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SUPPLEMENTARY REGULATIONS

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1. Introduction

- 1.1** This Rally will be run in compliance with the FIA International Sporting Code and its appendices, the 2011 FIA Regional Rally Championship Sporting Regulations, the National Sporting Regulations which comply with the FIA regulations and these Supplementary Regulations.

Modifications, amendments and/or changes to these Supplementary Regulations will be announced only by numbered and Dated Bulletins (issued by the organiser or the Stewards)

Additional information will be published in Rally Guide, issued on 8th August 2011.

The 2011 FIA Regional Rally Championship Sporting Regulations can be found at www.fia.com.

1.2 Road surface:

All special stages of the rally will be on tarmac surface

1.3 SS distance and total distance of the itinerary:

- Special stages total distance : 231,56 km
- Itinerary total distance : 761,99 km

2. Organisation

The 48th RALLY PRINCIPE DE ASTURIAS "CIUDAD DE OVIEDO" will be held in Asturias from 8th to 10th September 2011

2.1 FIA and other titles for which the Rally counts:

FIA European Rally Championship for Drivers 2011
FIA European Rally Championship for Co-Drivers 2011
FIA 2WD European Cup 2011
Spanish Tarmac Rallies Championship 2011 and its subsequent Cups and Trophies
Mitsubishi Evo Cup Tarmac 2011
Renault Twingo R2 Challenge 2011
Suzuki Swift Cup 2011

2.2 VISA numbers:

FIA VISA. Nº : **9CER/240611**
RFE de A. VISA Nº :

2.3 Organiser's name, address and contact details (permanent office):

AUTOMOVIL CLUB PRINCIPADO DE ASTURIAS
Plaza Montañeros Vetusta, 3
33011 – Oviedo – Asturias - Spain
Telephone: (+34) 985 11 87 60
Fax: (+34) 985 29 10 40
Web: www.rallyprincipe.com
e-mail: secretaria@acpa.es

2.4 Organisation committee:

Honorary Chairman:	Mr. Manuel Fernández Villanueva
Chairman:	Mr. Julián Moreno
Members:	Mr. Fernando Fernández Mr. José Luis Bango Mr. Ulpiano Nosti Mr. Ubaldo Alvarez Mr. José Figaredo
Secretary:	Mr. Celso Rocés

2.5 Stewards of the meeting:

Chairman:	Mr. Claude Maccario (FIA)
	Mr. Uwe Schmidt (FIA)
	Mr. David Santacreu
Secretary:	Ms. Tamara Aller

2.6 FIA / RFE de A Observers and Delegates:

FIA Observer:	Mr. Ludo Peters (FIA)
FIA Technical Delegate:	Mr. Lionel Carre (FIA)
R.F.E.de A. Observer:	Mr. Jordi Parro
R.F.E.de A. Technical Delegate:	Mr. Juan Ignacio Díaz
RFE de A Safety Delegate:	Mr. Arturo Fernández

2.7 Senior Officials:

Clerk of the Course	Mr. Marcos Verano
Assistant Clerks of the Course	Mr. José Ignacio Martín Mr. José Luis Bango

Secretary of the Rally	Mr. Luis Miranda
Chief Safety Officer	Mr. Florentino Cabranes
Asst. Safety Officer	Mr. Enrique Ruiz
Chief Medical Officer	Mr. Ignacio Bachiller
Asst. Chief Medical Officer	Mr. Bernat Banaclocha
Scrutineers' Coordinator	Mr. Ubaldo Alvarez
Scrutineers	Mr. Víctor Varela Barreiro
	Mr. David Santervás
	Mr. Víctor Varela Tomé
	Mr. Celso Sánchez
	Mr. Santos Hidalgo
	Mr. Sergio Alvarez
	Mr. Jairo Villaverde
	Mr. J. Francisco Salgado
	Mr. Manuel García
Rally Press Officers	Mr. Celso Roces
	Mr. Elías Domingo
	Mr. Daniel Cean-Bermúdez
Competitor's Relations Officers	Mr. Enrique Mattes
	Mr. Gervasio Pardeiro
	Mr. Julio Noval
Chief of Timing	Mr. José Francisco Gil Muñiz
Classification Officers	Mr. Juan Manuel Suárez
Special Stages	Mr. Felipe Turienzo
	Mr. Antonio García
	Mr. José Menéndez
S.S. Safety Officer	Mr. Carlos Lueje
	Mr. Angel Alonso
	Mr. Porfirio Iglesias
Parc Ferme Chief	Mr. Miguel Angel Alvarez
Service Park Chief	Mr. Manuel Alvarez
Refuelling Chief	Mr. José Luis Calleja

2.8 Location of Rally HQ:

PRINCIPE FELIPE AUDITORIUM
Plaza de la Gesta s/n
OVIEDO

The competitors must be in contact with the Rally Headquarters to know about the publications of eventual Information Bulletins.

3. Programme

FRI	26/08	19:00	Issuing of the road book and maps Closing Date for order of extra services in service park	A.C.P.A. Office OVIEDO
WED	31/08	19:00	Publication of the Entry List	A.C.P.A. Office OVIEDO
MON	05/09	09:00 to 21:30	Rally HQ opening/closing Official Notice Board – Location	Rally HQ PRÍNCIPE FELIPE AUDITORIUM Plaza de la Gesta s/n OVIEDO
		11:00 to 14:00 and 15:30 to 21:30	Collection of material and documents Collection of tracker systems for reconnaissance Administrative checks (optional for all the crews)	
TUE	06/09	09:30 to 20:00	Start of reconnaissance (1st day)	
WED	07/09	8:00	Opening of media centre and media accreditation	Rally HQ
		09:30 to 20:00	Start of reconnaissance (2nd day)	
		17:30 to 21:30	Return of tracker systems for reconnaissance Administrative Checks rest of the crews.	Rally HQ
THU	08/09	07:15 to 09:45	Sealing & marking components for competitors not included into ERC Entry List	Service Park GIJÓN
		10:45 a 13:45	Collection of Rally safety tracker systems	Sport Pavilion OVIEDO
		11:00 a 14:00	Scrutineering for all competitors and sealing & marking components for competitors included into ERC Entry List)	Sport Pavilion OVIEDO
		15:00 to 15:45	Shakedown: Priority Drivers (& S2000)	Road AS-354
		15:45 to 18:00	Shakedown: all competitors	TUDELA VEGUÍN
		17:00	First Stewards meeting	Rally HQ
		18:30	Publication of start list for Ceremonial Start and Leg 1	Official Notice Board
		18:30 20:30	Pre-event Press Conference Ceremonial Start	Media Centre Paseo del Bombé OVIEDO
FRI LEG 1	09/09	8:30	Rally start	Service Park GIJÓN
		21:00	Publication of start list for Leg 2	Official Notice Board
SAT LEG 2	10/09	8:00	Leg 2 Start	Start Podium Paseo del Bombé OVIEDO
		18:45 a 20:00	Return of Rally safety tracking system	Parc Fermé Paseo del Bombé OVIEDO
		19:00	Podium Ceremony / Prize-giving	Arrival Podium Paseo del Bombé OVIEDO
		20:00 20:15	Post-event Press Conference Final checks	Media Centre Skoda Service ASTURAUTO OVIEDO
		20:45 21:15	Publication of Provisional Final Classification Publication of Final Official Classification	Official Notice Board Official Notice Board
		22:00	Rally HQ closing	

4. Entries

4.1 Closing Date for entries:

Closing Date: Friday 26th August 2011 at 19:00 h.

4.2 Entry procedure:

Anybody wishing to take part in the 48th RALLY PRINCIPE DE ASTURIAS "CIUDAD DE OVIEDO" must send the entry form, available on www.rallyprincipe.com, duly completed to the rally office (address details in Article 2.3 of these Supplementary Regulations). Details concerning the co-driver may be submitted until the day Administrative Checks. If the entry form is sent by fax or by e-mail the original entry form must reach the organizer not later than one week after the closing date for entries.

An entry application will be only accepted when if it's fully completed, duly signed and accompanied by:

- The entry fees or by a receipt issued by the competitor's National Sporting Authority.
- One recent identity card photograph for each member of the crew.
- Photocopy of the page of the car homologation form for the entered car where number, group and cylinders capacity are indicated.
- Photocopy of the competitor's license and of each team member's license.
- For foreign competitors, the entry form must be stamped by the competitor's National Sporting Authority.

Failing to comply with this will result in refusal to start.

4.3 Definition:

- Private Competitor The competing car is entered by the Driver or the Co-Driver.
- Legal Competitor The competing car is entered by a team, a company or other legal entity (with legal Competitor licence)

4.4 Number of Competitors accepted and classes:

4.4.1 Maximum number of entries accepted:

The maximum number of entries accepted will be 100.
If more than 100 entries are received, which will be admitted will be chosen as follows:.

1. FIA Seeded Drivers
2. Official Team or manufacturer entered Drivers
3. RFE de A priority Drivers
4. Best Classified Drivers in the Spanish Rally Championship and Cups
5. Remaining Drivers at the Organizing Committee's exclusive criterion

No entry can be guaranteed before the entries closing Date. Organisers will inform the crews which entry form has been not accepted after this Date.

4.4.2 Cars accepted and classes:

See also 2011 FIA Regional Rally Championships Sporting Regulations (RRCSR Art. 4) and V1-FIA European Rally Championship.

4.4.3 Cars accepted:

- Group A cars
- Group A Kit Cars with a corrected cylinder capacity of less than 1600cc on condition that the homologation is accepted by the FIA as eligible for the Championship concerned
- Group RGT cars (Appendix J, Art. 256)
- Group R cars (Appendix J, Art. 260 and 260D)

- Group N cars (Appendix J, Art. 254). These cars may use FIA regionally homologated components (RVO)
- Super 2000 cars (Appendix J, Art. 254A)
- Super 2000 cars fitted with a 1.6 liter turbo engine with a restrictor (Appendix J, Art. 255A)
- Regional cars

4.4.4 Classes of cars:

The entered cars will be divided as follows:

Classes	Groups
1	S-2000 Rally: 1.6 T engine
2	S-2000 Rally: 2.0 Atmospheric
	Group R4
3	Group N car over 2000cc
4	RGT cars
5	Group A car over 1600cc and up to 2000cc
	Super 1600
	R2C: (over 1600cc and up to 2000cc)
	R3C: (over 1600cc and up to 2000cc)
	R3T: (up to 1600cc nominal)
	R3D: (up to 2000cc nominal)
6	Group A car over 1400cc and up to 1600cc
	R2B: (over 1400cc and up to 1600cc)
	Kit Car over 1400cc and up to 1600cc
7	Group A car up to 1400cc
	Kit Car up to 1400cc
8	Group N car over 1600cc and up to 2000cc
9	Group N car over 1400cc and up to 1600cc
	R1B: (over 1400cc and up to 1600cc)
10	Group N car up to 1400cc
	R1a (up to 1400cc)

4.4.5 Additional provisions:

- Cars homologated as Kit cars, where the capacity is between 1400 and 1600cc, may be accepted if they also comply with Article 255-6.2 "Weight" of Appendix J.
- Two-wheel drive cars equipped with a supercharged diesel engine with a nominal cylinder capacity of less than 2000 cm³ are accepted in Groups A and N.
- For S1600 homologated cars, it will be possible to use lapsed errata without any penalty, 2011 FIA Regional Rally Championships Sporting Regulations (RRCSR, Art. 4.3)
- Group A cars with a corrected cylinder capacity of less than 2000cc must have had their homologation accepted by the FIA for the region.
- The FIA 2WD European Cup is reserved for Group A cars, Group A Kit cars as described in Article 4 of the 2011 FIA Regional Rally Championships Sporting Regulations, Group R cars and Group N cars.
(2011 FIA Regional Rally Championships Sporting Regulations V1 – FIA European Rally Championship/Cup, Art. 4.3)

4.4.6 Entry fees and entry packages:

4.4.7 Entry fees:

- With the optional advertising proposed by the Organisers: **1.500 €**
- Without the optional advertising proposed by the Organisers: **3.000 €**

Competitors of Spanish Rallies Championship will have a **700 €** bonus (Spanish Rally Championship Sportive Regulations Art. 36.1).

4.4.8 Another fees:

- GPS Rally: **150 €**
- GPS Rally guarantee: **1.200 €**

- GPS fixed (All the season RFE de A) : **1.200 €**
- GPS fixed guarantee: **1.000 €**

4.4.9 Entry packages:

PRODUCT	LEGAL COMPETITORS	PRIVATEERS
Service park		
Service area	120 m2 for 1 car	80 m2
	200 m2 for 2 cars	
	250 m2 for 3 cars	
Vehicle plates		
Guest	2	0
Service	2	1
Auxiliary	1	0
Passes		
Competitor	2	2
Team guest	6	0
Refuelling armband	2	2
Administration		
Regulations	3	1
Recce Material	1	1
Road Book (sets)	2	1
Rally Guide 2	3	1
Route Maps	2	1
Programme	6	2
Shakedown entry	Included	Included

Additional Auxiliary plates can be purchased at €150 each one.

4.5 Payment details:

The entry fee must be paid by bank transfer or deposit to the organiser's bank account as follows:

BANK: **BANCO HERRERO**
 IBAN / SWIFTBIC : **ES22 0081 5051 50 0001815985 / BSAB ESBB**

When paying by Bank Transfer, it is essential informing and sending a copy of the receipt to the Rally Office to ensure that payment is duly receipted prior to the close of entries. The GPS must be paid directly to the company supplier.

Cheques are not accepted.

4.6 Refunds:

4.6.1 Full refund entry fees:

Entry fees will be refunded in full to:

- Candidates whose entry has not been accepted.
- In the case of the Rally not taking place

4.6.2 Partial refund entry fees:

The organisers may refund 30% of the entry fees to those Competitors who, for reasons of force majeure (duly certified by the ASN before the Scrutineering), were unable to start the Rally.

The application for a refund, stating the reasons for not starting, must be submitted in writing to the organiser by the 08/09/2011 (Scrutineering). Bank account details must be included.

5. Insurance

5.1 According to the existing Regulations in Spain the insurance policy arranged by the Organisers covers the guarantees required by the RFE de A:

- Compulsory Responsibility towards third parties, according to Spanish dispositions.
- The payment, up to the sum of 1.202.000€, per Competitor and accident to which the participants would be civilly responsible for accidents or fires caused by their cars which take place in the Rally and whose Drivers have been declared civilly responsible.
- **The insurance cover will come into effect from the start to the finish of the Shakedown and from the Scrutineering to the finish of the Rally and will cease at the end of the meeting or at the moment of retirement, disqualification or exclusion. In case of withdrawal, the time taken into account will be the closing time of the following TC.**
- Cars having retired and re-starting the next Leg shall not be considered to have permanently retired.

5.2 In case of an accident the competitor or his representative must notify in writing to the Clerk of the Course in as short a time as possible and within a maximum of 24 hours. He must explain the circumstances under which the accident occurred. Likewise he must detail the names and addresses of any witnesses.

5.3 Only the damage caused by the Organisers and the entered Drivers is covered by the Organisation. Injury to the Drivers themselves or damages to participating cars are not covered by this insurance.

5.4 Competitors and competitors are free to take on, at their own convenience, any individual insurance policy that they deem fit, independently from the liability above mentioned.

5.5 In case of an accident, competitors and Drivers agree to compensate the event promoters and Organisers against all claims.

5.6 Service vehicles, even those bearing special plates issued by the Organiser, may never be considered as official participants in the Rally. Therefore, they are not covered by the insurance policy of the Rally and remain the sole responsibility of their owner

5.7 Vehicles carrying Service and Auxiliary plates and/or any other special plate issued by the organizer (apart the Zero cars of 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.

5.8 Vehicles used by the crews during reconnaissance, even if bearing the event's specific sticker, must be insured by their owners. The organizer bears no responsibility for such vehicles.

6. Advertising and Identification

6.1 Advertising:

6.1.1 Advertising restriction in Spain:

Competitors are allowed to affix any kind of advertising to their cars, provided that:

- It is allowed by the national laws and the FIA regulations and by the RFE de A.
- It is not likely to give offence
- It does not encroach upon the spaces reserved for plates and competition numbers.
- It does not interfere with the crew's vision through the windows

From January 13, 2007, all advertising or sponsorship of tobacco products on clothing, complements, instruments, equipment, prototypes and / or vehicles of teams participating in motor sports competitions or events is banned by law.

The details about the spaces reserved to organiser's advertising are mentioned in Appendix 4 of these Regulations.

6.1.2 Compulsory advertising:

The advertising space on the competition numbers and the rally plates belongs to the Organizers.

This advertising is obligatory and describes in Appendix 4 of this Regulations.

(See also 2011 FIA Regional Rally Championships Sporting Regulations (RRCSR, Art. 12).

Any cutting, damaging or foreign advertising will be subject to start refusal or exclusion.

6.1.3 Optional advertising:

Competitors who accept the Organizers optional advertising must reserve the spaces as described in Appendix 4.

This optional advertising cannot be removed, or displaced.

Any infringement will be penalised by payment of the entry-fee without advertising.

6.2 Competition number and Rally plates:

Competition numbers and Rally plates according to the 2011 FIA Regional Rally championships Sporting Regulations (RRCSR, Art. 14), will be issued by the organizer and must be affixed to their car in the positions stated in Appendix 4 to this Regulations.

Numbers and plates must be affixed on the Rally car before the car is brought to Scrutineering and must be visible through the duration of the Rally.

The following stickers will be affixed to the car by the Scrutineers:

At Scrutineering:

- A "check" sticker, size 10 cm wide x 6 cm high (below the rear side window).
- A "100" , "102" or "D" sticker 6 cm diameter size (right upper corner of the windscreen) for the fuel in use by the car.

At the starts of Leg 1 (TC 0) and of Leg 2 (TC 6F):

- A "2 minutes" sticker 8 cm diameter size (left upper corner of the wind screen) on cars with a compulsory start interval of 2 minutes.

7. Tyres

There will be Tyre Marking and Checking Areas (See Road Book)

Tyres will be marked throughout the rally in accordance with the procedure given by the scrutineers.

7.1 Tyres specified for use during the Rally:

There will be no special tyres used for this Rally.

Tyres used for the Rally must complying with the specifications given in 2011 FIA Regional Rally Championships Sporting Regulations (RRCSR, Art. 50 and App. IV).

7.2 Tyres for use on reconnaissance:

Tyres used for the reconnaissance must complying with the specifications given in 2011 FIA Regional Rally championships Sporting Regulations (RRCSR, Art. 20.2).

7.3 National laws or special requirements:

There are no special laws and requirements for tyres in Spain. All laws are same like in other countries of EU.

8. Fuel

According to 2011 FIA Regional Rally Championships Sporting Regulations V1 – FIA European Rally Championship/Cup, Art. 49.3, all competitors must use a single fuel to the specifications prescribed in Article 252.9 of Appendix J is supplied by the organizers, in this case, two types of petrol are available: **PAN-ST 100** (Gasoline 100 octanes FIA), sold at the price of € **2,40/litre VAT 18 % excluded** and **PAN-PANTAMAX** (Gasoline 102 octanes FIA), sold at the price of € **3.80/litre VAT 10% excluded**.

Instructions will be given in www.rfeda.es (bulletin 16/2010 of 17/03/2010).

8.1 Ordering procedure:

Each competitor must fill in the special order form requesting the quantity of fuel needed for the rally at web-site:

<http://www.myronracing.com/pantafuel/reservas.html>

The reservations and acknowledgments of receipt of payment must reach the Myron Racing not later than Friday 26th August, at 19:00.

8.2 Distribution:

8.2.1 On Thursday 8th September from 10:00 to 12:00 the Company Myron Racing will dispense the fuel needed for the shakedown at the RZ located in the Service in Gijón. Afterwards, for the whole rally the fuel will be dispensed exclusively and directly into the tank of the competition cars, inside the three different RZ provided for by the organizer as described in the Road book.

➤ **Leg 1**

Remote Refuel – Las Caldas (Two)

The limit will be **25 liters** for each car and each refuel

➤ **Leg 2**

Remote Refuel – Villaviciosa (Three)

The limit will be **25 liters** for each car and each refuel.

8.2.2 In order to optimize refuelling operations, during Scrutineering a sticker 6 cms in diameter shall be affixed to the right upper corner of the windscreen of the rally car (see Article 6.3).

8.2.3 Inside the RZ the crews must observe the rules given in 2011 FIA Regional Rally Championships Sporting Regulations (RRCSR, Art. 49). and comply with the instructions given by the Marshal in charge and by the staff involved in the refuelling operations.

9. Reconnaissance

9.1 Procedure for registration:

The teams have to be in possession of a reconnaissance pass delivered by the organizers. (see 'Program Collection of material and documents')

9.2 Specific and/or national restrictions – speed limit:

All reconnaissance operations for all the crews, may only be carried out using series production cars complying with the specifications defined in 2011 FIA Regional Rally championships Sporting Regulations (RRCSR, Art. 20.1). Reconnaissance vehicles must be

covered by the insurance demanded by current legislation, the Organisers will bear no responsibility.

To start the reconnaissance it is compulsory to display the vehicle identification sticker and a time card that will be provided with the Official Reconnaissance Book.

The Reconnaissance sticker must be affixed during reconnaissance on the top right of the front and back windscreen.

During the reconnaissance number of passages on the special stages is limited to TWO.

Special stages 4, 5 and 6 are the same as special stages 1, 2 and 3 and may then only be driven as one stage during reconnaissance.

Special stages 10, 12 and 11/13 are the same as special stages 7, 8 and 9 and may then only be driven as one stage during reconnaissance.

The number of passages will be checked with a passage control card.

Competitors must stop at each Start control and at each Stop control of every Special Stage, which will be clearly indicated, and it is there where the Rally Officials will sign the reconnaissance form.

It is forbidden to run the stage in the opposite direction.

The only information the crews can use during the reconnaissance and the Rally will be the Official Books delivered by the Organiser. Any other kind of information (writing, speaking, video, etc.) that it is not the named Official Books (or the information delivered by the Organiser for the meeting of this year: Road Book, Regulations, etc.) is forbidden. Likewise, the fact of having any information about the special stages, before the reconnaissance, by the team or any person related to it, with the exception of the Official Books, is also forbidden.

All reconnaissance's of the Rally route has to be done at reasonable speed in accordance to the traffic rules.

The maximum speed during reconnaissance of special stages is fixed at 80 km/h except where there are speed limit signs and through villages or towns (50 km/h).

It is emphasised **that reconnaissance is not practice**. All the Road Traffic Laws in Spain must be strictly adhered to and the safety and rights of the other road users must be respected.

9.3 Installation of speed control checking devices:

GPS compulsory for all the participants, they must fit a speed control – GPS – in their reconnaissance vehicles. Information about places and fitting times are issued in Article 3 of these regulations.

Any attempt to tamper with, to manipulate or to interfere with the tracking device fitted to the reconnaissance car or any device that fails to record a trace due to external interference, will be reported to the Stewards who may impose a penalty up to exclusion.

10. Administrative checks

10.1 Documents to be presented:

- Competitors license
- Driver and Co-Driver competition licenses
- Driver and Co-Driver driving licenses
- Driver and Co-Driver passports or identification
- ASN authorization, for all foreign competitors
- Completion of all details on the entry form
- Car insurance cover certificate
- Car insurance registration papers

10.2 Timetable:

10.2.1 Optional for all the crews:

- Location: Rally HQ
- Date: Monday, 5th September 2011
- Time: From **11:00** to **14:00** and from **15:30** to **21:30** h.

10.2.2 Rest of the crews:

- Location: Rally HQ
- Date: Wednesday, 7th September 2011
- Time: From **17:30** to **21:30** h

11. Scrutineering, Sealing and Marking

11.1 Scrutineering venue and timetable:

11.1.1 Sealing & Marking components (Competitors not included into ERC entry list):

- Location: Service Park – Parking of Sport Pavilion - Gijón
- Date: Thursday, 8th September 2011
- Time: From **07:15** to **09:45** h.

11.1.2 Scrutineering for all competitors and sealing & marking components for competitors included into ERC entry list):

- Location: Sport Pavillion - Oviedo
- Date: Thursday, 8th September 2011
- Time: From **10:45** to **13:45** h. (according to given timetable).

Competitors' helmets, HANS devices and flame resistant clothing will be checked at Scrutineering as described in 2011 FIA Regional Rally Championships Sporting Regulations (RRCSR, Art. 21.1.2).

The list of individual times will be published on Wednesday 31-08-11 at 19:00.

11.2 Mud flaps:

It is possible to fit transversal mud flaps in conformity with Appendix J Article 252.7.7.

11.3 Windows/Nets:

The use of silvered or tinted films, in conformity with Appendix J Article 253.11, is permitted.

11.4 Noise level:

For safety reasons, on special stages only, the possibility of bypassing the exhaust silencer is recommended, provided that the exit of the exhaust gases is in conformity with Appendix J and, for cars fitted with a catalytic converter that the gases themselves pass through this catalytic converter.

At any time on the road sections, the noise level must be in conformity with Appendix J.

11.5 Installation of Safety Tracking System:

It is compulsory to use the official safety tracking system provided of RFE de A. Installation instructions will be given in www.rfeda.es (newsletter 42/2009 of 7/09/2009). The equipment will be issued at time that appears in Article 3 of these Regulations). The correct installation and functioning of the equipment will be controlled at Scrutineering. Any attempt to tamper with, to manipulate or to interfere with the tracking device fitted to the competing car or any device that fails to record a trace due to external interference, will be reported to the Stewards who may impose a penalty up to exclusion.

11.6 Cars equipment:

- One reflecting triangle may be used as a warning for following cars in the event of a road stop or blockage, as described on 2011 FIA Regional Rally championships Sporting Regulations (RRCSR, Art. 34.4), therefore they are obligatory in every car. Infringements may be subject to the penalty of start.

- According to Art 253.6.1 for rallies, two belt cutters must be carried on board at all times. They must be easily accessible for the Driver and Co-Driver to cut the harnesses when needed.
- Two fluorescent jackets (one per each crew member).

12. Other procedures

12.1 Ceremonial start procedure and order:

The Ceremonial Start is compulsory for all competing cars and will take place on Thursday 8th September at 20.30 h at the Start Podium. All cars will start according to Start list of Leg 1.

- 12.1.1** Before the Ceremonial Start, the cars will be grouped in Parc Ferme from 19:30 to 20:30, sited at the Paseo del Bombé - Oviedo.
The Competitors or team members designated by the competitors will present their cars in the mentioned Park.
Competitors are required to wear their homologated flame proof suits.
- 12.1.2** Arriving to the Starting Area with a delay up to 15 min. will entail a cash penalty of **120 €** (Time limit to entrance in Start Park will be 19:30 h of Thursday 8th September 2011)
- 12.1.3** The ceremonial start will be carried out according to the start list in opposite order starting for the highest number.
- 12.1.4** The start interval at Ceremonial Start will be 30 seconds, if it is necessary that interval may change and it is not compulsory that it may be the same to all of the participants.
- 12.1.5** If a car is unable to participate in the ceremonial start due to any incident during shakedown it will be permitted to start of 1st Leg on Friday morning at its allocated time provided that the Stewards are notified in their meeting and subject to pass the necessary Scrutineering checks. The crew concerned must still attend the ceremonial start wearing its flame resistant overalls (without car).

12.2 Permitted early check-in:

Crews are authorised to check in early, without incurring a penalty, at TC 6E (end of Leg 1) and TC 13D (end of Leg 2). However, the time entered on the time card will be the scheduled time of the Rally, not the actual time (2011 FIA Regional Rally Championships Sporting Regulations (RRCSR Art. 28.2).

12.3 Official time used during the Rally:

Throughout the Rally the official time will be given by the R.N.E.

12.4 Starting order:

The starting order and its interval will be as described on 2011 FIA Regional Rally championships Sporting Regulations (RRCSR, Art. 39).
To arrive to the TC Start of a section with a delay up to 30 minutes will entail the crew will not be allowed to start that section (RRCSR, Art. 38.2).

12.5 Order to start Leg 2:

The Start Order of Leg 2 will be following the order of the provisional classification issued at the end of 1st Leg.
Stewards can change the start position of the crews which want to take start as Super Rally by the Clerk of the Course proposal or their own decision.

12.6 Starting system of special stages:

In the SS start, timing equipment will be used; there will be a digital and analogical counter with the starlight panel and photoelectric cell.
Should the electronic start system fail the start will be given as specified in the 2011 FIA Regional Rally championships Sporting Regulations (RRCSR, Art. 31.3).
A photocell placed 40 cm. in front of the starting line will be used to detect jump starts.

12.7 Delivery and change of time cards during the Rally:

For each Section, a separate time card will be given in the following time controls:

Leg 1 – Friday 9th September

- TC 0 (Delivery) Start leg 1
Time Cards will be delivered at entrance of Starting Parc Ferme 10 minutes before each car's individual starting time.
- TC 3A (Collect and new delivery) Regrouping IN - Corvera
- TC 6A (Collect and new delivery) Regrouping IN – Gijón
- TC 6E (Collect) Parc fermé overnight IN - Oviedo

Leg 2 – Saturday 10th September

- TC 6F (Delivery) Start leg 2
Time Cards will be delivered at entrance of Starting Parc Ferme, 10 minutes before car's individual starting time.
- TC 9A (Collect and new delivery) Regrouping IN – Grupo ROXU
- TC 11A (Collect and new delivery) Regrouping IN – Villaviciosa
- TC 13D (Collect) Finish Holding Area IN - Oviedo

13. Identification of Officials

The heads of post and other Officials will be identified as follows:

- | | |
|-------------------------|--|
| • SS Chief | Red jacket |
| • Road Marshals | Orange jacket |
| • Competitors Relations | Yellow jacket |
| • Scrutineers | Green jacket |
| • Timekeepers | Blue jacket |
| • Radio Posts | Yellow jacket with standard radio sign |

14. Prizes

The Prize-giving Ceremony will take place in the finish Podium at Paseo del Bombé on Saturday 10th September at 19:00 h.

14.1 Trophies:

- The three first crews of the General Scratch Classification
- The first crew of Group N (S2000 excluded)
- The first crew of FIA 2WD European Cup
- The first Manufacturer of the General Scratch Classification

15. Final checks

15.1 Timetable:

Final Scrutineering will be on Saturday 10th September at 20:15 at the following Location:

Skoda Service
ASTURAUTO
C/ Jardín S/N La Corredoria

Cars subject to final checks (at the decision of the Stewards) must have one representative of the Competitor (one by car) as well as mechanics (in case of dismantling) present at the final Scrutineering.

15.2 Protest fees:

All protests must be presented in writing and handed to the Clerk of the Course together with the sum of **€500,00** which will not be returned if the protest is judged unfounded.

If the protest requires the dismantling and the re-assembly of different parts of a car, the claimant must pay an additional deposit, established according to the work involved and the following calculation:

Area 1: BODYWORK	
a) Inner:	3 hours
b) Outer:	3 hours
Area 2: SUSPENSIÓN	
a) Front:	3 hours
b) Rear:	3 hours
Area 3: RUNNING GEAR	
a) Wheels:	1 hour
b) Brakes:	4 hours
c) Steering:	4 hours
Area 4: TRANSMISSION	
a) Gearbox:	9 hours
b) Group:	7 hours
c) Differential:	10 hours
d) Clutch:	6 hours
Area 5: ENGINE (cylinder head, combustión chamber)	
a) Cylinder capacity:	9 hours
b) Compression ratio:	10 hours
c) Cylinder head gasket:	9 hours
d) Collectors:	9 hours
e) Camshaft:	14 hours
f) Valves, springs:	15 hours
g) Tappets, rocker arms:	15 hours
h) Cambelts, camshaft chains, pulley:	4 hours
Area 6: ENGINE (lower parts, crankcase)	
a) Pistons, connecting rods:	16 hours
b) Crankshaft:	12 hours
c) Flywheel:	7 hours
Area 7: ENGINE (feeding)	
a) Carburettors:	3 hours
b) Fuel injection:	4 hours
c) Supercharging:	7 hours
Area 8: CATALYZER AND EXHAUST PIPE	
a) Catalyzer and exhaust pipe:	3 hours

TOTAL VEHICLE: 75 hours **UNIT ENGINE (No feeding)** 32 hours.

Work force hourly cost: **€50,00**

If the protest involves several mechanical components, the deposit will be increased by adding up all the amounts specified for each stage.

The expenses incurred by the work and by the transport of the car, shall be borne by the claimant if the protest is unfounded, or by the competitor against whom the protest is lodged, if the claim is upheld.

If the protest is unfounded and if the expenses incurred by the protest (Scrutineering, transport, etc.) are higher than the amount of the deposit, the difference shall be borne by the claimant. Conversely, if the expenses are less, the difference will be returned to them.

15.3 Appeal fees:

Amount:

- National Appeal fee (RFE de A): **2.500,00 €**
- International Appeal fee (FIA): **12.000,00 €**

Appendix 1a – Itinerary Leg 1

48 Rally Príncipe de Asturias						
Itinerary / Itinerario						
The Itinerary as published in the road book will be the definitive itinerary						
Start LEG 1 (Sunrise/Orto 07:54 - Sunset/Ocaso 20:39)			Friday 9th September 2011			
TC CH	LOCATION LOCALIZACIÓN	SS dist. Dist. TC	Liaison dist. Dist.enlace	Total dist. Dist. total	Target time Tiem. impart.	First Car Due Hora 1er vehic.
0	Start DAY 1 - Service OUT (Gijón)	(0,00)	(0,00)	(0,00)		08:30
RZ	Refuel Gijón					
1	Distance to next refuel	(39,64)	(59,32)	(98,96)		
1	Candanal		18,00	18,00	00:30	09:00
SS1	NOREÑA 1	14,70				09:03
2	Argame		35,52	50,22	01:05	10:08
SS2	MORCÍN 1	24,94				10:11
RZ	Remote Refuel - Las Caldas		[5,80]	[30,74]		
2	Distance to next refuel	(14,88)	(62,91)	(77,79)		
3	Les Areñes		31,59	56,53	01:12	11:23
SS3	CORVERA 1	14,88				11:26
3A	Regroup & Technical Zone Corvera IN		8,12	23,00	00:28	11:54
3B	Regroup & Technical Zone Corvera OUT				00:20	12:14
3C	Service IN		29,00	29,00	00:31	12:45
	Service - Gijón	(54,52)	(122,23)	(176,75)	00:30	
3D	Service OUT					13:15
RZ	Refuel Gijón					
3	Distance to next refuel	(39,64)	(59,32)	(98,96)		
4	Candanal		18,00	18,00	00:30	13:45
SS4	NOREÑA 2	14,70				13:48
5	Argame		35,52	50,22	01:05	14:53
SS5	MORCIN 2	24,94				14:56
RZ	Remote Refuel - Las Caldas		[5,80]	[30,74]		
4	Distance to next refuel	(14,88)	(57,06)	(71,94)		
6	Les Areñes		31,59	56,53	01:12	16:08
SS6	CORVERA 2	14,88				16:11
6A	Regroup & Technical Zone Gijón IN		28,12	43,00	00:49	17:00
6B	Regroup & Technical Zone Gijón OUT				00:20	17:20
6C	Service IN		3,15	3,15	00:10	17:30
	Service - Gijón	(54,52)	(116,38)	(170,90)	00:45	
6D	Service OUT					18:15
RZ	Refuel Gijón					
5	Distance to next refuel	(0,00)	(66,96)	(66,96)		
6E	Parc Fermé IN - Overnight (Oviedo)		32,48	32,48	00:53	19:08
LEG 1 Totals		109,04	271,09	380,13		

Section 1

Section 2

Section 3

Appendix 1b – Itinerary Leg 2

48 Rally Príncipe de Asturias

Itinerary / Itinerario

The Itinerary as published in the road book will be the definitive itinerary

LEG 2 (Sunrise/Orto 07:57 - Sunset/Ocaso 20:43)

Saturday 10th September 2011

TC CH	LOCATION LOCALIZACIÓN	SS dist. Dist. TC	Liaison dist. Dist. enlace	Total dist. Dist. total	Target time Tiem. impart.	First Car Due Hora 1er vehic.
6F	Start DAY 2 - Parc Fermé OUT (Oviedo)					08:00
6G	Service IN		34,48	34,48	00:43	08:43
	Service - Gijón	(0,00)	(66,96)	(66,96)	00:15	
6H	Service OUT					08:58
RZ 6	Refuel Gijón					
	Distance to next refuel	(43,98)	(40,56)	(84,54)		
7	San Miguel		10,43	10,43	00:25	09:23
SS7	GIJÓN 1	14,62				09:26
8	Calamúa		11,58	26,20	00:31	09:57
SS8	COLUNGA-PILOÑA 1	29,36				10:00
RZ 7	Remote Refuel - Villaviciosa		[18,55]			
	Distance to next refuel	(11,52)	(69,90)	(81,42)		
9	Piñera		29,85	59,21	01:17	11:17
SS9	COMARCA DE LA SIDRA 1	11,52				11:20
9A	Regroup & Technical Zone Grupo Roxu IN		31,60	43,12	00:52	12:12
9B	Regroup & Technical Zone Grupo Roxu OUT				00:30	12:42
9C	Service IN		27,00	27,00	00:33	13:15
	Service - Gijón	(55,50)	(110,46)	(165,96)	00:30	
9D	Service OUT					13:45
RZ 8	Refuel Gijón					
	Distance to next refuel	(55,50)	(59,49)	(114,99)		
10	San Miguel		10,43	10,43	00:25	14:10
SS10	GIJÓN 2	14,62				14:13
11	Piñera		14,57	29,19	00:35	14:48
SS11	COMARCA DE LA SIDRA 2	11,52				14:51
11A	Regroup & Technical Zone Villaviciosa IN		7,57	19,09	00:24	15:15
11B	Regroup & Technical Zone Villaviciosa OUT				00:20	15:35
12	Calamúa		8,37	8,37	00:12	15:47
SS12	COLUNGA-PILOÑA 2	29,36				15:50
RZ 9	Remote Refuel - Villaviciosa		[18,55]			
	Distance to next refuel	(11,52)	(54,91)	(66,43)		
13	Piñera		29,85	59,21	01:17	17:07
SS13	COMARCA DE LA SIDRA 3	11,52				17:10
13A	Parc Fermé & Technical Zone IN		31,60	43,12	00:52	18:02
13B	Parc Fermé OUT / Service IN				00:03	18:05
	Remote Service - Grupo Roxu	(67,02)	(102,39)	(169,41)	00:10	
13C	Service OUT					18:15
13D	Finish Holding Area IN (Oviedo)		12,01	12,01	00:30	18:45
	Prize giving					19:00

LEG 2 Totals

122,52

259,34

381,86

TOTALS OF THE RALLY

	SS TC	Liaison Enlace	Total	* %
Leg 1 - 6 SS	109,04	271,09	380,13	28,7%
Leg 2 - 7 SS	122,52	259,34	381,86	32,1%
Total - 13 SS	231,56	530,43	761,99	30,4%

Appendix 2 – Reconnaissance schedule

Tuesday 6th September:

09:30 a 20:00	(From Nº 1 to 52 S. Stage 1 st Leg) – (From Nº 53 onwards S. Stage 2 nd Leg)
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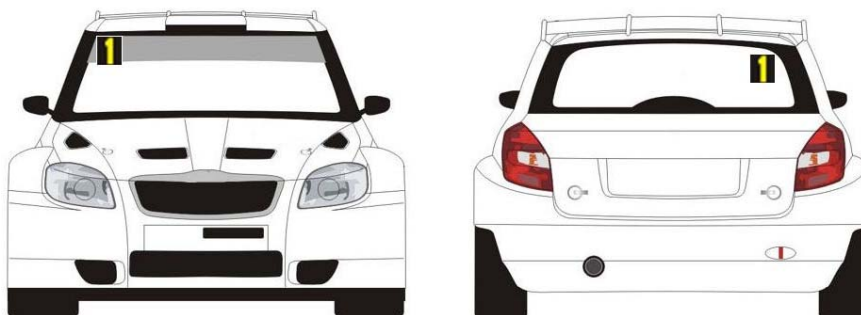
NUMBERS	STARTING STAGES	RECONNAISSANCE STAGES
Nº 1 a 18	1-4 NOREÑA	1-4 NOREÑA
Nº 19 a 35	2-5 MORCÍN	2-5 MORCÍN
Nº 36 a 52	3-6 CORVERA	3-6 CORVERA
Nº 53 a 69	7-10 GIJÓN	7-10 GIJÓN
Nº 70 a 86	8-12 VILLAVICIOSA-COLUNGA	8-12 VILLAVICIOSA-COLUNGA
Nº 87 onwards	9-11-13 COMARCA DE LA SIDRA	9-11-13 COMARCA DE LA SIDRA

Wednesday 7th September:

09:30 a 20:00	(From Nº 53 onwards S. Stage 1 st Leg) - (From Nº 1 to 52 S. Stage 2 nd Leg)
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NUMBERS	STARTING STAGES	RECONNAISSANCE STAGES
Nº 53 a 69	1-4 NOREÑA	1-4 NOREÑA
Nº 70 a 86	2-5 MORCÍN	2-5 MORCÍN
Nº 87 onwards	3-6 CORVERA	3-6 CORVERA
Nº 1 a 18	7-10 GIJÓN	7-10 GIJÓN
Nº 19 a 35	8-12 VILLAVICIOSA-COLUNGA	8-12 VILLAVICIOSA-COLUNGA
Nº 36 a 52	9-11-13 COMARCA DE LA SIDRA	9-11-13 COMARCA DE LA SIDRA

WHERE TO AFFIX THE RECONNAISSANCE STICKERS



Appendix 3 – Names and photographs of CRO's & their itinerary

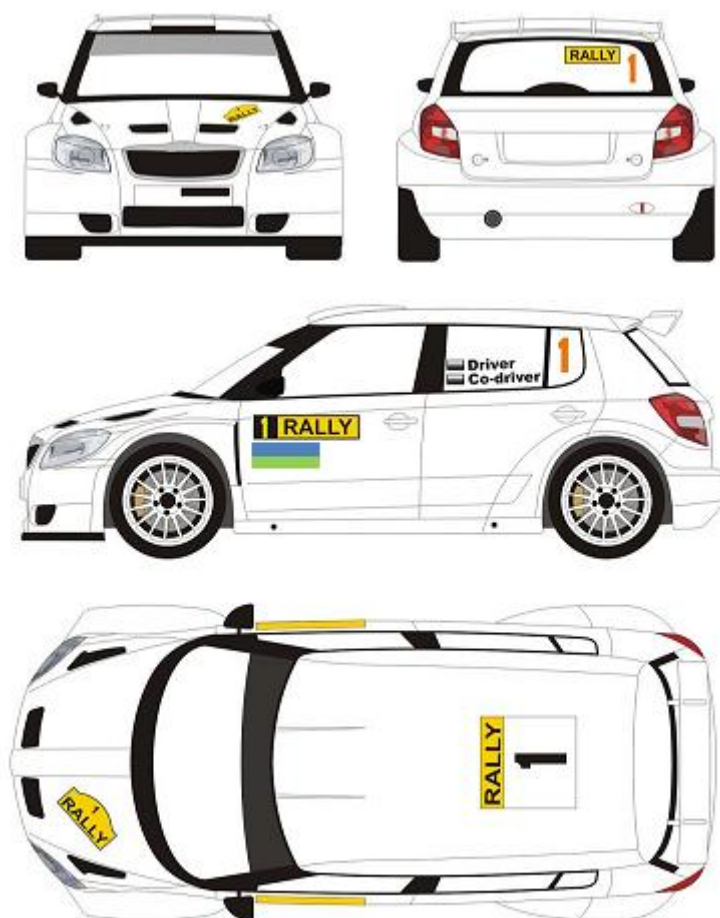


Mr. Enrique Mattes	Mr Gervasio Pardeiro	Mr. Julio Noval
Tlf:	Tlf:	Tlf:
+ (34) 616905051	+ (34) 610502810	+ (34) 606992715
Speaks	Speaks	Speaks
Spanish & English & French	Spanish	Spanish & French

Itinerary:

WED	06/09	17:30	Administrative Checks
THU	08/09	10:15 15:00 17:00 18:30 20:30	Scrutineering Shakedown First Stewards meeting Publication of start list for Ceremonial Start and Leg 1 Ceremonial Start
FRI 1st LEG	09/09	8:30 10:10 10:25 11:30 11:54 13:55 15:10 16:15 17:00 18:58 21:00	Rally Start Control Stop SS 1 Control Stop SS 2 Control Stop SS 3 Regroup TC 3A Control Stop SS 4 Control Stop SS 5 Control Stop SS 6 Regroup TC 6A Parc Fermé (Overnight) Publication of Start List from Leg 2
SAT LEG 2	10/09	8:00 9:25 10:10 11:20 12:07 11:15 14:50 15:10 16:00 17:10 18:30 18:45 20:00 20:45 21:15	Leg 2 Start Control Stop SS 7 Control Stop SS 8 Control Stop SS 9 Regroup TC 9A Control Stop SS 10 Control Stop SS 11 Regroup TC 11A Control Stop SS 12 Control Stop SS 13 Parc Fermé (End of Rally) Podium Ceremony / Prize-giving Final checks Publication of Provisional Final Classification Publication of Final Official Classification

Appendix 4 – Decals and positioning of supplementary advertising



Front official rally plate	43 x 21,5 cm
Competition numbers on front doors	Total 67 x 17 cm.	
Reserved to the organizer	50 x 15 cm.
Race number	15 x 15 cm.	
Rear window panel	30 x 10 cm.
Roof panel	Total 50 x 52 cm	
Reserved to the organizer (upper part)	50 x 14 cm.
Race number	50 x 38 cm.	
Optional advertising on the left/right front door	Total 20 x 40 cm.	
Upper part	10 x 40 cm.
Lower part	10 x 40 cm.

ORGANISERS' OPTIONAL ADVERTISING WILL BE SPECIFIED IN A BULLETIN.

Appendix 5 – Extracts from FIA Appendix L relating to overalls, helmets, and any other safety requirements

For full information see FIA APPENDIX L TO THE INTERNATIONAL SPORTING.

It can be found on www.fia.com, under the heading **FIA Sport - Regulations - Drivers' Equipment**.

1. Helmets

1.1 Standards:

All drivers competing in rally special stages, entered on the FIA Calendar, must wear crash helmets which meet one of the standards listed in FIA Technical List N° 25.

1.2 Conditions of use:

Drivers and co-drivers in closed cockpit cars who wear full-face helmets must be able to pass the following test, in order to ensure that appropriate access to the airway of an injured driver is possible:

- The driver is to be seated in his car, with helmet and FIA approved head restraint in place and attached and safety harness buckled.
- With the help of two rescuers, the chief medical officer of the Event (or, if present, the FIA medical delegate), must be able to remove the helmet with the driver's head maintained permanently in a neutral position.

If this is impossible, the driver will be required to wear an openface helmet.

1.3 Modifications

No helmet may be modified from its specification as manufactured, except in compliance with instructions approved by the manufacturer and one of the FIA-listed standards organisations which certified the model concerned. Any other modification will render the helmet unacceptable for the requirements of the present Article 1.

1.4 Maximum weight and communications systems

Helmet weights may be checked at any time during an event and must not exceed 1800 g for a full-face type or 1600 g for an open-face type, including all accessories and attachments. Applications for waivers, on medical grounds only, may be made through the driver's ASN's Medical Commission.

The fitting of microphones may be done only in respect of Article 1.3 above.

1.5 Decoration

Paint can react with helmet shell material and affect its protective capacity; therefore, where a manufacturer provides guidelines or restrictions on the painting or decoration of helmets, these must be followed, using only paint specified by them (air drying acrylic, polyurethane enamel or others) and preferably a painter having their approval. This is particularly important for injection-moulded shells, which are not usually suitable for painting.

The shell being painted should be efficiently masked, as paint penetrating the interior can affect the performance of the helmet liner.

Paints requiring heat curing should not be used and any process should not exceed the maximum temperature of conditioning of the helmet in the standard to which it is approved.

The manufacturer's instructions should also be consulted for any considerations on the use of stickers and transfers.

2. Flame resistant clothing

In special stages of rallies entered on the International Sporting Calendar, all drivers and co-drivers must wear overalls as well as gloves (optional for co-drivers), long underwear, a

balaclava, socks and shoes homologated to the FIA 8856-2000 standard (Technical List N°27).

Users must ensure that garments are not too tight, as this reduces the level of protection. Embroidery sewn directly onto the overalls shall be stitched onto the outermost layer only, for better heat insulation. Backing material of badges and thread used for affixing them to the overalls must be flameproof (see Appendix 1 of the FIA 8856-2000 Standard for detailed requirements and instructions for use).

3. Frontal head restraint (FHR)

3.1 Wearing in an international event of any device intended to protect the head or neck and attached to the helmet is prohibited, unless the device has been homologated according to the FIA 8858 standard. Homologated FHR systems are listed in the FIA Technical List N° 29 FIA-approved FHR systems must be worn by drivers in all International Events.

The following additional provisions apply:

The wearing of an FIA-approved FHR system is:

b) mandatory, for all FIA European Rally Championship events with compatible helmets.

3.2 Conditions of use

FHR systems must be worn only with FIA-approved items according to the following chart:

Helmet (2)	Tether system (tether, tether end fitting and helmet anchorage)
FIA 8860 (Technical List N° 33)	FIA 8858 (Technical List N° 29)
FIA 8858 (Technical List N° 41)	

(2)Mandatory wearing of helmets in each championship according to Article 1.1 above.

For more details when the device used is the HANS®, the “Guide for the Use of HANS® in international motor sport”, published by the FIA Institute for Motor Sport Safety, can be found on www.fia.com, under the heading FIA Sport - Regulations - Drivers' Equipment.

3.3 Compatibility and permitted use of items approved to the FIA 8858-2002, 8858-2010, 8860-2004 and 8860-2010 standards

The FIA 8860-2004 (Advanced helmets) and FIA 8858-2002 (FHR systems and compatible helmets) standards were updated in 2010. Both the original and revised versions remain valid when used as shown on the chart below.

	FHR 8858-2010	Tether (with end fitting) 8858-2010	Helmet anchorage 8858-2010	Helmet 8858-2010 and 8860-2010
HANS 8858-2002		YES	YES	YES
Tether (with end fitting) 8858-2002	NO		(If mechanically compatible)	YES
Helmet anchorage 8858-2002	YES	(If mechanically compatible)		NO
Helmet 8858-2002 and 8860-2004	YES	YES	NO	

3.4 Safety belts

Drivers must be properly restrained in their seat by safety belts in conformity with the specifications of Appendix J for the vehicle concerned, at all times during an event when it is mobile on a special stage.

Appendix 6 – Competitors' safety

1. Use of SOS/OK signs

- 1.1** Each competing car shall carry a red "SOS" sign and on the reverse a green "OK" sign measuring at least 42 cm x 29.7 cm (A3)
- 1.2** In case of an accident where urgent medical attention is required, when possible the red "SOS" sign should be immediately displayed to following cars and to any helicopter attempting to assist.
- 1.3** Any crew which has the red "SOS" displayed to them, or which sees a car which has suffered a major accident where both crew members are seen inside the car but are not displaying the red "SOS" sign, must immediately and without exception stop to render assistance. All following cars has also stop. The second car at the scene shall proceed to inform the next radio point. Subsequent cars must leave a clear route for emergency vehicles.
- 1.4** In case of an accident where immediately intervention is not required, the "OK" sign must be clearly shown by a crew member to the following vehicles and to any helicopter attempting to assist.
- 1.5** If the crew leaves the vehicle, the "OK" sign must be displayed so that it is clearly visible to other crews.
- 1.6** Any crew which is able but fails to comply with above rules will be reported to the Clerk of the Course.
- 1.7** Any crew retiring from a rally must report such retirement to the organizers as soon as possible, save in case of force majeure. Any crew failing to comply will be subject to a penalty at Stewards' discretion.

2. Use of the red triangle

- 2.1** Each competing car must carry a red triangle which, in the event of the car stopping in a special stage, must be placed in a conspicuous position by a member of the crew at least 50 metres before the car's position, in order to warn following drivers. Any crew failing to comply may be subject to a penalty at stewards' discretion.
- 2.2** This triangle must be placed even if the stopped car is off the road.

3. Use of the yellow flags

- 3.1** On passing a displayed yellow flag, the driver must immediately reduce speed, maintain this reduced speed until the end of the special stage and follow the instruction of any marshal or intervention car drivers. Flags will be displayed at all radio points preceding the incident. Failure to comply with this rule will entail a penalty at the stewards' discretions.
- 3.2** A crew which has been shown the yellow flag will be given a notional time for the stage as per Article 33 y Article 34.5.2 of the 2011 FIA RRC Sporting Regulations.

Appendix 7 – Re-start after retirement

1. General

A competing car which fails to finish one Leg of the Rally will be assumed to restart the Rally from the start of the next Leg unless they confirm otherwise with the Clerk of the Course. This shall apply to any car which been excluded on the grounds of exceeding the latest allowable limit or has failed to report to a control, but shall not apply where car has been excluded for breach of eligibility requirements, traffic infringements or by a decision of the Stewards. Any Competitor who re-starts will not be classified in the final overall classification and thus will not be eligible for Championship points, except bonus points.

2. Service location and time allowed

Any car which fails to finish a Leg in accordance with the above may be repaired at the competitor's discretion. However, the car must report to the overnight regroup prior the next Leg, no later than 1 hour before the scheduled start of that Leg.

3. Scrutineering of repaired cars

The car must retain its original body shell and engine block as marked at pre-event Scrutineering.

The Competitor must advise the organizer of the reason of retirement (e.g. accident, technical problems, etc) and the intention to have the car re-scrutineered one hour prior to the publication to the start list of the subsequent Leg.

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Appendix 8 – Service park and remote service

1. Service park:

There will be only one service park during the Rally:

Sport pavilion – Gijón

Timetable:

- Opening: Wednesday 6th September at 10:00 h.
- Closing: Saturday 10th September at 20:00 h.

The placement of the teams in the Service park will be published on Monday 5th September 2011 at 10:00 h.

It is not allowed to make holes in the floor. Breaching this regulation will be notice to Stewards. They could punish the participant economically up to 3.000 €

2. Remote service zone:

There will be only one remote zone service during the Rally:

Grupo Roxu – Meres - Siero

Timetable:

- Opening: Saturday 10th September at 16:00 h.
- Closing: Saturday 10th September at 19:00 h.

Appendix 9 – Shakedown

All competitors entered in the rally are entitled to take part in the shakedown, under the observance of the timetable.

1. Timetable:

Date: Thursday 8th September
Time: From 15:00 to 15:45 Priority Drivers and all of S2000 Drivers.
From 15:45 to 18:00 All Drivers.

2. Location:

Situation: Road AS-354
Distance: 3,500 Km
Service Park: Industrial Estate Olloniego II (Anievas)

3. Participants:

Any person on board the car during shakedown who is not part of the crew entered for the Rally must have signed a disclaimer provided by the organiser.

Each passenger must wear helmets, HANS and homologated fireproof clothes and cars have to show their competition numbers and the plates of the Rally properly placed.

4. Features of the Shakedown:

During the Shakedown, there is no limitation about number or kind of tyres used as long as they conform to 2011 FIA Regional Rally Championships Sporting Regulations (RRCSR, Art. 50 and App. IV).

The number of passes will be limited to FIVE per participant.

Starting order will be free, and the time between vehicles will be 1 minute (minimum).

The Organiser will mount a start control, a finish control and a stop control signaled by prescribed placards.

In case of failure or immobilization of the vehicle inside the stage, the organiser will try to recover the vehicle as soon as possible, but respecting always the rest of the participants.

The Competitors, Drivers and/or Co-Drivers that take part at Shakedown will be put under the sport regulations and these regulations, technically and disciplinarily.