

24 HOURS GREECE 2019 REGULATIONS

ARTICLE 1. GENERAL

SISA – Sports Car Owners Club, is the organizer of the “**22nd 24 Hours Rally of Greece**”, an event for classic cars, with the approval of F.H. FILPA, which will be held on **19th-20st of October 2019**.

The event will be held according to the Regulations as stated herein and any additional bulletins. Up to 90 vehicles is permitted to participate, manufactured between 1.1.1946 and 31.12.1989, as stated at Article 2. The Club has the right to increase or decrease the maximum number of the entries as well as to refuse an entry without providing a reason.

PROGRAMME: See attached.

ARTICLE 2. ELIGIBLE CARS

2.1. Competing vehicles must be manufactured between 1946 and 1989, as stated at article 1, must be in a clean, safe and roadworthy condition, under the spirit and looks of their era, provided with registration document.

All vehicles must carry fire extinguisher, reflective warning triangle, high visibility vest & first aid kit. It is obligatory that cars manufactured after 31/12/1970 must carry safety belts.

2.1.a. The vehicles, according their age, will be classified as follows:

CATEGORY E: until 31.12.1960

CATEGORY F: from 1.1.1961–31.12.1970

CATEGORY G: from 1.1.1971–31.12.1980

CATEGORY H: from 1.1.1981–31.12.1989

CATEGORY GT: Cars manufactured between 1/1/1990-31/12/1999, which are categorized as “potentially historic” (GT) according to FIVA, may be accepted, without competing in the General Classification. Such vehicles must carry Registration document and are selected by the Organizer.

2.1.b. Cars will be classified in Groups according to their engine displacement, regardless their date of manufacture, as follows:

Group 1: up to 1000 c.c.

Group 2: 1001 to 1300 c.c.

Group 3: 1301 to 1600 c.c.

Group 4: 1601 to 2000 c.c.

Group 5: 2001 c.c. and on

2.1.c. the cubic capacity of the cars which carry Turbocharger or Supercharger (compressor), will be incremented with a 1,4 factor. Cars with non normally aspirated engines will be accepted under the condition that they are in compliance with the spirit of their era.

2.1.d. the engine displacement of the cars which carry Rotary engines (Wankel), will be incremented with a 2,0 factor.

2.1.e. The Organizer reserves the right to subdivide any Category into two or more Classes, or to combine two or more of the above Categories according with the final number of entries.

2.2. All instruments for distance measurements are permitted.

2.2.a. There will be a special indication in the Road Book, in order to adjust the instruments (tripmeter calibration).

ARTICLE 3.

The Organizing Committee has the right to refuse an entry without providing a reason (Article 7.1.4 of the FIVA International Events Code).

The Organizing Committee and the Club declines any liability for any accident caused by or to the competitors and competing vehicles during the entire duration of the event.

ARTICLE 4. ENTRIES – ENTRY FEE

Anyone wishing to participate in the Rally must submit the Entry Form, along with the entry fee no later than **Thursday 10th of October 2019 at 20:00**, at the Club's office, Vouliagmenis Ave. 258 & Antipolis 2, Athens 173 43

e-mail: info@sisa.gr Tel/fax +30210 970 44 57.

Entry Fee for Members of the Club €250

Entry Fee for non Members €270.

Early entry fees paid up until 16/9/2019 are as follows: €200 for Club's Members, €220 for non Members.

The Entry Fee includes:

1. Organizational expenses.
2. Third Party insurance during the Rally.
3. Participation for 2 at the price giving ceremony gala dinner.
4. Participation at the SISA Championship (Drivers & Co-drivers) with a 2,0 factor.
5. Participation at the SISA Youngtimer Trophy (Drivers & Co-drivers) with a 2,0 factor.

NOTE: Should an entrant decides to cancel until the final day of the entries and gives notice to the Organizing Committee, a 50% refund of the Participation Fee will be given. After that date there will be no refund.

ARTICLE 5.

By submitting the participation form every entrant must comply with the regulations of the event stated herein.

The Organizing Committee reserves the right to modify the present Regulations, postpone or cancel the Event, or any part of it, due to force majeure or due to safety reasons.

ARTICLE 6. CREW AND ADDITIONAL MEMBERS

The crew consists of two persons (driver and co-driver). Any more than that are referred as additional members of the crew and must be declared when submitting the entry form or have the explicit permit of the Clerk of the Course.

Driver and co-driver, who are mentioned in the entry form, must be always on board during the rally. Special Tests that are provided by a Bulletin, by exception may be executed by the driver or the co-driver.

The driver must be in possession of a driving license. Same applies to the co-driver and the additional members of the crew, provided that they have to drive at some parts of the event. Participants must always be in compliance with the Greek Traffic Police rules and regulations and drive carefully. Any road traffic offence during the event, if verified by the Police and reported to the Organizing Committee, will entail a penalty UP TO DISQUALIFICATION.

ARTICLE 7. PLATES AND COMPETITION NUMBERS

The Organizing Committee will supply each crew with two (2) rally plates bearing the title of the event and the competition number. Participants must place these plates to the front and rear of the car in a visible position on the car and must remain affixed throughout the entire event. The Organizing Committee will also provide each crew with a pair of side competition numbers that must be displayed on both sides of the vehicle throughout the event. Those numbers should be placed in such ways that are visible by the time-keepers from a long distance.

Crews that do not comply with the above will not be able to Start the Event at any part of it.

Loss of a plate entails a penalty of **10 (ten) points** for each plate. Loss of a side competition number entails a penalty of **20 (twenty) points** for each Special Stage. Should a side number is lost, the crew must replace it in every available way in order to continue the event.

ARTICLE 8. SPONSORS - SUPPORTERS

The Organizing Committee will provide the crew with advertising material bearing the names of the sponsors, which must be affixed to the cars throughout the rally. The absence of even a part of the foreseen advertising material entails a penalty of fifty (50) points.

This material will be placed on the car according to the Organizing Committee's guidelines.

Any entrant is allowed to carry an advertising material which bears his sponsor, provided that the entrant has an understanding

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with the Organizing Committee. An unauthorized advertising material affixed to the vehicle must be removed or covered. Otherwise, the penalty will be Exclusion from the event.

ARTICLE 9.

9.1.a The start will be given by the Starter in the order of competition numbers, unless otherwise decided by the Clerk of the Course.

A delay by a competitor in presenting himself to a Starting Point, of more than ten (10) minutes, than his ideal time, entails a penalty of ten (10) points per minute.

The exact starting time of each car will be announced by the Organizing Committee which decides the starting time of the first vehicle. The rest of the vehicles will start in one-minute intervals, unless the Organizing Committee announces larger or shorter time intervals.

The exact location of the Start and Finish, the Ideal Times for each Category, and the distances between Time Control Points (TC) or Passage Control Points (optional), will be announced by special bulletins.

The itinerary described in the Road Book is obligatory. Average speeds for achieving the set ideal time in any leg of the rally will not exceed 50 km/h.

Any road traffic offence during the event, if verified by the Police and reported to the Organizing Committee, will entail a penalty UP TO DISQUALIFICATION.

9.1.b UNDER PENALTY OF EXCLUSION THE FOLLOWING ARE NOT ALLOWED:

- ⇒ Any intentional deviation, not due to force majeure, determined by the Marshals.
- ⇒ Any intentional intervention in the operation of the transponder of the time keeping system.
- ⇒ The use of a trailer, having the competing vehicle towed over any part of the route
- ⇒ Driving on the opposite direction than that of the Special Stages.
- ⇒ Being accompanied or led by another vehicle not participating in the event at a distance less than five hundred (500) meters
- ⇒ The use of mobile phones between competitors and in order to communicate with the Organizing Committee, with the aim to exchange information about the itinerary and relevant data.
- ⇒ Any unsportsmanlike behavior towards any participant or time-keeper.

9.2 TIME, PASSAGE & IMMOBILIZATION CONTROL POINTS

9.2.b GENERAL: There will be TIME CONTROL POINTS (TC), PASSAGE CONTROL POINTS (PC) & IMMOBILIZATION CONTROL POINTS ("Stop & Go") located along the route and will be indicated by Organization's signboards. A missing signboard does not constitute a reason for the cancellation of the Control Point, as long as the competitors are provided with written information about their exact location.

At a distance of about 50-100 meters before each TC or PC, there will be a warning board. The requested time for the distance to be covered, is set between two TC's.

9.2.b. T.C.: Each TC and PC will start operating 15 (fifteen) minutes before the scheduled time of arrival of the first vehicle and will remain open 15 (fifteen) minutes after the scheduled arrival of the last car. Any competitor, arriving at each TC must present his Route Card to the Official in charge (Marshal) who will note the exact time of arrival

of the vehicle sign and/or stamp it and hand it back to the competitor. This is considered as the starting signal for the next leg of the event.

Stopping in the TC's area with opposite direction, as given in the present regulations, entails a penalty of 100 (hundred) points. The TC area is defined between the warning board and 50 meters after the TC. Participants must be presented, at the TC, the exact time which results from their departure from the previous TC, adding to that the ideal time that was given to cover the distance in between. Early or late arrival at a TC entails a penalty of 10 (ten) points per fully elapsed minute or second (regarding the Organizing Committee's request at the Special Stages).

After the Marshal records the time, on the Route Card, the car may start. The time noted by the Official in charge serves as the basis for the calculation of the ideal time of arrival at the next TC. At the TC, crews must comply with the orders of the Official in charge.

Any crews that arrive at the TC area earlier than their scheduled time and do not wish to present to the Official, should stop and park prior the warning board, in order not to obstruct any other crews that need to arrive at the TC on their time. Failure to present the Carnet de Route for the above mentioned formalities, non-appearance of a competing vehicle at any of the TC's or PC's or arriving to that in a different direction from the one given, will entail penalty of 150 points.

⇒ Parking of the vehicles between the TC or PC warning boards and signboards entails a penalty of ten (10) points.

In case of an abolition of a scheduled TC as given to the itinerary, due to force majeure, then, the ideal times for the distance to be covered, between the last TC and the next TC, after the missing TC point are summed together.

For Example: Athens Ideal Time - TC1 Ideal Time TC2

| | | | | |
|-------|-----|-------|-----|-------|
| 12.00 | 30λ | 12.30 | 30λ | 13.00 |
|-------|-----|-------|-----|-------|

Considering that the TC1 does not exist anymore, the ideal time for the distance to be covered between Athens and TC2 is 60 minutes.

9.2.c. PC: The cars start from the Passage Control Points (PC) after the Official / Marshal has filled the Route Card. At these stations there is no ideal arrival or departure time given. The Organizer has the right to place such stations anywhere considered needed, so as to ascertain that the participants follow the itinerary given to the Road Book. Fail to present at one of these stations entails a penalty of 100 (hundred) points.

9.2.d. IC: At the Immobilization Control Points (Stop & Go), crews must completely stop the car, at the defined area. The Marshal will stop upcoming vehicles by showing the special "STOP" sign participant may start again, when the Marshal will display a sign "GO", after a fully elapsed second, from the time that stopped. At these stations there is no ideal arrival or departure time given and the Organizer has the right to place such stations anywhere considered needed. Fail to stop or completely immobilize the car entails a penalty of 10 (ten) points.

ARTICLE 10. SPECIAL STAGES / REGULARITY TESTS

10.1.a In certain sections of the itinerary, competitors must participate in specific REGULARITY TESTS. Competitors will be asked to cover a certain distance in a specific time. Any difference of one second in relation to the ideal time entails a penalty of one (1) point. Similarly, any difference of one tenth of a second entails a penalty of one tenth (1/10) of a point, when time is kept with such accuracy.

The location and the execution information for these tests will be given by special instructions issued by the Organization Committee, at the TCs or at any time during the event, before the start of each Regularity Test.

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The average speed is set by the regularity test instructions for each Category (paragraph 11.1) and they are not over **50 km/h**. The execution of these tests is taking place only in tarmac roads. Permanent speed limit signs of the Ministry of Transport, that may be located WITHIN any REGULARITY TEST section, because these speed limits have been taken into consideration and DO NOT, affect the given average speed.

10.1.b. The start and end of each Regularity Test will be signposted by signboards located on the roadside. A missing signboard does not constitute a reason for the cancellation of the Regularity Test, in so far as competitors are provided with adequate information about their exact location.

The Time Keeper Marshals have the right to intercept the cars entering a Special Stage for safety reasons or to avoid jam.

A warning board will be placed a few meters before the start of a Special Stage. In the distance between the Time Keeper is in charge and participants must comply with his instructions. Participants will start per minute. In special circumstances a participant has the right to request another minute more. Fail to start at this minute, every next minute entails a penalty of 10 (ten) points.

In case of a traffic jam at the start of the Regularity Test, participants may request from the Time Keeper additional time to the ideal time they've been given to cover the remaining distance of the itinerary. Such an extension must be noted on the Route Card of each participant and is relied on the judgment of the Time Keeper if this request will be accepted or not.

10.2. Before the end of each Special Stage there **might** be a Special Zone in which the immobilization of the vehicle is not allowed. **The complete immobilization** of the vehicle in this section **entails a penalty of 10 (ten) points**. The exact distance will not be known to the participants and may vary between **50-500 meters**. **This section will be defined by a special mark (like a red cone-marker or an organization board or a road sign)**.

In case **there are instructions in locating the time keeping points and there are no instructions of a Special Zone** then the participants must regulate their speed in order to pass in front of the time keeping point without immobilizing the car. If the car is immobilized this entails a penalty of 10 (ten) points.

10.3. The Organizer uses in this Event a wireless time keeping system with transponders. All participants must install a 12 Volt power supply cable in accordance with instructions provided by the Organizing Committee.

If, for whatever reason, the time of a crew cannot be taken, the Stewards will decide the fairest time to be given to the crew. This decision will be final and it will not be possible to protest it.

Failure to execute a REGULARITY TEST will entail for the crew a penalty equal to the total of points allotted to the highest placed competitor in the same Regularity Test increased by 100%.

10.4. If a participant is moving to the opposite direction in the Regularity Test and this is recorded by a time keeper, the penalty of disqualification will be entailed.

10.5. The Clerk of the Course has the right, without giving any explanation, to cancel a SPECIAL Stage or more, for to safety reasons.

ARTICLE 11. CLASSIFICATION

The final score of all the penalties of each crew is the reference for the General Classification as well as the Categories/Groups Classification.

The Driver and Co-driver with the lowest score of penalty points will be proclaimed as 'First Winner' in the General Classification and in every Category.

Every crew has the right to be included in the General Classification provided that the crew with the car has crossed the finish line.

⇒ In the event of a tie in penalty points, the competitor whose vehicle belongs to the oldest Category will be proclaimed winner.

⇒ In the event of a tie in penalty points between competitors driving vehicles of the same Category, the competitor whose vehicle has the lowest engine capacity will be proclaimed winner.

The Organizing Committee has the right to exclude a car from the General Classification, if a car has undergone visible conversions, its original characteristics are altered and its original technological capacity is exceeding that of its time of manufacture.

ARTICLE 12. PROTESTS

⇒ The Provisional Results of the Rally will be announced at the Event's. The time of the announcement will be known by a bulletin. Protests must be addressed to the National Steward of the Rally, no later than thirty (30) minutes after the official announcement of the Provisional Results.

⇒ Protests in relevance to the exact year of manufacture or any alterations to the engine or the body of a car, which concern the 2.1 paragraph, must be submitted to the National Steward.

⇒ Each protest must be accompanied by a fee equal to the entry fee. Fees will be refunded only if the protest is fully or partially accepted.

After the time of 30 minutes and after considering any possible protest the announced results automatically are considered as **Final**.

SECRETARY OFFICES:

Before the Start and after the Finish:

SISA Offices: Antipis 2, Ag. Dimitrios.

During the Event: at the place of the event.

ARTICLE 13. TROPHIES

1. To the 1st, 2nd and 3rd Winners of the General Classification.
2. To the 1st, 2nd and 3rd Winners of the Category E & F (up to 1971) and groups 1+2+3 up to 1600 c.c.
3. To the 1st, 2nd and 3rd Winners of the Category E & F (up to 1971) and groups 4+5 from 1601 c.c. and on
4. To the 1st, 2nd and 3rd Winners of the Category G (up to 1981) and groups 1 & 2 up to 1300 c.c. (G1 & G2)
5. To the 1st, 2nd and 3rd Winners of the Category G (up to 1981) and group 3 up to 1301-1600 c.c. (G3)
6. To the 1st, 2nd and 3rd Winners of the Category G (up to 1981) and groups 4 & 5 from 1601 c.c. and on (G4 & G5)
7. To the 1st, 2nd and 3rd Winners of the Category H (up to 1990) and groups 1 & 2 up to 1300 c.c. (H1 & H2)
8. To the 1st, 2nd and 3rd Winners of the Category H (up to 1990) and group 3 up to 1301-1600 c.c. (H3)
9. To the 1st, 2nd and 3rd Winners of the Category H (up to 1990) and groups 4 & 5 from 1601 c.c. and on (H4 & H5)
10. To the 1st, 2nd and 3rd Winners of the Category GT (potentially historic)
11. Special Trophies: "Most Heroic Effort" and "Fair Play"

In case in a category less than 3 (three) participants start, then this category will be merged with the next in line (or the previous one. Such case is the G5). In case in a category only 3 (three) participants start then the trophy is awarded only to first. In case in a category 4 (four) participants start then the trophy is awarded only to first and second winner. In case in a category will start 5 (five) and more then trophies will be awarded to the first three.

The Organizing Committee reserves the right to subdivide any Category into two or more Classes, or to combine two or more of the above Categories/Groups depending on the number of participants.