

TOUR DU PÉLOPONNÈSE



30 JUNE – 7 OCTOBER 2018

STANDARD AND SUPPLEMENTARY REGULATIONS

Αριθμός Μητρώου ΕΠΑ:

ΕΠΙΤΡΟΠΗ ΑΓΩΝΩΝ (ΕΠ.Α.)



TOUR DU PÉLOPONNÈSE

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EVENT PROGRAMME

Monday 30 October 2017

Opening date for entries – Publication of the Regulations

Monday 3 September 2018

Closing date for entries

Saturday 29 September 2018

Ancona port, Administrative checking for participants and embark on ferry to Patras Port

Sunday 30 September 2018

15:30 Arrival at Patras Port, Greece

Head to Killini, our first destination

18:00 – 20:00 Administrative checking for participants and receiving documentation & other related material at Grecotel Thalasso Resort

20:30 Closing date for team entries

21:00 Announcement of the participants

Monday 1 October

09:45 Optional visit at the Ancient Olympia Archaeological Site

12:00 Ceremonial Start from Ancient Olympia

Start of Leg 1: Ancient Olympia, Nea Figalia, Temple of Apollo Epicurius, Mystras

14:00 Regroup at Apollo Epicurius, LUNCH

15:00 Restart from Apollo Epicurius

17:30 Finish of Leg 1 at Mystras

20:00 DINNER

20:30 Temporary results and timetable of Leg 2

Tuesday 2 October

10:00 Start of Leg 2: Mystras, Kalamata, Limeni

12:15 Regroup at Kardamyli, LUNCH

13:30 Restart from Areopoli

15:00 Regroup at Diros Caves and Guided visit at the Caves

16:30 Restart from Diros Caves

17:00 Finish of Leg 2 at Limeni Village Hotel, Mani

20:00 DINNER at the Hotel

20:30 Temporary results and timetable of Leg 3

Wednesday 3 October

10:00 Start of Leg 3: Limeni, Gytheio, Elia, Monemvasia

13:00 Regroup at Elia, LUNCH

14:30 Restart from Elia

16:00 Finish of Leg 3 at Monemvasia

20:30 Temporary results and timetable of Leg 4

Thursday 4 October

10:00 Start of Leg 4: Monemvasia, Kyparissi, Nafplio

12:00 Regroup at Kyparissi, LUNCH and visit to Kyparissi village

14:00 Restart from Kyparissi

17:00 Finish of Leg 4, Nafplio

19:30 NIGHT STAGE

20:30 DINNER

21:30 Temporary results and timetable of Leg 5

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Friday 5 October

10:00 Start of Leg 5: Nafplio, Methana, Ancient Epidavros, Nafplio
12:00 Regroup at Methana, LUNCH and visit to Methana Island
13:30 Restart from Methana
14:45 Finish of Leg 4, Ancient Epidavros
20:00 DINNER
21:30 Prize Giving Ceremony

Saturday 6 October

Optional visit at Mycenae Archaeological site, Domain Skouras Winery and Athens

Arrival at Patras Port, Departure at 18:00 (Saturday the 6th or Sunday the 7th according to your choice of Athens visit)

Administrative checking for participants and scrutineering of cars will take place at KILLINI on Sunday the 30

Participation numbers and documents will be distributed during the administrative checking.

Official Notice Board:

Event HQ / Permanent Secretariat: Triskelion, Karpelopoulou 25, 21200 Argos

Mobile: **(0030) 6936690320** (until 01/10)

HQ during the Event: On each of the overnights Hotel

Mobile: **(0030) 6944964338**

1. ORGANIZATION

1.1 Definition

The organiser of the **Tour du Péloponnèse** which takes place between 2 and 6 October 2017 is **Triskelion**

Address of the organiser's permanent Event Secretariat until 1 October:

Triskelion, Karpelopoulou 25, 21200 Argos

Phone: **(0030) 6936690320**

Rally Centre during the Event between 1 and 6 October:

On each of the overnights Hotel

The Event will be run in compliance with:

- the FIA International Sporting Code (and its appendices),
- the National Historic Regulations (and its appendices),
- the present Standard Supplementary Regulations for FIA Historic Regularity Rallies and eventual bulletins,
- the Highway Code of Greece (KOK)

1.2 Organising Committee:

Chairman: Ioannis Karampelas

Members: Ioannis Athanasakos, Katerina Bratsou

1.3 Event Officials:

Clerk of the Course: **Ioannis Karampelas**

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Deputy Clerk of the Course: **Angelos Dris**
Secretary of the Competition: **Penelope Mermygki**
Chief Scrutineer: **Ioannis Athanasakos**
Competitors Relations Officer: **Katerina Bratsou**
Chief Marschal: **Liana Papamichalopoulou**
Results Services: **SPORTS TIMING**

1.4 Supplements to the Regulations

The provisions of the present Regulations may be amended if necessary. Any amendment or any additional provision is announced by dated and numbered bulletins, which form an integral part of the present Regulations.

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

These bulletins will be posted in the Event Headquarters and on the official notice board and will be also directly communicated to the participants, who will acknowledge receipt by signature, unless this is materially impossible during the running of the Competition.

1.5 Application and Interpretation of the Regulations

The Clerk of the course is charged with the application of the present Regulations and their provisions during the running of the Event. Any case not foreseen in the present Regulations is judged by the Stewards. In case of any sporting dispute over the interpretation of the present Regulations, the English text is binding.

2. ELIGIBILITY – TITLE

The results of the Tour du Péloponnèse will not count for any FIA and/or national championship.

3. DESCRIPTION

The length of the **Tour du Péloponnèse** is **approx. 1000 km**, with **minimum 25 Regularity Tests**. The tour is divided into **5 legs**. **The interval between cars is 1 minute**.

The breakdown of the route, as well as its time controls, passage controls, neutralization periods etc, are detailed **on the Time Card and in the Road Book**, providing the crews with all information required to complete the route correctly (such as, for example, tulip diagrams, maps, etc).

4. ELIGIBLE VEHICLES

4.1 A driver wishing to enter a vehicle for this Event must ensure that, at the date of scrutineering and for the duration of the tour, his vehicle is road-legal for Greece. The organiser may refuse a car not complying with the period specifications, «spirit» and aspect.

Cars are divided into the following period categories:

- **Period B:** Cars built between 1.1.1905 – 31.12.1918
- **Period C:** Cars built between 1.1.1919 – 31.12.1930
- **Period D:** Cars built between 1.1.1931 – 31.12.1946
- **Period E:** Cars built between 1.1.1947 – 31.12.1961
- **Period F:** Cars built between 1.1.1962 – 31.12.1965
- **Period G:** Cars built between 1.1.1966 – 31.12.1971
- **Period H:** Cars built between 1.1.1972 – 31.12.1976
- **Period I:** Cars built between 1.1.1977 – 31.12.1981
- **Period J1/J2:** Cars built between 1.1.1982 – 31.12.1989

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The organiser may refuse a car not complying with the period specifications, «spirit» and aspect.

The organiser may combine and/or subdivide any class.

4.2 Freedom is given to organisers to decide on trip meters and other electronic equipment. To preserve the aesthetic integrity of cars and conformity with the period of the vehicle, only one measuring instrument of distance with mechanical display can be installed permanently on the dashboard of the car.

4.3 Participants must hold:

- an FIA Historic Technical Passport (HTP)
- or an FIA Historic Regularity Car Pass
- or an FIVA Identity Card
- or an Identity Card issued by an ASN

Any certification of the above must be submitted at scrutineering at the latest of the administrative checking (see also Art. 10.1).

5. ELIGIBLE PARTICIPANTS – ENTRY FORMS – ENTRIES

5.1 A crew may be made up of the first driver plus one or more crew members, as specified on the entry form.

The first driver must hold a valid driving license and must be at least 18 years old. Crew members may only drive the car if they are in possession of a valid driving license and are at least 18 years old.

Drivers must:

- either hold any kind of Drivers' Licence valid for the current year and the Event,
- or obtain a "Regularity Rally Driving Permit" from the organiser. These "Regularity Rally Driving Permits" are issued during the administrative checking of the Event, upon payment of a fee as specified under Article 6 (Entry Fees).

Each crew can specify a crew name on the entry form. This crew name is published together with the drivers' names in all official publications of the Event.

5.2 Anybody wishing to take part in the Event must send the entry form duly completed, to Competition Secretariat.

TRISKELION, Karpetopoulou 25, 21200 Argos GREECE

Mobile: +306936690320, E-mail: info@tourdupeloponnese.com

The organiser must receive this entry form by **3 September 2018** at the latest. Details concerning the crew members may be sent in beforehand and up to the administrative checking. The replacement of **a crew member** or of the car may only be made before the beginning of the Administrative checking and must be approved by the Organising Committee. All crew members may only be replaced with the agreement of the Stewards.

The maximum number of participants for the Event will be **50** participating cars.

5.3 Team Entries

Make or Club Teams may be entered up to the moment of the administrative checking.

A car may only be entered for one Make or for one Club Team.

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A Make Team **must** be made up of 3 cars of the same make but not necessarily of the same model. A Club Team **must** be made up of 3 crews under a freely chosen name. **The team cup will be awarded to the team (Make, Country or Club) whose total points of its 3 crews is the lowest. A team is eligible to have its total points counted, only if all 3 crews of the said team are classified. The team cup will be awarded if at least 3 teams (no matter if these are Make or Club Teams) are entered.** In order for a team to be entered, each team must pay the amount of 50 euros.

5.4 On submitting the entry form, all drivers undertake to abide by the prescriptions of the present Regulations.

6. ENTRY FEES – INSURANCE

6.1 Entry fees

Entry fees for each crew consisting of the 1st driver and one co-driver (2 persons) are fixed to 3.150,00 Euros. Early Entrances will receive a discount (details on the Entry Form).

Entry fees include the following provisions:

- *The Tour Fee*
- *Six (6) overnights in one double room (breakfast included) between 30 and 6 October.*
- *Dinners (Welcome Gala and Closing Ceremony included), and lunches were stated on the Itinerary*
- *Round trip tickets Trieste-Ancona-Patras-Ancona-Trieste for two people, one 2bed cabin, plus a car ticket for cars up to 6m length and up to 2m height*
- *Two (2) commemorative plaques, Tour du Peloponnèse souvenirs (jackets, bags, etc.)*
- *Tour documents (roadbook, plates, side numbers, travel info handouts, etc.)*
- *Online results services*
- *A Tourist guide at historical sites*
- *Secure parking areas for the duration of the event*
- *Specialist mechanic Support on the duration of the event*
- *Video and Photos from the Rally*

6.1.2 The entry will only be accepted if accompanied by the total entry fees.

6.2 Entry fees are refunded in full:

- a. to candidates whose entry has not been accepted
- b. in the case of the Event being cancelled

(The Organisers may refund up to 50% of the event entry fee to those participants who, for reasons of "force majeure", duly certified by their ASN, were unable to start in the Event. Travelling and hotel accommodation expenses etc. may be refunded, depending on the date of withdrawal of the entry).

6.3 Insurance

6.3.1 Entry fees include the insurance premium for the event civil liability to third parties, as defined hereunder: The general conditions of the policy stipulate that participants are covered for civil liability to third parties as per the following limits:

- a. Bodily injury/death per person (any one incident): up to Euros 1.200.000,00
- b. Material damage (each accident or occurrence): up to Euros 120.000,00
- c. Group Accident limit: Euros 1.600.000,00

6.3.2 The organisers decline liability in any accident caused by or to the participants and participating cars during the whole duration of the Event. Organisers also decline any liability for breach of the Greek laws and regulations.

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6.3.3 The insurance coverage will come into effect at the start of Leg 1 (TC 0) and will cease at the Event finish (Friday afternoon 6 October) or at the moment of retirement or exclusion.

6.3.4 Vehicles carrying service plates, and/or any other equivalent special plate issued by the Organiser are not covered by the event's insurance policy. These vehicles circulate under the sole responsibility of their owners and the Organiser bears no responsibility for them.

6.3.5 Participants **must have traffic insurance valid for Greece (green card)**, obtained in the participants' country.

7. ADVERTISING

The advertising provisions specified in the Code must be respected. A copy of these provisions is available from the organiser, if required.

The organiser's obligatory advertising is as follows:

- Competition numbers,
- Event plates,
- To the front and the rear of the car.

8. GENERAL OBLIGATIONS

8.1 Crews

Only crews specified on the entry form are admitted to the start. If one member retires or if an additional party is admitted on board (except carrying an injured party), the crew may be penalised by the Stewards.

8.2 Starting Order - Plates - Numbers

8.2.1 The start of the 1st Leg will be given in the order of Event numbers with the lowest number starting first. Any crew arriving late at the start of the Event or of a leg or of a section (restart after a reground), will be penalised (see article 9.3.2.2).

8.2.2 The organiser shall supply each crew with two plates and two side numbers which must appear distinctly on the car throughout the whole Rally.

8.2.3 a. Event Plates

Event plates must be fixed to the front and to the rear of the car, in a visible position, at the discretion of the crew, for the duration of the Event. They must under no circumstances cover the car's license plates, even partially.

If it is ascertained at any time during the Event that any side number or plate is covered, a 100 euro penalty will be imposed.

b. Participation numbers

The side numbers must appear on both sides of the car throughout the whole Event. If it is ascertained at any time during the event that any side number or plate is missing, a 100 points penalty will be imposed.

8.3 Time Card

8.3.1 Each crew is given a time card showing the times allowed to cover the distance between two time controls. The time card will be handed in at the arrival control of each leg. The time card is the document on which the participants' official time of booking in at each control is recorded by the marshal at control. This card will normally show the time allowed between successive controls, and/or the time at each control. Time cards must be handled as instructed by the organiser. Times between time controls will appear on the time card and are

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not subject to any change unless different is specified by bulletins. Participants not handling time cards as instructed may be excluded. Each crew alone is 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 personally by a member of the crew for stamping.

8.3.2 The regularity test sheets form an integral part of the time card.

8.3.3 Any correction or amendment made to the time card results in exclusion, unless such correction or amendment has been approved by the appropriate marshal.

8.3.4 The crew alone is responsible for submitting the time card at the different Controls and for the accuracy of the entries.

8.3.5 Therefore, it is up to the crew to submit its time card to the marshals at the correct time and to check that the time 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.

8.4 Traffic laws - Repairs

8.4.1 Throughout the entire Event, the crews must strictly observe the traffic laws of the countries covered. Any crew which does not comply with these traffic laws is subject to possible exclusion.

- a. 1st infringement: **100 points** penalty.
- b. 2nd infringement: possible exclusion.

Exceeding the maximum speed permitted by the traffic laws on two (2) occasions at any time during the Event including during the regularity test section shall result in exclusion. In every leg there will be at least two (2) checks for maximum speed drive.

In the case of an infringement of the traffic laws committed by a crew participating in the Event organisers, the police or officials noting the infringement must inform the offender thereof in the same way as for normal road users.

8.4.2 Repairs and refuelling are permitted throughout the whole Rally, except in those cases expressly forbidden by a provision in the Road Book.

8.4.3 Crews are forbidden under pain of penalty which may go as far as exclusion:

- to block deliberately the passage of competing cars, or to prevent them from overtaking
- to behave in an unsportsmanlike manner

9. RUNNING OF THE EVENT

9.1 Start

9.1.1 The starting interval between cars is 1 minute.

A ceremonial start will be held at the Ancient Olympia, on Monday 1 October 2018 at 12:00 hrs. Each car must be present at the holding area before the starting, at least 30 minutes before its due time.

9.1.2 Crews must have their passage checked at all points mentioned on their time card in the correct order, under pain of a penalty of 600 points.

9.1.3 All crews will receive a full tulip road book, which gives them all information required to complete the route correctly.

9.2 Controls – General Provisions

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9.2.1 All controls, i.e. passage and time controls, start and the end of regularity tests, are indicated by means of FIA approved standardized signs (see also Appendix 1). The finish line and any intermediate time checks on the regularity test sections are not indicated. A sign "end of control area" is set up by the organiser at a maximum distance of 1.000 meters after the timekeeping at the finish line. This indicates to the crews that they have passed the last time control of the regularity test section.

9.2.2 The arrival at a time or passage control from any direction other than that of the Event programme or non-reporting at a time or a passage control entails a penalty of 600 points.

9.2.3 Control posts are ready to function at least 15 minutes before the target time for the passage of the first crew. They cease to operate upon instruction of the Clerk of the Event.

Crews are obliged to follow the instructions of the Marshal in charge of any control post.

9.2.6 The distinguishing tabards of the Marshals are orange tabard.

9.3 Passage and Time Controls (TC) – Withdrawal

9.3.1 Passage Controls

At these controls, the marshals simply stamps and/or signs the time card as soon as this is handed in by the crew, without mentioning the time of passage. The organiser may establish secret passage control/s at any point on the route. He may also establish un-manned control(s).

9.3.2 Time Controls

9.3.2.1 At these controls, the post marshal enters the time at which one of the crew members hands the time card to the post marshal. The crew waits for its target time in front of the yellow sign. The target check-in time is the time obtained by adding the time allowed to complete the road section to the time of leaving the time control of the previous section.

The crew does not incur any penalty for checking in if the vehicle enters the control zone during the target check-in minute or the minute preceding it.

9.3.2.2 Any difference between the actual check-in time and the target check-in time is penalised as follows:

- a. For late arrival: 10 points per minute or fraction of minute.
- b. For early arrival: 60 points per minute or fraction of minute.
- c. No entry made at a time control, or reporting outside the maximum permitted delay of 30 minutes, will entail a penalty of 300 points.
- d. Maximum permitted delay with regard to target time between two time controls: 30 minutes
- e. Maximum permitted delay at the end of each leg and/or section: 30 minutes.
- f. Maximum permitted delay at the end of the whole Event: 60 minutes.

In cases c, d and e, article 9.3.3 applies.

Crews are authorised to check in early ONLY if indicated in the Time Card.

9.3.3 – Catching up

Provision shall be made for a crew who, for technical reasons, has missed during a leg a time control or a passage control (which can be secret) to be re-admitted to the following leg (day) and given a penalty.

The car may be subject to a further scrutineering.

In order to be classified, the car must report to the final control.

9.4 Regrouping Controls

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- 9.4.1** Regrouping Controls may be set up along the route. On their arrival at these regrouping controls, the crews hand the Post Marshal their time card. They receive instructions as to their restart time.
- 9.4.2** The purpose of these regroupings is to reduce the intervals which may occur between crews. Thus, the start time from the regrouping control, not its duration, must be taken into account.

9.5 Regularity Test Sections

- 9.5.1** During the Event, a number of regularity test sections will be organised on roads open to public traffic by the organisers. The average speed in all regularity test sections will not exceed 50 km/h.

On the regularity test sections, participants must follow the speed limits given by the organisers in an official bulletin, which will be distributed at the start of each leg. The crews must complete the regularity test sections without stopping, at the average speed imposed by the Organiser. Signs indicating the maximum speed limit of the traffic code DO NOT affect the average speed determined by the organisers, for the whole of each regularity test. At his own discretion, the organiser will set up intermediate timekeeping points at any point on a regularity test section. At special stages with standing start no intermediate time keeping will exist in the first 1km of the special stage. At special stages with common start, different finish lines (and different average speeds) no intermediate time keeping will exist in at least 1km among every finish line except the last one. The finish line and any intermediate time checks will not be indicated.

An "end of control area" sign will be set up by the organiser at a maximum distance of 1000m after the finish line (end) of a regularity test section, thus indicating to the crew that it has completed this regularity test section.

Generally, regularity test sections are organised on roads open to public traffic. Should the organiser decide to close the roads of the regularity test sections, he must provide the corresponding insurance coverage required by national laws.

The timekeeping will be kept automatically by the use of photocell chronometers.

The crews must complete the regularity test sections at one or more average speed(s) fixed by the organisers, with the approval of the relevant ASN. These average speeds imposed by the organiser may vary for the different classes. The minimum length of a regularity test section on public roads is 3km.

Timing will be expressed to one second (1").

For each second below or above the target time at this point (based on the distance from the start and the imposed average speed) a 1penalty point will be imposed, with a maximum for the whole of each regularity test 600 penalty points.

Example: Imposed average speed 45 km/h Length of regularity test 8,54 km.

Target time: 11 min. 23 sec.

- a. Time set: 11 min 37 sec= 14 penalty points
- b. Time set: 11 min 08 sec= 15 penalty points

For each regularity test section not completed or not started, the participant concerned will receive a penalty as follows:

- a. For each regularity test section not started, the participant concerned will receive a 900 points penalty. There will be no additional penalty for missing the time control at the start of that regularity test section.

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- b. For each regularity test section not completed, the participant concerned will receive the same amount of penalty points as the worst classified crew in that regularity test, plus 100 points, with a maximum of 600 points.

General remark: in all the above, each penalty point equals one second (1").

9.5.2 Regularity tests to close roads – not applied in the Event

9.6 Parc fermé – not applied in the Event

10. ADMINISTRATIVE CHECKING AND SCRUTINEERING – PENALTIES

10.1 Scrutineering before the Start

10.1.1 Any crew taking part in the Event must arrive at the administrative checkings and at scrutineering in accordance **with the communication issued by the organisers after the close of entries.**

The following documents must be presented at the administrative checkings:

- driving license for all crew members or for the driver
- Vehicle's official documents as required by the national laws of the country where the car originates
- Confirmation of car insurance (international green card)

10.1.2 The scrutineering carried out before the start is of a completely general nature (checking of make and model of the car, year of construction, conformity of the car with the National Highway Code, etc).

The relevant Identity Form (see article 4.3) must be presented for each car at scrutineering. If a crew fails to present this form the start will not be permitted.

Identification of cars: participation numbers and plates provided by the organisers must be affixed on the cars before brought to scrutineering.

10.2 Final Control

After the finish of the Event, cars will not be checked.

10.3 Summary of Penalties –

EXCLUSION

4.1 The organiser may refuse a car not complying with the period specifications, «spirit» and aspect.

4.3/ 10.1.2 Any certification mentioned in Art. 4.3 must be submitted at scrutineering at the latest of the administrative checking (see also Art. 10.1).

8.4.1 Exceeding the maximum speed permitted by the traffic laws on two (2) occasions at any time during the Event including during the regularity test section shall result in exclusion.

POSSIBLE EXCLUSION: AT THE DISCRETION OF THE STEWARDS

8.1 Withdrawal of a crew member or additional party on board, except for «force majeure».

8.3.1 Participants not handling time cards as instructed may be excluded.

8.3.2 Correction or amendment on the time card without approval from a marshal.

8.4.1 2nd infringement of traffic laws.

8.4.3 Blocking of cars, unsportsmanlike behaviour.

9.3.3 Failing to pass the last time control of the leg.

10.1 Non-submission of the FIA/FIVA form for the car at the administrative checkings and at scrutineering.

TIME PENALTIES

8.2.1 Delay at the start of the Event, a leg or a section: 60 points

8.2.3 Lack of an Event number or an Event plate: 100 points

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- 8.4.1 1st infringement of traffic laws: 100 points
- 9.1.2 Missing their passage check their at all points in the correct order: 600 points.
- 9.2.2 Missing a passage or time control or arrival from wrong direction: 600 points
- 9.3.1 No entry at a passage control: 600 points
- 9.3.2.2 For late arrival: 10 points per minute or fraction of minute.
- 9.3.2.2 For early arrival: 60 points per minute or fraction of minute
- 9.3.2.2 No entry made at a time control, or reporting outside the maximum permitted delay of 30 minutes: 300 points.
- 9.5.1 For each time below or above the target time at any time check for every fraction of minute: 0.1 points
- 9.5.2 Regularity test section not started: 900 points
- 9.5.3 Regularity test section not completed: 600 points
- 9.5.4 Stopping and/or waiting for target time on a regularity test section: (specify)
- 9.5.5 **Each crew will have a special co-efficient according to the year of the car made For example, a car made on 1962 will have a co-efficient of 0.62 The penalties of the crew at the end of the day will be multiplied with the special co-efficient 10 points of penalty X 0.62 = 6.2 point of penalty**
- 9.5.6 **Cars with cubic capacity from 999 and bellow gets a special Joker. This means that a crew can remove the biggest penalty of the rally at the end.**
- 9.5.7 **We are accepting young timers (J1/J2 Category) but due to their advantage on older cars we are giving a handicap of 1 point per Leg**

MONETARY PENALTIES

- 8.2.3 Lack of an Event number or an Event plate: 100 euro

11. CLASSIFICATION - PRIZES – PROTESTS

11.1 Classification

- a. Penalties are expressed in points. The final results are determined by adding together the penalty points taken during the regularity tests, penalty points on road sections and any other penalties expressed in points. The crew with the lowest total in points will be proclaimed the overall winner. The next lowest will be second and so on. Category results are determined on the same basis.
- b. In the event of a dead heat the participant whose car belongs to the oldest category will be proclaimed winner. In the event of a dead heat between participants driving cars of the same category, the participant whose car has the lowest displacement (cc) will be proclaimed winner. In the event of a dead heat between participants driving cars of the same displacement the participant whose car is oldest will be proclaimed winner.
- c. Team classification: The winning team is the one which has the lowest number of penalties, after adding the results of its 3 crews.

11.2 Prizes - Cups

11.2.1 General Classification (1st driver and one co-driver)

To the three (3) first winners: Special Trophies

11.2.2 Category Classification (1st driver and one co-driver)

To the three (3) first winners: Special Trophies

If at least five (5) cars start in each category, trophies will be awarded to the three (3) first winners. If four (4) cars start in each category trophies will be awarded to the two (2) first winners and if three (3) cars start in each category, trophies will be awarded to the first (1) winner.

11.2.3 Teams Classification (if at least 3 teams take the start)

The winning team will be awarded trophies (2 trophies for each car of the team)

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11.2.4 A Trophy will be awarded to the first female crew classified.

11.2.5 A Trophy will be awarded to the first car up to 1000cc classified.

11.2.6 A Trophy will be awarded to the oldest car classified

10.2.7 A special category (S) for those participating in the last 2 days (To the winners: Special Trophies)

11.3 Prize-Giving

The prize-giving ceremony will take place on Friday 5 October at 21:30 hrs.

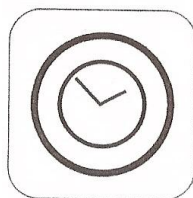
11.4 Protests

11.4.1 All protests must be lodged in accordance with the International Sporting Code, within 30 min. after the posting of the official provisional results. Any protest must be lodged in writing to the Clerk of the course by one single crew and may only be lodged against one single crew or against the organiser. The protest fee is fixed to 500,00 euros

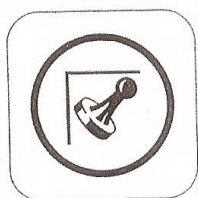
11.4.2 The decisions by the Stewards of the Meeting are final.

Appendix 1:

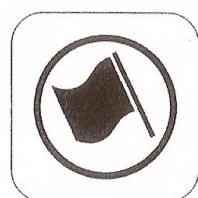
Regularity Rallies control signs



Time control



Passage control



Regularity test start



End of regularity test