

1st INTERNATIONAL RALL  
“ECO RALLY BULGARIA” 2013

**FIA ALTERNATIVE ENERGIES CUP**  
*19 – 21 JULY 2013*

# **SUPPLEMENTARY REGULATION**

ORGANIZED BY:  
BFAS  
SPORT CLUB “INTERSPEED” NG

VALID FOR:  
FIA ALTERNATIVE ENERGIES CUP AND  
ALTERNATIVE ENERGIES CUP OF  
BULGARIA

## **INDEX**

### **I – PROGRAMME**

### **II – ORGANISATION**

- Art.1. General
- Art.2. Eligibility
- Art.3. Viza numbers
- Art.4. Organisers name, address and contact details
- Art.5. Organising committee
- Art.6. HQ location
- Art.7. Location of Park Ferme
- Art.8. Location of the Press Centre

### **III – GENERAL CONDITIONS**

- Art.9. Description
- Art.10. Eligible cars
- Art.11. Eligible crews
- Art.12. Entries
- Art.13. Insurance
- Art.14. Bulletins
- Art.15. Application and interpretation of the regulations

### **IV – COMPETITORS RESPONSIBILITIES**

- Art.16. Crews
- Art.17. Starting order-Plates- Numbers-GPS
- Art.18. Time card
- Art.19. Traffic-Repairs-Tyres-Assistance
- Art.20. Advertising
- Art.21. Safety

### **V – RUNNING OF THE RALLY**

- Art.22. Start
- Art.23. General Provisions-Controls
- Art.24. Passage controls - Time controls - Withdrawals – Catching up
- Art.25. Regularity test sections-Trip Master Calibration-Trip Meters
- Art.26. Refueling
- Art.27. Energy consumption classifications
- Art.28. Parc Ferme

### **VI – SCRUTINEERING**

- Art.29. Administrative checks
- Art.30. Scrutineering before the start
- Art.31. Final control
- Art.32. Summary of penalties

### **VII – CLASSIFICATION – PRIZES – PROTESTS**

- Art.33. Classification
- Art.34. Cups
- Art.35. Prize giving
- Art.36. Protests

APPENDIX I	Itinerary
APPENDIX II	FIA Standard Rally Control Signs
APPENDIX III	Entry form
APPENDIX IV	Competition numbers and rally plates
APPENDIX V	Timekeeping and Control system by GPS

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

## I PROGRAMME

### Monday, MAY 20 2013

	Entry opening date. Publishing of the supplementary regulations	Website <a href="http://www.Interspeedracing.com">www.Interspeedracing.com</a>
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### Monday, JULY 08 2013

18:00	Closing date for entries.	Permanent secretariat

### Thursday, JULY 11 2013

08:00	Publication of the List of Entries and the Provisional Starting Order	Website <a href="http://www.interspeedracing.com">www.interspeedracing.com</a>
08:00	Issuing of the road book , maps and Rally Guide 2	Website <a href="http://www.Interspeedracing.com">www.Interspeedracing.com</a>
10:30	Pre-event Press Conference	Press club "Bulgaria"

### Friday, JULY 19 2013

17:00 18:00	Administrative checks	Rally HQ, Sofia Grand hotel Sofia,
17:30 18:30	Installation of GPS unit into rally cars	Sofia, Grand hotel Sofia
19:30	First Stewards Meeting	Rally HQ

### Saturday, JULY 20 2013

07:15 08:45	Scrutineering of the cars	Sofia, Grand hotel Sofia
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09:00	Start of LEG 1	Sofia, Grand Hotel Sofia, City Hall
17:53	Finish of LEG 1	Sofia, Grand Hotel Sofia, City Hall
20:00	Publication of Starting list for LEG 2	Rally HQ

### **Sunday, JULY 21 2013**

09:30	Start LEG 2	Sofia, Grand hotel Sofia, City Hall Next to Rally HQ
17:15	Finish of the Rally	Sofia, Grand hotel Sofia, City Hall Next to Rally HQ
17:30	Podium ceremony	Sofia, grand hotel Sofia, City Hall Next to Rally HQ
17:45	Final Checks	Sofia, Grand hotel Sofia
19:15	Publication of the Provisional Final Classification	Rally HQ Official notice board Sofia, Grand hotel Sofia
19:30	Post – event Press Conference	Sofia , Press Centre
19:45	Publication of the Final Official Classification	Rally HQ Official notice board Sofia, Grand hotel Sofia
20:00	Prize-giving	Sofia, Grand hotel Sofia

## **II ORGANISATIO**

### **Art. 1. GENERAL**

#### **Art. 1.1. DEFINITION OF THE EVENT**

This rally, placed under the High Patronage of 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 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 2013 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 2013 FIA Regional Rally Championships Sporting Regulations can be found at the FIA website [www.fia.com](http://www.fia.com)

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

### **1th ECO RALLY BULGARIA**

Art.1.2.ROAD SURFACE – 100% Asphalt

Art.1.3.OVERALL S DISTANCE AND TOTAL DISTANCE OF THE ITINERARY

- Total distance of the RS: 111.30 km
- Total distance of the rally: 569.10 km

### **Art.2. ELIGIBILITY**

**Art.2.1. FIA titles for which the Event counts**

2013 Alternative Energies Cup with the following titles:

- FIA Alternative Energies Trophy for Drivers and Co-Drivers of Cat. IIIA electric vehicles for daily use.
- FIA Alternative Energies Trophy for Drivers and Co-Drivers of Cat. VII & VIII – Hybrids and other Alternative Energies vehicles.
- FIA Alternative Energies Cups for Manufacturers, Category IIIA and Category VII & VIII. (2 Cups).

The only classification taken into consideration for the FIA Alternative Energies Cup is the one derived from the Regularity Tests

**Art.2.2.Other titles for which the rally counts:**

2013 Alternative Energies Cup of Bulgaria

**Art.3.VISA NUMBERS**

FIA visa: **7CEABGR2052013**

ASN visa: **13/19042013**

**Art.4. ORGANISER’S NAME, ADDRESS AND CONTACT DETAILS**

Sport Club “Interspeed NG” in BFAS

1301 Sofia, 132, Knyaz Boris 1 Str.

Republic Bulgaria

Tel: +359 2 986 7803

Fax: +359 2 986 7603

E-mail: [interspeed@mail.bg](mailto:interspeed@mail.bg)

Web: [www.interspeedracing.com](http://www.interspeedracing.com)

**Art.5. ORGANISING COMMITTEE:**

Under the High Patronage of

**HONORARY COMMITTEE:**

Ministry of Sports

Ministry of Economy, Energy and Tourism

Ministry of Environment and Water of Bulgaria

Municipality of Lovech

Municipality of

BFAS

Electric Vehicles Industrial Cluster

**ORGANISING COMMITTEE**

**Chairman:**

**Members:**

Radoslav Kozlekov- Prezident of BFAS

Aleksandar Damyanov

Valia Pantaleeva – SK “Interspeed” NG

Evelina Hranova

Mayor of Municipality of Lovech

Municipality of Municipality of

EVIC - Ilia Levkov

Ivan Kostov

**STEWARDS OF THE MEETING:**

Chairman of the Stewards

Stewards

Marc Martens (Belgium)

Valya Pantaleeva (BGN)

Alexander Boshnakov /ASN/

Secretary of the Stewards of the Meeting

Krastio Stoyanov

**FIA TECHNICAL DELEGATE & OBSERVER**

FIA Delegate	Georg Brasseur (Austria)
ASN Delegate	Georgi Slaveikov

### SENIOR OFFICIALS

Clerk of the course:	Aleksandar Damyanov
Deputy Clerk of the Course	Dragan Skarnic
Chief of SS	Anastas Kanev
Chief of Park Ferme:	Vasil Kubadinov
Secretary of the Rally	Evelina Hranova
Chief Scrutineer	Kamen Mihailov
Chief Timekeeper	Georgi Balabanov
Competitors relations Officers	TBA
Press Relations Officer	Gabriela Ivanova
GPS system	Ivan Dundarov
Results processing	Andrei Lozanov

### Art.6. HQ LOCATION

Place: Sofia, 2 Pavel Bobekov str., Grand hotel Sofia  
Date:

Friday,	19 July 2013	12:00 – 20:00
Saturday,	20 July 2013	07:00 – 21:00
Sunday,	21 July 2013	07:00 – 20:00

### Art.7. LOCATION OF PARC FERME

Place: Sofia, Grand hotel Sofia  
Pl. 20 April 13

19, 20 and 21 July 2013

### Art.8. LOCATION OF THE PRESS CENTRE

Place: Sofia, Grand hotel Sofia  
Date:

Friday,	19 July 2013	08:00 – 23:00
Saturday,	20 July 2013	08:00 – 20:00
Sunday,	21 July 2013	08:00 – 20:00

## III.GENERAL CONDITIONS

### Art.9. DESCRIPTION

The 1<sup>st</sup> RALLY ECO BULGARIA des vehicules a energie alternative, for a minimum mileage of 500 km., is divided into 2 legs during which 7 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:

1 <sup>st</sup> LEG	SATURDAY, 20 YULY 2013 Sofia- Lovech -Sofia Including 4 regularity tests section	375.40km.
2 <sup>nd</sup> LEG	SUNDAY, 21 YULE 2013 Sofia – Borovetch Including 3 regularity tests sections	193.70km.

For Electric vehicles category IIIA	SATURFAY, 20 YULY 3013	113.90km
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1 electric recharging  
Including 2 regularity tests

SUNDAY, 21 JULY 2013  
1 electric recharging  
Including 3 regularity tests

193.70km

### **Art.10. ELIGIBLE CARS**

Only road legal vehicles are eligible.

The eligible cars will be divided into the following categories:

Category IIIA - Electrically powered Series Production vehicles for daily use (art.2.5.1. of the FIA Technical Regulations for Alternative Energies Vehicles)

Category VII - Hibrid electrical vehicles (Art. 9 sub 7 of the FIA Technical Regulations for Alternative Vehicles)

Category VIII- Other Alternative energy vehicles (Art.2.9. of the FIA Technical Regulations for Alternative Vehicles)

A/Electric vehicles generating the on-board electric propulsion energy solely by fuel cells. The type of fuel, e.g. hydrogen, methanol, ethanol is free.

B/Vehicles utilizing any kinds of thermal engines, powered by renewable fuels. Burning the fuel will not increase the CO<sub>2</sub> content of the atmosphere.

C/Any vehicles with thermal engine using a fuel which consists of more than 80 % of commercially available Diesel fuel. Any vehicles with thermal engines using a fuel which consist of less than 15 % of commercially available petrol fuel.

The calorific energy of the alternative fuel used during an event by a competing bi or multi fuel vehicle must be at least 80% of the total calorific fuel energy used, otherwise the vehicle is excluded from all classifications

Categories, VII and VIII are amalgamated in the VIII category. Only these two categories and Category IIIA count for drivers, co-drivers and constructors FIA Alternative Energies Championships classification.

### **Art.11. ELIGIBLE CREWS**

Any crew must composed of a first driver and one crew member, 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.

All crew members must either:

- Hold any kind of drivers competition or regularity licence valid for 2013, issued by an ASN member of the FIA,
- Obtain a "Regulatory Rally Driving Permit" degree INT –A,B,C,D, or R (following appendix L of the FIA) valid for the duration of the event, issued by the Interspeed auto club and delivered during the administrative checks in the starting town. It will be subject of a payment of 30 EUR fee. The amount must be paid with the entry fees (application form enclosed) and will be not refundable in case of withdrawal.

### **Art.12. ENTRIES**

#### **12.1. Closing date for entries**

Date: Monday, 08 July 2013

Time: 18:00 h.

#### **12.2. Entry procedure**

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 sent before to start of 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.

To participate at the Team classification, teams may be registered until 10 July 2013.

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](mailto:interspeed@mail.bg)

Address:

1301 Sofia, 132 Knyaz Boris I

Republic Bulgaria

SK“INTER SPEED” NG

Fax: +359 02 986 7603

Email: [interspeed@mail.bg](mailto:interspeed@mail.bg)

### 12.3. Entry fees

- |  |         |
|--|---------|
| - With the optional advertising proposed by organizers | 450 EUR |
| - Without organizers advertising                       | 550 EUR |

### 12.4. 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

### 12.5. 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

Entry fees include:

- The insurance premium covering competitors third liability
- Rally plates and numbers
- Souvenirs of the event
- Accommodation in a double room in Sofia from 19<sup>th</sup>-21<sup>st</sup> July
- Gala Lunch and prize giving

### 12.6. 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.13. INSURANCE

### 13.1. Insurance coverage for the Organizer

13.1.1. The SK Interspeed NG has made the insurance contract with DZI BG company, framework agreement no xxxxxxxxxxxx, organizer’s liability insurance covering damage caused to the third party during the competition up to 100 000 EUR per incident.

13.1.2. The part of the insurance agreement no. xxxxxxxx made with DZI BG company is the coverage for cars against the damage caused to third party up to 20 000 EUR per participant.

However the damage caused by drivers among themselves is not covered by this contract. The organizer binds self to arrange this insurance contract for all competitors except those, who will document the liability insurance covering damages caused on closed route.

13.1.3. The insurance for organizers and participants is made with an integral excess of 200 000 EUR. It means that damage up to 250 EUR won’t be refunded and damage over 250EUR will be covered without the complicity of insured.



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

### **13.2. Insurance coverage for the competitors and crews**

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

### **13.3. Damage reporting**

The crews are obliged to notify the organizer about the damage caused on the track by their car by the end of event the latest. Violation of this duty stands for summoning the competitor and involved crew to a disciplinary committee.

### **Art.13.4. Insurance coverage exclusions**

Auxiliary vehicles, cars dedicated to reconnaissance rides and vehicles with special labels issued by the organizer are not covered by the provided rally insurance, and those are always going on their own responsibility.

### **Art.14. BULLETINS**

The provisions of these regulations may be amended if necessary.

Any amendment or additional provision will be announced on supplementary information bulletins, both dated and numbered, which will form an integral part of these regulations.

Any bulletin issued after the beginning of the administrative checks must be signed by the Stewards of the Meeting.

These bulletins will be posted on the official notice board.

### **Art.15. APPLICATION AND INTERPRETATION OF THE REGULATIONS**

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.

## **IV. COMPETITORS RESPONSIBILITIES**

### **Art.16. CREWS**

16.1. Only crews specified on the entry form are admitted to the start. If one member withdraws or if an additional person is admitted on board, the car may be excluded from the event.

16.2. A specific sheet, considered as "identity card" bearing recent identity photos 4,5/3,5 cm., the signatures of the crew members, and all details of the cars, must be affixed on the left side of the car for the entire duration of the Rally.

16.3. Driver and co-driver names must appear on each side of the car

### **Art.17. STARTING ORDER-PLATES-NUMBERS-GPS**

17.1. All the start of Leg 1 will be given from minute to minute in the competition numbers order. For the Leg 2 this order may be modified.

Any lateness at the start of the event or a Leg or section will be considered as lateness to a time control and penalized.

A fixed penalty of 1800 points will be applied to anyone arriving more than 30 minutes late.

17.2. 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 licence plate. In case of withdrawal, or exclusion, the Competitor must remove his rally plates and cross out his competition number.

A penalty of 300 points will be applied if the plate or race number is lost.

The numbers yellow on black will be stuck on the 2 front doors. The "starting town" will be stuck below the passage of the back wheels.

Installation of Safety tracking system will be obligatory.

The GPS tracking system will be installed on each car. The return of this unit is guaranteed by depositing the (drivers or co-drivers) license or 100 EUR/200BGN which has to be passed over to the system provider and will be handed back to the driver when returning the unit. Eventual destruction, non-return or damage of the unit has to be paid for by the competitor to the provider in accordance with the approved price list. If this is not the case, the driver's license or 100 EUR/200BGN will not be returned. All further details will be given during presentation to each crew and in Appendix SR.

Each car in the competition must be equipped with functional holder of the monitoring unit, including two antennas, control elements and accessories already before the scrutineering.

The competitor will receive the holders from administrator of GPS devices well advanced of the event start and they must install them in their cars in compliance with the given installation manual before Scrutineering.

At the moment of GPS installation, the device administrator checks the holder assemblage, equips the device with the monitoring unit and tests the monitoring system using activation chip. It is needed to prepare 12 V electricity output for easier installation.

Competition cars not equipped with the monitoring device GPS will not be allowed to start.

Any attempt to tamper with, to manipulate or to interfere with the tracking device fitted to the competition car or any device that fails to record a trace due to external interference will be reported to the Stewards who may impose a penalty up to exclusion.

GPS units and brackets will be disassembled from the rally cars by the provider in the finish time control.

#### **Art.18. TIME CARD**

18.1. At the start of the rally, each crew will receive a time card showing the times allowed to cover the distance between 2 time control. This card is handed in at the final control on each Leg and replaced by a new one at the start of the following Leg.

Each crew is solely responsible for its time card.

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

18.2. Any loss or correction or amendment made to the time card results in exclusion, unless it has been approved by the appropriate Marshal.

18.3. The regularity test section sheets, if any, form an integral part of the time card.

18.4. The crew alone is responsible for submitting the time card at the various controls and for the accuracy of the entries.

18.5. Therefore, it is up to crew to submit its time card to the marshals at the correct time and to check that the time is correctly entered. The post marshal is the only person allowed to enter the time on the time card, by hand or with a stamp.

#### **Art.19. TRAFFIC; REPAIRS; TYRES; ASSISTANCE**

Traffic

19.1.

19.1.A. Highway Code

For the entire duration of the Rally, the crew must strictly observe the traffic laws of the countries crossed. Any crew not complying with these traffic laws will be penalized as follows:

1<sup>st</sup> infringement = 3600 points

2<sup>nd</sup> infringement = exclusion from race

Exceeding of 30 km/h the maximum speed authorized by civil laws result:

1<sup>st</sup> infringement = 3600 points

2<sup>nd</sup> infringement = exclusion from race

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.

19.1B. Police and custom formalities

Should the case arise, competitors must be in possession of the necessary customs and insurance documents, to allow them to cross any country requiring their presentation.

19.1C Wheels and Tyres

Only tyres which are in conformity with the road use of the countries crossed will be accepted, having the sign "DOT" or "E" marked on their sides.

The use of studded tyres is authorized according to the road conditions (snow, ice, etc...) and in regard for the highway code of the countries crossed.

At all times during the event in the Republic Bulgaria, the tread depth of the tires fitted on the car, must not be less than 1.6 mm. In case of no respect:

1<sup>st</sup> infringement = 3600 points

2<sup>nd</sup> infringement = exclusion from race.

**19.2.** Repairs are permitted at any time throughout the Rally, except in those case expressly forbidden 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.

**19.3.** Under risk of 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.20.ADVERTISING**

The Organisers advertising which will be affixed on car will be announced by a bulletin.

Advertising space

- band of 10 cm on the windscreen
- band of 10 cm on the rear window
- 2 mirrors back
- 50/40 cm front doors
- front and rear bumpers

#### **Art.21.SAFETY**

21.1. Cars must be in conformity with the road laws:

- safety belts
- dipped headlights and driving lights
- stop lights
- flashing lights
- warning lights
- horn
- etc.....

21.2. Each car will carry:

- an EEC homologated fire extinguisher, compatible with energy available on board, in a good state and an inspection date of less than 2 years,
- 2 yellow safety jackets with retro-reflective devices.
- a hazard warning triangle.

### **V. RUNNING OF THE RALLY**

#### **Art. 22. START**

Starting interval between the cars is 1 minute. 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.

Any lateness to event, legs or tests section will be considered as a TC lateness and penalized as well.

Over 30 minutes delay, crew will be penalize by 1800 points

#### **Ceremonial start**

Ceremonial start will take place on Friday 19 July 2013 at 20:00h 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 will 100EUR

Art.22.1.The Electric Vehicles will take place on Saturday 20 July 2013 on 2 sections and 2 regularity tests.

The total mileage is 307.60km.

#### **Art. 23. GENERAL PROVISIONS – CONTROLS**

Art.23.1.All controls, i.e. time controls, the start and the end of regularity test sections, are indicated by means of an FIA approved standardized signs.

Art.23.2.The beginning of the control area is marked by a yellow warning sign showing the corresponding symbol. At a distance of about 25m, the position of the control post is indicated by an identical sign with a red background. The end of a control area, approximately 25 m further on, is indicated by a final sign with a beige background and the three black transversal stripes.

The areas between the first yellow warning sign and the final beige one with three transversal stripes are considered as “parc ferme”.

Art.23.3.It is compulsory for crews, under pain of a penalty, to present themselves at any control in the correct order and right direction. Except case of “force majeure”, the detailed itinerary is compulsory and the use of any other itinerary will result in the penalty of 3600 points. The respect of the itinerary will be checked by passage controls as planned in art. 24.

Road book function and road distances available on the GPS are provided for information only. Only road distances and itinerary indicated on Annexe will be considered as official.

Art.23.4.The control posts will begin working 30 minutes before the target time for the passage of the first crew. They will cease to operate when told to do so by the Clerk of the Course.

Art.23.5.Crews are obliged to follow the instructions of any post marshal.

## **Art.24. PASSAGE CONTROLS – TIME CONTROLS – WITHDRAWALS - CATCHING UP**

### **A. Passage Controls:**

The Marshals in charge of these controls must simply stamp and /or sign the time card without mentioning the time of passage as soon as the card his handed by the crew.

The lack of stamp at a passage control will entail a fixed penalty of 1200 points.

The Organizer may establish secret passage controls on the itinerary, at his discretion.

### **B. Time Controls:**

1. 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.

Time allowed to complete the section	40 minutes
Starting time	11:12h
Target check-in time	11:52h
Time of entrance in the control zone	between 11:51.01 and 11:52.59

The target check-in time is the sole responsibility of the crew, who may consult the official clock on the control table, but the post marshals cannot given them any information on this target check-in time.

2. Any difference between the actual check-in and the target check-in time at a time control is penalized as follow: 60 points by minute for late or early arrival, with a maximum authorized delay of 30 minutes that 1800 points.

Lack of entry at a time control, or arrival outside the maximum authorized delay of 30 minutes will entail a fixed penalty of 1200 points.

### **C. Withdrawal- catching up:**

I a crew interrupt the Rally by leaving the set route and miss a control, he may be readmitted to the event provided that he informs the Clerk of the Course within the hour following his expected time at this control, of his intention to continue the event.

In this case, the crew will entail a penalty of 1800 points and its estimated consumption will be the worst consumption of its category, increased by 10%.

Furthermore, the crew must be present at the end of the daily leg time control within 30 minutes following its theoretic target time “engine on” and without any external help.

## **Art.25. REGULARITY TEST SECTIONS- TRIP MASTER CALIBRATION-TRIP METERS**

25.1. The average speed list for regularity tests sections will be handed during administrative checks.

### **TIME KEEPING**

The organizer may set up, at its own discretion, intermediate timekeeping points at any point on a regularity test section.

There must be a minimum of one secret time check on each regularity test section.

Nevertheless no time check will be done in villages, from the traffic sign “village entry” until one kilometer distance to after the “end of village” traffic sign.

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:

Traditional timing will be done to a second. For each second below or above the target time at this point (based on the distance from the start and the imposed average speed) will entail a one penalty point with a maximum of 1800 points.

The time keeping by “GPS” will be done to the second. Every second below or above the target time at this point by GPS (based on the distance from the start and the imposed average speed) will entail 1 penalty points with a maximum of 1800 points.

The total amount of the time keeping penalty points will be put an upper limit to 20000 points for each regularity test.

Any overtaking exceeding 20 % of the imposed average speed will entail a 30000 points penalty and the exclusion of the race in case of repeat offense.

The competitor is the only one responsible for the whole material of time keeping which was entrusting to him for the installation in the cockpit. This material can be controlled at any time along the itinerary by the organizers, in particular at the beginning and at the end of every sector of regularity. Any action to prevent its perfect functioning can entail the exclusion of the race.

#### STARTING AND ARRIVAL PROCEDURE:

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

\*Consequently, you are free to start when you want the 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 or classification.

\*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 deducted by the marshals or the clock placed on the line.

\*Jumped start: the crossing of the line before the signal of the marshals or before the discount of the clock will entail a penalty of 1000 points.

\*Start delayed: the crossing of the line in a deadline upper to 10 seconds after the signal of the marshals or the discount of the clock will entail a penalty of 1000 points.

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

At the end of each “regularity test section” a STOP point will be set up by a red panel to allow the date 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.

25.2. Regularity test sections are organized on roads to public traffic. The crews must complete the regularity test sections at an steady speed imposed by the organizer. The non 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 of a regularity test section, thus indicating to the crew that he has completed this regularity test section.

#### 25.3. Trip master calibration

The effective distance recorded is 3,41km, this measure has been made with a Terratrip 202 plus.

This calibration will be on the itinerary supplied with these regulations.

## Art.26. REFUELLING

26.1. The refuel disposal of each car will be sealed by Marshals, under responsibility of the crew, at the exit of compulsory refueling points provided by the Organizer.

End of Leg 1 and Final Leg refuelling are compulsory.

Refuelling zone will be marked in the road book, as well as sectors where consumption will be measured.

26.2. In case of waiting at the Organizer refueling locations for fuel cell and electric vehicles with battery, this latency will be deducted of the time allowed to complete the section.

## Art.27. ENERGY CONSUMPTION CLASSIFICATIONS (Consumption Index- CI)

In parallel with the main competition, the organisers will issue an Energy Consumption Classification not counting towards the FIA Alternative Energies Cup, as the only classification taken into consideration for the FIA AE Cup is the one derived from the Regularity Test event (regularity stages penalty points plus road penalty points).

### 27.1 Energy Consumption Index Classification (C.I.)

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 calorific fuel energies and CO <sub>2</sub> emissions				
	Wh/l	Wh/kg	Density	CO <sub>2</sub> in [g/kWh]
			[kg/l]	Tank-to-wheel
<b>Liquid fuels @ room temperature</b>				
Low Sulfur Petrol	8.789	11.766	0,747	271
Low Sulfur Diesel	10.026	11.837	0,847	269
E 85	6.340	8.100	0,783	44
Ethanol (100 %)	5.907	7.487	0,789	0
Methyl alcohol (100 %)	4.432	5.582	0,794	0
Motor petroleum (Kerosene)	9.050	12.483	0,725	256
Liquefied Petroleum Gas (LPG)	6.577	12.946	0,508	233
Plant oil (*)	See below	See below	See below	See below
Biodiesel (*)	See below	See below	See below	See below
<b>Gaseous fuels @ room temperature</b>				
Compressed Natural Gas (CNG)		13.095		210
Hydrogen		33.392		0
Biogas	See below	See below	See below	See below
<b>Solid fuels @ room temperature</b>				
Animal fat@15°C	9.690	10.556	0,918	0
(*) The calorific fuel energy depends on the feedstock and on the production method. Hence, the fuel supply company has to provide data of the fuel specific calorific energy (lower heating value).				
Source: GREET Transportation Fuel Cycle Analysis Model, GREET 1.8b, developed by Argonne National Laboratory, Argonne, IL, released September 5, 2008. <a href="http://www.transportation.anl.gov/modeling_simulation/GREET/index.html">http://www.transportation.anl.gov/modeling_simulation/GREET/index.html</a>				

$$CI = 100 * \frac{(ITE + RE)}{W * km}$$

**With the abbreviations:**

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

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

For electric vehicles this value should be the capacity in kWh of the propulsion battery pack expressed at a discharge rate C1. This data must be provided by an official document issued by the accumulator manufacturer (See Batteries Data Form)

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

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

For electric vehicles this should be the energy in kWh received from the external sources (grid etc) during the intermediate recharging stops.

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

**W = “Ready- to- Start” weight of the vehicle (tons)**

The “Ready-to-Start” weight of the vehicle as described in the Technical Regulations, in tons.

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

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

## **27.2 Scrutineering and refueling procedure for all vehicles**

### **27.2.1 Charging and refuelling**

Any recharging and refuelling out of the established areas are strictly forbidden under pain of exclusion from the Consumption classifications. Each refuelling must be performed only by an appointed marshal who will perform the procedure.

### **27.2.2 - 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.

### **27.2.3 - Category VIII Vehicles with bi- 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.**

### **27.2.4 - 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 in order to make the necessary measurement of the consumed quantity.

### **27.2.5 - 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 must be checked at the start and the finish of the event by any available appropriate method

### **27.2.6 - Vehicle Weight**

The weight of the vehicle is that declared by the car manufacturer on the road licence or on any other official document supplied by him. For checking purposes weighting of the cars may take place during the starting and finishing scrutineering.

### **27.2.7 - 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

### **26.2.8 – Distance**

At the beginning and the finish of the event the indications of the total kilometres counters will be recorded and the 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

The compulsory refueling` points list will be announced by a bulletin.

In case of waiting at the Organizer refueling locations for fuel cell and electric vehicles with battery, this latency will be deducted of the time allowed to complete the section.

### **Art. 28. PARC FERME**

Parks ferme are obligatory:

- After administrative and scrutineering checks
- Before the Ceremonial start of the rally
- After the Leg 1
- After the Finish

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.

Whilst a car is subject to “parc ferme” rules, any intervention is strictly prohibited and will result in a penalty of 1800 points.

### **ART.29. ADMINISTRATIVE CHECKS**

Place: Rally HQ, Sofia, Grand hotel Sofia”

Date: 19 July Friday 2013

Time: 17:00 – 18:00

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

## **VI. SCRUTINEERING**

### **Art.30. SCRUTINEERING BEFORE THE START**

Place: Sofia, Grand hotel Sofia, str. Oboriste 1.



Date: 20 July Saturday 2013

Time: 07:15- 08:45

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 crew must be presented at the scrutineering of the starting town with the “full” of energy

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 Stewards will keep the global entry fee.

### Art.31. FINAL CONTROL

Place: Entrance to the finish

Date: 21 July 2013

Time: as soon as each crew arrives.

Crews are obliged to observe the instructions from the organizer.

During the last section and before entering the final Parc Ferme crews must join, under responsibility of a Marshal, the point mentioned by the Organizer in order to do the complete refueling and make the measure consumption.

The Organizer reserves its rights to carry out, by Scrutineers, conformity controls of the cars.

### Art.32. SUMMARY OF PENALTIES

Articles	Object	Non Admission To start	Exclusion	Penalties
16.1	Withdrawal of a crew member		x	
17.1 22	+30 `after starting time			1800 points
17.2	Lack of competition N OR PLATE			300 points
18.2	Loss or correction on the time card without approval from marshal		x	
19.1.a	Traffic laws: 1 <sup>st</sup> infringement 2 <sup>nd</sup> infringement		x	3600 points
19.3c	Tyres: 1 <sup>st</sup> infringement 2 <sup>nd</sup> infringement		x	3600 points
19.3	Unsportmanlike behaviour		x	
23.3	Itinerary not followed			3600 points
24.A	No entry at a Passage stamp control			1800 points
14.B	No entry at a Time stamp control			1800 points
24.B2	I late arrival at a Time control			60 points
24.B2	I early arrival at a Time control			60 points
24C	Arrival outside the maximum permitted delay of 30 min at a T.C. at the end of Leg		x	
24C	No entry at a Passage or a Time		x	

	control without informing the Clerk of the Course			
26.1	Refueling outside compulsory points			1800 points
26.1	Compulsory refueling missed			1800 points
27	Breach of parc ferme regulations			1800 points
29	No presentation of original papers Non compliance with the entry form	X x		

## REGULATRITY TEST

Articles	Object	Non Admission To start	Exclusion	Penalties
19.1	Any overtaking exceeding 20% of the Average speed: 1 <sup>st</sup> infringement 2 <sup>nd</sup> infringement		x	3600 points
19.2	Crossing a service car on regularity test during the event			3600 points
25.1	Stopping or waiting during a regularity test		x	
25.1	By early or late second with a maximum of			1 points 1800 points
25.1	Jumped start or start delayed			1000 points
25.1	Recce throughout the duration of the race		x	
25.2	Regularity test section not completed			Max.1800

## VII. CLASSIFICATION – PRIZES – PROTESTS

### Art.33. CLASSIFICATION

#### 33.1. FIA CLASSIFICATIONS, ALTERNATIVE ENERGIES CUP POINTS

##### \* FIA CLASSIFICATIONS

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

1. Regularity Tests and Connecting Sections Final Classification for Category IIIA - Drivers and Co-Drivers
2. Regularity Tests and Connecting Sections Final Classification for Category VII&VIII - 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, name, surname and nationality of the Competitors, Drivers and Co-Drivers, Make, Type, Category of the Vehicle and penalties

##### Alternative Energies points

For a 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 may score points will be take into account.

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

#### 33.2. OTHER CLASSIFICATIONS

##### OTHER CLASSIFICATIONS

- A consumption final classification
- A combined category final classification
- A energy consumption final classification

- Driver performance classification (calculated by the formula :CO2 produced divided by CO2 standard).
- A team final classification
- Energy classification
- Driver performance classification (calculated by the formula :CO2 produced divided by CO2 standard).

This final general classification will take into account the final results from “General classification for regularity tests (all penalties included) and “The General classification for consumption tests”.

33.3. Penalties are expressed in points. The consumption will be considered for the classification. Consumption/weight ratio will be expressed in kWh/km, the conversion will be done in relation with the types of fuel used, the scale will be established on the date provided by the FIA

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

33.5. Team classification

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

33.6. In case of equally placed, the crew who has obtained the lowest penalty will be the winner.

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

#### **Art. 34. CUPS**

32.1. Category classification

32.2. Teams classification

32.3. Regulatory classification

32.4. FIA Final classifications

Cups will be awarded to the three first placed competitors (Driver and Co-Driver) of the two regularity classifications of Art. 32

#### **Art.35. PRIZE GIVING**

Date: 21 July 2013

Time: 20.00 hrs.

Place: Sofia,

The prize-giving will take place during the Gala Lunch at the “Salle Emplire, grand hotel Sofia”

#### **Art.36. PROTESTS - APPEALS**

36.1. All protests must be lodged in accordance with art.174 of the FIA International Sporting Code and given in written to the Clerk of the Course accompanied by a fee of 1.000 EUR.

A protest may only be lodged by one crew and may only concern one single crew or the Organizer.

36.2 - For National Court of Appeal the fees are 500 EUR

- For FIA Court of Appeal the fees are 12.000 Euros

Organizing Committee

Aleksandar Damyanov

