

24 HOURS GREECE 2023 REGULATIONS

ARTICLE 1. GENERAL

SISA – Sports Car Owners Club, is the organizer of the **“26th 24 Hours Rally of Greece”**, an event for classic cars, with the approval of F.H. FILPA, which will be held on **21-22 October 2023**.

The event will be held according to the Regulations as stated herein and any additional bulletins. Up to 90 vehicles are permitted to participate, manufactured between 1.1.1946 and 31.12.1993, 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 1993, 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 to 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 1.1.1981–31.12.1993

CATEGORY GT: Cars manufactured between 1/1/1994-31/12/2003, which are categorized as “potentially historic” (GT) according to FIVA, may be accepted, without competing in the General Classification. Such vehicles 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.a Categories of Participants

Competitors have to choose between 3 Participation Categories, Regularity, Touring & Youngtimer-GT, before submitting their participation application. In the Regularity category they must choose between the Red & Green Subcategory, if they are entitled to it (see article 11). In the Touring category, the number of special stages may be slightly less and the time measurements will be less than the ones of Regularity. For the measurement of distances during the event, instruments for distance measurements are permitted.

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

In the Touring Category factory odometers and non sophisticated instruments are recommended.

2.3 LIGHTING Only lights & headlights similar to those used during the production period of the car are allowed. Xenon & Led lamps are allowed as long as the structure of the lighting unit is similar to that used during the production period of the car. Up to

eight (8) headlights are permitted, including factory bodies & fog lights.

1st violation: Warning

2nd violation: Exclusion

The use of additional Xenon or Led bars is prohibited under the penalty of exclusion.

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 the 12th of October 2023 at 20:00**, at the Club's office, Vouliagmenis Ave. 258 & Antiopis 2, Athens 173 43

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

Entry Fee for Members of the Club €320

Entry Fee for non Members €350.

Early entry fees paid up until Thursday 21/9/2023 are as follows: €270 for Club's Members, €300 for non Members.

In case of participation only in the "12 Hours Greece" trophy, then the entry fee is set at €200, regardless of whether the entrants are members or not. Entries for the "12 Hours of Greece" trophy are only accepted in the Touring Trophy category.

The Entry Fee includes:

1. Organizational expenses.
2. Third Party insurance during the Rally.
3. Dinner & participation for 2 at the price giving ceremony.
4. Wireless satellite time keeping.
5. Participation at the SISA Championship (Drivers & Co-drivers) with a 3,0 factor.
6. Participation at the SISA Youngtimer Trophy (Drivers & Co-drivers) with a 3,0 factor.
7. Participation at the SISA Touring Trophy (Drivers & Co-drivers) with a 1,5 factor per participation day.

The Touring category event is divided into 2 separate days, with a separate ranking per day. The Classification of this category will be compiled by summing the penalty points of each participant for the 2 days of the event.

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.

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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 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 Speed Control Zones Within populated areas or difficult route points, either within road sections or special stages, there may be Speed Control Zones with a specified maximum speed of passage which will be marked in the road book. Exceeding the speed limit within these zones will be detected, flagged and recorded by the satellite timing system. 1st violation: Warning, 2nd, 3rd & 4th violations: 20 Penalty Points per violation, 5th violation: Disqualification

9.1.c. 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 in order to communicate with the Organizing Committee, with the aim to exchange information about the itinerary and relevant data or the constant unnecessary use of mobile phones between competitors and members of the Organizing Committee in general.
- ⇒ Any traffic violation that will be stated by a police body along the route.
- ⇒ Any deliberate obstruction of passage of competing cars or obstruction of overtaking.
- ⇒ Any unsportsmanlike behavior towards any participant, time-keeper or member of the Organizing Committee.
- ⇒ Unnecessary or unjustified use of the "SOS" sign in the Road Book insert.

9.2 TIME, PASSAGE & IMMOBILIZATION CONTROL POINTS

9.2.a. 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.

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⇒ 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
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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.

9.3 Official time of the event is the one of www.time.is which can be found in the official website of the club.

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.

Competitors have the right to use a "Joker", i.e. the deletion of one and only timing throughout the event. The use of Joker only concerns timings within Special Stages and not penalties from Time Controls. The use of Joker will be applied automatically by the Organizing Committee.

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.

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.

10.1.c "GO"-type starts

A few meters before the start of each SS there will be a warning sign. The zone between this sign and the starting line of the SS will be considered a "Parc Ferme"-Zone controlled by the stewards and participants must follow the instructions of the time keepers. As a rule, participants will start per minute. In exceptional cases they have the right to request an extension of 1

(one) minute and in case they start late beyond this extra minute then for each minute of delay a Penalty of 10 (ten) Points will be imposed. In case of early start (before the judge's signal the participants a Penalty of 10 (ten) Points will be imposed.. In case of overcrowding and delays during the start of the EDA, the participants have the right to ask the steward to give them a relevant extension to the ideal time of the execution of the route till the next TC. The extension must be noted by the timer in the participants' notebook and is left to the timekeeper to decide whether the request will be accepted or not.

10.1.d "Self Start"-type starts

The participants will start on their own, per minute, at a specific time from TC's or start or other point of another special stage, which will have been given to them by the Organization. There will be no warning sign before the start of the special stage and its detection will be possible by written instructions or otherwise.

10.1.e "Auto Start"-type starts

Participants will start on their own, per whole minute, at a non-specific time within the opening and closing time of the special stages. There will be no warning sign before the start of the special stage and its detection will be possible by written instructions or otherwise. Participants arriving at the "Auto Start" - SS area, must start within the next whole minute from the time of arrival. If an unjustified delay is determined, then for each minute of delay a 10 (ten) Point Penalty will be imposed. If they do not wish to start at the special stage, they must stop their cars at least two car lengths before the start of the SS, facilitating any other crew. Special stages of this type are conducted only in rallies that use satellite timing.

10.2.a. In the event of the existence of a Speed Control Zone within a Special Stage, then the penalties of article 9.1.b apply, i.e.: 1st violation: Warning 2nd, 3rd & 4th violations: 20 Penalty Points per violation, 5th violation: Disqualification

10.2.b 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 is at least **50 meters**. This section will be not defined by a special. In case **there are instructions in locating the check 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 in this zone at least 50 meters before the check point, this may lead to an early passage time recording.

10.3. The Organizer uses in this Event a wireless time keeping system with transponders.

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.

10.4.a Failure to execute a regularity test (special stage) or incomplete execution of any regularity test or any part of it (Check Point) incurs a maximum penalty of 60 Points per Time Control Point (Check Point). The maximum penalty per Special Stage is set at 600 Penalty Points.

10.4.b 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.

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

10.4.d Use of the "SOS" & "OK" insert in the Route Book
Use of "OK"

Minor incident – a routine incident that affects the conduct of the event, but does not require outside assistance, without injuries

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and can be easily dealt with either by crew members or by the event organizers themselves.

Use of "SOS"

Serious incident – an incident that affects the safe conduct of the event and requires external assistance. A serious incident may involve injuries. Stewards, Clerk of the Course (rally director) & umpire must be informed about the incident, which is put to their judgment for the coordination and smooth running of the event.

ARTICLE 11. SUBCATEGORIES OF PARTICIPANTS

11.1. The Organizer provides the crews with the choice to participate in 2 (two) categories, REGULARITY & TOURING TROPHY.

In the **TOURING TROPHY** category there will be fewer road sections & special stages with less time measurements.

In the **REGULARITY** category there is the choice of 2 (two) options in the ideal times of the Special Stages and the Road & Liaison sections:

Green & Red subcategory. Unless otherwise stated, then the participating crew is automatically considered to be in the Red subcategory. **In the Green subcategory, ONLY cars whose weight ratio (curb weight - kg) per Horse (PS) exceeds 10 kg per PS are eligible to apply.** The ratio of 10/1 will be reduced by 5 percentage points depending on the age category of the car. Specifically, in the GT category 10/1 applies, in H category 9.5/1, in G category 9.0/1, in F category 8.5/1 and in E category 8.0/1.

Green Subcategory: The average speed on selected road & liaison sections & special stages is set up to 46 km/h. The speeds of the road & liaison sections & special stages can reach up to 50 km/h. time when road conditions clearly allow it. Exceptionally, the average speed of the road & liaison sections can reach up to 80 km/h in sections of highways and motorways (article 2 code Fiva Code). Same rules apply for the Touring Trophy category.

Red Subcategory: The average speed of road & liaison sections & special stages is set up to 50 km/h. As an exception, the average speed of road & liaison sections can reach up to 80 km/h in sections of highways & highways (Art. 2 Fiva Code).

Crews must declare their choice upon their application or by the deadline at the latest, which will be considered final. The Organization will issue special green (marked "GREEN") or red (marked "RED") or yellow (marked "TT") stickers which must be affixed to the upper right side of the front windshield as throughout the race. Failure to affix the special mark entails 10 (ten) penalty points per special stage. There is no provision for a special-mark-sticker for the Youngtimer-GT category.

11.2 Priorities among participants:

11.2.a In case of simultaneous presentation in a special stage of a Red and a Green participant, then Red has a starting priority.

11.2.b In case of starting in a special stage of a Green before a Red, then the timekeeper at its discretion can give an extra minute delay for the start of the Red. The Red participant has the right to request from the specific timekeeper and only from him to be added this minute to the ideal time from TC to TC.

11.2.c The participants must facilitate the overtaking by a car that follows them and not to obstruct the passage of other vehicles at the Control Stations and within the Special Stages.

11.2.d At the Time Control Stations the Reds will start first, then the Green participants and then the other categories. The participants of the TOURING & CLASSIQUE categories should in any case facilitate the overtaking of participants of the other 2 categories, who may be late.

ARTICLE 12. 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 13. 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: Antiofis 2, Ag. Dimitrios.

During the Event: at the place of the event.

ARTICLE 14. TROPHIES

Trophies will be awarded to the following Classes:

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 31/12/1970)
3. To the 1st, 2nd and 3rd Winners of the Category G (up to 31/12/1980) and groups 1 – 2 - 3 up to 1600 c.c. (G1 - G2 G3)
4. To the 1st, 2nd and 3rd Winners of the Category G (up to 31/12/1980) and groups 4 & 5 from 1601 c.c. and on (G4 & G5)
5. To the 1st, 2nd and 3rd Winners of the Category H (up to 31/12/1993) and groups 1 – 2 - 3 up to 1600 c.c. (H1 - H2 – H3)
6. To the 1st, 2nd and 3rd Winners of the Category H (up to 31/12/1993) and groups 4 & 5 from 1601 c.c. and on (H4 & H5)
7. To the 1st, 2nd and 3rd Winners of the Potentially Historic GT Category
8. To the 1st, 2nd and 3rd Winners of the Touring Trophy Category
9. To the 1st, 2nd and 3rd Winners of the "Classique" Category

In case in a category less than 3 (three) participants start, then this category will be merged with the next one. 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.