



Supplementary Regulations for the HISTORIC ACROPOLIS REGULARITY RALLY 04-05/06/2022

Approved by the ASN on
Visa number
041/29.04.2022



NATIONAL SPORTING COMMITTEE (ΕΠΑ)



PROGRAMME

04/05/2022	Publication of the Supplementary Regulations
27/05/2022 at 23:59	Entry closing date
03/06/2022 from 16:00 to 20:00	Alternative Administrative & scrutineering checking at OMAE Head Office
03/06/2022 from 16:00 to 20:00	Administrative & Scrutineering - according to detailed timetable (TBA)
03/06/2022 at 20:00	Teams Entry closing
03/06/2022 at 21:30	Publication of the list of crews admitted to the start
04/06/2022 at 09:30	Start of 1st leg, place: AKROPOLIS
04/06/2022 at 22:00	End of 1st leg, place: ITEA area
04/06/2022 at 22:30	Publication of partial unofficial results and start times for following leg
05/06/2022 at 10:00	Start of 2nd leg, place: ITEA area
05/06/2022 at 18:00	End of 2nd leg, place: ZAPPEION ATHENS
05/06/2022	Publication of the provisional final results: 30' after the finish of the last car
05/06/2022	Prize-giving, 21:30 according to bulletin

OFFICIAL NOTICE BOARD

From Wednesday 04/05/2022 up to Friday 03/06/2022 at OMAE H.O. (Spirou Loui – Entrance ΣΤ Cylinder OAKA. Saturday 04/06/2022 at Town Hall of Itea area and Sunday 05/06/2022 at OMAE H.O. Official Notice Board (ONB) is online at historicacropolis.gr

1 ORGANISATION**1.1 Definition**

The organizer of the 2022 HISTORIC ACROPOLIS REGULARITY RALLY, which will take place between 04-05/06/2022 are both the Federations OMAE (member of FIA) and E.O.FIL.P.A. (member of FIVA)

Address of the organizer's permanent Rally Secretariat OMAE Spirou Loui 1, OAKA)

Tel./Fax +30 2106892000, email: info@omae-epa.gr

Rally Centre during the Competition Saturday 4/6/2022 at Town Hall of Itea area and Sunday 5/6/2022 at OMAE H.O. Official Notice Board (ONB) is online at historicacropolis.gr

The Competition is run in compliance with:

- the FIA International Sporting Code («the Code»),
- the FIVA International Sporting Code
- the national historic regulations applicable of OMAE,
- the national historic regulations applicable of EOFILPA
- the present Regulations and eventual Bulletins,
- the Highway Code of the countries covered by the Rally,
- the approved by the General Secretariat of Sport hygienic protocols of OMAE for Covid-19

1.2 Organising Committee:

Chairman:	Dimitrios Vernardakis
Members:	Evangelos Nomikos
	Antonis Dimitrakopoulos
	Petros Tsapepas
	Dimitrios Michelakakis
	Iakovos Diakoumakis
	Anastasios Karkanis

1.3 Officials during the Competition

OMAE Observer	Panagiotis Milas
EOFILPA Observer	Ioannis Korfiatis

ΟΜΑΕ Steward	Panagiotis Milas
ΕΟΦΙΛΠΑ Steward	Nikolaos Tzelepis
Clerk of the course	Ioannis Karabelas
ΟΜΑΕ Chief scrutineer	Thanassis Polyzos
ΟΜΑΕ scrutineer	Dimitrios Kolliopoulos
ΕΟΦΙΛΠΑ Chief scrutineer	Robert Smith
ΕΟΦΙΛΠΑ scrutineer	George Sourris
ΟΜΑΕ Public Relations officer	Panos Diamantis
ΕΟΦΙΛΠΑ Public Relations officer	Dimitrios Amourgis
ΟΜΑΕ Competitors' relations officer	Dimitra Rigopoulou
ΕΟΦΙΛΠΑ Competitors relations officer	George Vallindas
Secretary of the competition	Maria Margariti
Results service	T.B.A.
Timekeeping	T.B.A.

1.4 **Supplements to the Regulations**

The provisions of the present Regulations may be amended if necessary.

Any amendment or additional provision is announced by dated and numbered bulletins, which form an integral part of the present Regulations.

The stewards must sign any bulletin issued after the beginning of administrative checks.

These bulletins are posted in the Rally Secretariat and official notice boards. They are also directly communicated to the participants, who must acknowledge receipt by signature unless this is materially impossible during the running of the Historic Acropolis Regularity Rally.

1.5 **Application and Interpretation of the Regulations**

The clerk of the course is responsible for applying the present Regulations and their provisions during the Competition. The stewards judge any case not foreseen in these Regulations.

In case of any sporting dispute over the interpretation of the present Regulations, the English text is binding.

2 **ELIGIBILITY - TITLE**

The HISTORIC ACROPOLIS REGULARITY RALLY 2022 counts for the 7th National Regularity Championship of ΟΜΑΕ with coefficient 2.0, for the National Regularity Championship of ΕΟΦΙΛΠΑ, for the FIA Trophy for Historic Regularity Rallies as a qualifying event and as **A** Event of FIVA.

3 **DESCRIPTION**

The length of HISTORIC ACROPOLIS REGULARITY RALLY 2022 is about 615,5 km) with 19 regularity test sections. The competition is divided into two legs and five sections.

The route breakdown and its time controls, passage controls, neutralisation periods etc., are described on the Time Card and in the Road Book. There, the crews will find all the information they require to complete the route correctly (such as tulip diagrams, maps, etc.).

4 **ELIGIBLE VEHICLES**

4.1 A driver who is wishing to enter a vehicle to this Competition must ensure that, at the date of scrutineering and for the duration of the Event, his vehicle is road-legal for Greece and is in compliance with its period category, as stated in appendix K of the FIA International Sporting Code.

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

The organiser may combine and/or subdivide any class.

The results will be published in accordance with the provisions and designations of groups and classes of ΟΜΑΕ and ΕΟΦΙΛΠΑ.

4.2 All kind of trip meters and other electronic equipment are allowed.

4.3 Crews must submit at scrutineering at the latest an FIA Historic Technical Passport («HTP»), an FIA Historic Regularity "Car Pass", an Identity Card issued by an ASN or a FIVA Identity Card (see also Article 10.1). All of the above documents must be in force. The cars must be equipped with a triangle, fire extinguisher, pharmacy and fluorescent vest.

4.4 All cars must have a safety tracking system. Scrutineers will check its installation. Instructions regarding the collection, return, and the Organizer will issue fitment. Any interference with the system(s) during the rally will result in the Competitor being reported to the stewards

4.5 "Youngtimers" (potentially historic vehicles), built from 01/01/1991 up to 31/12/2000 by FIA and from 01/01/1992 up to 31/12/2002 by FIVA cars can compete in a separate category without classifying to the general classification.

5 ELIGIBLE CREWS - ENTRY FORMS – ENTRIES

5.1 Apart from the driver and co-driver, an extra member is allowed as specified on the entry form, however the extra member cannot get points.

5.2 The first Driver must hold a valid driving licence. The second driver must be at least 16 years old at the starting date of the rally and may only drive the car if he/she is in possession of a valid driving licence. Extra crew member is not allowed to drive the car during the rally.

5.3 Drivers must either hold any kind of Drivers' Licence valid for the current year and the Competition or obtain a "Regularity Rally Driving Permit" from the organiser. These "Regularity Driving Permits" are issued during the administrative checks of the event and the validity is limited to that Event.

5.4 Each crew may declare a team or club name in its entry form. This name will be mentioned in all formal documents together with the driver's & co-driver's names.

5.5 Anybody wishing to take part in the Historic Acropolis Regularity Rally must send the entry form duly completed to the Rally Secretariat at OMAE Spirou Loui – Velodrome OAKA, e-mail FIA_office@omae-epa.gr
The organiser must receive this entry form by Friday, 27/05/2022 at the latest.
Details concerning the crew members may be sent in beforehand and up to administrative checks. Driver's or car's replacement may only be made before the beginning of the administrative checks 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 crews allowed is 60. Priority will be given to crews that have collected championship points during the past two years.

5.6 Team Entries

Make or club teams may be entered up to the end of scrutineering.

A car may only be entered for one make or for one club team.

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 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.

In case of a tie between the teams, the largest age sum of the three cars prevails.

The team cup will be awarded if at least 3 teams (no matter if these are Make or Club teams) are entered.

For a team to be entered, each team must pay the amount of 60 euros.

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

6 ENTRY FEES - INSURANCE

6.1 The entry fee for each crew consisting of the 1st driver and one co-driver (2 persons) is fixed to **480 euros** and includes all the costs of organizing the race (roadbook, bulletins, timing, rally plate, results, insurance) and a twin room in Itea area.

For any extra crew member, the extra cost is 100 euros.

Entry form is only accepted when the full entry fee is paid.

Entry fee is to be paid either at the office of OMAE or by bank transfer to OMAE Bank account.

Bank Account details are:

Bank: Piraeus Bank

Beneficiary: ΟΜΟΣΠΟΝΔΙΑ ΜΗΧΑΝΟΚΙΝΗΤΟΥ ΑΘΛΗΤΙΣΜΟΥ ΕΛΛΑΔΟΣ

Bank Account Number: 5055051609112

IBAN NO.: GR 5701720550005055051609112

SWIFT CODE : PIRBGRAA

Bank fee is paid by the entrant

6.1.1 In case of refusal of the optional advertisement of the Organizer, the participation fee is set at 680 euros.

6.2 Entry fees are refunded in full:

- to candidates whose entry has not been accepted,
- in the case of the Rally being cancelled.
- *The Organizers will refund up to 50% of the competition entry fee to those competitors who, for reasons of "force majeure", duly certified by their ASN, were unable to start in the rally.*
- *in case there is evidence of Covid disease according to the health protocol*

6.3 INSURANCE

The entry fee includes the insurance premium for the competitor's civil liability to third parties.

6.3.1 The organizers decline liability in any accident caused by or to the competitors and competing cars during the whole of the event. Organizers also decline any liability for breach of the Greek laws and regulations.

6.3.2 The insurance coverage will come into effect at the start of Leg 1 (TC0) and will cease at the rally finish or in case of retirement or exclusion.

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

6.3.4 Competitors from abroad must have their cars insured from their country and be provided with an insurance card (green card).

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.

- on number plates
- on rally plates
- on cars

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, the car may be excluded from the Competition. (Unless it is a transfer of a sick or injured person or with the permission of the Clerk of the course)

8.2 Starting order - Plates - Numbers

8.2.1 The Ceremonial-start of the 1st Leg will be given in the order of competition numbers with the lowest number starting first. Any crew arriving late at the start of the Competition or of a leg or of a section (restart after a regrouping) may be penalised by the stewards, at their discretion. (Article 9.3.2.2).

8.2.2 The organizer shall supply each crew with 2 rally plates and 2 competition numbers.

8.2.3 Rally Plates

a. The Rally plates, which also carry the car's Competition number, must be fixed to the front and if stipulated to the rear of the car in a visible position for the duration of the Rally. They must under no circumstances, cover the car's licence plates, even partially. A fine of 100€ will be imposed if any of the registration plates will be covered at any time of the event.

b. Competition numbers provided by the organiser must appear on both sides of the car throughout the whole event. If it is ascertained at any time during the Competition that any Competition number, if used, or Rally plate is missing, a time penalty may be imposed (100 points).

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 and replaced by a new one at the start of the next leg. The time card is the document on which the competitor's 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 organizer. Times between time controls will appear on the time card and are not subject to any change unless different is specified by bulletins. Competitors not handling time cards as instructed may be excluded by the stewards.

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

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

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

8.3.3.1 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 Competition, 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 penalties at the discretion of the stewards, as follows:

- 1st infringement: time penalty of **600** points.
- 2nd infringement: possible exclusion.

Exceeding the maximum speed permitted by the traffic laws on two (2) occasions at any time during the Competition including during the regularity test section shall result in exclusion (disqualification). ***At least 2 speed control will be executed at every leg.***

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

When the regularity tests sections utilize closed roads where the legal speed limit does not apply, then the speed limit will be defined by the organisers and will be treated, for penalty purposes, in the same manner as the legal speed limit.

8.4.2 Repairs and refuelling are permitted throughout the whole event, 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 antisocial manner.

9 RUNNING OF THE COMPETITION

9.1 Start

9.1.1 The starting interval between the cars is **1 minute**. The start is given in accordance with the Programme if the clerk of the course decide to change the start time of all the competitors. Official time is the one found at the website www.time.is.

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.

9.2 Controls - General Provisions

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 standardised 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 1km 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 Rally 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 course.

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

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 lack of such a stamp and/or signature at a passage control entails a penalty.

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 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.

No time penalty will be imposed in case the car enters the time control station at a time which corresponds to duration of the ideal minute of stamping or to its previous minute.

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: **30 minutes, will entail a penalty of 600 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 section and/or leg is: **30 minutes.**

9.3.2.3 At the end of each leg, and finish of the event, early arrival is allowed.

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 of **600 points for every missed control** under the condition that the crew informs the clerk of the course in writing regarding their intention to re-start the rally within 30 minutes after the announcement of this leg. 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

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. The starting list of the second leg will be defined according to the results of the first leg.

9.5 Regularity Test Sections

9.5.1 During the rally, a number of regularity test sections will be organized on roads open to public traffic and a number on roads closed to public traffic by the organizers.

9.5.2 The average speed in all regularity test sections will not exceed 50 km/h.

9.5.3 On the regularity test sections, competitors must follow the speed limits given by the organizers in an official bulletin, which will be distributed at the start of each leg.

9.5.4 Signs indicating the maximum speed limit of the traffic code DO NOT affect the average speed determined by the organizers, for the whole of each regularity test. At his own discretion, the organizer will set up intermediate timekeeping points at any point on a regularity test section.

9.5.5 At special stages with standing start no intermediate time keeping will exist in the first 1000m of the special stage. In special stages where a discontinuation of average speed exists (attention: not a change in the average speed but a complete time discontinuation) no intermediate time keeping will exist for the first kilometre after the point of discontinuation

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

9.5.7 An "end of control area" sign will be set up by the organizer 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.

Timekeeping will be executed via a satellite measuring system and will be expressed to the 1/10th of a second. Time penalty results, will be published live at the website of the event historicacropolis.gr.

During the regularity tests, competitors must follow one or more average speeds set by the organizer. Average speeds set by the organizer can be different for every category or class. The minimum length of a regularity test can be 3 km.

At his own discretion, the organizer will set up intermediate timekeeping points at any point on a regularity test section. Ideal times calculation method is the same for all regularity tests as following: A-B, A-C, A-D and so on, where A is the start point of every regularity test and B, C, D... the intermediate timekeeping points.

9.5.8 Trials in circuits

If applicable details will be communicated via Bulletin.

9.5.9 Secret control Joker

For every leg of the Competition the worst secret control scored by each crew will be discounted for the classification.

9.6 Parc fermé

This article will not apply.

10 ADMINISTRATIVE CHECKS AND SCRUTINEERING - PENALTIES

10.1 Scrutineering before the Start

10.1.1 Any crew taking part in the Historic Acropolis Regularity Rally must arrive at administrative checks and at scrutineering in accordance with the detailed timetable **with the communication issued by the organizers after the close of entries. Unjustified, untimely arrival at scrutineer is punishable by a fine of 100 euros**

The following papers must be presented at the administrative checks:

- Driving licence (for those who will drive)
- Regularity driving licence (for those who will drive)
- Car documents as required by the national laws of the country where the car originates
- Insurance for the car (international green card).
- The FIA HTP or FIA Regularity Card or FIVA Regularity Card OR Historic Card issued by OMAE.

10.1.2.1 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.

The Competition numbers, if used and provided, and the Rally plates (made available by the organiser) will also be checked.

10.2 Final Control

At the finish of the Rally, the crews must make their cars available for a brief check by the scrutineers.

10.3 Summary of Penalties

EXCLUSION

- | | |
|-------------|---|
| 4.1 | Non compliance of the car with the spirit of its period. |
| 4.3 /10.1.2 | Absence of a FIA/FIVA certificate at scrutineering. |
| 8.4.1 | Exceeding the maximum speed permitted by traffic laws on two (2) occasions. |
| 8.3.1 | Loss of time card. |
| 9.3.3. | Failing to pass the last control station of the last leg |

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 | Not using the Carnet de Route according to given instructions. |
| 8.3.3 | 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 scrutineering. |

Time Penalties:

- | | |
|----------|--|
| 8.2.1 | Late arrival at the start of the rally, or any leg or any section 120 pts. |
| 8.2.3. | Lack of a Competition number or a Rally plate: 100 pts |
| 8.4.1 | 1st infringement of traffic laws 600 pts. |
| 9.1.2 | Missing stamp of any control point: 600 pts |
| 9.2.2 | Missing a passage or time control or arrival from wrong direction: 600 pts |
| 9.3.1 | Missing stamp and/or signature at any PC: 600 pts. |
| 9.3.2.2. | Reporting late in a TC, for each minute: 10pts. |

- 9.3.2.2. Reporting early in a TC, for each minute: 60pts.
 9.3.2.2. No entry at a time control or arrival outside the maximum permitted delay of 30 min: 600pts.
 9.3.3 In case of catching up for every missing TC 600 pts.
 9.5 For early or late scored time at any secret time control: for every 1/10th of the second, 0.1 pts.
 9.5 Regularity test section not completed or not started: 600pts.
 9.5 Waiting or delay for completion of the ideal time in a part or at the end of one special stage 300 penalty points.
 9.5 Missing any secret time control, or arrival from the wrong direction 600 pts. (This will be the maximum penalty for any secret time control)

Financial Penalties

- 8.2.3 Covering any registration plate 100€
 10.1.1 Unjustified, untimely arrival at scrutineer is punishable by a fine of 100 euros

11 CLASSIFICATION - PRIZES - PROTESTS

11.1 Classification

The classification method, which is left to the appreciation of the organiser, will be as follows:

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 competitor whose car belongs to the oldest category will be proclaimed winner.

In the event of a dead heat between competitors driving cars of the same category, the competitor whose car has the lowest displacement (cc) will be proclaimed winner.

In the event of a dead heat between competitors driving cars of the same displacement the competitor 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 | Trophies for the 6 first winners. |
| 11.2.2 | Category Classification | Trophies for the 3 first winners of each category. |
| 11.2.3 | Ladies Classification | Trophy for the first female crew |
| 11.2.4 | Team trophy | Trophies for the first team |
| 11.2.5 | Oldest car | Trophy for the oldest car |
| 11.2.6 | Car with the lower displacement | Trophy for the car with lower displacement |

11.3 Prize-giving

The place and time of prize-giving will take place at ZAPPEION at 21.30.

11.4 Protests

- 11.4.1** All protests must be filed according to ISR within **30 minutes of the announcement of the temporary results**. Each protest must be filed in writing to the clerk of the course or its representative by one crew member individually against another crew or against the organizers. The protest fee is set to the equal amount of the entry fee.
11.4.2 The decisions by the stewards are final.

11.5 Appeals

Participants have the right to appeal. The appeal fee is set to 1000€ and is being paid immediately at the moment the defendant informs the stewards its intention to file an appeal. With this, the appeal will not be received. The defendant has 2 working days time to file his appeal in writing. If the appeal is not filed within the period of 2 working days, if it is overruled or withdrawn after it has been filed, no part of the appeal fee will be refunded.

12. INTERNATIONAL REGULATION TAKEN INTO ACCOUNT AND VALIDITY OF THIS REGULATION

Valid international regulations have been taken into account for the setting of these regulations for Regularity Rallies has been taken into consideration. Some details of this regulation have been adjusted to Greek standards, as provided in existing international regulations.

Appendix 1 : Regularity Rallies control signs**Time Control****Passage control****Regularity test start****End of regularity test**