



SUPPLEMENTARY REGULATION

3rd INTERNATIONAL

“ECO RALLY ” 2015
BULGARIA

FOR ELECTRIC, HYBRID-ELECTRIC AND ALTERNATIVE ENERGY VEHICLES

FIA ALTERNATIVE ENERGIES CUP
31 JULY – 02 AUGUST 2015

ASN visa number 11/14042015
FIA visa number 09AECBGR01062015

ORGANIZED BY:
BFAS
SPORT CLUB “INTERSPEED” NG



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The Supplementary regulations are published in Bulgarian and English. In case of a dispute concerning the interpretation of the regulations, only the text in English will be binding.



1 PROGRAMME – IMPORTANT INFORMATION

Monday, JUNE 01 2015

	Entry opening date. Publishing of the supplementary regulations	Website www.ecorallybulgaria.com
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Friday, JULY 24 2015

18:00	Closing date for entries.	Permanent secretariat

Thursday, JULY 30 2015

08:00	Publication of the List of Entries and the Provisional Starting Order	Website www.ecorallybulgaria.com
10:30	Pre-event Press Conference	Press club “Bulgaria”

Friday, JULY 31 2015

Friday 10:00 14:00	Administrative checks Scrutineering of the cars Distribution of official documents, Road Book, plates to competitors starting. Installation of GPS unit into rally cars	Rally HQ, Sofia Grand hotel Sofia, Sofia, Grand hotel Sofia
	Competitors and Officials briefing:	Sofia, Grand hotel Sofia
Friday 15:30	First Stewards Meeting Posting of Starting List:	Sofia, Grand Hotel Sofia Rally HQ Official notice board
As fro 15:30	Entrance of the cars in the “Before Starting Area”	
16:30	Ceremonial START. Start LEG 1	Sofia, Grand Hotel Sofia

As from 21:00	Entrance of the cars in the ”Parc Ferme”	
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Saturday, AUGUST 01 2015

As from 08:30	Start 1 st car: Belchin Garden	Belchin , Hotel Belchin Garden
18:30	1 st car Finish	Rally HQ, Troyan Official notice board
19:30	Posting of First Leg Unofficial Results	Rally HQ Official notice board

Sunday, August 02 2015

As from 09:30	Start 1 st car: Troyan	Rally HQ Troyan, Hotel Ostrova
As from 17:30 18:00	1 st car Finish Final Checks	V.Tarnovo Arbanassi Rally HQ
19:00	Publication of the Provisional Final Classification	Rally HQ Official notice board
19:30	Publication of the Final Official Classification	Rally HQ Official notice board
21:00	Gala Diner and Prize giving	Hotel Arbanassi palace



2 ORGANISER

Art. 2. GENERAL

Art. 2.1 DEFINITION OF THE EVENT

This rally, placed under the High Patronage of the Mayor of Municipality of Sofia will be run in compliance with the FIA International Sporting Code and its appendices; the General Prescriptions specific to the circuit races and hill-climbs that count towards the FIA Alternative Energies Cup; the Sporting Regulations of the FIA Alternative Energies Cup; the requirements of FIA Driving Tests regulations; these Supplementary Regulations and its appendices; the applicable prescriptions stated in the National Sporting Regulations and in the 2015 FIA Standard Supplementary Regulations. Modifications, amendments and/or changes to these Supplementary Regulations will be announced only by numbered and dated Bulletins (issued by the organizer or the Stewards)

The 2015 FIA Regional Rally Championships Sporting Regulations can be found at the FIA website www.fia.com

Art.2.2 ORGANISER'S NAME, ADDRESS AND CONTACT DETAILS

Sport Club "Interspeed NG" in BFAS
1301 Sofia, 132 Knyaz Boris1, Str.
Republic Bulgaria

Art.2.3 OTHER INFORMATION:

Tel: +359 2 986 7803
Fax: +359 2 986 7603
E-mail: interspeed@mail.bg

Web: www.interspeedracing.com

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

3 TITLE OF THE EVENT

This FIA regularity rally, opening for alternative energy vehicles, is named:

3rd INTERNATIONAL ECO RALLY 2015 – BULGARIA

Art.3.1 ROAD SURFACE – 100% Asphalt

Art.3.2 OVERALL S DISTANCE AND TOTAL DISTANCE OF THE ITINERARY

- Total distance of the RS: 111 km
- Total distance of the rally: 518 km

4 ORGANISATION

Under the High Patronage of the Mayor of Sofia municipality Mrs. Jordanka Fandakova

Art.4.1 HONORARY COMMITTEE:

Ministry of Youth and Sports
Ministry of Economy, Energy and Tourism
Ministry of Environment and Water of Bulgaria
Municipality of Gabrovo
Municipality of V.Tarnovo
SBA
BFAS



ORGANISING KOMMITTEE AND OFFICIALS:

Art.4.2 ORGANISING KOMMITTEE

President:	Radoslav Kozlekov- Prezident of BFAS
Member	Valya Pantaleeva – Prezident of SK “Interspeed NG”
Member	Tanya Hristova - Mayor of Municipality of Lovech
Member	Daniel Popov – Mayor of Municipality of V.Tarnovo
Member	Aleksander Damyanov – SK” Interspeed NG”

Art.4.3 OFFICIALS

Art.4.3.1 Stewards:

Chairman of the Stewards:	Mr Francois MONATH (FIA France)
Steward	Mr Dragan Skarnic /Serbia/
Steward	Mrs Valya Pantaleeva (Bulgaria ASN)
Secretary of the Stewards of the Meeting	Krastio Stoyanov

Art.4.3.2 FIA TECHNICAL DELEGATE & OBSERVER

FIA Delegate	Mr Carlos FUNES (FIA Spain)
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Art.4.3.3 Clerk of the course:

Clerk of the course:	Aleksandar Damyanov
Deputy Clerk of the Course	Georgy Stoyanov

Art.4.3.4 Secretary of the Rally

Secretary of the Rally	Evelina Hranova
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Art.4.3.5 Chief Scrutineer

Chief Scrutineer	Nikola Popov
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Art.4.3.6 Chief Timekeeper and Results processing

Chief Timekeeper and Results processing	Elio Negkas
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	Georgi Balabanov
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	Andrei Lozanov
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	Diana Stoyanova
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Art.4.3.7 Competitors relations Officers

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5 FIA END OTHER TITLES ELIGIBILITY

Art.5.1 FIA titles for which the Event counts

FIA Alternative Energies Cup with the following titles:

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



- FIA Alternative Energies Cup for Manufacturers for Cat. VII & VIII (+IIIA) – Hybrids and other Alternative Energies vehicles (plus electric vehicles having enough on-board energy to cover the itinerary).

Art.5.2 Other titles:

2015 Alternative Energies Cup of Bulgaria

6 ELIGIBLE VEHICLES:

Art.6.1 Categories:

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

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

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

Vehicles of Categories VII and VIII will be amalgamated in a single Category VII&VIII. Consequently only one classification for these categories will be issued for the allocation points of the FIA Cup. As an exception, the organisers may allow Category IIIA vehicles to be included in this amalgamated Category. In this case the category IIIA competitors will be classified together with the competitors of Category VII&VIII in the same single classification, scoring FIA Cup points in an amalgamated Category VII&VIII (+IIIA). Furthermore, these competitors will be excluded from the FIA Energy Consumption Index classification, if the organizer provides such classification

Art.6.2 Eligible Vehicles:

The participating vehicles must be of a type approved for driving on public roads and must be equipped with official registration plates appropriate to this purpose.

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

- Manufactured either in series production or in one or a few examples.
- Authorized to drive without restriction on public roads, bearing the official registration plates of the registrant country, or bearing special plates provided by the documents of the specific permission granted by the national authorities.
- Certified to carry from 2 to 7 people.
- Certified to carry a maximum cargo of 1000 kilograms (only for light trucks).
- Equipped (in the case of Hybrid Electric vehicles) with an internal combustion engine in compliance with the anti-pollution specifications in force in the country of registration, and with an electric motor (or electric motors) of any type, working in functional combinations with the endothermic engine, engaged automatically or manually as the manufacturer has foreseen for the everyday use of the specific vehicle.
- Equipped (in the case of Hybrid Electric vehicles) with a main battery of suitable capacity and the necessary switching arrangements, in order to propel the vehicle as purely electric (as a BEV) over a short distance, and to be also equipped with recuperating kinetic energy system in the form of electric energy, during the deceleration and braking operational phases.



- Of any type of hybridization architectural system (for Hybrid Electric vehicles) such as series hybrid, parallel hybrid or mixed type hybrid.

Art.6.3 Wheels and Tyres

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

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

7 GENERAL CONDITIONS

The rally will be organized in conformity with:

- *the FIA International Sporting Code and its appendices
- *the Sporting Regulations of the FIA Alternative Energies Cup;
- *the requirements of FIA Driving Tests regulations;
- *these Supplementary Regulations and its appendices;
- *the applicable prescriptions stated in the National Sporting Regulations

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

Having registered, each entrant – as well as the crew and any other person involved in the entry – is deemed to have understood, and to have agreed to comply with, the requirements of all the above regulations and prescriptions, this undertaking a commitment to respect all of these rules. Each entrant declares that the only competent jurisdiction for facts and disputes deriving from the organization of this rally and/or the execution of the competition is that provided by the Panel of Stewards, with the exception of the right of appeal as foreseen by FIA rules.

No amendments shall be made to the present regulations after the beginning of the time period for receiving entries without the unanimous agreement of all competitors already entered, or by decision of the stewards for reasons of “force majeure” or safety.

8 OFFICIAL NOTICE BOARD

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

Place: 1000 Sofia, 1 Gurko str., Bulgaria, Grand hotel Sofia

Date:

Friday, 31 July 2015 08:00 – 18:00

Place: Belchin Garden

Friday, 31 July 2015 17:00 – 21:00

Saturday, 01 August 2015 07:00 – 09:00

Place: Troyan

Date:

Saturday 01 August 2015 16:00 – 20:00

Sunday 02 August 2015 07:00 – 11:00



Place: Veliko Tarnovo

Date:

Sunday 02 August 2015

16:00 – 21:00

9 BASIC CHARACTERISTICS

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

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

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

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

The secondary field of competition is the evaluation of the competitor capability to drive the whole itinerary of the event using their best eco-driving techniques and trying to consume the smallest possible amount of energy. It is also a field in which the manufacturers can test and show off their new technologies aimed at a lower consumption of energy.

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

10 DESCRIPTION OF THE RALLY

Art.10.1 Itinerary and layout

The 3rd RALLY ECO BULGARIA for alternative energies vehicles and for a minimum mileage of 500 km., is divided into 2 legs during which 10 regularity tests sections will be held.

Interval between the cars is 1 (one) minute.

The itinerary as well as its passage controls are described on the time card.

To run the following Legs:

Category VII&VIII(+IIIA)

1st LEG

FRIDAY, 31 July 2015

Sofia – Belchin Banya

Including 2 regularity test sections 306 km.

SATURDAY, 01 August 2015

Sofia- Troyan

Including 4 regularity test sections



2nd LEG

SUNDAY, 02 August 2015
Troyan – Veliko Tarnovo
Including 4 regularity test sections

212 km.

For Electric vehicles Category IIIA

1st LEG

FRIDAY, 31 July 2015
Sofia – Belchin Banya
1 electric recharging
Including 2 regularity tests section
SATURDAY, 01 August 2015
Sofia- Troyan
Including 2 regularity tests section

180 km

2nd LEG

SUNDAY, 02 August 2015
Troyan – Veliko Tarnovo
1 electric recharging
Including 2 regularity tests section

111 km

Art.10.2 Calibration of the Distance Meters:

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

11 ADMINISTRATIVE CHECKS

Place: Rally HQ, Sofia, Grand hotel Sofia”
Date: 31 July, Friday 2015
Time: 10:00 – 14:00

The time for administrative checks will be given in entry confirmation.

Documents to be presented:

- Entry confirmation –filled technical card
- Competitors and drivers licenses
- Driving licenses
- ASN authorization
- Medical cards
- Car insurance cover certificate
- Car insurance registration papers
- Authorization of the car owner in case he is not one of the drivers

12 SCRUTINEERING

Art.12.1 Scrutineering before the start

Place: Sofia, Grand hotel Sofia, str. Oboriste 1.
Date: 31 July Friday 2015
Time: Friday 10:00 – 14:00



The scrutineering schedule will be announced in a bulletin issued by the organiser.

The time for scrutineering will be given in the entry confirmation. Each crew or representative of the team report to the scrutineering at their individual time, given in the schedule published later with the publication of the list of entries accepted by the organizer on the website of the rally. Any crew reporting late at scrutineering will be penalized as follows:

Up to 10 minutes 75 EUR

From 10 minutes to 30 minutes 100 EUR

If the delay exceeds 30 minutes the crew will be reported to the Stewards.

Scrutineering:

*Conformity of the Highway Code

*Advertising in accordance with the regulations,

*Presence of plates and competition numbers

The Organizer allows itself to make weighing and fuel sample at any time on the itinerary.

The lowest value measured will be used as the reference weight.

The start may be refused to any car that would be different from the one mentioned on the entry form. In this case, the Organizers will keep the total entry fee.

Art.12.1 Category VIII Vehicles with bi-or multi-fuel system- liquid and gaseous

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

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

Art.12.2 Category VIII vehicles propelled by bio-fuels

Competitors with vehicles powered by bio- fuels must present their vehicles with the tank in reserve quantity of bio-fuel and must provide for the refueling with bio-fuel under the supervision of a designated officer. The Tank will be sealed and any other refueling during the rally will take place only under the supervision of a designated officer. Any infringement of this rule will result in a penalty, which may go as far as exclusion.

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

Art.12.3 Category VIII vehicles propelled by Fuel Cells and using Hydrogen as fuel

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



13 RUNNING OF THE EVENT

Art. 13.1 Nature of the Rally

The Eco rally is an event of the Driving Contest Eco-Rally/ Regularity Rally type. Each competitors will collect penalty points from the “Regularity Stages” and from the road connecting the sections (Time control penalties) in accordance with the present SR and the Bulletins, which may be issued at a later stage.

Art.13.2 Crew

Any crew must comprises one driver and one co-driver. All of them must hold a valid driving licence. All crew members must stay on board during all the competition under penalty of exclusion from the race.

If crews consisting of one driver and one navigator. Navigators should also hold a competition licence but it is not mandatory that they hold a driving licence. No other passengers are admitted on board. In case of any unauthorized change of a member or the crew, the vehicle will be excluded.

Art.13.3 Start, Finish, Results

Ceremonial start

Ceremonial start will take place on Friday 31 July 2015 at 16:30h in Sofia. All starting crews must attend the Ceremonial Start at their due time wearing overalls and with their competition car.

All cars will start according to the start list. Any crew reporting late at Ceremonial start will be penalized with 50 EUR

Art.13.3.1 Start

Place: Sofia, Grand hotel Sofia”

Date: 31 July, Friday, 2015
16:30

Place: Belchin Garden Hotel

Date: 01 August, Saturday, 2015

Time: 08:30

Place: Trojan

Date: 02 August, Sunday

Time: 09:30

Starting interval between the cars is 1 minute and the starting sequence will follow the participation number. The start is given in conformity with the programme.

The exact starting time will be indicated on the time card.

Official time throughout the entire rally can be reached on the phone 180.

The first Leg of Category IIIA will be:

1 st LEG	FRIDAY, 31 July 2015	
	1 electric recharging	
	Including 2 regularity tests section	
	SATURDAY, 01 August 2015	180 km
	1 electric recharging	
	Including 2 regularity tests section	
2 nd LEG	SUNDAY, 02 August 2015	111 km
	1 electric recharging	
	Including 2 regularity tests section	



The first Leg of Category VII&VIII (+IIIA) will be:

1 st LEG	FRIDAY, 31 July 2015	
	Including 2 regularity test sections	306 km
	SATURDAY, 01 August 2015	
	Including 4 regularity test sections	
2 nd LEG	SUNDAY, 02 August 2015	
	Including 4 regularity test sections	212 km

Preliminary unofficial results will be published at the end of the first Leg. Provisional Official and Final results will be published on the official notice board at the end of the rally, as mentioned in the programme.

Art.13.4 Time card

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

Each crew is solely responsible for its time card.

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

Any loss of the Time Card will result in exclusion, as will any correction of, or amendment to the Time Card, unless this has been approved by the appropriate Marshal.

The regularity tests starting Control points will be referred to in the Time Card.

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

Therefore, it is up to the crew to submit its Time Card to the marshals at the correct time and to check that the time has been entered correctly. The post marshal is the only person permitted to enter the time on the Time Card and this must be done by hand or with a stamp.

Art. 13.5 Traffic

For the entire duration of the Rally, the crew must strictly observe the traffic laws. If some sections of the itinerary use roads closed to normal traffic, a specific mention of this will be made in the Road Book. Competitors will have to run exclusively on the roads indicated in the Road Book and must respect the traffic code regulations on pain of a penalty, which may go as far as exclusion.

Art.13.6 Traffic jams, accidents, obstructions

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

The staff or officials who note an infringement of the traffic laws by a crew participating in the rally, must inform the offender there of in the same way as for ordinary road users.

The GPS system on board of each car will allow also to verify the speed at any time during the itinerary and can be used to the respect of the previous paragraphs.



Art.13.7 Repairs

Repairs are permitted at any time throughout the Rally, except in those cases expressly prohibited by a provision in the regulation. Any service vehicles will be not be able to enter the regularity test areas during the rally and until the last competitor passage for each regularity test, under pain of 3600 penalty points against the crew who benefits of that assistance.

Art.13.8 Unsportsmanlike behavior

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

- Deliberately blocking the passage of competing cars or preventing them from overtaking.
- Behaving in an unsportsmanlike manner, themselves or their service team.

Art. 13.9 Parc Ferme

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

The cars will remain in the Parc Ferme area:

- After administrative and scrutineering checks of the Sofia
- Before the Ceremonial start of the rally of the Sofia
- After the time control of the Troyan arrival
- After the Finish, time control of the V.Tarnovo
- Until the results proclamation

From the time they enter a control area (yellow sign) and until they leave it (end of control area sign), cars are subject to Parc Ferme rules.

Art.13.10 Maximum permitted delay in a Time Control

The maximum total permitted delay for a vehicle to be present at a Time Control station is thirty (30) minutes later than its ideal time. This total delay is referred to each daily Leg. Any car passing one minute more than this maximum total permitted delay is considered as having found this Time Control station closed and, consequently, is excluded from the rally. It is necessary to make absolutely clear that every minute of delay in one Time Control station will reduce by one minute the maximum total permitted delay for all the remaining Time Control stations of the same daily Leg. For example, a delay of 2 minutes in the TC2, plus a delay of 1 minute in TC4 and plus a delay of 3 minutes in TC7 means that for all the remaining TCs, of the same daily Leg, the maximum total permitted delay is now only 24 minutes because the initial 30 minutes have already been reduced by $2+1+3=6$ minutes

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

The Regularity Stages are indicated in the Road Book and are placed along some of the itinerary road sections, between two consecutive Time Control stations. The crews must cover the total length of each Regularity Stage, driving their vehicles at a “steady” speed imposed by the organisers.



The average speed list for regularity tests sections will be handed during administrative checks. The start point and the finish point of each Regularity Stage will be clearly marked on the roadside by means of standardized FIA signs, and these are also indicated, with their exact location and length, in the Road Book. At least one or more intermediate secret Regularity Timing Control points will be located along of each Regularity Stage, and the timing accuracy for the calculation of the achieved average speed will be at least 1/10 of a second. The timing equipment used will be of the automatic GPS type. Written or printed-out evidence of these timing measurements are available. The exact distances between the starting points of the Regularity Stages and the corresponding secret Timing Control points, in cases in which only one secret Timing control point exists in each Regularity Stage, or between the two secret Timing Control points, if more than one per each Regularity Stage exists, must be listed in a confidential document, a copy of which will be handed over by Clerk of the Course to the Chairman of the Panel of Stewards before the start of every daily Leg.

On the basis of this document, and of the secret Timing Control print-outs, any dispute regarding the accuracy of the imposed penalizations can be settled by the Stewards.

Regularity Stage penalty points for every 1/10 of a second difference from the ideal time are equal to one (1) penalty point. Any kind of on-board chronometer or other similar instruments or any kind of GPS device is permitted.

The regularity tests will have to be accomplished without stopping or slowing down in an excessive way, up to risk of penalties which can go to the race exclusion.

The search, research, or any action aiming to locate the secret timings points, as well as transmission of this information, will be considered as an unsportsmanlike behavior and will involve the immediate exclusion of the race for the competitor having benefited.

Two distinct times keeping can be applied during the regularity tests:

STARTING AND ARRIVAL PROCEDURE:

There won't be any time control at each start of a regularity test section.

*When arriving at the start point, the start will be done by the order of arrival of the cars, independently of your competition number.

*It will not be necessary to show your time card to the marshals and also no document will be given to you by the marshals.

*In the 100 to 500 meters area before the start, overtaking is strongly unwise. The beginning of this area is indicated by a yellow warning sign.

*The start will be given standing start at the red panel line in the full minute pronounced by the marshals or indicated by the clock placed on the line.

*Jumped start: the crossing of the line before the signal of the marshals or before the complete minute indication of the clock.

*Start delayed: the crossing of the line in a deadline upper to 10 seconds after the signal of the marshals or the complete minute indication of the clock

At the end of each "regularity test section" a STOP point will be set up by a red panel to allow the data transmission of timing recorded by GPS. The competitors will have to stop there. No document is to be presented to the marshals, and also no document will be given to you by them. The competitors can restart only after the signal of the marshal.

Regularity test sections are organized on roads open to public traffic. The crews must complete the regularity test sections at a steady speed imposed by the organizer. The not respect of these rules may lead to the exclusion from the race.

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

An "end of control area" sign will be set up by after the finish line (end) of a regularity test section, thus indicating to the crew that he has completed this regularity test section.



Art.14.1 Description of the Time Controls procedure

The rally will be started by the starting flag signal given to competitor number 1, in front of Time Control 1 (TC1) Grand Hotel Sofia. All other competitors will follow the first car, starting at one-minute intervals. The organisers will provide a time gap between the start of vehicles of Category VII&VIII (+IIIA) and those of Category IIIA. The participating vehicles will move from one TC to the next TC strictly following the itinerary indicated in the Road Book. All TCs are indicated in the Road Book and at the actual position by FIA-approved standardized signs. The stopping time within any TC area is limited to the time needed to carry out the control operations. Time Controls shall be ready to function at least 30 minutes before the scheduled time of the arrival of the first car. The check-in procedure begins at the precise moment the cars pass the TC area entry sign.

Between the TC area entry sign and the location of the control post, the car is forbidden to stop or to be driven at an abnormally slow speed. The actual timing and its recording on the Time Card corresponds to the exact moment at which the Time Card is handed by the crew to the Time Control station marshals.

At these controls the post Marshals enter the time at which the crew member hands the time card. The target time check-in time is the time obtained by adding the time allowed to complete the road section to the starting time.

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. For zero (0) road penalty points, this moment must correspond to the exact minute of the target time or to the minute preceding it

Example:

Time allowed to complete the section	40 minutes
Starting time	11:12h
Target check-in time	11:52h

The Time Card must be given to the marshals at any time between 11:51.01 and 11:52.59

Outwith these times, the competitor will receive road penalty points for early or late arrival equal to ten (10) penalty points per minute or fraction of a minute. When a TC is followed by a start control for a Regularity Stage, the following procedure shall be applied: the time control marshal will enter in the Time Card the arrival check-in time of the car to the Time Control station and also the provisional start time for Regularity Stage, which is at least one minute after the arrival check-in time. Where two or more cars arrive at a Time Control station in the same minute, their provisional start times for the Regularity Stage will follow a sequence of one-minute intervals, in the order of their arrival in the TC. Having completed the Time Control procedure, each car must be driven to the point where the starting marshal for the Regularity Stage is located. At this point, the car will receive the starting signal at the exact moment the minute of its “provisional” starting time begins. If necessary, the starting marshal can change this “provisional” starting time and a new starting time can be entered in the Time Card, endorsed by the starting marshal signature. For example, if the entered “provisional” starting time for the Regularity Stage is 11h50m.00s. the starting marshal will give the starting signal at exactly 11h.50m.00s.. Should an unexpected obstacle make the cars start difficult or dangerous at this moment, the starting marshal will change it to the next minute, i.e. 11h53m.00s (or later), making an endorsement in the Time Card, and will give the starting signal exactly at this new time. The car must depart immediately and, as soon as possible, it must reach the “steady” speed imposed for this particular Regularity Stage. After this, the car must move continuously keeping this speed steady until the end of the Regularity Stage as it is marked in the Road Book and indicated at the roadside by FIA –approved standardized signal.

Art.14.2 Table of penalties

Articles	Object	Non Admission To start	Exclusion	Penalties
Art.14	For every one tenth (1/10) of a second divergence from the calculated correct time of the cars movement from one Regularity Timing Control point to the next along the Regularity Stage			One (1) Penalty point
Art.14.1.	For every minute of fraction of a minute late or early arriving at a Time Control station			Ten (10) Penalty Points
Art.13.10	Where the check-in delay in one TC station or the accumulated delays in some or all of the TC stations of the same daily Leg exceed 30 minutes		Exclusion from the rally	
Art.13.4.6.	Failure to check-in at one TC station or at one Regrouping TC station or in the finish of a Leg TC station		Exclusion from the rally	
Art.10.1. And 14.1	For a no-show at the start of a Regularity Stage or any deliberate deviation from the Road Book itinerary		Exclusion from the rally	
Art.14.3	Where an attempt is made to receive or to communicate information regarding the positions of the secret timing posts along the Regularity Stages		Exclusion from the rally	3600 points
Art.13.2	For the unauthorized change of a member of the crew		Exclusion from the rally	
Art.13.4.4.	For loss of the Time Card or for making a correction/amendment on its records		Exclusion from the rally	
Art.13.8.	For deliberately blocking the road or for unsporting behavior			Penalty at the Stewards discretion, going as far as exclusion from the rally
Art.12.1.1. And 12.1.2.	For infringement of the rule requiring refueling under the supervision of an official			Penalty at the Stewards discretion, going as far as exclusion from the rally

Art.15.3.6.	Failure to comply with the weight ballast rule			Penalty at the Stewards discretion, going as far as exclusion from the rally
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Art.14.2.1 Rectification of the penalty of exclusion in particular cases

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

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

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

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

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

Art.15. CONSUMPTION AND ECO-DRIVING

Art.15.1 FIA Energy Consumption Index Classifications (CI)

For the evaluation of calorific values of the various fuels, the next table will be applied. The “Energy Consumption Index” (C.I.) formula, as also stated here below, will be applied for the establishment of the corresponding classification. The lowest index value C.I. establishes the winner.

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

Energy Consumption Index (C.I.) Formula
$$CI = 100 * (ITE + RE) / W * km$$

With the abbreviations:

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

ITE = Initial Theoretical Energy (kWh)

For electric vehicles, which must start the rally with a fully charged battery pack, this value should be the capacity in kWh of the propulsion battery pack expressed at a discharge rate C1. This data must be provided by an official document issued by the accumulator manufacturer. For all other alternative fuels vehicles and for practical reasons, **ITE** will be taken to be the equivalent energy in kWh of the necessary fuel for the complete replenishment of the tank(s).



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

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

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

W = Weight of the vehicle (tons)

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

Km = Total length of the itinerary (km)

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

Art.15.2 Eco-Driving Contest Classification

Eco-Driving Formula is:

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

As Standard Energy Consumption to be taken the figure obtained by the manufacturer of the vehicle measured in the mixed European Standard Cycle of driving)

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

Art.15.3 Scrutineering and refueling procedure for vehicles participating in Energy Classifications

Art.15.3.1 Charging and refuelling

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



Art.15.3.2 - Category IIIA and Plug-in Hybrid Electric vehicles:

The competitors must submit their vehicles for scrutineering before the start with the traction batteries fully charged. They must make available documentation proving the maximum energy capacity of the main battery pack. The factory-supplied onboard charging system for the propulsion battery pack will be sealed. For the energy consumption (CI) classification, the capacity of the battery pack plus the possible intermediate quantities of energy received in recharging stops (or/and refuelling for Plug-in Hybrids) will figure out the total energy consumed. At the end of the event, the electric vehicles either will not be recharged, and its batteries will be considered as fully discharged. It is of the competitor responsibility to arrive at the finish with his battery pack almost empty.

Art.15.3.3 - Category VIII Vehicles with bi- fuel or multi-fuel system - Liquid and gaseous

The competitors must submit their vehicles for scrutineering before the start with the tanks in reserve quantity. The complete refuelling must be made only by an appointed marshal who will perform the procedure. Tanks will be locked and sealed. Refuelling during the event is carried out only under the supervision of an official. At the end of the event, vehicles must be driven in to the service station where the appointed marshals will fill up again the tanks.

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

Art.15.3.4 - Category VIII vehicles propelled by bio-fuels

Competitors with vehicles powered by bio- fuels must present their vehicles with the tank in reserve quantity of fuel and must provide for the refuelling with bio-fuel under the supervision of a designated officer

. The tank will be sealed and any other refuelling during the event, will take place only under the supervision of a designated officer. Infringement of this rule will result in a penalty, which may go as far as exclusion.

If the bio-fuel is not supplied by the Organiser, the supervising officer will check, in original copy, the official documentation provided by the manufacturer of this bio-fuel and will take a fuel sample, in order to verify its specifications. At the end of the event, if there is not sufficient quantity of bio-fuel available, the appointed marshal, after the agreement of the competitor, will make use of a suitable fossil fuel for the engine in order to make the necessary measurement of the consumed quantity.

Art.15.3.5 - Category VII – Hybrids Vehicles

For all Hybrid vehicles participating to the Energy classifications the electric energy used during the event will be added to the fuel energy in order to establish the total specific energy consumption factor of the vehicle. For this purpose the charging level of the battery pack must be checked at the start and the finish of the event using the vehicles charging level indicator. The capacity of the battery pack should be referred to in official documents of the vehicle. If this procedure is not feasible, 60 per cent of the battery pack capacity will be considered as the electric energy consumption.



Art.15.3.6 - Ballast

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

Art.15.3.7 – Distance

At the beginning and the finish of the event the indications of the total- kilometre counters will be recorded and the number of kilometres run will be calculated and confirmed. In case which there is a difference between this distance and the distance obtained from the Road Book, the last should be the one taken in to account for the calculation of the Energy Consumption classifications.

Art.16 ENTRY PROCEDURE AND FEE

Closing date for entries

Date: Friday, 24 July 2015

Time: 18:00 h.

Entry procedure

Art.16.1 Entry Forms

The arrival date of the entry form to the secretariat of the rally is decisive.

If the application is sent by fax, or email, the original must be delivered to the organizer at 5 days following the close of entries. Details concerning the crew member must be confirmed at least 7 days before the administrative checks. A crew member may only be replaced before the administrative checks and must be approved by the Organiser. Only the Stewards of the Meeting may authorize the replacement of all the crew members. A car may be replaced only if approved by the Organiser.

A photocopy of the relevant registration form with the identity photos (4x4sm), of the first driver and crew, must be attached to the entry form.

By submitting the entry application form, all entrants undertake to abide by the provisions of these regulations.

A team must be composed of a minimum 3 crews having the same entrant.

E-mail for sending the entry forms is interspeed@mail.bg

Address:

1301 Sofia, Kom.Beli Brezi Bl.9

Republic Bulgaria

SK“INTER SPEED” NG

Fax: +359 02 986 7803

Email: interspeed@mail.bg

Entry fees

- | | |
|---|---------|
| - With the optional advertising proposed by organizers | 400 EUR |
| - Without organizers advertising proposed by organizers | 500 EUR |

Payment details

By Bank transfer to: By post-office money order

Bank DSK EAD

Sofia

Klon 4

Bul. Vitosha 15

BIC Code: STSABGSF

IBAN: BG 89 STSA 93000019180335



Art.16.1 Refunds of entry fees

Entry fees will be refunded in full:

- To candidates, whose entry has not been accepted.
- In the case of the rally not taking place

Partial refund of entry fee

The organizers may partially refund the entry fee to those entrants who, for reasons of “force majeure”, were unable to start in the rally and excused themselves before the start of the administrative checks. The crews who do not excuse themselves will be announced to ASN and the entry fee will not be reimbursed.

Art.16.2 Crew documents

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

- * Driving licence according to the entered vehicles (not applicable for navigators)
- * Any grade of FIA licence, issued by their ASN
- * An FIA licence, grade D (or equivalent), obtained for the event, and valid for its duration, which has been issued by the ASN and handed over to the participants at the latest during the administrative checks. It will be subject to the payment of a fee of 25 euros.

Art.16.3 The Organisers will inform the applicants of the acceptance, or not, of their entry applications by e-mail or fax, at the latest two days after receipt of the completed and financially settled application.

Art.16.4 The Organisers reserve the right to reject any entry-application at their discretion.

Art.16.5 The field for participation is limited to a total of 50 entries. All entry forms received after the above number of vehicles has been accepted will be entered on a reserve list.

Art.16.6 The minimum number of entered cars is: 15cars. If this number is not reached, the event will be canceled, after obtaining the FIA`s approval.

Art.16.7 The Organisers will buy a third party liability insurance contract covering the event, in accordance with the national law. The amounts covering the various risks will follow the same scale as is valid for traffic accidents. Insurance coverage for third party liability of the participating vehicles, as required by the traffic code, in order to drive legally on public roads, it is an obligation of the participants and the validity of their contracts will be checked during the administrative control. It should be noted that the event is not a race event, it takes place on public roads open to public traffic and the Traffic Code in force is fully respected.

All the drivers and co-drivers (or Navigator) are obliged to arrange their own accident insurance. The proof should be documented on request at administrative control. The insurance of foreign crews have to cover the costs of possible medical treatment in Republic Bulgaria.

All crews at administrative control have to hand in the valid International Green Card for their car. Without this card the crew won't be permitted to start.

Art.16.8 Advertising Promotion and Publicity



Art.16.8.1 Official Supporter: The organization of the event is supported by the Municipality of Sofia BFAS, and SBA, the logos of which must, as a matter of obligation, be displayed on the competition numbers and on any other promotional material intended to be placed on vehicles.

Art.16.8.2 Entrants supporters: any participant who is supported by a commercial firm, the trademarks of which will be displayed on his car or on the crew`s clothing, is obliged to declare this to the Organisers, requesting their approval at the time the entry form is submitted. The reasoning is the avoidance of any advertising of products or services that are not in line with the aims of the event and, more generally, with the motor sport targets.

Art.16.8.3 Event publicity: By entering, all participants authorize the Organisers to make free use, in event reports and press releases, of their names, as well the names of their team members and their vehicles date. They also declare their consent in respect of any publicity material that may be issued by the Organizer in which reference may be made to their names and their cars date.

Art.16.8.4 The Organizer will provide the participants with various material and services as follows:

- *Road Book
- *Supplementary Regulations
- * Competition number
- *Crew identification
- *Proposed optional advertising material
- *Tree accommodation tickets for the overnight stay with dinner and breakfast
- *Free ticket for the regrouping lunch and the light lunch before the start
- *Invitation for the Official Dinner and Prize Giving Ceremony

Art.17.SPECIFIC TERMS – RALLY PLATES

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

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

Art.17.3 Any issue not prescribed in these regulations is subject to the decisions of the Stewards of the Meeting. During the administrative checks, the Organising Committee will provide each crew with two rally plates and their competition numbers, which must be displayed on the cars in an area covering 40 cm x 60 cm, or an equivalent circular area, and should be clearly displayed on each side of the car. The officially rally plates should be fixed to the front and rear of the car in a visible position. They should not cover, even partially, the car license plate. In case of withdrawal, or exclusion, the Competitor must remove his rally plates and cross out his competition number.



The numbers yellow on black will be stuck on the 2 front doors.

Art.18. GENERAL CLASSIFICATION, ALTERNATIVE ENERGIES CUP POINTS, OTHER CLASSIFICATIONS – AWARDS

Art.18.1 FIA Classifications

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

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

These classifications will contain the name and data of the Event, logos of the ASN and of FIA Alternative Energies Cup, the first name, surname and nationality of the Competitors, Drivers and Co-Drivers, the Vehicle Manufacturer as should be listed in the Manufacture Cup classification, the Type, the Category of the Vehicle and the sum of penalty points

Art.18.2 Alternative Energies Cup points

In the FIA cup, points will be allocated according to the scale 10-8-6-5-4-3-2-1, to the Drivers, Co-Drivers and to the Manufacturers of the first eight cars of the only two above mentioned final classifications. For any one Manufacturer only the best placed vehicle in the rally will score points. This rally has coefficient 2 provided that the total length of the Regularity Stages will fulfill the FIA Cup requests.

Only vehicles in conformity with the FIA Technical Regulations will score points for the FIA Alternative Energies Cup.

Art.18.3 Other classifications

- Consumption and Eco-Driving Classification for all Categories.
- A team final classification

The winning team for a classification is the one which has the lowest number of penalties after adding the results of the three best crews.

The crew with the lowest total of penalty points will be proclaimed the winner in each category.

Art. 18.4. Cups

Cups will be awarded to the three first placed competitors (Driver and Co-Driver)

General Classification of each Category

1st place	Cups
2 nd place	Cups
3rd place	Cups

Classification of IIIA Category

1st place	Cups
2 nd place	Cups
3rd place	Cups



Teams classification

1st place	Cups
2 nd place	Cups
3rd place	Cups

Consumption Classification of each Category

1st place	Cups
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Art.19. PRIZE GIVING

Date: 02 August 2015

Time: 21.00 hrs.

Place: Sofia,

The prize-giving will take place during the Gala Lunch at the “V.Tarnovo -Arbanassi”, Grand Hotel Arbanassi palace

Art.20. PROTESTS – APPEALS

Art.20.1 The amount of the protest fee is 250 Euros

Art.20.2 Protests against the preliminary official results of the rally must be lodged, in writing, with the Clerk of the Course within 30 minutes of the moment of their posting on the official notice board. Upon the expiration of this time period, the preliminary results become final.

Art.20.3 Every protest is eligible to be examined by the Event Stewards only if it is accompanied by the aforementioned protest fee, which is not refundable should the protest fail to be upheld

Art.20.4 Appeals must be lodged in accordance with the National and International Sporting Code.

For National Court of Appeal, the fees are 500 EUR

For FIA Court of Appeal the fees are 12.000 EUR

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

APPENDICES THAT SHOULD BE ATTACHED

- APPENDICE 1 - ENTRY FORM
- APPENDICE 2 – COMPETITION NUMBERS AND SPONSORSHIP ADVERTISING
- APPENDICE 3 – ROAD BOOK AND ITINERARY MAPS
- APPENDICE 4 – TIME CARD AND FIRST CAR TIME SCHEDULE

Organizing Committee

