



SUPPLEMENTARY REGULATION

ECO RALLY -BULGARIA - 2017

ASN visa number: 11/21042017

FIA visa number: Subject to FIA approval

FIA E-RALLY REGULARITY CUP
28 JULY – 30 JULY 2017

ORGANIZED BY:
UNION OF BULGARIAN MOTORISTS
BFAS
SPORT CLUB “INTER SPEED” 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, MAY 29 2017

08:00	Publishing of the regulation Entries opening	Website www.eco.interspeedracing.com
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Sunday, JULY 23 2017

18:00	Entries closing	
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Wednesday, JULY 26 2017

08:00	Publication of participant`s list	Website www.eco.interspeedracing.com
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Friday, JULY 28 2017

14:00	Distribution of Road Book	Rally HQ, Sofia Central Hali Market Hall Blvd. Maria Luisa, 25
15:00	Competitors and Officials briefing:	Sofia, Central Hali Market Hall Blvd. Maria Luisa, 25
16:00 17:00	Administrative and Technical Checks	Sofia, Rally HQ Central Hali Market Hall Blvd. Maria Luisa , 25
As fro 17:30	First Stewards Meeting	Sofia, Rally HQ Central Hali Market Hall. Maria Luisa, 25
18:30	Posting of Starting List:	Official notice board. Sofia, Rally HQ Central Hali Market Blvd. Maria Luisa , 25

Saturday, JULY 29 2017

09:00	Start 1 st car: start	Rally HQ, Sofia Central Hali Market Hall Blvd. Maria Luisa, 25
21:00	Posting of First Leg Unofficial Results	Rally HQ, Borovets Official notice board Club Hotel Yanakiev

Sunday, JULY 30 2017

09:00	Start 1 st car: start	Borovets Club Hotel Yanakiev
17:00	1 st Car finish	Sofia, Grand Rally HQ Central Hali Market Hall Blvd. Maria Luisa, 25
19:30	Posting of Provisional Results	Sofia, Rally HQ Central Hali Market Hall Blvd. Maria Luisa, 25
20:30	Prize-Giving Ceremony	Sofia

2 ORGANIZER

Art.2.1 ORGANIZER'S DATA:

Name:

Sport Club "Interspeed NG" in BFAS

Address:

Republic Bulgaria, 1680 Sofia, Kom.Beli Brezi, Bl.9

Contact: Anastas Kanev

Art.2.2 OTHER INFORMATION:

Telephone: +359 2 869 6531

Fax: +359 2 869 6531

E-mail: interspeed@mail.bg

Web: www.eco.interspeedracing.com .

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

3 CORRECT TITLE OF THE EVENT

3.1 THE NAME:

ECO RALLY–BULGARIA 2017

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

4 ORGANISING COMMITTEE AND OFFICIALS

Art.4.1 ORGANISING KOMMITTEE

President: Emil PANCHEV – President of UAB

Member: Vladimir ILIEV- President of BFAS

Member: Valya PANTALEEVA – President of “Interspeed NG “

Member: Anastas KANEV – SK” Interspeed NG”

Member:

Art.4.2 OFFICIALS

Art.4.2.1 Stewards:

Chairman of the Stewards: Mr. Lars EDVALL (SWE) – FIA Nom.

Steward: Mrs. Valya PANTALEEVA (Bulgaria)

Steward: Mr. Dragan SKARNIC (Serbia)

Art.4.2.2 Clerk of the course:

Mr. Anastas KANEV

Art.4.2.3 Deputy Clerk of the Course:

Mr. Georgy STOYANOV

Art.4.2.4 Secretary of the Rally:

Mrs. Evelina HRANOVA

Art.4.2.5 FIA Technical Delegate: Appointed by the FIA

Mr. Mario BONIFACIO (ITA)

Art.4.2.6 Chief National Scrutineer:

Mr. Nikola POPOV



Art.4.2.7 Chief Timekeepers:

Mr. Georgy BALABANOV

Art.4.2.8 Chief Results Officer:

Mr. Andrei LOZANOV

Art.4.2.9 Competitors relations Officers:

Mis. Elena VELICHKOVA

Art.4.2.10 Secretary of the Stewards of the Meeting:

Mrs. Violeta MAKSIMOVIC

5 FIA AND OTHER TITLES ELIGIBILITY

Art.5.1 TITLES FOR WHICH THE EVENT COUNTS:

FIA E-Rally Regularity Cup with the following titles:

*FIA E-Rally Regularity Cup - Driving Test events for Drivers of vehicles in Article 1 and 2 in the Technical Regulations for FIA E-Rally Regularity Cup

*FIA E-Rally Regularity Cup - Driving Test events for Co-Drivers of vehicles in Article 1 and 2 in the Technical Regulations for FIA E-Rally Regularity Cup

*FIA E-Rally Regularity Cup for Manufacturers of vehicles in Article 1 and 2 in the Technical Regulations for FIA E-Rally Regularity Cup

Art.5.2 OTHER TITLES:

* Alternative Energies Cup – Driving Tests events for Drivers of Cat. VII&VIII Hybrids and other Alternative Energies vehicles

* Alternative Energies Cup – Driving Tests events for Co-Drivers of Cat. VII&VIII Hybrids and other Alternative Energies vehicles

* Alternative Energies Cup for Manufacturers for Cat. VII&VIII hybrids and other Alternative Energies vehicles.

6 VEHICLES ELIGIBLE TO PARTICIPATE:

Art.6.1 CATEGORIES:

For FIA Cup: Electrically powered series production vehicles for daily use as described in Articles 1 and 2 of FIA E- Rally Regularity Cup Technical Regulations

They are vehicles equipped with an electric drivetrain propelling the vehicle solely via at least one electric motor.

- An on-board internal combustion engine (ICE) may never be mechanically connected to the drive wheels to propel the car.
- The propulsion energy for the electric drivetrain may come from electric energy storage such as batteries, supercapacitors and flywheels or any type of gaseous or liquid fuels electric power generators including hydrogen, methane and methanol, or standard pump fuels such as petrol and diesel.
- The on—board energy converter, if applicable, providing the electric energy for the electric drivetrain may be an ICE with a generator, fuel cell, solar array or similar.

Rollbars and fire extinguishers are not required.

No modifications are allowed. The competitor has to respect the model produced as it is described in the road license or in the official documents published by the manufacturer such as selling lists, model options, and maintenance manuals.

It is sufficient for these vehicles to carry the standard safety equipment required by the traffic laws of the respective country.

No safety equipment like crash helmets and flame and acid resistant clothing is required for the crew.

All purpose vehicles

Vehicles that are able to carry at least one third of their minimum weight as payload.

Model of vehicle

Vehicles belonging to a production series distinguishable by a specific conception, by identical general external lines of the bodywork and by an identical construction of the engine, electrical installations and transmission to the wheels.

Normal sale

This means the distribution to individual purchasers through the normal commercial channels or the manufacturer.

Vehicle road license

Electric vehicles above must possess an official international license (individual testing or vehicle type testing).

For Other Titles, as the Alternative Energies Cup etc. are also eligible to participate the next Categories of Vehicles

Category VII – Hybrid Electrical Vehicles

Category VIII – Other Alternative Energy

Art.6.2 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 or to any other official document, use with the fully loaded vehicle.

7 GENERAL CONDITIONS

The ECO-rally Bulgaria will be organized in conformity with:

- *the FIA International Sporting Code and its appendices;
- *the Sporting and Technical Regulations of the FIA E-Rally Regularity Cup;
- *the applicable prescriptions stated in the National Sporting Regulations and
- *the present Supplementary Regulations.

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

Having registered, each entrant – as well as the crew and any other person involved in the entry – is deemed to have understood, and to have agreed to comply with, the requirements of all the above regulations and prescriptions, 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 BOARDS

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

Friday, 28 JULY 2017 13:00 – 20:00
Place: 1000 Sofia, 25 Maria Luisa Blvd, Central Hali Market Hall

Saturday, 29 JULY 2017 15:00 – 21:30
Place: Borovets – Club Hotel Yanakiev

Sunday, 30 JULY 2017 15:00 – 21:00
Place: 1000 Sofia, 25 Maria Luisa Blvd, Central Hali Market Hall

9 BASIC CHARACTERISTICS OF E-RALLY

An FIA E-Rally is a Regularity Driving Test event counting towards the FIA E-Rally Regularity Cup.

The purpose of E-Rally 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 electricity as their vehicle's propelling energy sources.

In the FIA E-Rally Regularity Cup, there are two main, and distinctive, field of competition for which a combined classification and submitted to the FIA; on the basis of this, the FIA Cup points are

allocated. There is also a secondary field of competition, which is not obligatory and is at the Organizer's discretion, namely the evaluation, through FIA index tests, of eco-driving techniques and/or the energy conservation achieved by the competitors.

One of the main field of competition, for which FIA E-Rally Regularity Cup points are allocated, is the evaluation of the competitor's capability to respect accurately the time schedule of the whole event as planned by the Organizer. This is expressed in the form of consecutive "ideal times" for the movement of the cars from one time control to the next time control. Any early" or "late" arrival is penalized. The other main field of competition, which is also very important for the final combined General Classification, is the evaluation of the Crew's capability to drive through all the "Regularity Stages" at a steady and exact obligatory speed (or speeds), respecting all the terms imposed for this purpose by the Supplementary Regulations and its Bulletins.

In practice, the FIA E-Rally Regularity Cup events are quite similar to the well-known sporting rallies (speed rallies) in which the same field of competition for the accurate movement of the vehicles from one time control station to the next also exists. The only difference is in the other field of competition in which instead of the speed "special stages" (against the clock) of the sporting rallies we have "regularity stages" (in conformity with the clock) competition.

The "eco-driving techniques" and/or the energy conservation FIA index" tests are an evaluation of the competitors capability to drive the whole itinerary of the event using their best eco-driving techniques and trying to consume the smallest possible amount of energy. These are also fields in which the manufacturers can test and demonstrate their new technologies aimed at a lower consumption of energy.

(These tests are not obligatory, and could be of interest to the Organizers or to the ASN)

It is important to emphasize that E –Rally is not “speed” event and that consequently, there is no need for any specific safety equipment for the participating vehicles and crews.

All Electric (EV`s, Plug-in Hybrid(PHEV`s) (of serial-hybrid architecture only for the FIA cup), Range extended hybrid (EREV`s) and Fuel Cell (FCEV`s) vehicles, officially registered for driven usage 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 ECO-Rally BULGARIA for E-Rally Regularity Cup and for alternative energies Cup has an itinerary of 311.56 km.and is divided into 2 legs during which 9 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:

For Electric vehicles

1st LEG

170.00km

Section A

84.59km

SATURDAY, 29 JULY 2017

Sofia, 25 Maria Luisa Blvd, Central Hali Market Hall



25.46km Including 2 regularity tests section
1 electric recharging

Section B

85.41km SATURDAY, 29 JULY 2017
Borovets, Club Hotel Yanakiev
1 electric recharging

38.27km Including 3 regularity tests section
1 electric recharging

2nd LEG

141.56km

Section C

60.20km SUNDAY, 30 JULY 2017
Borovets, Club Hotel Yanakiev
21.42km Including 2 regularity tests section
1 electric recharging

Section D

81.36km SUNDAY, 30 JULY 2017
Borovets, Club Hotel Yanakiev
30.60km Including 2 regularity tests section
1 electric recharging

Category VII&VIII

1st LEG

170.00km

Section A

84.59km SATURDAY, 29 JULY 2017
Sofia, 25 Maria Luisa Blvd, Central Hali
Market Hall

25.46km Including 2 regularity test sections

Section B SATURDAY, 29 JULY 2016

85.41km Borovets, Club Hotel Yanakiev

38.27km Including 3 regularity test sections

2nd LEG

141.56km

Section C SUNDAY, 30 JULY 2017

60.20km Borovets, Club Hotel Yanakiev

21.42km Including 2 regularity test sections

Section D SUNDAY, 30 JULY 2017

81.36km Borovets, Club Hotel Yanakiev

30.60km Including 2 regularity test sections

The detailed layout of the event, the exact distances from time control to time control and the corresponding ideal times, the exact starting points and finishing points of the Regularity Stages and the obligatory steady speed for each one of them, as well the Regrouping and Parc Ferme area locations will be clearly indicated in the Road Book, in which the obligatory itinerary roads to be followed by the competitors are also indicated.

Any deliberate and certified deviation from the itinerary as it is indicated in to the Road Book will be penalized by exclusion from the event.

The Road Book should be considered as an Appendix to the present Supplementary Regulations.

The distances indicated in the Road Book are considered as accurate and correct and no protest may be lodged against this accuracy. The length of the itinerary that will be taken into account for the energy consumption and “Eco-driving” tests calculations is the one referred into the Road Book.

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 Organizer during the Road Book measurements.

11 ADMINISTRATIVE CHECKS

11.1 ADMINISTRATIVE CHECKS

Place: Rally HQ, Sofia, 25 Maria Luisa Blvd, Central Hali Market Hall

Date: 28 JULY, Friday 2017

Time: 16:00 – 17:00

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

Art.11.2 ENTRY FEES

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

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

12 SCRUTINEERING

Art.12.1 SCRUTINEERING BEFORE THE START

Place: Sofia, 25 Maria Luisa Blvd, Central Hali Market Hall

Date: 28 JULY, Friday 2017

Time: Friday 16:00 – 17:00

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

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.

Additional technical checks can be also carried out during the event, at the Organizer`s choice or the Steward`s request.

Specific parts of each vehicle will be checked and verified for compliance with the requirements of the FIA regulations.

Art.12.1.1 Category VIII Vehicles with bi-or multi-fuel system-liquid , Hydrogen and gaseous; bio-fuels

Competitors with vehicles powered by liquid fossil fuels (petrol or diesel) and gaseous fuels (CNG or LPG or Biogas) and biofuels 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 from the event's classifications and from the consumption and/or "Eco – Driving" tests classifications.

Art.12.1.2 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.

. Refueling during the rally is freely permitted. If the competitor takes part in an energy classification, Art.15.1 is applicable and its

fueling / refueling operations must be attended by a designated officer.

13 RUNNING OF THE EVENT

Art. 13.1 NATURE OF THE EVENT

The Eco Rally Bulgaria-2017 is an E-Rally Regularity event. Each competitor will collect penalty points from the “Regularity Stages” and from the road connecting the sections (Time control penalties) in accordance with the present SR and the Bulletins, which may be issued at a later stage.

Art.13.2 CREW

Each crew comprises one driver and one co-driver. The driver and co-driver may exchange roles freely during the event provided that both are holders of the necessary driving and competition licences (see Article 16.2).

It is the Organiser’s choice to accept crew 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 28 July 2017 at 19:00h in Sofia, in front of Central Hali Market Hall.

Art.13.4.5 The Regularity Stages starting Control Points will be refer to the information contained in the Time Card.

Art.13.4.6 The crew has the sole responsibility for submitting the Time Card at the various controls (13.4.3 above) and also for checking the accuracy of the timing stamps administered by the Time Control marshals on the Time Card.

Failure to check in with a stamp in one Time Control station, or in one Time Control station of a Regrouping, or at one Time Control station at the finish of a Leg, or in one Passage Control Station, will result in exclusion from the event.

Art.13.4.7 It is, therefore, up to the crew to submit its Time Card to the marshals at the correct time and to check that the time has been entered correctly.

The post marshal is the only person permitted to enter the time on the Time Card and this must be done by hand or with a stamp.

Art. 13.5 TRAFFIC:

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

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 kind of incident.

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 as, for example, in the Parc Ferme or in other places.

Art.13.8 UNSPORTSMANLIKE BEHAVIOUR

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

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

Art. 13.9 PARC FERME

During the overnight stay between the first and second daily Legs, the cars will remain in the Parc ferme area, which they will enter as soon as they arrive at the end of the first daily Leg.

In the Parc ferme areas, the cars will remain locked and under the supervision of the Organizers.

It is not permitted for any car to be moved from this area without the permission of the responsible marshals.

Should any repairs be necessary, the Organizers must be notified and the marshals will supervise the repair work, upon the completion of which the car will again be locked.

This also occurs after the arrival of the vehicles at the finish of the second daily Leg, which is usually also the finish of the event.

After the arrival of the vehicles at the finish of the event, they will remain in the Parc Ferme area under the supervision of the

Organizers until the 30-minute time period for submitting protests has expired.

Only the Stewards are authorized to declare this Parc Ferme over and release the vehicles.

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 Time Control 2, plus a delay of 1 minute in TC4 and plus a delay of 3 minutes in Time Control 7 means that for all the remaining Time Controls, 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.13.11 FOR THE PROTECTION OF THE NATURAL ENVIRONMENT

All persons involved in a E-Rally Regularity event are required to demonstrate their serious concern for environmental protection by avoiding acts or omissions which would in any way disrupt or contaminate the surrounding areas or generate unnecessary noise.

Precautions to be taken include the following:

-Consider, and reduce, the environmental impact when involved in an E-Rally Regularity event, before, during and after the event. This also includes ancillary activities.

-Use eco-labelled products, in all activities, if possible.

-Before taking part, plan how to act to prevent environmental accidents.

-Organizers marshals and participants should not throw away or leave on site any objects or materials, such as bottles and metal or plastic packaging materials, leftover food, spare tyres, old spares, etc., along the entire itinerary of the event. The general rule is the obligation to leave the spaces from where we move or where we stand cleaner than we found them.

-We should avoid causing unnecessary noise by sudden acceleration or hard braking or by using the horn of the car unnecessarily.

-The pollution of the spaces around us from liquids of any kind, such as oils, fuels, etc. when refueling and during any repairs of vehicles, is absolutely prohibited.

-All vehicles should adhere strictly to the legislation regarding noise standards in force in the country of the event.

-The personnel manning the Time Control Stations or Passage Control stations should have a sufficient quantity of waste collection bags and, on their departure from the point of operation, not leave behind any object or material used for the execution of their duties, such as labeling strips, plates, all kinds of auxiliary materials, and food waste and packaging.

-In the Regrouping Areas, particular attention should be paid to maintaining the cleanliness of the space and to garbage collection. In these spaces specifically, the rule that we leave the area cleaner than we found it should be strictly applied.

Any environmentally harmful liquids or fuels that may have leaked during the refueling and repair of the vehicles must be collected in a suitable container and the polluted space cleaned with care.

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. These will take place on roads that are open to public traffic. The crews must cover the total length of each Regularity Stage, driving their vehicles at a “steady” speed (or speeds) imposed by the Organizers. In cases in which, for any reason, this speed has to be reduced or a momentary stop has to be made, these losses must be recovered as soon as possible, without making any breach of the traffic rules, and their average speed must be brought back to the exact level of the imposed “steady” speed.

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 in the Road Book (also with GPS coordinates) in which the exact distance between these points should also be indicated. Additionally, but not as a matter of obligation, the location of these points could be also be marked on the roadside by means of standardized FIA signs. One or more intermediate secret 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. On the basis of the exact distances that separate these secret Timing Control points and the corresponding time readings of the vehicle “passings”, the achieved average speed will be calculated either between the Timing Control points or from the start points of the Regularity Stage up to each one of them, and any divergence from the obligatory “steady” speed will be penalized in accordance with the penalty scale below. Instant speed measurements by the use of a “police type” radar speedometer is not an acceptable method for the purpose of regularity stages penalty points allocation. The use of

pressurized pipes for the triggering of the secret timing equipment is also not acceptable.

The timing equipment used for the secret timing Control points will be: Automatic triggering by the car's passage across a virtual timing line. Written and printed-out evidence of these timing measurements.

The exact distances between the starting points of the Regularity Stages and the corresponding secret Timing Control points, 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.

The planning of the event must provide a system according to which the entries of the participating vehicles into Regularity Stages should be regulated in equal time spaces from one vehicle to the next, ranging from 30 seconds up to 2 minutes.

Regularity Stage penalty points for every 1/10 of a second difference from the ideal time (which will correspond to the exact distance between the corresponding Regularity Timing points and the "steady" speed imposed by the organizer) 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.

Art.14.1 DESCRIPTION OF THE TIME CONTROL PROCEDURE

The event will be started by the starting flag signal given to competitor number 1, in front of Time Control 1 (Time Control 1) Grand Hotel Sofia.

All other competitors will follow the first car, starting at one-minute intervals.

The participating vehicles will move from one Time Control to the next Time Control strictly following the itinerary indicated in the Road Book. All Time Controls are indicated in the Road Book and at the actual position by FIA-approved standardized signs. The stopping time within any Time Control area is limited to the time needed to carry out the control operations. Time Controls shall be ready to function at least 30 minutes before the scheduled time of the arrival of the first car. Unless the Clerk of the Course decides, otherwise, they will cease operating after the scheduled time of the arrival of the last car plus 30 minutes, which is the maximum total permissible delay.

The check-in procedure begins at the precise moment the cars pass the Time Control area entry sign. Between the Time Control area entry sign and the location of the control post, the car is forbidden to stop or to be driven at an abnormally slow speed. The actual timing and its recording on the Time Card corresponds to the exact moment at which the Time Card is handed by the crew to the Time Control station marshals. For zero (0) road penalty points, this moment must correspond to the exact minute of the target time or to the minute preceding it.

For example, if the target arrival time is 11h.34m, the Time Card must be given to the marshals at any time between 11.33.01 and 11.34.59. Outwith these times the competitor will receive road penalty points for early or late arrival equal to sixty (60) penalty points per minute or fraction of a minute. For late arrival equal to ten (10) penalty points per minute or fraction of minute. When a Time Control is followed by a start control for a “Regularity Stage”, the following procedure shall be applied: The Time Control marshal will enter in the Time Card the arrival check-in time of the car to the Time Control station and also the “provisional” start time for the “Regularity Stage”, which is at least one minute after the arrival check-in time.

Where two or more cars arrive at a Time Control station in the same minute, their provisional start times for the “Regularity Stage” will

follow a sequence of one-minute intervals, in the order of their arrival in the Time Control. 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 11h.32m, the starting marshal will give the starting signal at exactly 11h.32m.00s. Should an unexpected obstacle make the car’s start difficult or dangerous at this moment, the starting marshal will change it to the next minute, i.e. 11h33m.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. Alternative set-ups of the Regularity Stages starting points can be approved provided that the Organizers describe these in detail in the present article.

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			One (1) Penalty point (Art.14)

	Timing Control point to the next along the Regularity Stage			
Art.14	For every minute or fraction of a minute of early arriving at a Time Control station			Sixty (60) Penalty Points (Art.14.1)
Art.14	For every minute or fraction of a minute of late arriving at a Time Control station			Ten (10) Penalty Points (Art.14.1)
Art.14	Where the check-in delay in one Time Control station or the accumulated delays in some or all of the Time Control stations of the same daily Leg exceed 30 minutes		Exclusion from the event	(Art.13.10)
Art.14	Failure to check-in at one Time Control station or at one Regrouping Time Control station or in the finish of a Leg Time Control station		Exclusion from the event	Art. (13.4.6)
Art.14	For a no-show at the start of a Regularity Stage or any deliberate deviation from the Road Book itinerary		Exclusion from the event	(Art.10.1 And 14.1)

Art.14	Where an attempt is made to receive or to communicate information regarding the positions of the secret timing posts		Exclusion from the event	(Art.14.3)
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	along the Regularity Stages			
Art.14	For the unauthorized change of a member of the crew		Exclusion from the event	(Art.13.2)
Art.14	For loss of the Time Card or for making a correction/amendment on its records		Exclusion from the event	(Art.13.4.4)
Art.14	For deliberately blocking the road or for unsporting behavior			(Art.13.8) Penalty at the Stewards discretion, going as far as exclusion from the event
Art.14	For infringement of the rule requiring refueling under the supervision of an official			(Art.12.1.1 and 12.1.2) Penalty at the Stewards discretion, going as far as exclusion from the event
Art.14	Failure to comply with the weight ballast rule			(Art.15.3.6) .Penalty at the Stewards discretion, going as far as exclusion from the event

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;

- Article 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);
- Article 13.10 for being exceeded the maximum permitted delay in one time control; and
- Article 14.1 for a no-show at 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 be applied only in cases in which the competitor has arrived at all Time Control stations at the end of the daily Legs and at the end of the event; this must be within the maximum permitted time period and with the car completely in competing condition ready to pass the full arrival procedures and/or checks as applied to all other competitors.
- The number of penalty points for the competitor who is classified in application of the rectification procedure, will be the sum of the penalty points scored by him during the successfully executed Leg, or Legs, plus the penalty points

scored by the worst-classified competitor of the same category, in the failed Leg, increased by 10%.

Examples:

I) Participant X missed a Time Control during the first Leg. According to the S.R. he should be excluded from the race. Should

he arrive at the Time Control station at the finish of the first Leg, and be in time and in perfectly competing condition, he is entitled to start the second Leg, being classified in the first Leg with the penalty points scored by the worse classified competitor of same category increased by 10%.

II) Participant Y, during the second Leg arrives at a time control station after the maximum permitted delay has expired. According to the S.R. he should be excluded from the race. If this participant arrives at the time control station at the finish of the event, in time and in perfectly competing condition, he is entitled to be included in the final classification with the penalty points scored in the first Leg plus the penalty points scored by the worst-classified competitor of same category in the second Leg, increased by 10%.

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. ENERGY CONSUMPTION INDEX CLASSIFICATION (OPTIONAL)

An Energy Consumption competition is not applied for FIA E-Rally Regularity classification.

The Organizers are free to include it in a regularity event.

Should this happen; the provisions stated in Article 6.2 of the Technical Regulations governing the FIA E-Rally Regularity Cup must be observed.

Art. 15.1 Scrutineering and refueling procedure for vehicles participating in Energy Consumption index Classifications

Art.15.1.1 Charging and Refueling

For participants competing for the Energy Consumption Index Classification, any recharging and/or refueling outside the officially designated areas is strictly forbidden on pain of exclusion from these classifications.

This is valid for all vehicles admitted to the E-Rally Regularity as referred to the Article 6 above.

As a general principle, at the beginning of the event, during the scrutineering, those competitors with vehicles powered by liquid fossil fuels and gaseous fuels (i.e. hydrogen) must present their vehicles with the tank in reserve quantity of fuel and must provide for the refueling 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 from the event. At the end of the rally (or the Leg depending on the distance), during the last scrutineering, the 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.15.1.2 Electric Vehicles (BEV) / Plug-in Hybrid Vehicles (PHEV) Range Extended Electric Vehicles (EREV)

The competitors must submit their vehicles for scrutineering before the start with the traction batteries fully charged (BEV). They must

make available documentation proving the maximum energy capacity of the main battery pack.

The factory-supplied on-board charging system for the propulsion battery pack will be sealed.

For the energy consumption Index classification, the capacity of the battery pack (or its utilized part, if the measurement is feasible) plus the possible intermediate quantities of energy received in recharging stops (or/and refuelling for Plug-in Hybrids (PHEV)) will figure out the total energy consumed.

At the end of the event, the battery pack of the Electric Vehicles (BEV) or the Plug-in Hybrid Electric vehicles (PHEV) will either not be recharged, and the battery packs will be considered as fully discharged or, for greater accuracy, will be recharged and the necessary energy for a complete recharge will be measured.

In the first case, it is the responsibility of the competitor to arrive at the finish of the event with the battery pack almost empty.

Art.15.1.3 Charging (BEV/ PHEV)

The Organizing committee will supply for recharging electric power:

*Recharging points: GPS coordinates Sofia: 42°41'58.58"N 23°19'19.19"E; H=549m; Borovets: 42°15'46.86"N; 23°36'14.03E

*Voltage/Amperage supplied: 220V/16A.

*Type of sockets: F

Connection will be to basic socket.

The number of sockets in every recharging point as well as energy supplied must be sufficient to connect all energy vehicles, plus 10 % in case of malfunction of any of the sockets.

Art.15.1.4 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 FEES

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

With the optional advertising proposed by the Organiser:

150 euros

Without the optional advertising proposed by the Organiser:

250 euros

And any other condition affecting the amount of the entry fees

The Organizer will provide the participants with material and services as referred to Art.16.9.4 below.

Closing date for entries

Date: Sunday, 23 JULY 2017

Time: 18:00 h.

Art.16.1 REFUNDS ENTRY FEE

Entry fees will be refunded in full:

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

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 license according to the entered vehicles (not applicable for the navigators only)

* Any grade of FIA license, issued by their ASN, or

* An FIA license, grade D (or equivalent), obtained for the event, and valid for its duration, which has been issued by their ASN or by the organizers ASN (with the written permission of the competitors 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 10 EUR.

* Vehicle document permitting its free circulation on public roads.

* Vehicle valid insurance certificate in accordance with the traffic Code

Art.16.3 ENTRY FORM

Any person, or legal entity, wishing to participate to the event must submit to the Event secretariat, a properly filled-in and signed entry form (see Appendix 1), together with all other requested documents, photos, etc. before Friday, 23 JULY 2017, 18:00 h.

The Entry Forms must be submitted to the official Organizers address as referred to into the relevant paragraph in page 5.

. Details of the crew members must be confirmed at least 7 days before the administrative checks. A crew member may be replaced only before the administrative checks and must be approved by the Organizer.

Only the Stewards of the event can approve the replacement of any crew member after the publication of the participant`s list. A car may be replaced only if approved by the Organizer and accepted by the Stewards of the event.

Address:

1301 Sofia, Kom.Beli Brezi Bl.9

Republic Bulgaria

SK“INTER SPEED” NG

Fax: +359 02 8696531

Email: interspeed@mail.bg

Payment details

By Bank transfer to:

Bank DSK EAD

Sofia

Klon 4

Bul. Vitosha 15

BIC Code: STSABGSF

IBAN: BG 89 STSA 93000019180335

By post-office money order

Art.16.4 The Organizers will inform the applicants of the acceptance, or not, of their entry applications by e-mail or fax, at the latest two (2) days after receipt of the completed and financially settled application.

Art.16.5 The Organizers reserve the right to reject any entry application at their discretion. This right is subject to the conditions of Article 74 of the ISC and Article 8A of the General Prescriptions applicable to all FIA Championships.

Art.16.6 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.16.7 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.8B of the General Prescriptions applicable to all FIA Championships).

Art.16.8 The Organizers must have a third party liability insurance contract covering the event, in accordance with the national law.

The amounts covering the various risks will follow the same scale as is valid for traffic accidents. Insurance coverage for third party



liability of the participating vehicles, as required by the traffic code, in order to drive legally on public roads, it is an obligation of the participants and the validity of their contracts will be checked during the administrative control.

It should be noted that the event is not a race event, it takes place on public roads open to public traffic and the Traffic Code in force is fully respected.

Consequently, the ordinary insurance contract which is obligatory for vehicles driving on the public roads in the Organizer's country is valid.

Art.16.9 ADVERTISING PROMOTION AND PUBLICITY

Art.16.9.1 Official Supporter

The organization of the event is supported by the Ministry of Youth and Sports in 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. Optional advertising material can be proposed by the Organizers as follows:

Art.16.9.2 Entrants supporters

Any participant who is supported by a commercial firm, the trademarks of which will be displayed on his car or on the crew's clothing, is obliged to declare this to the Organizers, requesting their approval at the time the entry form is submitted.

The reasoning behind this is the avoidance of any advertising of products or services that are not in line with the aims of the event or, more generally, with the motor sport targets and/or the limitations by the FIA.

Art.16.9.3 Event publicity

By entering, all participants authorize the Organizers 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 data.

Art.16.9.4 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
- * Free accommodation tickets for the overnight stay with dinner and breakfast
- * Free tickets for the regrouping lunch and 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 Organizers 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 Event.

During the administrative checks, the Organizing Committee will provide each crew with two (2) 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.

Art.17.4 COMPETITION NUMBERS

Participants will be allocated their participation number during the administrative check and these should remain intact and clearly visible throughout the event. The side doors signs bearing the competition number will also contain the name of the event and the logos of the Organizers and Sponsors.

An Appendix to the present regulation will specify the correct places of the vehicle on which this indicative and advertising material should be posted.

Art.18. GENERAL CLASSIFICATION, FIA E-RALLY REGULARITY CUP POINTS, OTHER CLASSIFICATIONS – AWARDS

Art.18.1 FIA Classifications

The following classifications will be submitted to the FIA for the allocation of FIA E-Rally Regularity points:

- The Official Final Classification as signed by the Chairman of Stewards

The above official classification statement must contain the name and the data of the Event, the first name, surname and nationality of the Competitors, of Drivers and of Co-Drivers. The Vehicle Manufacturer as should be listed in the Manufactures Cup classification and the Road penalty points separately, the Regularity Stages penalty points separately and the sum of these penalty points.

Art.18.2 FIA E-RALLY REGULARITY CUP POINTS ALLOCATION

In the FIA E-Rally Regularity Cup, points will be allocated according to the scale defined in Art.4 of the Sporting Regulations governing the Cup (10,8,6,5,4,3,2,1), to the Drivers, Co-Drivers and to the Manufacturers of the first eight cars in the above final Classification. For any one Manufacturer only the best-placed vehicle in each event will score points.

Art.18.3 OTHER CLASSIFICATIONS

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

Art. 18.3. CUPS / TROPHIES

For final Classifications as stated in Art.18.1 above. Cups will be awarded to at least the three first placed competitors (Driver and Co-Driver

For the Energy Consumption Index classification, there would be minimum of three (3) Cups or other awards for the three first.

FIA E- Rally Regularity General Classification

1st place

Cups

2 nd	place	Cups
3 rd	place	Cups

Team classification

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

Energy Consumption Index

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

Art.19. PROTESTS – APPEALS

Art.19.1 The amount of the protest fee is 500 Euros

Art.19.2 Protests against the preliminary official results of the rally must be lodged, in writing, in accordance with the prescriptions set in the ISC 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.19.3 Every protest is eligible to be examined by the Event Stewards only if it is accompanied by the aforementioned protest fee, which is not refundable should the protest fail to be upheld.

Art.19.4 Appeals must be lodged in accordance with the National and International Sporting Code (ISC).

For National Court of Appeal, the fees are 1000 EUR

For FIA Court of Appeal, the fees are 6000 EUR



Art.20 APPLICATION AND INTERPRETATION OF THE REGULATIONS

The Clerk of the Course is responsible for the application of these regulations during the event. Any case not provided for herein will be judged by the Stewards of the meeting, who are the only persons authorized to take such a decision.

In case of a dispute over the interpretation of the regulations, the English text will prevail.

APPENDICES THAT SHOULD BE ATTACHED

- APPENDIX 1 - ENTRY FORM
- APPENDIX 2 - ITINERARY MAPS
- APPENDIX 3 - ROAD BOOK
- APPENDIX 4 - TIME CARD AND FIRST CAR TIME SCHEDULE