

*Historic* **ACROPOLIS** *Rally'24*



*by Louella Pagas*

**SUPPLEMENTARY  
REGULATIONS**

**ΣΥΜΠΛΗΡΩΜΑΤΙΚΟΣ  
ΚΑΝΟΝΙΣΜΟΣ**



**REGULARITY**



**Supplementary Regulations for the  
HISTORIC ACROPOLIS REGULARITY RALLY  
08-10/11/2024**

Approved by the ASN on  
Visa number  
110 / 16.09.2024

**NATIONAL COMMITTEE (ΕΠΑ)**



**PROGRAMME**

22/09/2024	Publication of the Supplementary Regulations
01/11/2024 at 23:59	Entry closing date
01/11/2024 at 23:59	Teams Entry closing
02/11/2024 at 18:30	Publication of the list of crews admitted to the start
07/11/2024 from 08:00 to 13:30	Administrative & Scrutineering - according to detailed timetable (TBA) – Peace & Friendship Stadium
08/11/2024 at 12:01	Start of 1st leg, place: AKROPOLIS
08/11/2024 at 21:00	End of 1st leg, place: ANCIENT OLYMPIA
08/11/2024 at 22:00	Publication of partial unofficial results and start times for following leg
09/11/2024 at 09:00	Start of 2 <sup>nd</sup> leg, place: ANCIENT OLYMPIA
09/11/2024 at 18:00	End of 2 <sup>nd</sup> leg, place: ITEA area
10/11/2024 at 09:00	Start of 3 <sup>rd</sup> leg, place ITEA area
10/11/2024 at 17:30	End of 3rd leg, place: ITEA
10/11/2024 at 17:00	Publication of the final results: 30' after the finish of the last car
10/11/2024 at 19:00	Prize-giving, at 28 Octovriou st. in front of pier of Itea

**OFFICIAL NOTICE BOARD**

From Friday 22/09/2024 up to Thursday 7/11/2024 at OMAE H.O. (Spirou Loui – Entrance ΣΤ, OAKA. Friday 8/11/2024, Saturday 9/11/2024 and Sunday 10/11/2024 at Trokadero Hotel (2 Athanassiou Diakou str.) Itea area. Official Notice Board (ONB) is online at [historicacropolis.gr](http://historicacropolis.gr)

**1 ORGANISATION****1.1 Definition**

The organizer of the 2024 HISTORIC ACROPOLIS REGULARITY RALLY, which will take place between 08-10/11/2024 is the Hellenic Motorsport Federation OMAE (member of FIA).

Address of the organizer's permanent Rally Secretariat until 7/11/2024: OMAE Spirou Loui 1, OAKA

Tel.: +30 2106892000, email: [info@omae-epa.gr](mailto:info@omae-epa.gr)

Rally Centre during the competition from Friday 8/11/2024, Saturday 9/11/2024 and Sunday 10/11/2024 at Trokadero Hotel – Athanassiou Diakou 2 st., Itea area. Official Notice Board (ONB) is online at [historicacropolis.gr](http://historicacropolis.gr) – SPORTITY (ACRHIST24RE)

**The Competition is run in compliance with:**

- OMAE National Sporting Regulations,
- OMAE National Regularity Regulations,
- the Notice of OMAE Sporting Committee for Regularity Rallies and relevant circulars,
- the present Regulations and any Bulletins to be issued,
- the Traffic Codes of the countries covered by the Rally.

**1.2 Organising Committee:**

<b>Chairman:</b>	<b>Fotini Psarrakou</b>
<b>Members:</b>	<b>Anastasios Karkanis</b>
	<b>Ioannis Karabelas</b>

**1.3 Officials during the Competition**

<b>OMAE Observer</b>	<b>Panagiotis Milas</b>
<b>OMAE Steward</b>	<b>Panagiotis Milas</b>
<b>Clerk of the course</b>	<b>Ioannis Karabelas</b>
<b>OMAE Chief scrutineer</b>	<b>Ilias Michalopoulos</b>
<b>OMAE scrutineer</b>	<b>Dimitrios Apostolidis</b>
<b>OMAE Press Officer</b>	<b>Tolis Palatos</b>
<b>OMAE Competitors' relations officer</b>	<b>Dimitra Rigopoulou</b>

<b>Secretary of the competition</b>	<b>Maria Togelou</b>
<b>Assistant Secretary</b>	<b>Alexandra Kostala</b>
<b>Results service</b>	<b>Anube Sport</b>
<b>Timekeeping Responsible</b>	<b>Σπυρίδων Μουστάκας</b>
<b>Tracking</b>	<b>Anube Sport</b>
<b>Tracking System Responsible</b>	<b>Σπυρίδων Μουστάκας</b>

#### 1.4 Supplements to the Regulations

The provisions of the present Regulations may be amended if necessary.

Any amendment or additional provision is announced by dated and numbered bulletins, which form an integral part of the present Regulations.

The stewards must sign any bulletin issued after the beginning of administrative checks.

These bulletins are posted in the Rally Secretariat and official notice boards. They are also directly communicated to the participants, who must acknowledge receipt by signature unless this is impossible due to the running of the Historic Acropolis Regularity Rally.

#### 1.5 Application and Interpretation of the Regulations

The clerk of the course is responsible for applying the present Regulations and their provisions during the Competition.

The stewards judge any case not foreseen in these Regulations.

In case of any sporting dispute over the interpretation of the present Regulations, the English text is binding.

## 2 ELIGIBILITY – TITLE

*The HISTORIC ACROPOLIS REGULARITY RALLY 2024* counts for the National Regularity Championship of OMAE with coefficient 2.0.

## 3 DESCRIPTION

The length of HISTORIC ACROPOLIS REGULARITY RALLY 2024 is about 860 km with 20 regularity test sections. The competition is divided into three legs and five sections.

The route breakdown and its time controls (TC), passage controls (PC), neutralization periods etc., are described on the Timecard and in the Road Book. There, the crews will find all the information they require to complete the route correctly (such as tulip diagrams, maps, etc.).

## 4 ELIGIBLE VEHICLES

**4.1** A driver who is wishing to enter a vehicle to this Competition must ensure that, at the date of scrutineering and for the duration of the Event, his vehicle is road-legal for Greece and in compliance with its period category, as stated in appendix K of the FIA International Sporting Code.

The organiser may refuse a car not complying with its period specifications, «spirit», and aspect.

The organiser may combine and/or subdivide any class.

The results will be published in accordance with the provisions and designations of categories of OMAE.

**4.2** All kind of trip meters and other electronic equipment are allowed.

**4.3** Crews must submit at scrutineering at the latest an FIA Historic Technical Passport (“HTP”), an FIA Historic Regularity “Car Pass”, an Identity Card issued by an ASN or a FIVA Identity Card (see also Article 10.1). All of the above documents must be in force (valid). They must also have an insurance policy for the car (“green card”), valid driving licence for the driver (and co-driver if he/she is going to drive). The cars must be equipped with a triangle, fire extinguisher, pharmacy and fluorescent vest.

**4.4** All cars must have a safety tracking system. Scrutineers will check its installation. Instructions regarding the collection, return, and the Organizer will issue fitment. Any interference with the system(s) during the rally will result in the Competitor being reported to the stewards.

**4.5** The cars of the category J3 built from 1/1/1992 up to 31/12/1992 can compete in a separate category without classifying to the general classification.

**4.6** Any car certified as a young timer, built from 1/1/1993 up to 31/12/2002 can compete in a separate category without classifying to the general classification.

## 5 ELIGIBLE CREWS – ENTRY FORMS – ENTRIES

- 5.1** Apart from the driver and co-driver, an extra member is allowed as specified on the entry form, however the extra member cannot get points. No other person is allowed to be in the car during the competition.
- 5.2** The first Driver must hold a valid driving licence. The second driver must be at least 12 years old at the starting date of the rally and may only drive the car if he/she is in possession of a valid driving licence. Any extra crew member is not allowed to drive the car during the rally.
- 5.3** Drivers must either hold any kind of Driver's Licence valid for the current year and the Competition or obtain a "Regularity Rally Driving Permit" from the organiser. These "Regularity Driving Permits" are issued during the administrative checks of the event and the validity is limited to that Event (OMAE Circular 1/24).
- 5.4** Each crew may declare a team or club name in its entry form. This name will be mentioned in all formal documents together with driver's & co-driver's names.
- 5.5** Anybody wishing to take part in the Historic Acropolis Regularity Rally must send the entry form duly completed to the Rally Secretariat at OMAE Spirou Loui – Velodrome OAKA, e-mail: FIA\_office@omae-epa.gr. The organizer must receive this entry form by Friday 01/11/2024 at 23:59 the latest. The Organization Committee can refuse entries exceeding 120. Details concerning the crew members may be sent in beforehand and up to administrative checks. Driver's or car's replacement may only be made before the beginning of the administrative checks and must be approved by the Organizing Committee. All crew members may only be replaced with the agreement of the stewards. Priority will be given to crews that have collected championship points during the past two years.
- 5.6 Team Entries**  
Make or club teams may be entered up to the end of scrutineering.  
A car may only be entered for one make or for one club team.  
A make team must be made up of 3 cars of the same make but not necessarily of the same model.  
A club team must be made up of 3 crews under the same freely chosen name.  
The Team cup will be awarded to the team (Make or Club) whose total (negative) points of its 3 crews is the lowest.  
A team is eligible to have its total points counted, only if all 3 crews of the said team are classified.  
In case of a tie between the teams, the position of a car in the general classification is counted.  
The team cup will be awarded if at least 3 teams (no matter if these are Make or Club teams) are entered.  
For a team to be entered, each team must pay the amount of 60 euros.
- 5.7** On submitting the entry form, all Drivers undertake to abide by to the prescriptions of the present Regulations.

## 6 ENTRY FEES – INSURANCE

- 6.1** The entry fee for each crew consisting of the 1<sup>st</sup> driver and one co-driver (2 persons) is fixed to **450 euros** and includes all the costs of organizing the race (roadbook, bulletins, timing, rally plate, results, insurance, souvenirs). For any extra crew member, the extra cost is 100 euros. Entry form is only accepted when the full entry fee is paid. Entry fee is to be paid either at the office of OMAE or by bank transfer to OMAE Bank account.
- 6.1.1** In case of refusal of the optional advertisement of the Organizer, the participation fee is set at 680 euros.

### Bank Account details are:

**Bank: Piraeus Bank**  
**Beneficiary: OMAE**  
**Bank Account Number: 5055051609112**  
**IBAN NO.: GR 5701720550005055051609112**  
**SWIFT CODE : PIRBGRAA**

### Bank fee is paid by the entrant

- 6.2** Entry fees are refunded in full:  
- to candidates whose entry has not been accepted,

- in the case of the Rally being cancelled.
- *The Organizers will refund up to 50% of the competition entry fee to those competitors who, for reasons of "force majeure", duly certified by their ASN, were unable to start in the rally.*

### 6.3 INSURANCE

The entry fee includes the insurance premium for the competitor's civil liability to third parties (see relevant circular).

- 6.3.1 The organizers decline liability in any accident caused by or to the competitors and competing cars during the whole of the race. Organizers also decline any liability for breach of the Greek laws and regulations.
- 6.3.2 The insurance coverage will come into effect at the start of the rally and will cease at the rally finish or in case of retirement or exclusion.
- 6.3.3 Vehicles carrying service plates, and/or any other equivalent special plate issued by the Organizer are not covered by the event's insurance policy. These vehicles circulate under the sole responsibility of their owners and the Organizer bears no responsibility for them.
- 6.3.4 Competitors from abroad must have their cars insured from their country and be provided with an insurance card (green card).

## 7 ADVERTISING

The advertising provisions specified in OMAE Regularity Rally General Regulations (articles 13.4 and 14.5) must be respected. A copy of these provisions is available from the organiser, if required.

The organiser's obligatory advertising is:

- on number stickers
- on rally plates
- on the front wings of the car

## 8 GENERAL OBLIGATIONS

### 8.1 Crews

Only crews specified on the entry form are admitted to the start.

If one member retires or if an additional party is admitted on board, the car may be excluded from the Competition (unless it is a transfer of a sick or injured person or with the permission of the Clerk of the course).

### 8.2 Starting order – Plates – Numbers

- 8.2.1 The starting order will be according to the starting list. Any crew arriving late at the start of the Competition or of a leg or of a section (restart after a regrouping) will be penalised by the stewards, at their discretion (Article 9.3.2.2 hereof).
- 8.2.2 The organizer shall supply each crew with 2 rally plates and 2 competition numbers.

### 8.2.3 Rally Plates

a. The Rally plates, which also carry the car's Competition number, must be fixed to the front and rear of the car in a visible position for the duration of the Rally. They must under no circumstances, cover the car's licence plates, even partially. A fine of 100€ will be imposed if any of the registration plates will be covered at any time of the event.

b. Competition numbers provided by the organiser must appear on both sides of the car throughout the whole event. If it is ascertained at any time during the Competition that any Competition number or Rally plate is missing, a penalty of 100 points will be imposed.

### 8.3 Timecard

- 8.3.1 Each crew is given a timecard showing the times allowed to cover the distance between two-time controls. The timecard will be handed in at the arrival control of each leg and replaced by a new one at the start of the next leg. Timecards must be handled as instructed by the organizer and according to the instructions printed on the cards. Competitors who may lose their timecards or those not handling timecards as instructed may be excluded by the stewards.
- 8.3.2 The regularity test sheets form an integral part of the timecard.
- 8.3.3 Any loss, correction or amendment made to the timecard results in exclusion, unless such correction or amendment has been approved by the appropriate marshal, who must sign next to any correction/amendments approved by him/her.
- 8.3.4 The crew alone is responsible for submitting the timecard at the different controls and the accuracy of the entries.
- 8.3.5 Therefore, it is up to the crew to submit its timecard to the marshals at the correct time and to check that the time is correctly entered.

***The Post Marshal is the only person allowed to enter the time on the time card, by hand or with a stamp.***

**8.4 Traffic laws – Repairs**

- 8.4.1** Throughout the entire Competition, the crews must strictly observe the traffic laws of the countries covered. Any crew which does not comply with these traffic laws is subject to penalties at the discretion of the stewards, as follows:
- 1st infringement: penalty of **600** points
  - 2nd infringement: possible exclusion.

Exceeding the maximum speed permitted by the traffic laws on two (2) occasions at any time during the Competition including during the regularity test section shall result in exclusion (disqualification). **At least 2 speed control will be executed at every leg.**

In the case of an infringement of the traffic laws committed by a crew participating in the Competition, the police or officials noting the infringement must inform the offender thereof in the same way as for normal road users.

- 8.4.2** Repairs and refuelling are permitted throughout the whole event, except in those cases expressly forbidden by a provision in the Road Book

- 8.4.3** Crews are forbidden under pain of penalty which may go as far as exclusion:

- to block deliberately the passage of competing cars, or to prevent them from overtaking,
- to behave in an antisocial manner.

**9 RUNNING OF THE COMPETITION****9.1 Start**

- 9.1.1** The starting interval between the cars is **1 minute**. The start is given in accordance with the Programme unless the clerk of the course decides to change the start time of all the competitors. In such case, the clerk of the course makes his suggestion to the stewards and the stewards decide.

Official time is the one found at the website [www.time.is](http://www.time.is).

- 9.1.2** Crews must have their passage checked at all points mentioned on their timecard in the correct order, under pain of a penalty of 600 points.

**9.2 Controls – General Provisions**

- 9.2.1** All controls, i.e. passage and time controls, start and the end of regularity tests, are indicated by means of FIA approved standardised signs (see also Appendix 1 hereof). The finish line and any intermediate time checks on the regularity test sections are not indicated. A sign "end of control area" is set up by the organiser at a maximum distance of 1km after the timekeeping at the finish line. This indicates to the crews that they have passed the last time control of the regularity test section.

- 9.2.2** The arrival at a time or passage control from any direction other than that of the Rally or non-reporting at a time or a passage control entails a penalty of 600 points.

- 9.2.3** Control posts are ready to function at least 30 minutes before the target time for the passage of the first crew. They cease to operate upon instruction of the clerk of the course.

- 9.2.4** Crews are obliged to follow the instructions of the marshal in charge of any control post.

- 9.2.5** The tabards of the executives will have yellow color.

**9.3 Passage and Time Controls (PC and TC) – Withdrawal****9.3.1 Passage Controls**

At these controls, the marshals simply stamp and/or sign the timecard as soon as this is handed in by the crew, without mentioning the time of passage.

The lack of such a stamp and/or signature at a passage control entails a penalty of 600 points.

The organiser may establish secret passage control/s at any point on the route. They may also establish un-manned control(s).

**9.3.2 Time Controls**

- 9.3.2.1** At these controls, the post marshal enters the check-in time on the timecard handed in to him/her by one of the crew members. The ideal check-in time is the time obtained by adding the time allowed to complete the road section to the time of leaving the time control of the previous section.

No time penalty will be imposed in case the car enters the time control station at a time which corresponds to the duration of the ideal minute of stamping or to the previous minute.

- 9.3.2.2** Any difference between the actual check-in time and the target check-in time is penalised as follows:

- |           |                    |   |
|-----------|--------------------|---|
| <b>a.</b> | For late arrival:  | 10 points per minute or fraction of minute. |
| <b>b.</b> | For early arrival: | 60 points per minute or fraction of minute. |

- c. No entry made at a time control, or reporting outside the maximum permitted delay of **30 minutes, will entail a penalty of 600 points.**
- d. Maximum permitted delay with regard to target time between two time controls: **30 minutes.**
- e. Maximum permitted delay at the end of each section and/or leg is **30 minutes.**

**9.3.2.3** At the end of each leg, and finish of the event, early arrival is allowed.

### **9.3.3 Catching up**

Provision shall be made for a crew who, for technical reasons, has missed during a leg a time control or a passage control (which can be secret) to be re-admitted to the following leg (day) or section and given a penalty of **600 points for every missed control** under the condition that the crew informs the clerk of the course in writing regarding their intention to re-start the rally within 30 minutes after the announcement of this leg's results. The car may be subject to a further scrutineering. In order to be classified, the car must report to the final control.

## **9.4 Regrouping Controls**

**9.4.1** Regrouping Controls may be set up along the route. On their arrival at these regrouping controls, the crews hand the post marshal their timecard. They receive instructions as to their restart time (Art. 27 G.R.).

**9.4.2** The purpose of these regroupings is to reduce the intervals which may occur between crews. Thus, the start time from the regrouping control, and not the duration of stay at the regrouping, must be taken into account. The starting list of the second leg will be defined according to the results of the first leg.

## **9.5 Regularity Test Sections**

**9.5.1** During the rally, a number of regularity test sections will be organized on roads open to public traffic.

**9.5.2** The average speed in all regularity test sections will not exceed 50 km/h.

**9.5.3** On the regularity test sections, competitors must follow the speed limits given by the organizers in an official bulletin, which will be distributed at the start of each leg. The crews must finish the Regularity Test Sections without stopping, keeping the average speed defined by the Organiser.

**9.5.4** Traffic signs indicating the maximum speed limit DO NOT affect the average speed determined by the organisers, for each entire regularity test. The organisers, at their discretion, will set up intermediate timekeeping points at any point on a regularity test section. The MAXIMUM speed limit provided for in the traffic regulations, is not to be exceeded under any circumstances.

**9.5.5** At the test sections with standing start, no intermediate time keeping will exist in the first 1000m of the test section. In test sections where a discontinuation of average speed exists (attention: not a change in the average speed but a complete time discontinuation) no intermediate time keeping will exist for the first kilometre after the point of discontinuation.

**9.5.6** The finish line and any intermediate time checks will not be indicated.

**9.5.7** An "end of control area" sign will be set up by the organizer at a maximum distance of 1000m after the finish line (end) of a regularity test section, indicating to the crew that it has completed this regularity test section.

**Timekeeping will be executed via a satellite measuring system and will be expressed to the 1/10<sup>th</sup> of a second. Time penalty results will be published live at the website of the event [historicacropolis.gr](http://historicacropolis.gr).**

During the regularity tests, competitors must follow one or more average speeds set by the organizer. Average speeds set by the organizer can be different for every category or class. The minimum length of a regularity test may be 3 km. The organisers, at their discretion, will set up intermediate timekeeping points at any point on a regularity test section. Ideal times calculation method is the same for all regularity tests as following: A-B, A-C, A-D and so on, where A is the start point of every regularity test and B, C, D... the intermediate timekeeping points.

## **9.6 Parc fermé**

This article will not apply.

## **10 ADMINISTRATIVE CHECKS AND SCRUTINEERING – PENALTIES**

### **10.1 Scrutineering before the Start**

**10.1.1** Any crew taking part in the Historic Acropolis Regularity Rally must arrive at administrative checks and at scrutineering in accordance with the detailed timetable *given through communication (bulletin) issued by the organisers*. Unjustified non-timely presentation at the administrative control and the verification control (scrutineering) entails the imposition of a fine of 100 euros, except in cases of "force majeure" that will be decided by the stewards.



The following valid papers must be presented at the administrative checks:

- Driving licences (for those who will drive)
- Regularity driving licence (for those who will drive)
- Car documents as required by the national laws of the country where the car is registered
- Insurance for the car (international green card)
- The FIA HTP or FIA Regularity Card or FIVA Regularity Card OR Historic Card issued by OMAE.

Note that after 1/1/2020, FIA or FIVA Regularity Cards are issued only by the representatives of the International Federations (i.e. OMAE and EOFILPA in Greece). Any certificate issued by any other body after the aforementioned date is not valid.

**10.1.2** The scrutineering carried out before the start is of general nature (checking of make and model of the car, year of construction, conformity of the car with the Traffic Regulations, etc.). The relevant Passport or Card (see Article 4.3) must be presented for each car at scrutineering.

The competition numbers, if already provided, and the rally plates (to be given by the organiser) will also be checked. The competition numbers and the rally plates, to be given by the organiser, must be fitted on the car before the scrutineering.

## 10.2 Final Scrutineering

At the finish of the Rally, the crews must make their cars available for a brief check by the scrutineers.

## 10.3 Summary of Penalties

### **EXCLUSION**

- 10.3.1 Non compliance of the car with the spirit of its period.
- 10.3.2 Absence of a FIA/FIVA certificate at scrutineering.
- 10.3.3 Exceeding the maximum speed limit permitted by traffic laws on two (2) occasions.
- 10.3.4 Loss of timecard.
- 10.3.5 Failing to pass the last control station of the leg.

### **Possible exclusion (at the discretion of the stewards)**

- 10.3.6 Withdrawal of a crew member or additional party on board, except for "force majeure".
- 10.3.7 Not using the timecards (Carnet de Route) according to given instructions.
- 10.3.8 Correction or amendment on the timecard without approval from a marshal.
- 10.3.9 2nd infringement of traffic laws.
- 10.3.10 Blocking of cars, unsportsmanlike behaviour.
- 10.3.11 Failing to pass the last time control of the leg.
- 10.3.12 Non-submission of the FIA/FIVA form for the car at final scrutineering.

### **Time Penalties**

- 10.3.13 Late arrival at the start of the rally, or any leg or any section: 120 pts.
- 10.3.14 Lack of a Competition number or a Rally plate: 100 pts.
- 10.3.15 1st infringement of traffic laws: 600 pts.
- 10.3.16 Missing stamp of any control point: 600 pts
- 10.3.17 Missing a passage or time control or arrival from wrong direction: 600 pts
- 10.3.18 Missing stamp and/or signature at any PC: 600 pts.
- 10.3.19 Reporting late in a TC, for each minute or fraction of a minute: 10pts.
- 10.3.20 Reporting early in a TC, for each minute or fraction of a minute: 60pts.
- 10.3.21 No entry at a time control or arrival after the maximum permitted delay: 600pts.
- 10.3.22 In case of catching up for every missing TC: 600 pts.
- 10.3.23 Regularity test section not completed or not started: 600pts.
- 10.3.24 Waiting or delay for completion of the ideal time in a part or at the end of one test section: 300 points.
- 10.3.25 Missing any secret time control, or arrival from the wrong direction: 600 pts. (This will be the maximum penalty for any secret time control)

### **Financial Penalties**

- 10.3.26 Covering any registration plate: 100€
- 10.3.27 Unjustified, untimely arrival at scrutineering: 100€

## 11 CLASSIFICATION – PRIZES – PROTESTS – APPEALS

### 11.1 Classification

The classification method, which is at the discretion of the organiser, will be as follows:

**a.** Penalties are expressed in points

The final results are determined by adding together the penalty points taken during the regularity tests, penalty points on road sections and any other penalties expressed in points. The crew with the lowest total in points will be proclaimed the overall winner. The next lowest will be second and so on. Category results are determined on the same basis.

**b.** *In the event of a tie the competitor whose car belongs to the oldest category will be proclaimed winner.*

*In the event of a tie between competitors driving cars of the same category, the competitor whose car has the lowest displacement (cc) will be proclaimed winner.*

*In the event of a tie between competitors driving cars of the same displacement the competitor whose car is oldest will be proclaimed winner.*

**c.** Team classification

The winning team is the one which has the lowest number of penalties, after adding the results of its 3 crews.

**11.2 Prizes – Cups**

<b>11.2.1</b>	General Classification	Trophies for the 6 first winners
<b>11.2.2</b>	Category Classification	Trophies for the 3 first winners of each category
<b>11.2.3</b>	Ladies Classification	Trophy for the first female crew
<b>11.2.4</b>	Team trophy	Trophies for the first team
<b>11.2.5</b>	Oldest car	Trophy for the oldest car
<b>11.2.6</b>	Car with the lower displacement	Trophy for the car with lower displacement
<b>11.2.7</b>	J3 Classification	Trophies for the 3 first winners
<b>11.2.8</b>	Young Timer Classification	Trophies for the 3 first winners

**11.3 Prize-giving**

The place and time of prize-giving will take place at 28 Octovriou st. in front of Itea's pier at 19.00.

**11.4 Protests**

**11.4.1** All protests must be filed according to ISR within **30 minutes of the announcement of the provisional results**. Each protest must be filed in writing to the clerk of the course or his representative by one crew member, individually, against another crew or against the organisers. The protest fee is set to the equal amount of the entry fee.

**11.4.2** The decisions by the stewards are final.

**11.5 Appeals**

Participants have the right to appeal. The appeal fee is set to 1000€ and is being paid immediately at the moment the appellant informs the stewards its intention to file an appeal. Without this, the intention to file an appeal will not be received. The appellant has 2 business days to file his appeal in writing. If the appeal is not filed within the period of 2 business days, if it is overruled or withdrawn after it has been filed, no part of the appeal fee will be refunded.

## Appendix 1 : Regularity Rallies control signs



**Time Control**



**Passage control**



**Regularity test start**



**End of regularity test**