



SUPPLEMENTARY REGULATION

Eco-Rally Bulgaria 2018

ASN visa number: 04/16042018

FIA visa number:

FIA E-RALLY REGULARITY CUP
27 JULY – 29 JULY 2018

ORGANIZED BY:
UNION OF BULGARIAN MOTORISTS
BFAS
SPORT CLUB “INTER SPEED” NG

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APPENDICES THAT SHOULD BE ATTACHED

APPENDIX 1 ENTRY FORM

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APPENDIX 6 REGULARITY STAGES, TIME CONTROL STATIONS

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

1 PROGRAMME – IMPORTANT INFORMATION

Monday, MAY 28 2018

08:00	Publishing of the regulation Entries opening	Website www.eco-rally.eu
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Sunday, JULY 22 2018

18:00	Entries closing	
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Wednesday, JULY 25 2018

08:00	Publication of participant`s list	Website www.eco-rally.eu
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Friday, JULY 27 2018

12:30	Distribution of Road Book	Rally HQ, Sofia Knyaz Alexander I Battenberg Square
13:00	Competitors and Officials briefing:	Sofia, Knyaz Alexander I Battenberg Square
13:30 16:30	Administrative and Technical Checks	Sofia, Rally HQ Knyaz Alexander I Battenberg Square
As fro 17:00	First Stewards Meeting	Rally HQ, Sofia
18:30	Posting of Starting List:	Official notice board Sofia, Rally HQ Knyaz Alexander I Battenberg Square

Saturday, JULY 28 2018

09:00	Start 1 st car: start	Rally HQ, Sofia
21:00	Posting of First Leg Unofficial Results	Rally HQ, Varshets Official notice board Sunny Garden SPA hotel Bulgaria Blvd

Sunday, JULY 29 2018

09:00	Start 1 st car: start	Varshets Sunny Garden SPA hotel Bulgaria Blvd
17:00	1 st Car finish	Sofia, Grand ,Rally HQ Knyaz Alexander I Battenberg Square
19:30	Posting of Provisional Results	Sofia, Rally HQ Knyaz Alexander I Battenberg Square
20:30	Prize-Giving Ceremony	Sofia, Grand hotel Sofia

2 ORGANIZER

Art.2.1 ORGANIZER'S DATA:

Name:

Sport Club "Interspeed NG" in BFAS

Address:

Republic Bulgaria, 1680 Sofia, Kom.Beli Brezi, Bl.9

Contact: Anastas Kanev

Art.2.2 ORGANISING KOMMITTEE

President: Emil PANCHEV – President of UAB

Member: Tsanko KRASTEV – Director of Directorate Bulstrad

Member: Vladimir ILIEV- President of BFAS

Member: Anastas KANEV – SK" Interspeed NG"

Member:

Art.2.3 CORRECT TITLE OF THE EVENT

2.3.1 The name:

Eco-Rally Bulgaria 2018

2.3.2 Entrants and other interested parties should use the "Correct Title" in all correspondence and references to this event.

Art.2.4 OTHER INFORMATION:

Telephone: +359 2 869 6531

Fax: +359 2 869 6531

E-mail: interspeed@mail.bg

Web: www.interspeedracing.com

NOTE: The Entry form must be submitted to the above address by regular post or to the above fax or e-mail addresses, and must be received strictly within the time period referred to in the programme.

3 OFFICIALS

Art.3.1 STEWARDS

Chairman of the Stewards:

Mr. David DOMINGO Appointed by the FIA

Steward: Mrs. Valya PANTALEEVA (Bulgaria)

Steward: Mr. Dragan SKARNIC (Serbia)

Art.3.2 Clerk of the course:

Mr. Anastas KANEV

Art.3.3 Deputy Clerk of the Course:

Mr. Mario DOBREV

Art.3.4 Secretary of the Rally:

Mrs. Evelina HRANOVA

Art.3.5 FIA Technical Delegate:

Mr. Carlos FUNES Appointed by the FIA

Art.3.6 Chief National Scrutineer:

Mr. Nikola POPOV

Art.3.7 Chief Timekeepers:

Mr. Georgy BALABANOV

Art.3.8 Chief Results Officer:

Mr. Andrei LOZANOV

Art.3.9 Competitors relations Officers:

Mis. Elena VELICHKOVA

Art.3.10 Secretary of the Stewards of the Meeting:

Mrs. Violeta MAKSIMOVIC

4 FIA AND OTHER TITLES ELIGIBILITY

Art.4.1 TITLES FOR WHICH THE EVENT COUNTS:

FIA E-Rally Regularity Cup with the following titles:

- FIA E-Rally Regularity Cup - Driving Test events for Drivers of vehicles in Article 2 in the Technical Regulations.
- FIA E-Rally Regularity Cup - Driving Test events for Co-Drivers of vehicles in Article 2 in the Technical Regulations.
- FIA E-Rally Regularity Cup for Manufacturers of vehicles in Article 2 in the Technical Regulations.

Art.4.2 OTHER TITLES:

- Alternative Energies Cup – Driving Tests events for Drivers of Cat. VII&VIII Hybrids and other Alternative Energies vehicles
- Alternative Energies Cup – Driving Tests events for Co-Drivers of Cat. VII&VIII Hybrids and other Alternative Energies vehicles
- Alternative Energies Cup for Manufacturers for Cat. VII&VIII hybrids and other Alternative Energies vehicles.

5 VEHICLES ELIGIBLE TO PARTICIPATE:

Art.5.1 CATEGORIES:

Electrically powered vehicles Category IIIA

They are vehicles equipped with an electric drivetrain propelling the vehicle solely via at least one electric motor.

- An on-board internal combustion engine (ICE) may never be mechanically connected to the drive wheels to propel the car.

- The propulsion energy for the electric drivetrain may come from electric energy storage such as batteries, supercapacitors and flywheels or any type of gaseous or liquid fuels including hydrogen, methane and methanol, or standard pump fuels such as petrol and diesel.
- The on-board energy converter, if applicable, providing the electric energy for the electric drivetrain may be an ICE with a generator, fuel cell, solar array or similar.

Electrically powered series production vehicles for daily use

Electric vehicles that are intended for daily use on public roads and are identical to Category III vehicles, except that rollbars and fire extinguishers are not required.

No modifications are allowed. The competitor has to respect the model produced as it results in the road licence or in the official documents published by the manufacturer such as selling lists, model options, and maintenance manuals.

It is sufficient for these vehicles to carry the standard safety equipment required by the traffic laws of the respective country.

No safety equipment like crash helmets and flame and acid resistant clothing is required for the crew. The vehicles of category IIIA can never take part in events where the target is speed.

All purpose vehicles

Vehicles that are able to carry at least one third of their minimum weight as payload.

Model of vehicle

Vehicles belonging to a production series distinguishable by a specific conception, by identical general external lines of the bodywork and by an identical construction of the engine, electrical installations and transmission to the wheels.

Normal sale

This means the distribution to individual purchasers through the normal commercial channels or the manufacturer.

Vehicle road licence

Electric vehicles above must possess an official international licence (individual testing or vehicle type testing).

Category VII – Hybrid Electrical Vehicles

Category VIII – Other Alternative Energy

Art.5.2 WHEELS AND TYRES

In cases in which the vehicle is originally supplied with a spare wheel, this must, as a matter of obligation, be kept on board for the entire event. The vehicle must also, again as a matter of obligation, be equipped with all items and tools originally supplied by the manufacturers for use on public roads such as the jack or the repair set for tyres.

The tyres must be of the same size as the manufacturers have foreseen for the normal use of the car. The maximum permissible tyre pressure in that specified by the manufacturers in the vehicle's maintenance manual or to any other official document, use with the fully loaded vehicle.

6 GENERAL CONDITIONS

Art.6.1The Eco-Rally Bulgaria will be organized in conformity with:

- *the FIA International Sporting Code and its appendices;
- *the Sporting Regulations of the FIA E-Rally Regularity Cup;



- *the applicable prescriptions stated in the National Sporting Regulations and
- *the present Supplementary Regulations.

The Organizing Committee will ensure that the event complies with all the rules and regulations stated above, and that the event has received all the required administrative authorizations.

Having registered, each entrant – as well as the crew and any other person involved in the entry – is deemed to have understood, and to have agreed to comply with, the requirements of all the above regulations and prescriptions, this undertaking a commitment to respect all of these rules. Each entrant declares that the only competent jurisdiction for facts and disputes deriving from the organization of this rally and/or the execution of the competition is that provided by the Panel of Stewards, with the exception of the right of appeal as foreseen by FIA rules.

No amendments shall be made to the present regulations after the beginning of the time period for receiving entries without the unanimous agreement of all competitors already entered, or by decision of the Stewards for reasons of “force majeure” or safety.

Art.6.2.INSURANCE

The Sport Club “Interspeed NG” has contracted an insurance contract with a Bulgarian company.

The Organizer has contracted insurance covering the following risk:

- *Civil liabilities towards third parties as valid in Bulgaria for vehicles driven on public roads.

- *As covered parties will considered the competitors, the FIA and the officials of the rally.

All crews at administrative check have to hand in the valid International Green Card for their car.

Without this card the crew won't be permitted to start.

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

7 DESCRIPTION OF THE RALLY

Art.7.1 ITINERARY AND LAYOUT

The Eko-Rally Bulgaria 2018 for E-Rally Regularity Cup and for alternative energies vehicles and for a mileage of 287.57 km., is divided into 2 legs during which 8 regularity tests sections will be held.

Interval between the cars is 1 (one) minute.

The itinerary as well as its passage controls are described on the time card.

To run the following Legs:

For Electric vehicles

1st LEG

144.17km

Section A

89.90km

SATURDAY, 28 JULY 2018

Sofia,

Knyaz Alexander I Battenberg Square

32.39km

Including 2 regularity tests section
1 electric recharging

Section B

54.27km

SATURDAY, 28 JULY 2018

Varshets, Sunny Garden SPA hotel,
6 Bulgaria Blvd
1 electric recharging



30.43km Including 2 regularity tests section
1 electric recharging

2nd LEG

143.40km

Section C

54.50km

SUNDAY, 29 JULY 2018
Varshets, Sunny Garden SPA hotel,
6 Bulgaria Blvd

29.19km

Including 2 regularity tests section
1 electric recharging

Section D

88.90km

SUNDAY, 29 JULY 2018
Varshets, Sunny Garden SPA hotel,
6 Bulgaria Blvd

30.41km

Including 2 regularity tests section
1 electric recharging

Category VII&VIII

1st LEG

144.17km

Section A

89.90km

SATURDAY, 28 JULY 2018
Sofia,
Knyaz Alexander I Battenberg Square

32.39km

Including 2 regularity test sections

Section B

54.27km

SATURDAY, 28 JULY 2018
Varshets, Sunny Garden SPA hotel,
6 Bulgaria Blvd

30.43km

Including 2 regularity test sections

2nd LEG

143.40km	
Section C	SUNDAY, 29 JULY 2018
54.50km	Varshets, Sunny Garden SPA hotel, 6 Bulgaria Blvd
29.19km	Including 2 regularity test sections
Section D	SUNDAY, 29 JULY 2018
88.90km	Varshets, Sunny Garden SPA hotel, 6 Bulgaria Blvd
30.41km	Including 2 regularity test sections

The detailed layout of the event, the exact distances from time control to time control and the corresponding ideal times, the exact starting points and finishing points of the Regularity Stages and the obligatory steady speed for each one of them, as well the Regrouping and Parc Ferme area locations will be clearly indicated in the Road Book, in which the obligatory itinerary roads to be followed by the competitors are also indicated.

Any deliberate and certified deviation from the itinerary as it is indicated in to the Road Book will be penalized by exclusion from the event.

The Road Book should be considered as an Appendix to the present Supplementary Regulations.

The distances indicated in the Road Book are considered as accurate and correct and no protest may be lodged against this accuracy. The length of the itinerary that will be taken into account for the energy consumption and “Eco-driving” tests calculations is the one referred into the Road Book.

Art.7.2 CALIBRATION OF THE DISTANCE METERS:

A specific road section of a length between 3 km and 8 km, suitably prepared and marked, will be provided to participants, together with the Road Book, for the sole purpose of the accurate calibration of their distance meter, in order to bring themselves into line with the distance meter used by the Organizer during the Road Book measurements.

8 RUNNING OF THE EVENT

Art. 8.1 NATURE OF THE EVENT

The Eco-Rally Bulgaria-2018 is an E-Rally Regularity event. Each competitor will collect penalty points from the “Regularity Stages” and from the road connecting the sections (Time control penalties) in accordance with the present SR and the Bulletins, which may be issued at a later stage.

Art.8.2 CREW

Each crew comprises one driver and one co-driver. The driver and co-driver may exchange roles freely during the event provided that both are holders of the necessary driving and competition licences.

It is the Organiser`s choice to accept crew consisting of one driver and one navigator. Navigators should also hold a competition licence but it is not mandatory that they hold a driving licence. No other passengers are admitted on board.

In case of any unauthorized change of a member or the crew, the vehicle will be excluded.

Art.8.3 START, FINISH, RESULTS

Ceremonial start

Ceremonial start will take place on Friday 27 July 2018 at 19:00h in Sofia, Knyaz Alexander I Battenberg square

All starting crews must attend the Ceremonial Start at their due time wearing overalls and with their competition car.

All cars will start according to the start list. Any crew reporting late at Ceremonial start will be penalized with 50 EUR

Art.8.3.1 Start

LEG 1

Place: Sofia, Knyaz Alexander I Battenberg square

Date: 28 July, Saturday, 2018

The start signal will be given at 09:00

The first car will start at 09:00

LEG 2

Place: Varshets, Sunny Garden SPA hotel,6 Bulgaria Blvd

Date: 29 July, Sunday, 2018

The start signal will be given at 09:00

The first car will start at 09:00

The starting sequence will follow the participation number and the cars will start at one-minute intervals.

The exact starting time will be indicated on the time card.

Official time throughout the entire rally can be reached on the phone 180.

Art.8.3.2 The first Leg of Electric vehicles will be:

1st LEG

SATURDAY, 28 JULY 2018

2 electric recharging (charging stops)

Including 4 regularity tests section

2nd LEG

SUNDAY, 29 JULY 2018

1 electric recharging (charging stops)

Including 4 regularity tests section

The first Leg of Category VII&VIII will be:

1st LEG

SATURDAY, 28 JULY 2018

Including 4 regularity test sections

1 regroupings

2nd LEG

SUNDAY, 29 JULY 2018

Including 4 regularity test

Art.8.3.3 Preliminary unofficial results will be published at the end of the first Leg.

Provisional Official and Final results will be published on the official notice board at the end of the event, as mentioned in the programme.

Art.8.4 TIME CARD

Art.8.4.1 At the start of the rally, each crew will receive a Time Card showing the times allowed to cover the distance between two consecutive Time Controls. This card will be returned to the Organizers at the end of the first Leg and will be taken again at the start of the second Leg, at the end of which, it will be finally returned to the Organizers. The Time Card is considered as an Appendix to the present regulation.

Art.8.4.2 Each crew is solely responsible for its time card.

Art.8.4.3 The Time Card must be made available for inspection on demand, especially at control posts, where it must be presented in person by a member of crew for stamping.

Art.8.4.4 The loss of the Time Card will result in exclusion, as will any correction of, or amendment to it, unless this has been approved by the appropriate marshal.

Art.8.4.5 The Regularity Stages starting Control Points will be refer to the information contained in the Time Card.

Art.8.4.6 The crew has the sole responsibility for submitting the Time Card at the various controls (13.4.3 above) and also for checking the accuracy of the timing stamps administered by the Time Control marshals on the Time Card.

Failure to check in with a stamp in one Time Control station, or in one Time Control station of a Regrouping, or at one Time Control station at the finish of a Leg, or in one Passage Control Station, will result in exclusion from the event.

Art.8.4.7 It is, therefore, up to the crew to submit its Time Card to the marshals at the correct time and to check that the time has been entered correctly.

The post marshal is the only person permitted to enter the time on the Time Card and this must be done by hand or with a stamp.

Art. 8.5 TRAFFIC:

The event will take place on roads open to normal traffic. If some sections of the itinerary use roads closed to normal traffic, a specific mention of this will be made in the Road Book. Competitors will have to run exclusively on the roads indicated in the Road Book and must respect the traffic code regulations on pain of a penalty, which may go as far as exclusion from the event..

Art.8.6 TRAFFIC JAMS, ACCIDENTS, OBSTRUCTIONS

Any bottlenecks, accidents or obstructions on the roads will be overcome by the participants by their own means, with full respect to the traffic rules, and there will not be any time neutralization for this kind of incident.

Art.8.7 REPAIRS

Repairs are permitted at any time throughout the rally, except in those cases expressly prohibited by a provision in the regulation as, for example, in the Parc Ferme or in other places.

Art.8.8 UNSPORTSMANLIKE BEHAVIOUR

At the risk of a penalty, which may go as far as exclusion, crews are prohibited from:

- Deliberately blocking the passage of competing cars or preventing them from overtaking;
And/or
- Behaving in an unsportsmanlike manner.
- This applies to the crews, as well as to their service teams.

Art. 8.9 PARC FERME

During the overnight stay between the first and second daily Legs, the cars will remain in the Parc ferme area, which they will enter as soon as they arrive at the end of the first daily Leg.

In the Parc ferme areas, the cars will remain locked and under the supervision of the Organizers.

It is not permitted for any car to be moved from this area without the permission of the responsible marshals.

Should any repairs be necessary, the Organizers must be notified and the marshals will supervise the repair work, upon the completion of which the car will again be locked.

This also occurs after the arrival of the vehicles at the finish of the second daily Leg, which is usually also the finish of the event.

After the arrival of the vehicles at the finish of the event, they will remain in the Parc Ferme area under the supervision of the

Organizers until the 30-minute time period for submitting protests has expired.

Only the Stewards are authorized to declare this Parc Ferme over and release the vehicles.

Art.8.10 MAXIMUM PERMITTED DELAY IN A TIME CONTROL

The maximum total permitted delay for a vehicle to be present at a Time Control station is thirty (30) minutes later than its ideal time.

This total delay is referred to each daily Leg.

Any car passing one minute more than this maximum total permitted delay is considered as having found this Time Control station closed and, consequently, is excluded from the rally.

It is necessary to make absolutely clear that every minute of delay in one Time Control station will reduce by one minute the maximum total permitted delay for all the remaining Time Control stations of the same daily Leg. For example, a delay of 2 minutes in Time Control 2, plus a delay of 1 minute in TC4 and plus a delay of 3 minutes in Time Control 7 means that for all the remaining Time Controls, of the same daily Leg, the maximum total permitted delay is now only 24 minutes because the initial 30 minutes have already been reduced by $2+1+3=6$ minutes

Art.8.11 FOR THE PROTECTION OF THE NATURAL ENVIRONMENT

All persons involved in a E-Rally Regularity event are required to demonstrate their serious concern for environmental protection by avoiding acts or omissions which would in any way disrupt or contaminate the surrounding areas or generate unnecessary noise.

Precautions to be taken include the following:

-Consider, and reduce, the environmental impact when involved in an E-Rally Regularity event, before, during and after the event. This also includes ancillary activities.

-Use eco-labelled products, in all activities, if possible.

-Before taking part, plan how to act to prevent environmental accidents.

-Organizers marshals and participants should not throw away or leave on site any objects or materials, such as bottles and metal or plastic packaging materials, leftover food, spare tyres, old spares, etc., along the entire itinerary of the event. The general rule is the obligation to leave the spaces from where we move or where we stand cleaner than we found them.

-We should avoid causing unnecessary noise by sudden acceleration or hard braking or by using the horn of the car unnecessarily.

-The pollution of the spaces around us from liquids of any kind, such as oils, fuels, etc. when refueling and during any repairs of vehicles, is absolutely prohibited.

-All vehicles should adhere strictly to the legislation regarding noise standards in force in the country of the event.

-The personnel manning the Time Control Stations or Passage Control stations should have a sufficient quantity of waste collection bags and, on their departure from the point of operation, not leave behind any object or material used for the execution of their duties, such as labeling strips, plates, all kinds of auxiliary materials, and food waste and packaging.

-In the Regrouping Areas, particular attention should be paid to maintaining the cleanliness of the space and to garbage collection. In these spaces specifically, the rule that we leave the area cleaner than we found it should be strictly applied.

Any environmentally harmful liquids or fuels that may have leaked during the refueling and repair of the vehicles must be collected in a suitable container and the polluted space cleaned with care.

9 CHARGING (BEV/ PHEL)

The Organizing committee will supply for recharging electric power:

*Recharging points: Sofia GPS coordinates

Sofia, 42⁰41'46.38"C 23⁰19'34.00"U H=556m.

Varshets, 43⁰11,31.40"C 23⁰17'7.48"U H=400m.

*Voltage/Amperage supplied: 220V/16A

*Type of sockets:

The participants must have at their disposal a standardized charging cable Type 2 for charging the electric vehicles. The charging stations for the event are supplied with a contact Type 2 plug and with power up to 11kWt three phase and 7,4kWt mono-phase.

The number of sockets in every recharging point as well as energy supplied must be sufficient to connect all energy vehicles, plus 10 % in case of malfunction of any of the sockets

10 ENERGY CONSUMPTION INDEX CLASSIFICATIONAL (OPTIONAL)

An Energy Consumption competition is not applied for FIA E-Rally Regularity classification.

The Organizer did not participate in the event.

11 ENTRY PROCEDURE AND FEES

The amount of the entry fee is fixed for each crew comprising two people (driver and co-driver, or driver and navigator)

With the optional advertising proposed by the Organiser:150 EUR

Without the optional advertising proposed by the Organiser:

250 EUR

And any other condition affecting the amount of the entry fees

The Organizer will provide the participants with material and services as referred to Art.12.4 below.

Closing date for entries

Date: Sunday, 22 JULY 2018

Time: 18:00 h.

Art.11.1 REFUND ENTRY FEE

Entry fees will be refunded in full:

- If the entry is not been accepted
- If the event is cancelled

Art.11.2 CREW DOCUMENTS

A crew comprises one driver and one co-driver, or one driver and one navigator.

Both must be a holder of the following documents:

- * Driving licence according to the entered vehicles (not applicable for the navigators only)
- * Any grade of FIA licence, issued by their ASN, or
- * An FIA licence, grade D (or equivalent), obtained for the event, and valid for its duration, which has been issued by their ASN or by the organizers ASN (with the written permission of the competitors ASN) and handed over to the participants at the latest during the administrative checks. It will be subject to the payment of a fee of 10 EUR.
- * Vehicle document permitting its free circulation on public roads.
- * Vehicle valid insurance certificate in accordance with the traffic Code

Art.11.3 ENTRY FORM

Any person, or legal entity, wishing to participate to the event must submit to the Event secretariat, a properly filled-in and signed entry form (see Appendix 1), together with all other requested documents, photos, etc. before Friday, 22 JULY 2018, 18:00 h.

The Entry Forms must be submitted to the official Organizers address as referred to into the relevant paragraph in rage 5.

. Details of the crew members must be confirmed at least 6 days before the administrative checks. A crew member may be replaced only before the administrative checks and must be approved by the Organizer.

Only the Stewards of the event can approve the replacement of any crew member after the publication of the participant`s list. A car may be replaced only if approved by the Organizer and accepted by the Stewards of the event.

Address:

1301 Sofia, Kom.Beli Brezi Bl.9

Republic Bulgaria

SK“INTER SPEED” NG

Fax: +359 02 8696531

Email: interspeed@mail.bg

Payment details

By Bank transfer to:

By post-office money order

Bank DSK EAD

Sofia

Klon 4

Bul. Vitosha 15

BIC Code: STSABGSF

IBAN: BG 89 STSA 93000019180335

Art.11.4 The Organizers will inform the applicants of the acceptance, or not, of their entry applications by e-mail or fax, at the latest two (2) days after receipt of the completed and financially settled application.

Art.11.5 The Organizers reserve the right to reject any entry application at their discretion. This right is subject to the conditions of Article 74 of the ISC and Article 8A of the General Prescriptions applicable to all FIA Championships.

Art.11.6 The field for participation is limited to a total of 50 entries. All entry forms received after the above number of vehicles has been accepted will be entered on a reserve list.

Art.11.7 The minimum number of entered cars is: 15cars. If this number is not reached, the event will be canceled, after obtaining the FIA`s approval (Art.8B of the General Prescriptions applicable to all FIA Championships).

Art.11.8 The Organizers must have a third party liability insurance contract covering the event, in accordance with the national law.

The amounts covering the various risks will follow the same scale as is valid for traffic accidents. Insurance coverage for third party liability of the participating vehicles, as required by the traffic code, in order to drive legally on public roads, it is an obligation of the participants and the validity of their contracts will be checked during the administrative control.

It should be noted that the event is not a race event, it takes place on public roads open to public traffic and the Traffic Code in force is fully respected.

Consequently, the ordinary insurance contract which is obligatory for vehicles driving on the public roads in the Organizer`s country is valid.

12 ADVERTISING PROMOTION AND PUBLICITY

Art.12.1 OFFICIAL SUPPORTER

The organization of the event is supported by the Municipality of Jouth and Sports in Sofia, SBA, BFAS, the logos of which must, as a matter of obligation, be displayed on the competition numbers and on any other promotional material intended to be placed on vehicles.

Optional advertising material can be proposed by the Organizers as follows:

Art.12.2 Entrants supporters

Any participant who is supported by a commercial firm, the trademarks of which will be displayed on his car or on the crew's clothing, is obliged to declare this to the Organizers, requesting their approval at the time the entry form is submitted.

The reasoning behind this is the avoidance of any advertising of products or services that are not in line with the aims of the event or, more generally, with the motor sport targets and/or the limitations by the FIA.

Art.12.3 Event publicity

By entering, all participants authorize the Organizers to make free use, in event reports and press releases, of their names, as well the names of their team members and their vehicles data. They also declare their consent in respect of any publicity material that may be issued by the Organizer in which reference may be made to their names and their cars data.

Art.12.4 The Organizer will provide the participants with various material and services as follows:

- * Road Book
- * Supplementary Regulations
- * Competition number
- * Crew identification
- * Proposed optional advertising material
- * Free accommodation tickets for the overnight stay with dinner and breakfast
- * Free tickets for the regrouping lunch and light lunch before the start
- * Invitation for the Official Dinner and Prize Giving Ceremony

13. GENERAL CLASSIFICATION, FIA E-RALLY REGULARITY CUP POINTS, OTHER CLASSIFICATIONS – AWARDS

Art.13.1 FIA CLASSIFICATIONS

The following classifications will be submitted to the FIA for the allocation of FIA E-Rally Regularity points:

- Regularity Tests
- Road Penalties
- Final Classification Drivers, Co-Drivers and Manufactures.

These classifications statement must contain the name and the data of the Event, the first name, surname and nationality of the Competitors, Drivers and Co-Drivers; the Vehicle Manufacturer as should be listed in the Manufactures Cup classification and the Road penalty points, the Regularity Stages penalty points and the sum of penalty points.

Art.13.2 OTHER CLASSIFICATIONS

- * Eco-Driving Classification for all Categories.
- * A team final classification

Art. 13.3. CUPS / TROPHIES

For final Classifications as stated in Art.13.1 above. Cups will be awarded to at least the three first placed competitors (Driver and Co-Driver).

FIA E-Rally General Classification

1st	place	Cups
2 nd	place	Cups

3rd place

Cups

Team classification

1st place

Cups

2nd place

Cups

3rd place

Cups

Nasional Classification

1st place

Cups

2nd place

Cups

3rd place

Cups

Art.13.4 FIA E-RALLY REGULARITY CUP POINTS ALLOCATION

In the FIA E-Rally Regularity Cup, points will be allocated according to the scale defined in Art.4 of the Sporting Regulations governing the Cup (10,8,6,5,4,3,2,1), to the Drivers, Co-Drivers and to the Manufacturers of the first eight cars in the above final Classification. For any one Manufacturer only the best-placed vehicle in each event will score points.

14. PROTESTS – APPEALS

Art.14.1 The amount of the protest fee is 500 EUR.

Art.14.2 Protests against the preliminary official results of the rally must be lodged, in writing, in accordance with the prescriptions set in the ISC with the Clerk of the Course within 30 minutes of the moment of their posting on the official notice board. Upon the expiration of this time period, the preliminary results become final.

Art.14.3 Every protest is eligible to be examined by the Event Stewards only if it is accompanied by the aforementioned protest fee, which is not refundable should the protest fail to be upheld.

Art.14.4 Appeals must be lodged in accordance with the National and International Sporting Code (ISC).

For the National Court of Appeal, the fees are 1000 EUR

For the FIA Court of Appeal, the fees are 12.000 EUR

15 APPLICATION AND INTERPRETATION OF THE REGULATIONS

The Clerk of the Course is responsible for the application of these regulations during the event. Any case not provided for herein will be judged by the Stewards of the meeting, who are the only persons authorized to take such a decision.

In case of a dispute over the interpretation of the regulations, the English text will prevail.

APPENDICES THAT SHOULD BE ATTACHED

APPENDIX 1 ENTRY FORM

**APPENDIX 2 COMPETITION NUMBER AND RALLY PLATES
– SPECIFIC TERMS**

APPENDIX 3 ITINERARY MAPS

APPENDIX 4 OFFICIAL NOTICE BOARD

APPENDIX 5 ADMINISTRATIVE CHECKS SCRUTINEERING

**APPENDIX 6 REGULARITY STAGES, TIME CONTROL
STATIONS**

APPENDIX 7 PENALTIES



APPENDIX 1

ENTRY FORM

APPENDIX 2

COMRETITION NUMBER AND RALLY PLATES - SPECIFIC TERMS

The submission of the entry form will constitute the proof that the entrant and the crew members have agreed to respect all the regulations applicable to the event.

Any amendment or addition to these regulations, as well as any clarification or information essential to the participants that is issued after the publication of the supplementary regulations, will be communicated by officially-numbered and dated Bulletins or informative Announcements.

These will be distributed to all participants, who will sign their acknowledgement, and they will then be posted on the Official Notice Board.

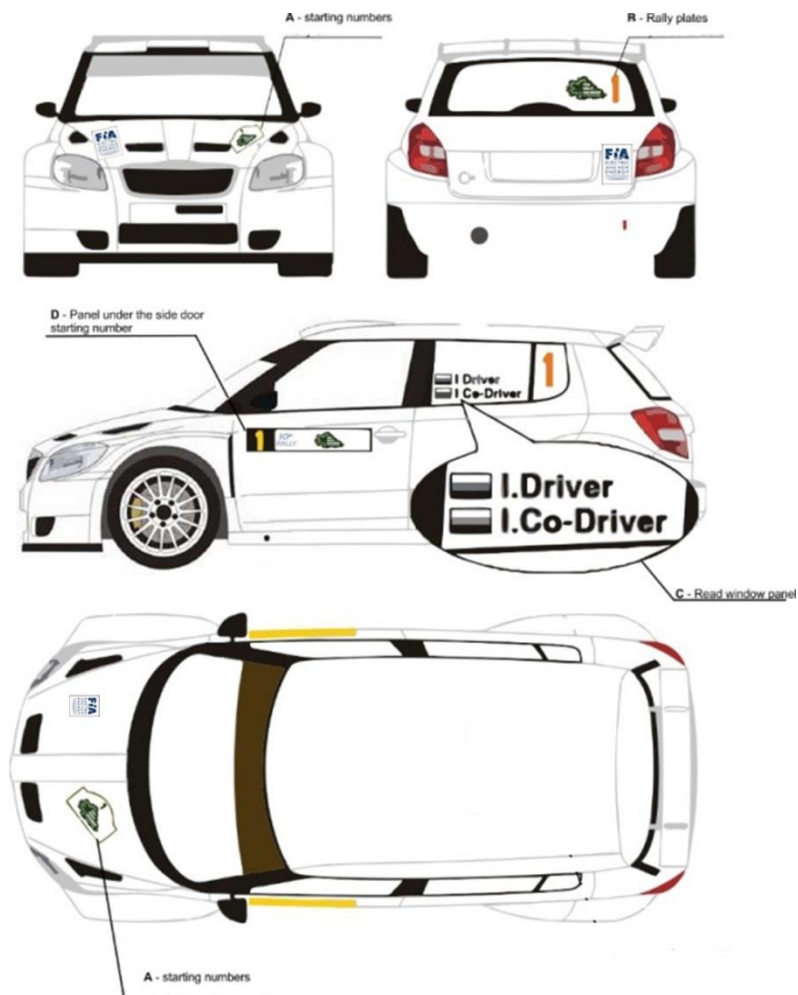
Where this procedure is impossible to apply, because of the circumstances, the Organizers will do their best to inform all the participants using any available means.

Any issue not prescribed in these regulations is subject to the decisions of the Stewards of the Event.

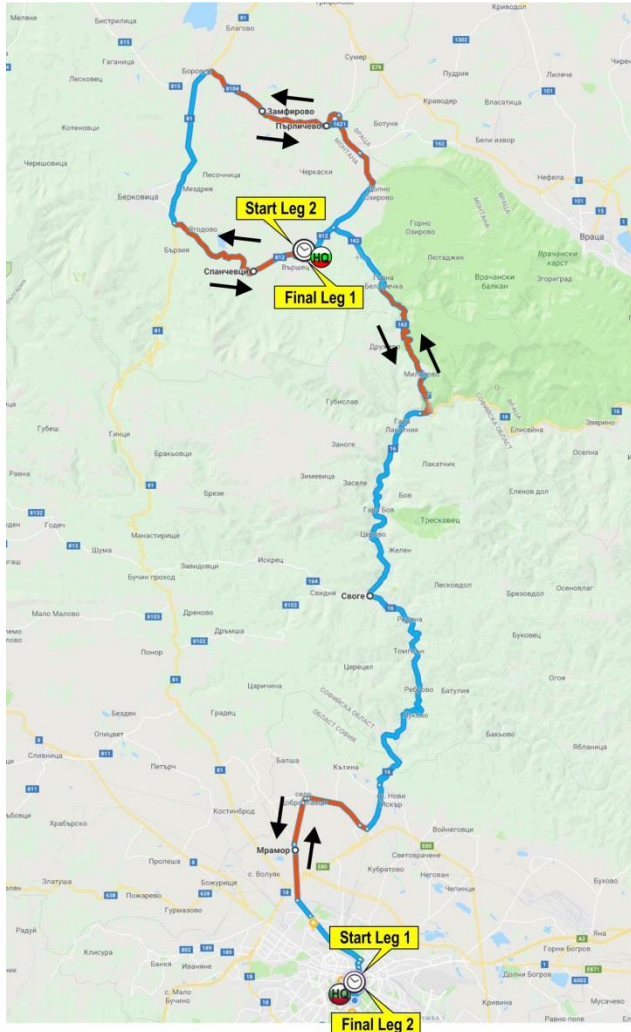
During the administrative checks, the Organizing Committee will provide each crew with two (2) rally plates and their competition numbers, which must be displayed on the cars in an area covering 40 cm x 60 cm, or an equivalent circular area, and should be clearly displayed on each side of the car.

COMPETITION NUMBERS

Participants will be allocated their participation number during the administrative check and these should remain intact and clearly visible throughout the event. The side doors signs bearing the competition number will also contain the name of the event and the logos of the Organizers and Sponsors.



APPENDIX 3 ITINERARY MAPS





APPENDIX 4

OFFICIAL NOTICE BOARDS

The official notice board for the publishing of Notices, Bulletins and Results will be displayed in the following places and for the following time periods:

Friday, 27 JULY 2018 12:00 – 20:00

Place: 1000 Sofia, Knyaz Alexander I Battenberg Square

Saturday, 28 JULY 2018 15:00 – 21:30

Place: Varshets, Sunny Garden SPA hotel, 6, Bulgaria Blvd

Sunday, 29 JULY 2018 15:00 – 21:00

Place: 1000 Sofia, Knyaz Alexander I Battenberg Square

APPENDIX 5

ADMINISTRATIVE CHECKS

ADMINISTRATIVE CHECKS

Place: Rally HQ, Sofia, Knyaz Alexander I Battenberg Square

Date: 27 JULY, Friday 2018

Time: 13:30 – 16:30

The time for administrative checks will be given in entry confirmation.

Documents to be presented:

- Entry confirmation –filled technical card
- Competitors and drivers licenses
- Driving licenses
- ASN authorization
- Medical cards
- Car insurance cover certificate
- Car insurance registration papers
- Authorization of the car owner in case he is not one of the drivers

ENTRY FEES

Entry fees, and any additional expenses at the participant`s request, should ideally be paid in full and in advance; otherwise these must be settled in full during the administrative checks.

Only after having passed the administrative checks will each entry be considered as a participant, and thus authorized to proceed to the next stage, i.e. scrutineering.

SCRUTINEERING

SCRUTINEERING BEFORE THE START

Place: Sofia, Knyaz Alexander I Battenberg Square

Date: 27 JULY, Friday 2018

Time: Friday 13:30 – 16:30

The scrutineering schedule will be announced in a bulletin issued by the Organizer.

The time for scrutineering will be given in the entry confirmation. Each crew or representative of the team report to the scrutineering at their individual time, given in the schedule published later with the publication of the list of entries accepted by the Organizer on the website of the rally. Any crew reporting late at scrutineering will be penalized as follows:

Up to 10 minutes 75 EUR

From 10 minutes to 30 minutes 100 EUR

If the delay exceeds 30 minutes the crew will be reported to the Stewards.

Additional technical checks can be also carried out during the event, at the Organizer`s choice or the Steward`s request.

Specific parts of each vehicle will be checked and verified for compliance with the requirements of the FIA regulations.

Category VIII Vehicles with bi-or multi-fuel system- liquid , Hydrogen and gaseous; bio-fuels

Competitors with vehicles powered by liquid fossil fuels (petrol or diesel) and gaseous fuels (CNG or LPG or Biogas) and biofuels must present their vehicles with the petrol or diesel tank in reserve quantity; this tank will be filled up and sealed by the scrutineers and must remain sealed for the duration of the event.

The gaseous tank can be presented full of fuel or may be filled up and sealed during scrutineering. Refuelling of gaseous fuel during the event is permitted only under the supervision of a designated officer. At the finish of the event, the fossil fuel tank and the gaseous tank must be filled up with the corresponding fuel and the quantities needed for this topping-up will be measured and documented by the

officials, exactly as was done during the event when refueling with gaseous fuel.

With this procedure, the rule which imposes that a minimum use of alternative energy should be equal to or greater than 80% of the total calorific fuel energy used, can be checked at the end of the event. In case of violation, the vehicle will be excluded from the event's classifications and from the consumption and/or "Eco – Driving" tests classifications.

Category VIII vehicles propelled by Fuel Cells and using Hydrogen as fuel

Competitors with vehicles equipped with Fuel Cells using hydrogen as fuel do not need to undergo any checks for compliance.

. Refueling during the rally is freely permitted. If the competitor takes part in an energy classification, Art.15.1 is applicable and its fueling / refueling operations must be attended by a designated officer.

APPENDIX 6 REGULARITY STAGES, TIME CONTROL STATIONS AND PENALTY POINTS

The Regularity Stages are indicated in the Road Book and are placed along some of the itinerary road sections, between two consecutive Time Control stations. These will take place on roads that are open to public traffic. The crews must cover the total length of each Regularity Stage, driving their vehicles at a “steady” speed (or speeds) imposed by the Organizers. In cases in which, for any reason, this speed has to be reduced or a momentary stop has to be made, these losses must be recovered as soon as possible, without making any breach of the traffic rules, and their average speed must be brought back to the exact level of the imposed “steady” speed.

The average speed list for regularity tests sections will be handed during administrative checks. The start point and the finish point of each Regularity Stage will be clearly marked in the Road Book (also with GPS coordinates) in which the exact distance between these points should also be indicated. Additionally, but not as a matter of obligation, the location of these points could be also be marked on the roadside by means of standardized FIA signs. One or more intermediate secret Timing Control points will be located along of each Regularity Stage, and the timing accuracy for the calculation of the achieved average speed will be at least 1/10 of a second. On the basis of the exact distances that separate these secret Timing Control points and the corresponding time readings of the vehicle “passings”, the achieved average speed will be calculated either between the Timing Control points or from the start points of the Regularity Stage up to each one of them, and any divergence from the obligatory “steady” speed will be penalized in accordance with the penalty scale below. Instant speed measurements by the use of a “police type” radar speedometer is not an acceptable method for the purpose of regularity stages penalty points allocation. The use of

pressurized pipes for the triggering of the secret timing equipment is also not acceptable.

The timing equipment used for the secret timing Control points will be: Automatic triggering by the car's passage across a virtual timing line. Written and printed-out evidence of these timing measurements.

The exact distances between the starting points of the Regularity Stages and the corresponding secret Timing Control points, must be listed in a confidential document, a copy of which will be handed over by Clerk of the Course to the Chairman of the Panel of Stewards before the start of every daily Leg. On the basis of this document, and of the secret Timing Control print-outs, any dispute regarding the accuracy of the imposed penalizations can be settled by the Stewards.

The planning of the event must provide a system according to which the entries of the participating vehicles into Regularity Stages should be regulated in equal time spaces from one vehicle to the next, ranging from 30 seconds up to 2 minutes.

Regularity Stage penalty points for every 1/10 of a second difference from the ideal time (which will correspond to the exact distance between the corresponding Regularity Timing points and the "steady" speed imposed by the organizer) are equal to one (1) penalty point. Any kind of on-board chronometer or other similar instruments or any kind of GPS device is permitted.

DESCRIPTION OF THE TIME CONTROL PROCEDURE

The event will be started by the starting flag signal given to competitor number 1, in front of Time Control 1 (Time Control 1) Grand Hotel Sofia.

All other competitors will follow the first car, starting at one-minute intervals.

The participating vehicles will move from one Time Control to the next Time Control strictly following the itinerary indicated in the Road Book. All Time Controls are indicated in the Road Book and at the actual position by FIA-approved standardized signs. The stopping time within any Time Control area is limited to the time needed to carry out the control operations. Time Controls shall be ready to function at least 30 minutes before the scheduled time of the arrival of the first car. Unless the Clerk of the Course decides, otherwise, they will cease operating after the scheduled time of the arrival of the last car plus 30 minutes, which is the maximum total permissible delay.

The check-in procedure begins at the precise moment the cars pass the Time Control area entry sign. Between the Time Control area entry sign and the location of the control post, the car is forbidden to stop or to be driven at an abnormally slow speed. The actual timing and its recording on the Time Card corresponds to the exact moment at which the Time Card is handed by the crew to the Time Control station marshals. For zero (0) road penalty points, this moment must correspond to the exact minute of the target time or to the minute preceding it.

For example, if the target arrival time is 11h.34m, the Time Card must be given to the marshals at any time between 11.33.01 and 11.34.59. Outwith these times the competitor will receive road penalty points for early or late arrival equal to sixty (60) penalty points per minute or fraction of a minute. For late arrival equal to ten (10) penalty points per minute or fraction of minute. When a Time Control is followed by a start control for a “Regularity Stage”, the following procedure shall be applied: The Time Control marshal will enter in the Time Card the arrival check-in time of the car to the Time Control station and also the “provisional” start time for the “Regularity Stage”, which is at least one minute after the arrival check-in time.

Where two or more cars arrive at a Time Control station in the same minute, their provisional start times for the “Regularity Stage” will

follow a sequence of one-minute intervals, in the order of their arrival in the Time Control. Having completed the Time Control procedure, each car must be driven to the point where the starting marshal for the “Regularity Stage” is located. At this point, the car will receive the starting signal at the exact moment the minute of its “provisional” starting time begins. If necessary, the starting marshal can change this “provisional” starting time and a new starting time can be entered in the Time Card, endorsed by the starting marshal signature. For example, if the entered “provisional” starting time for the Regularity Stage is 11h.32m, the starting marshal will give the starting signal at exactly 11h.32m.00s. Should an unexpected obstacle make the car’s start difficult or dangerous at this moment, the starting marshal will change it to the next minute, i.e.11h33m.00s (or later), making an endorsement in the Time Card, and will give the starting signal exactly at this new time. The car must depart immediately and, as soon as possible, it must reach the “steady” speed imposed for this particular Regularity Stage. After this, the car must move continuously keeping this speed steady until the end of the “Regularity Stage” as it is marked in the Road Book and indicated at the roadside by FIA –approved standardized signal. Alternative set-ups of the Regularity Stages starting points can be approved provided that the Organizers describe these in detail in the present article.

An Appendix to the present regulation will specify the correct places of the vehicle on which this indicative and advertising material should be posted.



APPENDIX 7 TABLE OF PENALTIES

Articles	Object	Non Admission To start	Exclusion	Penalties
	For every one tenth (1/10) of a second divergence from the calculated correct time of the cars movement from one Regularity Timing Control point to the next along the Regularity Stage			One (1) Penalty point
	For every minute or fraction of a minute late or early arriving at a Time Control station			Sixty (60) Penalty Points
	For every minute or fraction of a minute late or early arriving at a Time Control station Where the check-in delay in one Time Control station or the accumulated delays in some or all of the Time Control stations of the same daily Leg exceed 30 minutes		Exclusion from the event	Ten (10) Penalty Points
	Failure to check-in at one Time Control station or at one Regrouping Time Control station or in the finish of a Leg Time Control station		Exclusion from the event	

	For a no-show at the start of a Regularity Stage or any deliberate deviation from the Road Book itinerary		Exclusion from the event	
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	Where an attempt is made to receive or to communicate information regarding the positions of the secret timing posts along the Regularity Stages		Exclusion from the event	
	For the unauthorized change of a member of the crew		Exclusion from the event	
	For loss of the Time Card or for making a correction/amendment on its records		Exclusion from the event	
	For deliberately blocking the road or for unsporting behavior			Penalty at the Stewards discretion, going as far as exclusion from the event
	For infringement of the rule requiring refueling under the supervision of an official			Penalty at the Stewards discretion, going as far as exclusion from the event
	Failure to comply with the weight ballast rule) .Penalty at the Stewards discretion, going as far as exclusion

				from the event
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Rectification of the penalty of exclusion in particular cases

The excluded participants, in application for deviation from the itinerary;

For failure to check in at one time control (other than the time controls of the end of the daily Leg or of the end of the event);

For being exceeded the maximum permitted delay in one time control; and

For a no-show at the start of a regularity stage:

are entitled to be included in the classification of the day and/or the final classification of the event under the next terms, all of which should be valid cumulatively.

- Rectification can be applied only once and for only one daily Leg.
- Rectification is not applicable in respect of Time Control stations of the end of a daily Leg or at the end of the event.
- Rectification will applied only in cases in which the competitor has arrived at all Time Control stations at the end of the daily Legs and at the end of the event; this must be within the maximum permitted time period and with the car completely in competing condition ready to pass the full arrival procedures and/or checks as applied to all other competitors.
- The number of penalty points for the competitor who is classified in application of the rectification procedure, will be the sum of the penalty points scored by him during the successfully executed Leg, or Legs, plus the penalty points scored by the worst-classified competitor of the same category, in the failed Leg, increased by 10%.

Examples:

Participant X missed a Time Control during the first Leg. According to the S.R. he should be excluded from the race. Should he arrive at the Time Control station at the finish of the first Leg, and be in time and in perfectly competing condition, he is entitled to start the second Leg, being classified in the first Leg with the penalty points scored by the worse classified competitor of same category increased by 10%.

Participant Y, during the second Leg arrives at a time control station after the maximum permitted delay has expired. According to the S.R. he should be excluded from the race. If this participant arrives at the time control station at the finish of the event, in time and in perfectly competing condition, he is entitled to be included in the final classification with the penalty points scored in the first Leg plus the penalty points scored by the worst-classified competitor of same category in the second Leg, increased by 10%.

Any competitor who uses any signaling device or makes any other kind of attempt to indicate or receive advice of the position of a hidden Regularity Timing Control station will be excluded.

Vehicles will be classified on the basis of the sum of penalty points accumulated from the Regularity Stages and from the “Connecting Sections” (Road Penalties). The vehicle with the fewest total penalty points will be in the best position.

Dead heat: Where cars have the same number of points, the relative position will be determined according to the Regularity Stages results by a comparison of the most first places, most second places and so on; otherwise the cars involved will stay in the same position.

and documented by the officials, exactly as was done during the event when refuelling with gaseous fuel.

