5 The list of entrants must be sent to the FIA at the latest 8 days before the start of the administrative checks.

7.6 Should it turn out, at the time of pre-race scrutineering, that a vehicle does not correspond in its presentation to the group in which it was entered, this vehicle may, upon the proposal of the Scrutineers, be transferred by the Stewards to a different group or be refused definitively.

7.7 The entry application will only be accepted if accompanied by the entry fees which will be increased by 100% for those competitors not accepting the optional advertising of the Organizers.

**7.8** Entry fees will be refunded in full:  
 a) To candidates whose entry has not been accepted,  
 b) In the case of the Event not taking place.

**7.9** The Organizers will reimburse the entry fee, minus a variable retainer, to those competitors who were unable to present themselves at the start of the Event (i.e. before the end of the administrative checks) for reasons of force majeure, subject to the application reaching the Organizers by registered mail. This reimbursement will take place at the latest one month after the finish of the Event.

**7.10** When a transfer (by air, sea, rail, or other means) is included in the running of the Event, it must be an integral part of it and must be included in the total sum of the entry fees.

**7P. SUPPLEMENTARY - ENTRIES**

**7P.1** *Anybody wishing to participate in the GREEK BAJA EKALI 4X4 CLUB 2004 must send the entry form duly completed to the secretariat of the event the latest by 20h00 of Monday 23 August 2004, along with the entry fees, accompanied by:*

- *the full name, nationality, address, visa of the NSA (foreign competitors), sporting licence N° and driving licence N° of each member of the crew;*
- *the characteristics of the vehicle.*

**7P.2** *The entry application will only be accepted if accompanied by the total entry fees of:*

*For crews competing under their own name: euro 2.200,00  
 (including 4 nights stay and half pension for crews)*

*For crews NOT competing under their own name: euro 2.900,00  
 (including 4 nights stay and half pension for crews)*

*For a service plate, (first service vehicle): euro 300,00 per competitor*

*For two service plates, (two service vehicles): euro 500,00 per competitor*

*For three service plates, (three service vehicles): euro 800,00 per competitor*

*For each extra person (not a crew member)  
 who wishes to reserve hotel room/HB (in double room): euro 300.00  
 (including 4 nights stay and half board)*

**8. GENERAL PRESCRIPTIONS F.I.A. - IDENTIFICATION**

**8.1** The organizing committee shall supply each crew with 2 plates and 3 race numbers.

**8.2** Throughout the duration of the Event, the plates must be affixed, vertically, in a visible location at the foremost and rearmost points of the vehicle.

They must bear the race number, the name of the event and, where applicable, the name of the Organizers' main sponsor.

In no case should they cover, even partially, the vehicle's license plates.

**8.3** The race numbers must appear on both sides of the vehicle and on the roof during the whole Event and be legible from the rear.

**8.4** At any time during the Event, the absence or faulty positioning of a race number or a plate will incur, on certification, a cash penalty equivalent to 10% of the entry fees. The absence or faulty positioning of 2 or more race numbers and/or plates at the same time shall result in a cash penalty equivalent to 20% of the entry fee.

**8.5** The names of the 1<sup>st</sup> driver and his co-driver(s) plus their national flags of a height of 30 - 50 mm, must appear on both sides of the front wings or doors of the vehicle. Any vehicle failing to comply with this rule shall be subject to a cash penalty, on certification, equivalent to 10% of the entry fee.

**8.6** A specific sheet, considered as an "identity card", bearing recent identity photos and the signatures of the crew members, and all the particulars of the vehicle, must be affixed to the vehicle throughout the entire duration of the event; failure to do so shall result in a cash penalty equivalent to 10% of the entry fee on first certification, and exclusion for a second offence. This card shall be placed in the lower right-hand corner of the windscreen or on the bodywork near to the location provided for above (Format: 150 x 100 mm +/- 20), or on the rear of the rear side window.

**8.7** The members of the crew will be recognizable by means of identification signs (bracelet, badge, etc.). Any breach noted by an official will result in a cash penalty equivalent to 10% of the sum of the entry fee.

**8.8** At any moment, the chassis and engine block, which have already been marked during the pre-race checks, or any other part, may receive selective marking.

**9. GENERAL PRESCRIPTIONS F.I.A. - STARTING ORDER**

**9.1** Only one Prologue may be organized. It will be run in the form of a Selective Section, with a minimum length of 2 km and a maximum length of 10 km, which shall not count for the classification of the Event. The starts of the Prologue shall be given with a minimum interval of one minute between the FIA seeded drivers in ascending order of the race numbers which will be attributed as follows:

**Criteria for drivers classified "Cross-Country Rallies" by the FIA, used for establishing the list which is given in appendix:**

The first 3 finishers in the events of the World Cup, of the FIA Baja Trophy and candidate events already run during the current season and over the previous two years.

The winners of the T1 and T2 categories in a World Cup event of the previous year.

Any driver entered by a manufacturer for a specific Event becomes seeded for this Event only, except in T4, where he will be seeded in his group.

**Series 1:**

- Drivers classified "Cross-Country Rallies"
- Drivers on the FIA 1<sup>st</sup> seeded rally drivers list

**Series 2:** All other drivers.

The order for allocating the numbers in these 2 series is left to the initiative of the organizing committee.

**9.2** If there is a Prologue, the starts in the 1<sup>st</sup> Leg involving a Selective Section shall be given in the order of the Prologue classification. Penalties imposed during the Prologue concern only the starting order. If there is no Prologue, the FIA seeded drivers will start at 2 minute intervals in the order of their numbers.

The first five positions at the start of the event shall be allocated to the 5 fastest drivers in the Prologue. Only the fastest driver may choose his position among these 5 places. From the 6<sup>th</sup> to 20<sup>th</sup> places, starting positions shall be allocated to the first 15 seeded drivers in the order of their respective classification in the Prologue.

**9.3** From the second leg onwards, the starts shall be given in the order of the last classification of the selective section(s) of the previous leg.

The clerk of the course, when drawing up the starting order, must take into account any penalties expressed in time that a competitor has incurred during the previous leg, and must add them to the time of the selective section(s) considered for drawing up the starting order itself.

This procedure is applicable provided that the penalties are noted down on the competitor's time card. If this proves impossible, the starts shall be given in the order of the classification of two days previously, etc. In the event of a dead, the starts shall be given in the order of the numbers.

**9.4** At the start of each Leg, the first 10 crews must start at 2 minute intervals; the other crews shall start at the discretion of the clerk of the course, the intervals being no longer than 2 minutes, and no shorter than 1 minute (for Cross-Country Rallies) or 30 seconds (for Marathons and Bajas).

**9.5** Any vehicle reporting late for the start of the Prologue or of a Leg shall be penalized at a rate of one minute for every minute of lateness. Any crew arriving more than 30 minutes late shall not be permitted to take the start, and shall be excluded immediately.

**9.6** In a case where a crew arrives early at the Time Control before a start for a Selective Section no modification to the arranged starting order is authorized as a function of the cars present, and the starting time is the target check-in time at the Time Control + 5', even if it concerns the start for a Selective Section other than the first of the day.

Example:

Target check-in time at Time Control: 10h00; actual early arrival time: 9h54; theoretical starting time: 9h59; starting time authorized: 10h05, which corresponds to the target check-in time + 5 minutes.

The marshal in charge of the start must ensure that this regulation is respected and make a report to the clerk of the course. Any infringement of this regulation may lead to a sanction imposed by the Stewards, which may go as far as excluding the crew concerned.

**9.7** In Bajas, so as to avoid cars and motorcycles racing together, it is recommended that Organizers provide different itineraries for cars and for motorcycles.

**9P. SUPPLEMENTARY - STARTING ORDER**

**9P.1** *One Prologue (4,00 Km.) at Karpenisi (Evrítania region) will be organised in this rally.*

*The starting order for the Prologue will follow the ascending order of the participation numbers attributed as follows:*

**Series 1:** *FIA seeded Cross Country Rally Drivers*

*FIA 1<sup>st</sup> seeded Rally Drivers*

*FIA 2<sup>nd</sup> seeded Rally Drivers*

**Series 2:** *ASN seeded Cross Country Drivers*

*ASN seeded Rally Drivers*

**Series 3:** *All other Drivers*

*The order for allocating the numbers in these three series is left to the initiative of the Organizing Committee.*

**9P.2** A starting area (*Parc Fermé*) will be organized before the start of the Prologue, which will be ruled by *parc fermé* conditions. Each car must be present at this starting in the time indicated in the Programme. Any crew infringing this rule will be penalized by a cash penalty of euro 200,00.

**9P.3** The race itinerary is identical for the cars and motorcycles, but the interval between the cars race and the motorcycle race is 2 hours (1<sup>st</sup> Leg) and 1.30 hours (2<sup>nd</sup> Leg).

## 10. GENERAL PRESCRIPTIONS F.I.A. - ROAD BOOK

**10.1** Each crew shall receive a road book or maps indicating the route and/or the compulsory Passage Control points, which they must observe on pain of penalties which may go as far as exclusion. For each village through which the competitors pass, it is imperative that the direction in which they are to proceed on leaving the village is indicated. Any form of reconnaissance of the route is prohibited, unless this is a special case proposed by the Organizers and studied by the FIA. Before and during a Cross-Country Rally, it is prohibited for competitors who are entered or likely to enter to carry out, or cause to have carried out, the slightest reconnaissance of the route, which could give them even a minor advantage. The possession of route notes other than those issued by the Organizers is prohibited. Competitors who fail to respect these bans will not be permitted to take the start or will be excluded from the event.

The Organizers of a Cross-Country Event must guarantee to all competitors entered or likely to be entered in his Event, that no information concerning the route has been or will be divulged to anybody until the end of the event, with the exception of the communications issued to all the competitors. Failure to respect this guarantee will result in the imposition by the FIA of sanctions, which may go as far as exclusion from the World Cup for the following year.

It is obligatory for the Organizers of an Event to carry out a verification of the road book during the days before his event and to provide all the competitors with any resulting modifications.

The official route of the Event is that described in the road book as distributed to the competitors.

Except for Bajas, the Organizers must indicate in the road book the GPS points, of which the number is free according to the configuration of the Leg. For Events other than Bajas, where there is an off-road route (navigation Leg or zone run by competitors without a road book or with a reduced road book), the Organizers must notify this to the competitors, and the official route must then be represented by a straight line connecting the GPS points given by the Organizers. Either on an official route given by the road book, or on a navigation Leg or zone, in all cases it is forbidden for crews to stray for more than 5 km (except when a different distance is given in the Supplementary Regulations of the Event) from the points given by the Organizers, under penalties given below, which after repetition may go as far as exclusion upon the decision of the Stewards.

The Stewards may decide on GPS checks on one or several competitors to verify the route taken by the crews and may check the distance from one or several GPS points given by the Organizers.

At each point checked, a straying of more than maximum provided (taking into account a margin of 3.3 km which corresponds to the distance between the registering of points presently measured by the software of the single FIA GPS) will lead to a penalty of 5 minutes per kilometer or fraction of kilometer strayed.

As the competitors are obliged to be equipped with a single GPS downloaded by the Organizers (Except for Bajas), they will not be able to claim that they do not know their position in relation to the points given by the Organizers

In Events other than Bajas, zones, Selective Sections or navigation Legs must be indicated in the Supplementary Regulations or at the latest on the itinerary/schedule communicated to the FIA eight days before the start of the Event. The road opening team must assess in its daily report the accuracy of this definition. On the basis of this report, the panel of stewards, if it judges that these parts do not conform to this definition, will alone be empowered to modify this classification after consultation with the Organizers.

**10.2** Except in Bajas, if the entered competitors wish to carry out a check of the road book, they may join the organization's road opening team (which must always be different from that establishing the road book) on the following conditions:

a) The checking team must comprise between 2 and 4 vehicles (including one truck if T4 vehicles are entered). Also, for the Events comprising the World Cup for Cross-Country Rallies, it shall consist of a group of persons having significant experience of the itineraries of the Cup Events. The names of these experts must be communicated to the FIA. The remarks made by this team and the drawings must be necessarily included in the road book. This team will be under the joint responsibility of a deputy clerk of the course present in the convoy and the organization's road opener.

b) No means of communication will be authorized.

c) A unique text will be transmitted exclusively to the race control of the Event, under the responsibility of the deputy clerk of the course present in the convoy.

d) In addition to the road book, the team will have the task of checking the maps drawn up by the Organizers and distributed to the competitors, and of communicating, in the same way as for the road book, any corrections or modifications of these maps. It is strongly recommended that all information be transmitted by fax.

e) The clerk of the course will be responsible for posting and/or circulating it in its entirety to all the competitors still racing.

f) Nature of the checks: as it is the checking of existing notes from the road book established by the Organizers, a rectification of omissions or the correction of possible errors, the extra notes must not be more than 10 % of the existing notes, except in special cases.

g) The cars and teams must be accredited by the Organizers and pay the relevant fee at the latest one month before the start of the Event.

**10.3** The road book and/or maps must be communicated to the competitors at the latest 10 hours prior to the start of the Event.

**10P. SUPPLEMENTARY - ROAD BOOK**

**10P.1** *In this rally the competitors are not obliged to be equipped the cars with a GPS and the organizers will not download the existing ones.*

*In all cases, competitors will be forbidden to stray from the official route described in the Road-Book, on pain of a penalty which may go as far as exclusion on the decision of the panel of the Stewards of the Meeting.*

**11. GENERAL PRESCRIPTIONS F.I.A. - TRAFFIC**

**11.1** Throughout the entire Event, the crews must strictly observe the traffic laws of the countries crossed. Any crew, which does not comply with these traffic laws, shall be subject to the penalties laid out below:

- a) 1st infringement: a cash penalty equal to 10% of the entry fees,
- b) 2nd infringement: a 1 hour time penalty,
- c) 3rd infringement: exclusion.

**11.2** In the event of an infringement of the traffic laws committed by a crew participating in the Event, the personnel, officers or selectively appointed officials of the event (judges of fact) having noted the infringement must inform the offender thereof as soon as possible. Should they decide against stopping or are unable to stop the driver in the wrong, they may request the application of the penalties provided for, subject to the following:

- a) That the notification of the infringement is made through official channels and in writing, before the posting of the classification of the Leg during which the infringement was committed.
- b) That the statements are sufficiently detailed for the identity of the offending driver to be established beyond all doubt, as well as the exact place and time of the offence.
- c) That the facts are not open to various interpretations.

**11.3** It is forbidden, under pain of exclusion:

- a) To transport the vehicles,
- b) Deliberately to block the passage of the vehicles, or to prevent them from overtaking.

**11.4** The wearing of homologated safety harnesses is compulsory throughout the Event, on pain of immediate exclusion.

**11.5** Fuel: If the available fuel of the country (or countries) in which an Event is run is not of a sufficient quality for use by competitors, the use of a fuel corresponding to the fuel as defined by the FIA is authorized.

For petrol-engined vehicles, the use of aviation fuel (AVGAS) is also authorized in an event taking place in one or more non-European countries crossing zones where refueling is difficult.

In this case, the Organizers of this event will specify the authorization to use aviation fuel in his supplementary regulations.

In the regulations of the event, the Organizers must indicate this authorization along with (by means of a bulletin if necessary) the list of points where the competitors may freely obtain aviation fuel. The Organizers must ensure that those competitors wishing to use aviation fuel can obtain it in sufficient quantities, under pain of a sanction declared by the FIA.

**11P. SUPPLEMENTARY - TRAFFIC**

**11P.1** *Throughout the entire event the crews must strictly observe the Greek Traffic Code. Any crew which does not comply with this Traffic Code shall be subject to the penalties laid out below:*

- a) **1<sup>st</sup> infringement:** *a cash penalty of euro 200,00*
- b) **2<sup>nd</sup> infringement:** *a 1 hour time penalty*
- c) **3<sup>d</sup> infringement:** *exclusion from the event.*

**11P.2** *The wearing of homologated safety harness is compulsory throughout the cross-country rally, under pain of immediate exclusion, except in cases where the crew must get out from the car in order to clear the way by removing obstacles or to help it in gripping again on the terrain etc. As soon as they get back into the car they must immediately fasten their belts.*

**11P.3** Fuel:

*All types of commercially available in Greece fuel can be used provided that it corresponds to the fuel as defined by the FIA. The use of aviation fuel (AVGAS) is not permitted.*

**11P.4** *The road book and/or maps for each Leg will be distributed to the competitors and their service crews late in the evening of the previous day.*

**11P.5** *All competitors are obliged to report, the soonest possible, to the officials of the event in case of a breakdown either of their own car or of other competitor's cars coming to their attention, by any possible and available means of communication (telephone, radio, other competitors etc).*

**12. GENERAL PRESCRIPTIONS F.I.A. – ASSISTANCE AND REFUELLING**

**12.1** Except for Bajas, repairs and refueling are authorized at all times throughout the whole Event except in those cases expressly forbidden, especially in Selective Sections, by provisions in the supplementary regulations. All air assistance whatsoever is forbidden between the start and finish of a Leg, on pain of immediate exclusion on the decision of the panel of stewards, except in special cases specified in the supplementary regulations of the Event.

**12.2a)** For Bajas, assistance is authorized only in service parks provided for by the Organizers and featured in the road book. The time spent on such servicing may form an integral part of the classification time, but Organizers are recommended to neutralize this service time. The maximum speed in the service parks is 30 kph. For the safety of the spectators, the Organizers must provide one lane for the vehicles and another for the spectators.

**12.2b)** For Bajas, refueling must be carried out only in zones specially defined by the Organizers and featured in the road book. The maximum neutralization time is 15 minutes. The Organizers must stop all vehicles.

Any action inside a refueling zone that is not directly involved in the refueling is forbidden.

In all refuelling zones, a speed limit of 5 kph is applicable.

It is recommended that mechanics wear fire-resistant clothing.

Refuelling is the responsibility of the competitor alone.

Engines must be stopped during the whole refuelling operation.

It is recommended that the crews remain outside the car during refuelling. If they remain in the car, seat belts must be unfastened.

In case of breakdown, the vehicle concerned may be pushed out of the zone without incurring a penalty.

An auxiliary battery may be used immediately after leaving the said zone.

**12.3** Towing, pushing (or any other means allowing a vehicle to move other than through the normal and mechanical operation of its engine):

A) In Bajas: Towing is prohibited, unless it is in order to bring a vehicle back onto the road or to clear the track or to exit the park fermé, in the latter case with a 15-minute penalty.

B) In Events other than Bajas:

Towing or pushing is authorized between competitors who are still in the race, except in those zones which are under park fermé rules (transit or towing in the zone).

The following penalties will be applied:

1) In one and the same Leg:

a) PC zone: 5'

b) TC zone (except Leg start): 30'.

c) Selective Section Start zones: 1 hour.

d) Finish Selective Section zone: 3 hours.

e) TC zone at the finish of the event:

5-hour penalty or fixed penalty if there is one.

f) TC zone at the start of the Leg: exclusion.

2) In a 2<sup>nd</sup> Leg: penalties 1 a, b, c, d, e are doubled;

3) In a 3<sup>rd</sup> Leg: penalties 1 a, b, c, d, e are replaced by exclusion.

**12.4** Assistance zones: in the supplementary regulations of their event, the Organizers must give the maximum distances in kilometers between the various assistance zones.

Assistance zones may be set up in the Selective Section(s) and described in the supplementary regulations.

**12.5 Helicopters**

**a)** The "Team Manager" helicopters are allowed in Cross-Country Rallies. They will be placed under the responsibility of the clerk of the course. They must be in conformity with a list of technical requirements defined by the Organizers of the event.

**b)** Two seats will be reserved in each helicopter, one for an official of the event and one for a doctor from the organization.

**c)** The "Team Manager" helicopters will be allowed to land (in addition to the helicopter refueling points even if these are in a navigation Leg/zone):

\* At the start and finish of every Leg.

\* At the start and finish of every Selective Section.

\* At every passage control (except for navigation legs/zones).

\* At every servicing point.

\* In case of emergency.

**d)** In off-road navigation Selective Sections, between each landing authorized, the helicopters will fly at a minimum altitude of 300 m from the ground. In other Selective Sections, they will be allowed to fly over the racing vehicles at low altitude. In all cases, the helicopters may not precede the leading car of the team concerned.

**e)** The "Team Managers", once they have landed, will have the possibility of communicating with their crews by means of signaling boards. Information in writing must first be checked by the steward present in the helicopter. In off-road navigation Selective Sections, the communication of information is not allowed.

**12P. SUPPLEMENTARY – ASSISTANCE - REFUELLING****12P.1 Repairs (no refuelling) are permitted only in the following zones:**

- all road sections during the rally, except for parts indicated with “NO SERVICE” in the road book;
- Thursday September 2 2004 after the prologue in the forecast “Service Park”;
- Friday 3 and Saturday September 4 after the Selective Sections in the forecast “Service Park”;  
(distance between all the “Service Park” Km 163,00/Km 54,80)
- along the Selective Sections only when offered from another racing crew (see Art. 19.7 F.I.A.)

**12P.2 Except along the Selective Sections the repairs are permitted only when offered by the accredited service vehicles and from their crew members.**

All service cars must be identified by the special service plates and all members of their crews by special badges and/or identification cards provided by the organizers. Failure to comply will be penalized at the discretion of the Stewards.

**12P.3 All air assistance, whatsoever, is forbidden between the start and the finish of a Leg on pain of immediate exclusion on the decision of the Stewards.****12P.4 In the “Service Parks” and in the all road sections authorized it is not permitted the refuel, that is mandatory only in the “Refuelling” zone (Art. 12P.5).****12P.5 After every assistance in the “Service Area” there is one neutralised zone (included between two T.C.) only devoted for refuelling (given time 10 min.) The crews have to follow the given rules laid down by the Cross Country Rallye Regulations of the FIA.****13. GENERAL PRESCRIPTIONS F.I.A. - INSURANCE**

The entry fees include the insurance premium, which guarantees the competitor cover for civil liability towards third parties. The insurance cover will come into effect at the start of the Event and will cease at the finish of the Event except in selective cases provided for in the supplementary regulations. The insurance covers and their limits must be stated in the supplementary regulations of the Event.

**13P. SUPPLEMENTARY - INSURANCE****13P.1 The cover limits towards third parties are:**

**1.173.800 euro for personal injuries per accident**

**117.390 euro for material damage per accident.**

**Foreign competitors must be insured for personal injuries.**

**13P.2 The service vehicles, even those bearing special plates issued by the organizer for recognition purposes only, may never be considered as participants in the rally. They are therefore not covered by the insurance policy of the rally but by their normal insurance coverage for normal circulation and all risks remain under the sole responsibility of their owner.****13P.3 The F.I.A., the ELPA, the EKALI CLUB, the Organizing Committee, and the Cross Country Rally drivers have no responsibility towards third parties for any accident that may occur during the rally. The civil liability towards third parties lies to the insurance company with whom the ELPA has signed the contract for these activities.****14. GENERAL PRESCRIPTIONS F.I.A. - ADVERTISING AND IDENTIFICATION (see plans for installation)****14.1 Competitors are allowed to affix any kind of advertising to their vehicles, provided that:**

- a) It is authorized by the FIA regulations and the legislation of the countries crossed.
- b) It is not likely to give offence.
- c) It does not encroach upon the spaces defined below reserved for plates, race numbers and windscreen strips.
- d) It does not interfere with the crew's vision through the windows.

**14.2 The places reserved for the Organizers for collective advertising which may not be bought are situated on:**

- the race numbers, 50 cm wide x 52 cm high (left and right front doors, roof) which may under no circumstances be cut out and must be stuck only on the front doors and on the roof of the vehicle (14 cm x 50 cm advertising may be divided, above and/or below),

- 1 set of rally plates, comprising for the front and rear: one plate fitting into a rectangle 43 cm x 21.5 cm of which 9 cm x 43 cm is reserved for the Organizers' advertising which may not be bought. It incorporates the competitor's race number in figures 4 cm high and with a stroke thickness of 1 cm, and the name of the event (compulsorily mentioned) is that indicated in the supplementary regulations which have been stamped by the FIA.

The front and rear identification plates must be positioned as vertically as possible and without any notable distortion within a surface defined by:

- a plane passing through the axis of the wheels;

- 2 vertical parallel lines situated 150 mm from the outer edge of the headlamp units (without exceeding the overall width of the vehicle);

- a horizontal line situated 300 mm from a line tangential to the upper edges of the headlamp units (following the line of the bodywork);
  - and except for the manufacturers' acronym, the plate must be the first inscription legible from the front above the line of the headlamps.
- The rear identification plate must be positioned as vertically as possible on the bodywork or on the location of the rear window, if this is opaque.
- two strips 10 cm (high) x 25 cm (wide) to be affixed on each side of the upper part of the windscreen.

**14.3** The Organizers' optional advertising will appear on two 50 cm x 52 cm (or equivalent surface area) panels to be affixed on the rear doors or wings (or equivalent location).

**14.4** The crews must ensure that the advertising is properly affixed throughout the running of the Event. If compulsory or optional advertising is absent or wrongly fixed, a penalty of 10% of the entry fee will be incurred for a first offence, and 100% of the entry fee for a repeated offence.

**14.5** If Organizers wishes to impose certain advertising, he must specify which type in the supplementary regulations, or, at the latest one month before the administrative checks, by means of a bulletin approved by the FIA. However, the name of an automobile manufacturer cannot be associated with the name of the event, nor can it appear in the advertising spaces imposed by the Organizers.

**14.6** Any optional advertising relating to a make of automobile, tyre, fuel or lubricant may result in an increase of 100% of the entry fee for a competitor who refuses it.

#### **14P. SUPPLEMENTARY - ADVERTISING AND IDENTIFICATION**

**14P.1** *Advertising regarding products, such as tobacco and alcoholic beverages is permitted.*

**14P.2** *The compulsory and the optional advertising will be issued by an information bulletin.*

#### **15. GENERAL PRESCRIPTIONS F.I.A. - TIME CARD**

**Time Card:** Card intended for the stamps, in chronological order, of the different control points scheduled on the itinerary.

**15.1** At the start of the Event, crews shall be given a time card on which the times allowed and the maximum times authorized to cover each Road Section and each Selective Section shall appear respectively. This time card shall be handed in at the arrival control of each Leg and may be replaced by a new one at the start of the next Leg. Each crew is solely responsible for its time card.

**15.2** Any correction or amendment made to the time card will result in exclusion, unless such correction or amendment has been approved in writing by the controller.

**15.3** The crew alone is responsible for submitting the time card at the different controls and for the accuracy of the entries. The controllers are the only persons allowed to enter the time on the time card, by hand or by means of a print-out.

**15.4** Crews are obliged, under pain of penalties which may go as far as exclusion, to have their passage checked at all points mentioned on their time card, and in the correct order. The absence of a stamp or the failure to hand in the time card at any control will result in a penalty which may go as far as exclusion.

#### **16. GENERAL PRESCRIPTIONS F.I.A. - CONTROL ZONES**

All controls, i.e. time controls, start and arrival of Selective Sections, Passage Controls and Cross-Roads Controls (for Bajas only), will be indicated by means of standardized signals (Article 21) as follows:

**16.1** The beginning of the control area is marked by a warning sign on a yellow background. At a distance of about 100 m., the position of the control post is indicated by a sign on a red background. The end of the control area, approximately 100 m further on, is indicated by a final sign on a beige background with three black transversal stripes. The signs must always be located on the side on which the traffic drives in the country crossed. The maximum width of the zone may not exceed 50 m. It is recommended that the limits of this width be marked by using double signposting or other possible means.

**16.2** All control areas, i.e. all the areas between the first yellow warning signal and the final beige one are considered as "parks fermé". The stopping time must not exceed the time necessary for carrying out control operations.

**16.3** It is strictly forbidden to enter or leave a control area from any direction other than that prescribed by the itinerary of the Event or to re-enter a control area once checking in has taken place at this control:

- 1<sup>st</sup> infringement: penalty of 10 minutes,
- 1<sup>st</sup> repetition of the infringement: penalty of 1 hour,
- 2<sup>nd</sup> repetition of the infringement: exclusion or fixed penalty where this exists.



**16.4** The target check-in time is the responsibility of the crews alone, who may consult the official clock on the control table.

**16.5** Control posts shall be ready to function 1 hour before the target time for the passage of the first crew. Unless the clerk of the course decides otherwise, they will cease to operate 1 hour after the target time for the last crew, plus exclusion time, or, when the regulations of the event provide for the application of the fixed penalty, the Time Controls for the start and finish of Selective Sections will cease to operate at a time calculated taking into account the maximum time(s) allowed preceding this control for the last classified competitor.

**16.6** On pain of a penalty which may go as far as exclusion, the crews are obliged to follow the instructions of the marshal in charge of the control post, who must be assisted by a controller (all possible cases will be examined by the Stewards following a written report by the marshal in charge of the control post).

## **17. GENERAL PRESCRIPTIONS F.I.A. - TIME CONTROLS**

**17.1** At the time controls, the controllers will indicate on the time card the check-in time, which corresponds to the exact moment at which one of the crew members submits the time card to the controller. The clocking of the time card will only be carried out if all the crew members and the vehicle are within the immediate vicinity of the control table.

**17.2** The check-in procedure commences the moment the vehicle passes the entry sign for the time control zone.

**17.3** The crew is forbidden to stop or to drive abnormally slowly between the zone entry sign and the control post.

**17.4** The target check-in time is that obtained by adding the time allowed for completing the Road Section to the starting time for that section. These times are expressed in hours and minutes and are always shown from 00.01 to 24.00.

**17.5** The crew does not incur any penalty for early arrival if the vehicle enters the control zone during the target check-in minute, or the minute preceding it.

**17.6** For Road Sections, the crew does not incur any penalty for late arrival if the time card is submitted to the controller during the target check-in minute.

**17.7** A crew which is supposed to check in at a control at 18h 58 min. shall be considered on time if the check-in takes place between 18h 58 min. 00 sec. and 18h 58 min. 59 sec.

**17.8** Any difference between the target check-in time and the actual check-in time will be penalized at a rate of 1 minute per minute or fraction of minute.

**17.9** For Selective Sections, the finish times will be taken at the maximum to the second.

**17.10** At the Time Controls at the end of Legs, crews are authorized to check in ahead of time without incurring a penalty.

**17.11** Any failure on the part of a crew to observe the rules of the check-in procedure defined above (and in particular the fact of entering a control zone more than a minute earlier than the check-in time) will be recorded by the chief controller at that post and sent in a written report to the clerk of the course.

**17.12** The exclusion time, or one or more maximum times, defined in the supplementary regulations may be modified at any moment by the panel of the stewards of the meeting, upon the proposal of the clerk of the course. The crews concerned shall be informed of this decision as soon as possible. Exclusion from the race or the fixed penalty for exceeding the maximum permitted lateness may only be announced at the end of a Leg.

**17.12.1** If the next Road Section does not start with a Selective Section, the check-in time entered on the time card shall constitute both the arrival time at the end of the Road Section and the starting time of the following one.

**17.12.2** When a time control is followed by a start control for a Selective Section, these two posts shall be included in a single control area, the signs of which shall be laid out as follows:

- a) Yellow warning sign with clock (beginning of zone).
- b) Red sign with clock (Time Control post) after approximately 100 m.
- c) Red sign with flag (start of the Selective Section) at a distance of 50 to 200 m.
- d) Finally, end of control sign (3 transversal black stripes on a beige background) 100 m further on.

**17.12.3** If the start of a Selective Section coincides with the start of a Leg, the starting time of the Selective Section will also be that of the Leg.

**17.12.4** At the finish of a Selective Section, the stop point will be twinned with a Time Control. The signs of Article 19.6 shall be utilized.

**17.13** At the Time Control at the finish of a Road Section, the controller will enter on the time sheet on the one hand the check-in time of the crew and on the other, its provisional starting time for the Selective Section. There must be a 5-minute gap between the two to allow the crew to prepare for the start. Furthermore, in the case of a puncture, the crew concerned will be allocated a maximum of 10 minutes extra.

**17.13.1** Immediately after checking in at the Time Control the crew will go to the start of the Selective Section. The controller will enter the time foreseen for the start of the Selective Section and will then give the start for that crew.

**17.13.2** In the case of an incident, should there exist a divergence between the two entries, the starting time of the Selective Section will be binding, unless the panel of the stewards of the meeting decides otherwise.

#### **17P. SUPPLEMENTARY - TIME CONTROLS**

**17P.1** *At the Time Controls n° 5 (Prologue Leg – before the Refuelling 1) and n° 29 (Leg 1 – before the Refuelling 4) crews are authorized to check in ahead of time without incurring a penalty. At the control of the race finish (Leg 2) crews must check on their scheduled time.*

**17P.2** *A maximum delay of 15' (15 min.) for every Time Control and a total delay of 30' (30 min.) for every Leg is allowed; the exceeding is penalized with the fixed penalty of the day.*

#### **18. GENERAL PRESCRIPTIONS F.I.A. - PASSAGE CONTROLS**

**18.1** In order to check that the crews are respecting the itinerary in the road book, Passage Controls will compulsorily be set up at a significant location mentioned and numbered in the road book. Each Passage Control location must be accompanied by its GPS specifications (except for Bajas).

The control zone will be defined using the following signs:

- a) Yellow sign with stamp (start of zone).
- b) After approximately 100 m, red sign with stamp (Passage Control post).
- c) Finally, 100 m further on, final beige sign with 3 transversal black stripes.

The location of these Passage Controls must be clearly visible and signaled to crews by means of flags and, wherever possible, sited on flat and solid ground.

**18.2** Closing time of Passage Controls

The closing time for Passage Controls will be declared taking into account:

- The distance covered since the start of the Section concerned.
- The time average of the Section under consideration (Selective or Time) imposed by the maximum allowed time.
- Of the ideal time of the last competitor, increased by 60 minutes.

This time must be mentioned in the road book or on the itinerary/schedule or by means of a bulletin.

#### **18.3 Penalties**

The supplementary regulations must indicate the scale of penalties for each Passage Control not respected; these penalties may go as far as exclusion.

#### **19. GENERAL PRESCRIPTIONS F.I.A. - SELECTIVE SECTIONS**

**Selective Section:** Speed test in real time. Selective Sections may be run over a course exclusively reserved for the competitors of the Event. This provision must be indicated in the supplementary regulations of the Event.

Selective Sections are speed tests which are preceded by or twinned with a time control for the starts, and followed by a time control after the finish.

**19.1** During the Selective Sections, all members of the crew must wear safety harnesses and crash helmets homologated by the FIA, under pain of exclusion.

**19.2** Crews are forbidden to drive in the opposite direction to that of the Selective Section under pain of penalties which may go as far as exclusion.

**19.3** At the starts of Selective Sections, when the vehicle with its crew on board has stopped in front of the starting control, the controller will enter the actual time of the start of the vehicle in question on the time card (hour and minute), and will then countdown aloud: 30" - 15" - 10" and the last 5 seconds one by one. When the last 5 seconds have elapsed, the starting signal shall be given upon which the vehicle must start immediately. A 2-minute penalty shall be imposed on any crew, which fails to start within 20 seconds of the starting signal. If a competitor is unable to leave the control zone under his own power, the penalties set out in Article 12.2 shall be applied.

**19.4** The start of a Selective Section may only be delayed in relation to the scheduled starting time by the controller in a case of "force majeure".

**19.5** A false start, particularly one made before the controller has given the signal, shall be penalized by 1 minute at least or an increased time according to the controller's report. This penalty does not exclude heavier penalties being inflicted by the panel of the stewards of the meeting, especially if the offence is repeated.

**19.6** Selective Sections will end in a flying finish, the signs being positioned as follows:

- a) Yellow chequered sign (beginning of zone).
- b) After approximately 100 m, red chequered sign (flying finish).
- c) At a distance of 150 - 300 m, 2 red signs (clock and STOP).
- d) Finally, 100 m further on, final beige sign with 3 transversal black stripes.

Stopping between the yellow warning sign and the STOP sign is forbidden on pain of exclusion. Timing will be done on the finish line, which must have print-out equipment and shall be backed up by hand timing.

At a distance of 150 to 300 m after the finish, the crew must report to a control indicated by a red clock and a red STOP sign. The controller will enter on the time card the time of arrival (hour, minute and seconds), which will also be the starting time of the following Road Section (hour and minute). If several competitors arrive during the same minute, the marshal in charge of the post must stagger the starting times of these competitors from a minimum of 30" to 30" in the order in which they arrived. If a competitor is unable to stop in the zone or to leave it under his own power, the penalties set out in Article 12.2 shall be applied. If he does not stop at the STOP point to have his times entered, a 1-hour penalty shall be applied.

**19.7** During a Selective Section, unless provision is made to the contrary in the supplementary regulations, any assistance is forbidden other than that of another racing crew using parts transported by a racing crew. However, approved assistance zones may be set up by the Organizers.

**19.8** The starting intervals for Selective Sections must respect the same dispositions as those laid down for starting Legs except in a case of a road penalty.

**19.9** Any crew refusing to start in a Selective Section at the time and in the position allocated to it shall be given a penalty which may go as far as exclusion.

**19.10** Interruption of a Selective Section: when the running of a Selective Section is definitively stopped before the passage of the last crew, regardless of the reason, a classification for that Section may nevertheless be obtained by attributing to all those crews who were affected by the circumstances of the interruption the worst time actually set before the race was stopped.

This classification may be drawn up even if only one crew was able to cover the route in normal racing conditions.

It is up to the panel of the stewards of the meeting alone to decide whether or not to apply this measure, once race control has informed them of the reasons for the interruption.

Should the panel consider the worst time actually set to be abnormal, it may choose as a reference time, from among the next four worst times set, the one which it feels to be the most suitable.

Lastly, any crew which is responsible or partly responsible for the stopping of the race cannot, under any circumstances, benefit from this measure. Any such crew will therefore be credited with the actual time, which it may have set, if this is greater than the imaginary time attributed to the other crews.

In exceptional cases, for safety reasons, the clerk of the course may interrupt a Selective Section at the preceding Passage Control and the competitors may continue the Selective Section once the dangerous area has been passed. The classification will be established by adding together the times of the two portions of this Selective Section.

## **19P. SUPPLEMENTARY - SELECTIVE SECTIONS**

**19P.1** *Selective sections will be run over several courses exclusively reserved for the competitors.*

**19P.2** *Each Selective Section have a Maximum Time allowed; this Maximum Time is indicated in the Timing of the Rally, in the Time Card and in the Road Book. Any crew exceeding this time, without any tolerance, will receive the fixed penalty. The same is in the case of a Selective Section not completed or not regularly completed.*

*For being classified with the fixed penalty, in the Leg 1 the competitor has regularly to complete minimum the Selective Section n° 1, and in Leg 2 the Selective Section n° 5.*

*The competitor has to drive his vehicle at the T.C. of the end of the Leg 1 before the closing time. (see Art. 2P.4)*

*At the finish of the Rally, its crew must present itself and the car to the last T.C. the latest 1 minute after the arrival of the last expected car which finishes the Leg within the permitted time limits, otherwise it is excluded.*

## **20. GENERAL PRESCRIPTIONS F.I.A. - REGROUPINGS**

**Regrouping:** Stop scheduled by the Organizers to enable the theoretical times to be observed on the one hand, and on the other, to regroup the crews still in the event. The stopping time may vary according to the crews.

**20.1** The purpose of these regroupings will be to reduce the intervals, which may occur between crews as a result of late arrivals and/or retirements.

**20.2** On their arrival at these regroupings, the crews will hand the controller their time card. They will receive instructions on their starting time.

They must then drive their vehicle immediately and directly to the parc fermé. The starting order shall be that of the arrival.

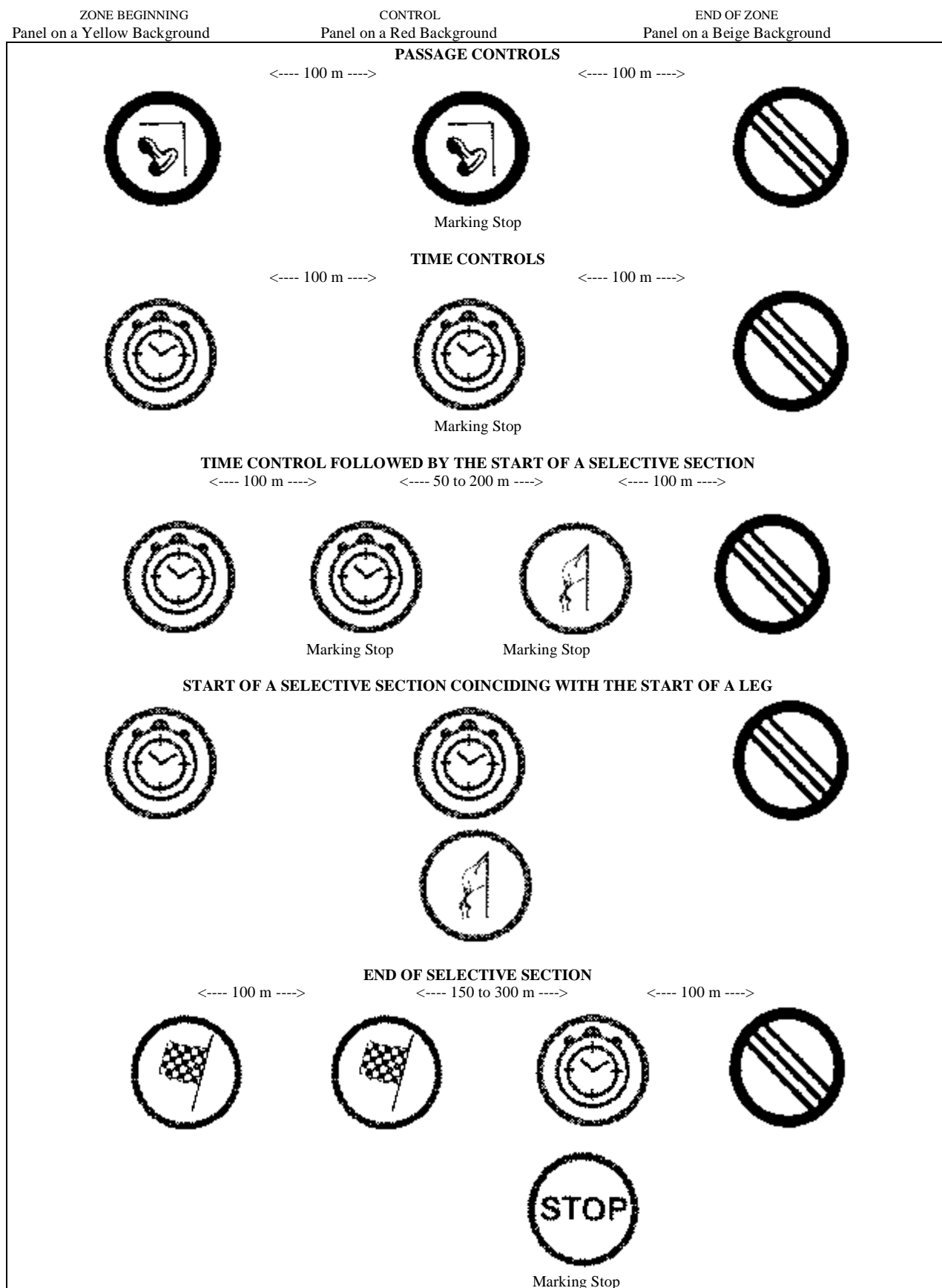
**20.3** For safety reasons, on the proposal of the clerk of the course, the Stewards may decide to stop a Leg before its allotted finish. A Time Control will then be set up, acting as the end of Leg control (idem: for a Selective Section, the time control being twinned with the end of Selective Section control), where the times recorded will serve to establish the classification of the Leg.

On the decision of the clerk of the course, this Leg may or may not be continued, neutralized, in convoy, and be or not be under the parc fermé rules.

**20P. SUPPLEMENTARY - REGROUPINGS**

**20P.1 N° 4 Regroupings will be scheduled by the Organizers:**  
**3 Regrouping Park in the Leg 1 (Karpenisi) – Olympic Village**  
**1 Regrouping Park in the Leg 2 (Karpenisi) – Olympic Village**

## 21. SIGNPOSTING OF CONTROLS



The minimum diameter of the panels is 70 cm. The drawing must be black. The panels will always be placed on the same side for the entire route of the Event.

It is recommended that the width of the control zone be defined: under no circumstances may this exceed 50 m.

**22. GENERAL PRESCRIPTIONS F.I.A. - PARC FERMÉ**

**Parc Fermé:** Zone in which no repairs or intervention is possible, except in the cases expressly provided for by these Standard Regulations.

**22.1** The vehicles shall be subject to the "parc fermé" rules (all repairs and Refuelling forbidden - starting the car with the help of towing or pushing from another competitor still racing shall be penalized by 1 minute):

- a) from the moment they enter a starting area, a regrouping zone or an end of Leg, until they leave one of these, if these exist;
- b) from the moment they enter a control area until they leave it;
- c) from as soon as they reach the end of the Event and at least until the time for lodging protests has expired.

**22.2** Any infringement of the parc fermé regulations shall result in a penalty ranging from 10 hours to exclusion.

**22.3** Before the exit from all the parks or at the start of a Leg, if the Scrutineers of the Event note that a vehicle seems to be in a condition which is not compatible with normal use, they must immediately inform the clerk of the course, who may request that it be repaired.

In this case, the minutes used for such repairs shall be considered as the same number of minutes lateness registered on a Road Section. To prevent a crew from trying to make up lost time after repairs, the crew shall be given a new starting time. Any crew, which arrives more than 30 minutes late, will be excluded from the event (see Article 9.6).

**22.4** As soon as they have parked their vehicle in the parc fermé, the crew must leave the parc fermé immediately and no member of the crew will be allowed to re-enter it.

**22.5** By way of exception, and on the responsibility of an official, the crew may, while in the parc fermé at the start, regrouping zone or end of Leg:

- change one or two punctured or damaged tyres using the equipment on board,
  - have a new windscreen fitted with the possibility of having outside help with the agreement of the clerk of the course.
- These repairs must be completed before the starting time, otherwise a penalty of one minute for every minute's lateness shall be imposed.

**22.6** In order to remove their vehicle from a parc fermé for the start, regrouping halt or end of Leg, the crew shall be allowed to enter the parc fermé 10 minutes before its starting time.

**22.7** Inside the parc fermé, the engine may be started by means of an external battery, which cannot then be taken on board the vehicle.

**22P. SUPPLEMENTARY - PARC FERMÉ**

**22P.1** *In the GREEK BAJA EKALI 4X4 CLUB 2004 the Parc Fermé rules are apply in this cases:*

- *Before the Start of the Prologue Leg (Starting Park at Olympic Village - Karpenisi),*
- *(Thursday 2 September 2004 – from 16.00 to 16.30.)*
- *After the finish of the Prologue Leg*
- *After the finish of the Leg 1*
- *After the finish of the Rally in the Parc Fermé area where the cars will remain until the time for lodging protests expires.*

**22P.2** *Any infringement of the parc fermé regulations shall result in a penalty ranging to exclusion left at the discretion of the Stewards of the Meeting.*

**23. GENERAL PRESCRIPTIONS F.I.A. - ADMINISTRATIVE CHECKS AND SCRUTINEERING**

**23.1** All crews taking part in the Cross-Country Rally must arrive at scrutineering and/or administrative checks with all their members and their car in accordance with the timetable of the Rally. The Organizers may adopt a different system, with the approval of the FIA.

Financial penalties for lateness at the preliminary scrutineering, according to the timetable laid down by the Organizers, may be inflicted by the Stewards.

- Any crew reporting to the scrutineering area and/or administrative checks outside the time limits prescribed in the Supplementary Regulations of the Rally will not be allowed to start, except in a case of force majeure duly recognized as such by the Stewards.

**23.2** The administrative checks will consist of checking the documents mentioned in the supplementary regulations of the event:

- Competitors'/drivers' licenses.
- Driving license.
- Certificate of ownership.
- Miscellaneous authorizations, etc.
- FIA technical passport (in the World Cup only).

**23.3** Only those crews who have passed the administrative checks may present themselves with their vehicle equipped with its plates and numbers at scrutineering, which will be of a completely general nature: make and model of the vehicle, apparent conformity with the group in which it is entered, conformity of the safety items, conformity of the vehicle with the Highway Code. After scrutineering, if a car is found not to comply with the technical and/or safety regulations, the Stewards may set a deadline before which the car must be made to comply.

**23.4** No vehicle will be allowed to start unless it complies with the FIA safety regulations and the present regulations.

**23.5** Additional checking of the crew members as well as of the vehicle may be carried out at any time during the Event.

At all times during the Event, the competitor is responsible for the technical conformity of his vehicle. The fact of presenting a vehicle for scrutineering is considered as an implicit statement of conformity.

**23.6** Should new identification marks be affixed, it is the responsibility of the crew alone to see that these are protected until the end of the Event. Should they be missing, the vehicle will be excluded from the Event. The competitors concerned must be notified in writing.

**23.7** Any fraud discovered, and in particular the fact of presenting as intact identification marks which have been retouched, will result in the exclusion of the crew, as well as that of any entrant or crew who has helped or been involved in the carrying out of the infringement. This will not prejudice the fact that the National Sporting Authority to which the competitor or accomplice belongs may be asked to impose heavier sanctions.

**23.8** Thorough scrutineering involving the dismantling of the vehicle for the crews in the first places of the general classification and in each group and category and possibly for any other crew, may be carried out at the absolute discretion of Stewards ex officio or following a protest or upon the decision of the clerk of the course.

#### **23P. SUPPLEMENTARY - ADMINISTRATIVE CHECKS AND SCRUTINEERING**

**23P.1** *The crews must be present on Wednesday September 1 2004 from 08.00 p.m. to 11.30 p.m., and Thursday September 2 2004 from 08.00 a.m. to 12.30 a.m. at KTEO Karpenisi for the Administrative Checks. The Scrutineering will take place in the area of the KTEO - Karpenisi.*

**23P.2** *Each crew has to be present within one hour of the notified time communicated on the web site [www.4x4ekaliclub.gr](http://www.4x4ekaliclub.gr) and published in the Official Notice Board. These time are going to be valid for Administrative checks; the convocation for the Scrutineering will be held 30' after the Administrative checks, in order to allow time for checking documents, sticking plates on the vehicle and driving to the area of the Scrutineering.*

*The ones arriving later will be penalised with:*

- euro 20,00 for each fifteen minutes (max 1 hour)
- euro 100,00 if arriving later than 1 hour.

*No competitor will be admitted to checks if arriving later than the closing time.*

*Checks occurring before the rally are:*

*Licence control, driving licence, FIA homologation cards for the "T1" Group, technical FIA passport, car make and model, characteristics of the car belonging to the respective classes, control of the safety features, conformity to Greek Traffic Code.*

*It is necessary for the crews to be present at scrutineering. However, a representative must represent them.*

#### **24. GENERAL PRESCRIPTIONS F.I.A. – PROTESTS/APPEALS**

**24.1** All the protests shall be lodged in accordance with the stipulations of the International Sporting Code. They must be lodged in writing and handed to the clerk of the course together with the sum of 500 US \$ which shall not be returned if the protest is judged unfounded.



**24.2** If the protest requires the dismantling and the re-assembly of different parts of a vehicle, the claimant must pay an additional deposit, which will be fixed by the Stewards.

**24.3** The expenses incurred by the work and by the transport of the vehicle shall be borne by the claimant if the protest is unfounded, or by the competitor against whom the protest is lodged if the claim is founded.

**24.4** If the claim is unfounded, and if the expenses incurred by the protest (scrutineering, transport, etc.) are higher than the deposit amount, the difference shall be borne by the claimant. Conversely, if the expenses are less, the difference shall be returned to him.

**24.5** The competitors may lodge an appeal against decisions given, in conformity with the stipulations of Chapter XIII of the International Sporting Code.

**24P. SUPPLEMENTARY – PROTEST/APEALS**

**24P.1** *In this Rally the sum necessary for the protest is:* euro   
*In this Rally the sum necessary for the appeal is :* euro 

**24P.2** *The time limit for lodging a protest is as follows:*

- *against the results 30' after the official posting of the Official Provisional Classification at the end of the event.*
- *against the participants list 30' after the posting of the list of starters.*
- *in any other case as foreseen by the sporting code.*

**25. GENERAL PRESCRIPTIONS F.I.A. - CLASSIFICATIONS**

The clerk of the course bears the responsibility for timekeeping.

**25.1** Penalties shall be expressed in hours, minutes and seconds. There will be a separate classification for T4 trucks. The final results shall be determined by adding the times obtained in the Selective Sections and the penalties (incurred during the Road Sections and other penalties expressed in time).

**25.2** In the event of a dead heat, the crew, which accomplished the best time for the 1st Selective Section, will be proclaimed winner. If this is not enough to determine the winner, the times of the 2<sup>nd</sup>, 3<sup>rd</sup>, etc., Selective Sections shall be taken into consideration. Except for the Legs and Prologue where no Selective Section has been run, the winner will then be determined according to the order of starting numbers. This rule may be applied at any time during the Event.

For Bajas: dead heats shall be decided according to the times achieved in the Prologue, and then by the order of the numbers.

**25.3** Preliminary official classifications per leg will be posted according to the Supplementary regulations of the Event. These classifications become final within the time provided for in Article 174d) of the International Sporting Code. The official results of the Event shall be posted on the official notice board at the latest 12 hours after the first vehicle finishes.

**25P. SUPPLEMENTARY - CLASSIFICATION**

**25P.1** *In the event of a dead heat in the Groups and Classes results this shall be determined on the same basis of the Art. 25.3 of the General Prescriptions F.I.A..*

**25P.2** *At the end of each Leg the partial unofficial classification established will be provisional and will determine the starting order for the next Leg.*

**25P.3** *In addition to the general classification of the Cross Country Rally and to the Groups/Classes classifications, for independent classifications will be established:*

- *for the Feminine crews*
- *for the Mixed crews*
- *for the Greek crews*
- *for the Foreign crews*



## 26 PENALTIES

The penalties, including the fixed penalties (variable), provided for in the supplementary regulations must be indicated in an additional table identical to that featured in the standard regulations. Any failure to respect the texts of these regulations for which the penalties are not mentioned will be recorded in a report to the clerk of the course, and the panel of the Stewards will decide what penalty to impose.

ARTICLE 26 SUMMARY OF PENALTIES	Art. N°	ASN sanction s	Start refused	Exclusio n	Time Penalty	Financial Penalty	Penalty decision at Stewards' discretion
Absence at Briefing	Art. 2					10% of the fees	
Retirement of a crew member or admission of a third party on board	Art. 5.4			X			
Incorrect, fraudulent or unsporting action committed by a competitor or crew member	Art. 5.5	X		X			May go as far as X
Vehicle's characteristics not corresponding to those on its entry form	Art. 7.6		X				X
Absence or faulty positioning of a race number or plate	Art. 8.4					10% of the fees (on certification)	
Absence or faulty positioning of 2 or more race numbers or plates	Art. 8.4					20% of the fees	
Names of the crew members and national flag not featured on each front wing of the vehicle	Art. 8.5					10% of the fees (on certification)	
Absence of identity card 1st offence 2nd offence	Art. 8.6			X		10% of the fees	
Absence of bracelet	Art. 8.7					10% of the fees	
Reporting late at start of Prologue or start of Leg For each min. of lateness Up to 30 min. late + than 30 min. late	Art. 9.6		X	X	+ 1 min.		
Road Book not followed  straying of more than maximum provided (after tolerance)	Art. 10.1			X		5 min. x Km or fraction	May go as far as X

ARTICLE 26 SUMMARY OF PENALTIES	Art. N°	ASN sanction s	Start refused	Exclusio n	Time Penalty	Financial Penalty	Penalty decision at Stewards' discretion
Failure to respect the traffic laws of the countries crossed 1st offence 2nd offence 3rd offence	Art. 11.1			X	1 hour	10% of the fees	
It is forbidden to - transport the vehicles - deliberately block the passage of vehicles or prevent them from overtaking	Art. 11.3			X			
Not wearing harness	Art. 11.4			X			X
Air assistance between the start and finish of a Leg	Art. 12.1			X			
Bajas – Towing	Art. 12.3-A)				15 min.		
Cross-Country Rally and Marathons Towing: In one and the some Leg a) PC Zone b) TC Zone (except Leg Start) c) S.S. Start Zone d) S.S. Finish Zone e) TC Zone (Finish of the Event) f) TC Zone at Leg Start	Art. 12.3-B) – 1)			X	5 min. 30 min. 1 hour 3 hour 5 hour (or Fixed)		
Cross-Country Rally and Marathons Towing: In a 2nd Leg 1) a),b),c),d),e)	Art. 12.3-B) – 2				Penalties 12.3-B)-1 Doubled		
Cross-Country Rally and Marathons Towing: In a 3rd Leg 1) a),b),c),d),e)	Art. 12.3-B) – 3			X			
Absence or damaging of compulsory or optional advertising 1st offence 2nd offence	Art. 14.4					10% of the fees 100% of the fees	
Unauthorized modification of Road Book	Art. 15.2			X			
Absence of stamp or failure to hand in time-card at control	Art. 15.4			X			May go as far as X

ARTICLE 26 SUMMARY OF PENALTIES	Art. N°	ASN sanction s	Start refused	Exclusio n	Time Penalty	Financial Penalty	Penalty decision at Stewards' discretion
Entering a control area from the wrong direction, or re-entering a control area when the time-card has already been checked 1st offence 2nd offence 3 <sup>rd</sup> offence	Art. 16.3			X	10 min. 1 hour or fixed penalty		
Failure to comply with the instructions of the marshal in charge of a control post	Art. 16.6			X			May go as far as X
Per minute early or late	Art. 17.8				1 min.		
Failure to wear the safety harness and FIA homologated helmets	Art. 19.1			X			
Driving in the opposite direction on a Selective Section	Art. 19.2			X			May go as far as X
Remaining on the starting line for more than 20 seconds after the starting signal has been given	Art. 19.3				+ 2 min.		
False start before the controller's signal  2nd offence	Art. 19.5				+ 1 min. minimum		+ sanctions
Stopping between the yellow sign and the stop sign	Art. 19.6			X			
Crew refusing to start a selective section at its allotted time and position	Art. 19.9			X			May go as far as X
Starting car towing or pushing	Art. 22.1				+ 1 min.		
Infringement of parc fermé regulations	Art. 22.2			X	10 hours minimum		May go as far as X
Vehicle failing to comply with the safety regulations	Art. 23.4		X				
Responsibility / absence of identification marks	Art. 23.6			X			
- Fraud concerning the identification marks	Art. 23.7	X		X			
- And the crew which helped commit this fraud		X		X			

**26P SUPPLEMENTARY - SUMMARY OF PENALTIES**  
 (The penalties indicated in the Supplementary Regulation complete the F.I.A. Standard Supplementary Regulations).

<b>Cause</b>	<b>Art N°</b>	<b>Start Refused</b>	<b>Exclusion</b>	<b>Fixed Penalty</b>	<b>Time Penalty</b>	<b>Financial Penalty</b>	<b>Penalty upon Stewards' decision</b>
Attempt to reconnaissance by crew or service	1P.3	X	X				May go as far as X
Absence at briefing	2P.1					200,00 €	
Fixed Penalty F.P. for the Prologue F.P. for 1 <sup>st</sup> and 2 <sup>nd</sup> Leg	2P.4			(1 hour) (4 hour)			
Reporting late at the starting area before the start of the Prologue Leg and the 2 <sup>nd</sup> Leg	9P.3					200,00 €	
Road book or road maps not followed	10P.1		X				May go as far as X
Failure to respect the traffic laws of the countries crossed: 1 <sup>st</sup> offence 2 <sup>nd</sup> offence 3 <sup>rd</sup> offence	11P.1				1 hour	200,00 €	
- Failure to Assistance rules - Air assistance between the start and the finish of a Leg	12P.1		X				X May go as far as X
Exceeding the Maximum Time in Time Controls (15'/30')	17P.2			X (4 hours)			
Exceeding Maximum Time in Selective Sections	19P.2				X (4 hours) + (Maximum)		May go as far as X
Infringement of parc fermé regulations	22P.2		X				May go as far as X
Arriving later to the Administrative Checks - for each 15' (max 1h) - later than 1 hour	23P.2					20,00 € 100,00 €	

**27P. SUPPLEMENTARY – PRIZES/CUPS**

**GENERAL CLASSIFICATION**

To the winners: Trophy  
 To the 2<sup>nd</sup> classified crew: Cups  
 To the 3<sup>rd</sup> classified crew: Cups  
 To the 4<sup>th</sup> classified crew: Cups  
 To the 5<sup>th</sup> classified crew: Cups  
 To the 6<sup>th</sup> classified crew: Cups

**GROUPS CLASSIFICATION**

<p>T1 1<sup>st</sup> classified crew: Cups                  2<sup>nd</sup> classified crew: Cups                  3<sup>rd</sup> classified crew: Cups</p>	<p>T2 1<sup>st</sup> classified crew: Cups                  2<sup>nd</sup> classified crew: Cups                  3<sup>rd</sup> classified crew: Cups</p>
--	--

**CLASSES CLASSIFICATION**

To the winners of each class of each group: Cups  
 To the 2<sup>nd</sup> and the 3<sup>rd</sup>: Medals

**GREEK CLASSIFICATION**

To the winners: Cups  
 To the 2<sup>nd</sup> classified crew: Cups  
 To the 3<sup>rd</sup> classified crew: Cups

**FOREIGN CLASSIFICATION**

To the winners: Cups  
 To the 2<sup>nd</sup> classified crew: Cups  
 To the 3<sup>rd</sup> classified crew: Cups

To the 1<sup>st</sup> Feminine crew: Cups  
 To the 1<sup>st</sup> mixed crew: Cups (if at least two crews take the start)

**28P PRIZE GIVING CEREMONY**

The prize Giving ceremony will take place on Saturday September 4, 9.30 p.m. at the Club Hotel Montana – Karpenisi

## APPENDIX 1 (GENERAL PRESCRIPTIONS F.I.A.)

### Safety

[The sole aim of this Safety Appendix is to put together the texts concerning Safety that appear in the General Prescriptions applicable to all International Cross-Country Rallies]

#### I- GENERAL CONDITIONS

##### 1- Vehicles

Cross-Country Rallies are open to vehicles of a maximum gross weight of up to 3,500 kg for Groups T1, T2 and greater than 3,500 kg for Group T4, in due possession of a registration certificate. These vehicles must comply with the safety specifications laid down by the International Convention on Road Traffic, as well as the safety specifications laid down by the FIA regulations and by these regulations. **(Article 4.1, first paragraph)**

##### 2- Administrative checks and scrutineering

2.1 Only those crews who have passed the administrative checks may present themselves with their vehicle equipped with its plates and numbers at scrutineering, which will be of a completely general nature: make and model of the vehicle, apparent conformity with the group in which it is entered, conformity of the safety items, conformity of the vehicle with the Highway Code. After scrutineering, if a car is found not to comply with the technical and/or safety regulations, the stewards may set a deadline before which the car must be made to comply. **(Article 23.3)**

2.2 No vehicle will be allowed to start unless it complies with the FIA safety regulations and the present regulations. **(Article 23.4)**

##### 3- Insurance

The entry fees include the insurance premium, which guarantees the competitor cover for civil liability towards third parties. The insurance cover will come into effect at the start of the Cross-Country Rally and will cease at the finish of the Cross-Country Rally, except in selective cases provided for in the supplementary regulations. The insurance covers and their limits must be stated in the supplementary regulations of the event. **(Article 13)**

#### II- RUNNING OF THE EVENT

##### 1- Briefing

The briefing must be given by the clerk of the course or his deputy and the participation of the drivers is compulsory. The text of the briefing regarding safety must also be set out in writing and be posted on the official notice board. **(first point of Article 2)**

##### 2- Road Book

See Article 10 of the General Prescriptions.

##### 3- Traffic

3.1 Throughout the entire Cross-Country Rally, the crews must strictly observe the traffic laws of the countries crossed. Any crew, which does not comply with these traffic laws, shall be subject to the penalties laid out below:

- a) 1st infringement: a cash penalty equal to 10% of the entry fees,
- b) 2nd infringement: a 1 hour time penalty,
- c) 3rd infringement: exclusion.

3.2 In the event of an infringement of the traffic laws committed by a crew participating in the Cross-Country Rally, the policemen, officers or selectively appointed officials of the event (judges of fact) having noted the infringement must inform the offender thereof as soon as possible. Should the police decide against stopping or are unable to stop the driver in the wrong, they may request the application of the penalties provided for, subject to the following:

- a) that the notification of the infringement is made through official channels and in writing, before the posting of the classification of the Leg during which the infringement was committed,
- b) that the statements are sufficiently detailed for the identity of the offending driver to be established beyond all doubt, as well as the exact place and time of the offence,
- c) That the facts are not open to various interpretations.

3.3 It is forbidden, under pain of exclusion:

- a) To transport the vehicles,
- b) Deliberately to block the passage of the vehicles, or to prevent them from overtaking.

3.4 The wearing of homologated safety harnesses is compulsory throughout the Cross-Country Rally, on pain of immediate exclusion. (Art. 11.4)

3.5 The road book and/or maps must be communicated to the competitors at the latest 10 hours prior to the start of the event. (Art. 10.3)

#### 4- Selective Sections

4.1 During the Selective Sections, all members of the crew must wear safety harnesses and crash helmets homologated by the FIA, under pain of exclusion. (Article 19.1)

4.2 Crews are forbidden to drive in the opposite direction to that of the Selective Section under pain of penalties which may go as far as exclusion. **(Article 19.2)**

4.3 In exceptional cases, for safety reasons, the clerk of the course may interrupt a Selective Section at the preceding Passage Control and the competitors may continue the Selective Section once the dangerous area has been passed. The classification will be established by adding together the times of the two portions of this Selective Section. **(Article 19.10, last paragraph)**

4.4 The dividing up of the Selective Sections must be such that the majority of competing crews can cover most of the route in daylight. It is prohibited to give the start of a Selective Section at night. The maximum length of the Selective Sections per Leg is set at 800 km. **(Article 1.5)**

#### 5- Regroupings

For safety reasons, on the proposal of the clerk of the course, the panel of the stewards of the meeting may decide to stop a Leg before its allotted finish. A Time Control will then be set up, acting as the end of Leg control (idem: for a Selective Section, the time control being twinned with the end of Selective Section control), where the times recorded will serve to establish the classification of the Leg.

On the decision of the clerk of the course, this Leg may or may not be continued, neutralized, in convoy, and be or not be under the parc fermé rules. **(Article 20.3)**

#### 6- Halt

After a driving time of between 12 and 20 hours, a halt of at least 6 hours is compulsory. A halt of at least 18 hours is compulsory after 10 Legs of the race, except otherwise decided by the panel of stewards, upon proposal from the clerk of the course. **(Article 1.6, first paragraph)**

#### 7- Classification

For safety reasons, there will be a separate classification for T4 trucks in international cross-country. **(Article 4.1, last paragraph).**

## **APPENDIX 1 (SUPPLEMENTARY)**

### **SAFETY APPENDIX 1**

#### **A. SELECTIVE SECTIONS SAFETY PROGRAMME**

##### **1. The Selective Sections (SS) will be marshaled by:**

- The Chief Safety Officer who will be at Communications Center of the Event.
- The Assistant Safety Officer who will be at the start of the special stage and will carry a base radio, a portable radio (walkie-talkie) and a mobile phone and he will be able to communicate with all the Intermediate Safety Officers and Security Guards along the course. He will be accompanied by a doctor and will have a 4X4 car and a helicopter at his disposal.
- The 5 (five) Section Safety Officers one for each of the 5 sections ( of about 20 kms each) in which the Total length of the S.S. will be divided into. They will have a 4X4 car equipped with a base radio.
- The 35 (thirty – five) Intermediate Safety Officers and Security Guards who will be stationed at specific posts along the special stage) and will carry portable radios and / or a base radio and mobile phones and will be able to communicate with the Section Safety Officers.
- The Post Marshal who will be at the start of the special stage and will have a base radio (VHF)
- The Post Marshal for the finish who will be at the Time Control after the finish and will have a base radio (VHF)

The Post Marshal will announce every car starting the SS. Every Intermediate Safety Officer will make sure that every starting car passes by his post. In case that a competing car is lost between two Intermediate posts then the previous Intermediate Officer will be notified immediately and he will search for the lost vehicle together with the Security Guards. Marking ribbon will close all crossroads along the SS.

The specific positions of all of the above Safety Officers and Guards will appear in the Road Book .

##### **At the start of the Selective Section there will be:**

- 1 ambulance with a doctor and an assistant.
- 1 fire engine with crew.
- 1 crane with crew
- 1 Traffic Police Vehicle with crew
- 1 Helicopter

##### **Along the Selective Section there will be:**

- 35 Radio points
- 3 Ambulances with doctors
- 2 4X4 cars with doctor and medical assistant
- 3 Fire engines with crew
- 2 crane with crew
- 3 Traffic Police Vehicle with crew

The specific positions of all of the above Safety Officers and Guards will appear in the Road Book .

## **Procedure**

The Post Marshal of the SS, aided by the Intermediate Safety Officers, is responsible for the preparation of the SS which will be ready at least two hours before the expected time of arrival of the first vehicle at the Time Control (by the time that the Security Car "S" passes by). He will make sure that the doctors, the ambulances, the cranes and the fire engines will be at their posts and ready to intervene. As soon as the selective section is ready, he will report it by radio to the Safety Officers in charge and/or to the Secretariat of the Event.

### **2. Communications**

The Post Marshal of the Special Stage, the Intermediate Safety Officers, the Safety Guards and the Finish Post Marshal are all radio connected with the Clerk of the Course and the Chief Safety Officer who will be at the Secretariat of the Event. All the above-mentioned Stations can communicate with each other.

There will be a special frequency , other than the one for the results, assigned to the Safety of the S.S.



### **3. Emergencies and Rescue Procedures**

In case of emergency during the running of the event, the following procedure will be followed:

The Safety Officer and/or any Intermediate Safety Officer will notify the Secretariat of the Event. If a serious accident is reported, whether the facts are known or not, the Chief Safety Officer in conjunction with the Clerk of the Course, will communicate with the Post Marshal in charge of the SS from the Secretariat of the Event to stop the starting procedure and to act as appropriate for such situations. The Assistant Safety Officer and/ or the Section Safety Officer will proceed to the scene of the accident together with the doctor and assistant.

If an Intermediate Safety Officer is near the scene, he will be instructed to go there as soon as possible in order to give a better report and/or offer first aid.

The ambulance, if needed, will follow in the same direction.

If an Assistant Safety Officer and/ or Section Safety Officer believes that further assistance is necessary, then the fire engine and/or the crane will proceed to the scene.

In case of injury, the doctor will decide if hospitalization is needed. Depending on the gravity of the injury, the doctor will decide the means of transportation of the injured party. If transportation is to be done by ambulance the Section Safety Officer and / or the Post Marshal will accompany the ambulance until it reaches a main road.

The starting procedure will be resumed when all Officers and vehicles in charge will have reassumed positions.

### **4. SS Safety Car (S)**

**There will be 5 Safety Cars “S” : Each of the S.S. will be responsible for a specific length of the S.S.**

The “S” car will follow a specific time schedule of two hours before the expected arrival of the first vehicle at the time control.

The cars will be equipped with loudspeaker and horn to warn spectators that the SS is closed to the public. The Safety car “S” will also check the readiness of the S.S.

### **5. SS Closing Cars**

- The SS closing car “00” will run every SS following a specific time schedule of 50 minutes before the expected arrival of the first vehicle at the time control.
- The SS closing car “0” will run every SS following a specific time schedule of 20 minutes before the expected arrival of the first vehicle at the time control and will be driven by an expert rally driver.

These cars are equipped by flashing lights and horn to warn spectators. They will check if all Posts are properly positioned according to the FIA Regulations.

### **6. The Rear Safety Car – “Sweeper”**

The Rear Safety Car will follow the last competing car, checking if there are any stationary competing vehicles in the SS, and will report to the Head Safety Officer at the Secretariat of the Event by radio. All necessary actions will be taken by the Secretariat of the Event.

### **7. Safety Helicopter**

The safety helicopter crewed by an assistant safety officer will fly over the S.S. approx. 15 minutes before the 1<sup>st</sup> competing car is due to start. The officer on board is in constant touch with the Secretariat of the Event and informs of the complete “readiness” of the S.S.

## **APPENDIX 2**

### **(GENERAL PRESCRIPTIONS F.I.A.)**

#### **Specific conditions for Group T1 vehicles**

On the vehicles in this category, the following parts:

- Gearbox,
- transfer box,
- Front axle and
- Rear axle

Must not be replaced and/or dismantled for overhauling, and the engine block/lower casing assembly must not be separated.

The competitor must provide holes with a minimum diameter of 1.5 mm allowing the passage of the sealing wires, to prevent:

1. The changing of complete parts;
2. The dismantling for repairing these parts (piercing the lugs on housings, heads of screws on the main and subsidiary housings, etc.).

These holes must be easily accessible for the Scrutineers, so that they can seal the parts without difficulty.

Should a competitor present his vehicle for scrutineering without having already pierced the holes for sealing as specified in the present regulations, he may not be allowed to take part in this category.

The parts, which cannot be changed and/or repaired, are:

- complete front and rear axles (housings, axle nose, banjo, all internal mechanical parts, etc.) with the exception of the axle shafts and cardan joints which are free;
- Complete gearboxes (main and subsidiary housings, all internal mechanical parts, etc.);
- Complete transfer boxes (main and subsidiary housings, all internal mechanical parts, etc.);
- Engine block complete with rods and lower engine housing;
- Bare cylinder head.

Only the following may be separated (on condition that this can be done without removing the seals) in order to carry out repairs:

- Cylinder\_head and block [for cylinder head gasket(s) and valves]
- block and clutch housing (for complete clutch).

The absence, whether notified or not, of an identification mark concerning the sealed parts, will result in the exclusion of the vehicle from the marathon category; however, if the Stewards so decides, the competitor may continue to race in Group T2.

In order not to be penalized for the possible loss of sealings, the competitor may request the Scrutineers to add sealings in those spots, which he deems vulnerable.