



# 54° RALLYE SANREMO

11 - 13 October 2012

qualifying round for  
European Rally Championship Regional Cup  
South-West -coeff. 10  
Campionato Italiano CSAI Rally 2012  
IRC - Intercontinental Rally Challenge

Renault IRC Challenge 2WD  
Trofeo Abarth 500 Rally Selenia  
Citroën DS3-R3 Racing Trophy  
Trofeo Twingo R2 Gordini "top"  
Citroen Racing Trophy 2012

organised by  
AUTOMOBILE CLUB SANREMO

under the patronage of the  
COMUNE DI SANREMO

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***SUPPLEMENTARY REGULATIONS***

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## 1- INTRODUCTION

1.1 The rally will be run in compliance with the FIA International Sporting Code (and its appendices), the 2012 FIA Regional Rally Championships Sporting Regulations (and the Regional variations and additional provisions -V1), the National Sporting Regulations (and its Supplementary Rules), the National Rally 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 and/or by the stewards)

The "54° Rallye Sanremo" will be run in the Provincia of Imperia 11 to 13 October 2012.

Additional information will be published in the Rally Guide, issued on 20/09/2012

The 2012 FIA Regional Rally Championships Sporting Regulations (and the Regional variations and additional provisions-V1) can be found at: [www.fia.com](http://www.fia.com)

The National Sporting Regulations (and its Supplementary Rules) can be found at: [www.aci.csai.it](http://www.aci.csai.it).

*The organiser declares that the rally will be provided for all necessary administrative authorisations.*

*Moreover, the organiser declares that the average speed during special stages is superior to 80 Km/h, in accordance with the relevant Authority.*

1.2 Road surface :Asphalt

1.3 Total distance of the special stages and itinerary:

- Total distance special stages: Km 204,00
- Total distance of the itinerary (including special stages): Km 434,88

## 2 ORGANISATION

2.1 Titles for which the rally counts

The rally counts for:- European Rally Championship Regional Cup South-West - coeff. 10

- Campionato Italiano CSAI Rally 2012
- IRC - Intercontinental Rally Challenge
- Renault IRC Challenge 2WD
- Trofeo Abarth 500 Rally Selenia
- Citroën DS3-R3 Racing Trophy
- Trofeo Twingo R2 Gordini "Top"

**2.2 Visa numbers - FIA and CSAI**

CSAI visa                    n° 164 SCR                    issued on   14/09/2012  
FIA visa                    n° **4CESO/070812**

**2.3 Organiser's name**

AUTOMOBILE CLUB SANREMO  
Corso Orazio Raimondo 57 – Sanremo - Tel. +39.0184.500295/6 - Fax +39.0184.576555  
E-mail: [acisanremo@acisanremo.it](mailto:acisanremo@acisanremo.it) - Internet: [www.acisanremo.it](http://www.acisanremo.it)  
*CSAI licence for organiser n . 16101*

**2.3.1 Address and contact details**

till Friday 5 October                    AC SANREMO SERVIZI srl  
Corso Orazio Raimondo 63 - 18038 Sanremo IM  
Tel.: 0184.500295-572325 - Fax 0184.576555  
E-mail: [acsanremoservizi@alice.it](mailto:acsanremoservizi@alice.it)  
Monday - Thursday: 09.00-12.30 / 15.00-17.30  
Friday: 09.00-12.30

from Monday 8 October                    Rally Headquarters and Clerk of the Course  
c/o Hotel Royal Sanremo  
- Tel. +39.0184. 500914

**2.4 Organising Committee**

Sergio MAIGA                    President  
Francesco ALBERTI  
Pino FIORE

**2.5 Stewards of the Meeting**

Anita PASSALIS (GRC)                    (FIA - President)  
Barbora NOVAKOVA (CZE)                    (FIA)  
Augusto PARTUINI (ITA)                    (CSAI)

**2.6 FIA/CSAI Observers**

Banu BASEREN (TUR)                    FIA Observer  
**Giuseppe CERRI GAMBARELLI (ITA) CSAI Observer**

**2.7 Officials and responsables**

Clerk of the Course:                    Guido DE ANGELI  
Deputy Clerk of the Course:                    Simone BETTATI  
Secretary of the Meeting:                    Maria Luisa PAGLIERI

## **54° RALLYE SANREMO - 2012**

Safety Officer: Mattia MAIGA

Chief Medical Officer: Roberto LUCIFREDI

Scrutineers: Andrea MELIZZA (CSAI)  
Giovanni VANDELLI (CSAI)  
Luigi PACINI  
Marco PACINI  
Giancarlo PLATINO  
Alessandro REBAUDO  
Giuseppe RUTA  
Italo SEGA  
Francesco VALSECCHI

Competitors' Relations Officers: Jean François FAUCHILLE  
Pier Paolo PEIROLO  
Claudio POZZI

Relations with IRC and Eurosport Events: Micol MAIGA

Relations with Media/TV: Luca PAZIELLI

Timekeepers: FICr – Associazione Riviera dei Fiori  
Responsible - Angelo MASIN

Results: Giovanna Enrica AMEDEO

Press room: Alessandra DE BIANCHI - Responsible  
Micol MAIGA - Assistant

Marshals: AA. CC. Sanremo, Imperia, Savona, Genova,  
Varese, Cuneo, Reggio Emilia, Cremona, Biella -  
Bergamo

### **2.8 Location of the rally headquarters**

The Clerk of the Course, the Rally Secretariat, the Official Notice Board will be placed in the Royal Hotel – Sanremo

The Press Room: Capannone Merci - Old Railway Station Sanremo

### **2.9 Location of Parks**

**Finish park**

**Sanremo** - Lungomare Italo Calvino - Old Railway Station area

**"Parc fermé"**

**Sanremo** - Lungomare Italo Calvino - Old Railway Station area

## **54° RALLYE SANREMO - 2012**

- Palafiori - basement first level- Corso Garibaldi entrance  
- Piazza Borea D'Olmo

### **Service park**

**Sanremo** - Lungomare Italo Calvino - Old Railway Station area  
and Piazzale Carlo Dapporto

### **2.10 Location of press room**

Sanremo - Capannone Merci - Old Railway Station area  
*Tel. +39.334.1662082 - +39.0184. 501554*

### **2.11 Location of Official notice board**

**from Monday 8 October** *c/o Royal Hotel - Sanremo*

## **3 PROGRAMME**

### **Deadline for entries**

Closing date for entries **Monday 1<sup>st</sup> October 2012**

### **Publication of Road Book - itinerary**

**Saturday 29 September**

### **Last day for communication and/or order extra services in service park**

**Monday 1<sup>st</sup> October**

### **Rally Headquarters - Opening time**

|                      |             |             |                  |
|----------------------|-------------|-------------|------------------|
| Monday 8 October     |             | 14.30-19.30 |                  |
| Tuesday 9 October    | 08.00-13.00 | 15.00-19.00 | 21.00-23.30      |
| Wednesday 10 October | 09.00       |             | 23.00            |
| Thursday 11 October  | 08.30       |             | 18.00            |
| Friday 12 October    | 08.00       |             | 02.00 (Saturday) |
| Saturday 13 October  | 06.30       |             | 20.00            |

### **Location of Official notice board**

**from Monday 8 October** Rally Headquarters - Royal Hotel - Sanremo

### **Collection of reconnaissance material, competition numbers, plates and advertising**

|                        |  |
|------------------------|--|
| Place:                 | - Sanremo - Capannone Merci - Old Railway Station area |
| Monday 8 October 2012  | 15.00-19.00  |
| Tuesday 9 October 2012 | 08.30-13.00  |

## **54° RALLYE SANREMO - 2012**

### **Service Park – Opening time**

(Service vehicles entrance: Wednesday 10 October 17.00-23.00,  
any particular requirements must be communicated within Monday, October 1)

|                      |           |    |                            |
|----------------------|-----------|----|----------------------------|
| Wednesday 10 October | 17.00hrs  | to | 23.00 hrs                  |
| Thursday 11 October  | 08.00hrs  | to | 18.00hrs                   |
| Friday 12 October    | 08.00hrs  | to | 02.00hrs on Saturday 13/10 |
| Saturday 13 October  | 06.00 hrs | to | 21.00 hrs                  |

### **Administrative checks**

|                                    |  |  |                              |
|------------------------------------|--|--|------------------------------|
| Place:                             | Sanremo - Capannone Merci - Old Railway Station area |  |                              |
| - <u>pre-administrative checks</u> | Monday 8 October                                     |  | 15.00-19.00                  |
|                                    | Tuesday 9 October                                    |  | 08.30-13.00                  |
| - <u>administrative checks</u>     | Wednesday 10 October                                 |  | 18.00-23.00 optional section |
|                                    | Thursday 11 October                                  |  | 09.00-15.00 upon convocation |

### **Start of reconnaissances and programme**

#### Tuesday 9 October

|             |  |
|-------------|--|
| 13.00-19.00 | Reconnaisances SS 1 - 2 - 3 (2 passages max) |
| 21.30-23.00 | Reconnaisances SS 4 (1 passage max)          |

#### Wednesday 10 October

|              |   |
|--------------|---|
| 09.00 -17.00 | Reconnaisances SS 5/8 - 6/9 - 7/10 (2 passages max) |
|--------------|---|

### **Opening of the media centre and media accreditation**

|               |  |   |       |
|---------------|--|---|-------|
| Place:        | c/o Capannone Merci -Old Railway Station - Sanremo |   |       |
| Date and Time | Wednesday 10 October                               | - | 09.00 |

### **Collection of rally tracking system**

|                      |   |  |  |
|----------------------|---|--|--|
| Place:               | <i>Sanremo - Old Railway Station area</i> |  |  |
| Wednesday 10 October | 18.00-23.00                               |  |  |
| Thursday 11 October  | 09.00-15.00                               |  |  |

### **Scrutineering - sealing and marking of components**

#### Scrutineering

|                      |   |  |  |
|----------------------|---|--|--|
| Place:               | <i>Sanremo - Old Railway Station area</i> |  |  |
| Wednesday 10 October | 18.00-23.00 - optional section            |  |  |
| Thursday 11 October  | 09.00-15.00 - upon individual convocation |  |  |

#### Sealing and marking of components

|        |  |  |  |
|--------|--|--|--|
| Place: | <i>Sanremo Garage Citroen - Officina Top Car Sanremo - C.so Mazzini 379 - Tel. +39.0184.591452</i> |  |  |
|--------|--|--|--|

## **54° RALLYE SANREMO - 2012**

Wednesday 10 October 18.00-20.00 - no summoning scheduled time  
Thursday 11 October 08.00-10.30 - following the summoning scheduled time

### **Shakedown and time-schedule**

Place: *San Romolo area*  
Date and Time Thursday 11 October

12.00-12.30 Reconnaissances of shakedown route, optional  
12.30-17.00 Shakedown test, only for the verified cars

### **Pre-event press conference**

Place: Press Room  
Date and time Thursday 11 October 17.30

### **First Steward's meeting**

Place: Stewards room - Royal Hotel  
Date and time Thursday 11 October 17.00

### **Publication of start list for Leg 1**

Place: Official notice board  
Date and time Friday 12 October 11.00

### **Rally start**

Place: *Sanremo - Old Railway Station area*  
Date and time Friday 12 October 14.00

**Finish of Leg 1** Friday 12 October 23.40

### **Publication of start list for Leg 2**

Place: Official notice board  
Date and time Saturday 13 October 02.00

**Start of Leg 2** Saturday 13 October 07.40

### **Rally arrival**

Place: *Sanremo - Old Railway Station area*  
Date and time Saturday 13 October 17.25

### **Prize giving/ceremony**

Place: Sanremo - Podium  
Date and time Saturday 13 October 17.35

### **Post-event press conference**

## **54° RALLYE SANREMO - 2012**

Place: Press Room  
Date and time: Saturday 13 October 18.15

### **Final scrutineering**

Place: Garage Citroen - Officina Top Car Sanremo - C.so  
Mazzini 379 - Tel. +39.0184.591452  
Date and time: Saturday 13 October 18.00

### **Time of publication of provisional final classification**

Place: Official notice board  
Date and time: Saturday 13 October 19.00

### **Time of publication of official final classification**

Place: Official notice board  
Date and time: Saturday 13 October 19.30

## **4 ENTRIES**

**4.1** Deadline for entries - according to art. 3

**4.2** Entry procedure

**4.2.1** Anybody wishing to take part in the "54° Rallye Sanremo" must send the entry form duly completed and the entry fees to:

AC Sanremo Servizi s.r.l.  
Corso Orazio Raimondo 63 - 18038 Sanremo IM  
Tel./Fax+39.0184.572325-Fax +39.0184.576555 - E-mail:acsanremoservizi@alice.it

according to art. 3. The entry will only be accepted if accompanied by total amount of the entry fee (the entry form is available on the website <http://www.acisanremo.it/rallysanremo/>)

*Each crew member must send in advance two identity photos.*

Details concerning the co-driver can be sent in up to one day after the deadline day.

In case the competitor is not one of the drivers, the entry form must be accompanied by a copy of the valid competitors' licence.

**4.2.2** The entry form must be sent either by registered letter or special delivery courier service dated not later than the deadline day.

**4.2.3** Applications sent by fax or e-mail will not be processed if there is no indication the original has been sent as well as the fees and the original does not reach the AC Sanremo Servizi srl by one day after the deadline day.



**4.2.4** For foreign competitors/entrants, drivers and co-drivers, authorisation must be given in accordance with Article 70 of the ISC.

**4.2.5 Competitor as a persons or competitor as legal entity - definition**

- competitor as a persons: a person (may be also different from the driver or co-driver) holder of a competitor licence that intend enter to the rally a crew
- competitor as legal entity: a society/team holder of a legal competitor licence that intend enter to the rally a crew

**4.3 Number of entrants - Eligible cars and classes**

**4.3.1** The maximum number of entrants accepted is 150 vehicles divided into:

- FIA-Priority drivers
- driver classified in the 2012 International Rally Challenge-IRC (all drivers could be considered as Priority Drivers at the Organising Committee discretion )
- NSA-Priority drivers
- non-priority drivers

If entries exceed the 150 requests, the organiser reserves the sole right to decide which entries among the non priority driver will be accepted

**4.3.2 Eligible cars and classes**

Eligible vehicles are those in conformity with the 2012 FIA Regional Rally Championships Sporting Regulations (and its Regional variations and additional provisions -V1)

**4.3.2.1 Summary**

- **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 for the Championship concerned
- **Group RGT** cars complying with 2012 Appendix J Art. 256
- **Group R** ( 2012 Appendix J, Article 260 and 260D)
- **Group N** cars (2012 Appendix J, Article 254) these cars may use FIA regionally homologated components (RVO)
- **Super 2000** cars (2012 Appendix J, Article 254A)
- **Super 2000-Rally** (complying with Art. 255A-2012 Appendix J and with Art. 4.1 of the 2012 FIA Regional Rally Championship Sporting Regulations)
- Regional cars
- National cars

**4.3.2.2** The vehicles are split up into the following classes:

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| FIA Classes |  |
|-------------|--|
| 2           | S2000-Rally 1.6 T engine                 |
|             | S2000-Rally 2.0 Atmospheric              |
|             | Group R4                                 |
| 3           | Group N car over 2000cc (current N4)     |
| 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 )            |
| 6           | R3D (up to 2000cc / nominal )            |
|             | Group A over 1400cc and up to 1600cc     |
|             | R2B (over 1400cc and up to 1600cc)       |
| 7           | Kit-car over 1400cc and up to 1600CC     |
|             | Group A car up to 1400cc                 |
| 8           | Kit-car up to 1400cc                     |
| 9           | Group N car over 1600cc and up to 2000cc |
| 10          | Group N over 1400cc and up to 1600cc     |
|             | R1B (over 1400cc and up to 1600cc)       |
| 10          | Group N car up to 1400cc                 |
|             | R1A (up to 1400cc)                       |

### 4.3.2.3 Kit Cars

Car homologated as Kit cars, where the capacity is greater than 1.600cc are not accepted.

Cars homologated as Kit cars where the capacity is between 1401 and 1600cc, are accepted if they also comply with Art. 255.6.2 of 2012 Appendix J - Weight.

### 4.3.2.4 Turbo-Diesel cars

Two-wheel drive cars equipped with a super charged diesel engine with a nominal cylinder capacity up to 2000cc are accepted in Group A and N.

The FIA 2WD European Cup is reserved for cars of classes 5 to 10 (Art. 4.3 - V1- FIA Regional Sporting Championship Regulations)

### 4.3.2.5 Super 1600 cars

For Super 1600 homologated cars, it will be possible to use lapsed "errata" without any penalty.

## 4.4 Entry fees

### 4.4.1 Entries completed by Monday 1<sup>st</sup> october 2012

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| FIA Class / Classes | Entered as a person<br>(VAT included) | Entered as a legal entity<br>(VAT included) |
|---------------------|---------------------------------------|---|
| 7 - 10              | Euro 1.125,30                         | Euro 1.350,36                               |
| 9                   | Euro 1.373,35                         | Euro 1.648,02                               |
| 8                   | Euro 1.524,60                         | Euro 1.829,52                               |
| 4 - 5 - 6           | Euro 1.748,45                         | Euro 2.098,14                               |
| 3                   | Euro 1.887,60                         | Euro 2.265,12                               |
| 2                   | Euro 1.954,15                         | Euro 2.344,98                               |

### 4.4.2 Cancelled

#### 4.4.3 Entry fees - Optional advertising proposed by the organiser

*Whether a competitor does not accept the optional advertising proposed by the organiser, he will have to pay an amount increased of 50% as to the related entry fees.*

#### 4.4.4 Entry fees - "Under 23"

*The entrant of a crew "Under 23" whose members (driver and co-driver) are both born after 31 December 1988, will benefit of a 50% reduction on the amount of the entry fees.*

*This reduction will not be applied for the amount mentioned at the point 4.4.3.*

### 4.5 Payment details

- 4.5.1 The entry fees must be paid by bank transfer to **AC Sanremo Servizi s.r.l.**,  
**Bank details:** BANCA CARIGE - Cassa di Risparmio di Genova e Imperia - Sanremo  
- IBAN: IT13 X 061 7522 7000 0000 2645 380; BIC: CRGEITGG301  
The entry fees shall be fully paid with no bank expenses at receiver's charge.

The amount paid shall be kept as caution money and the invoice relating to the entry fees shall be issued by **AC Sanremo Servizi s.r.l.**

#### 4.5.2 The entry fees include:

- the service area (see Appendix 6.2 of the Supplementary Regulations)
- n. 1 Service plate (2 plates for the competitors entered as a legal entity)
- n. 1 Road Book (2 road-book for the competitors entered as a legal entity)
- shakedown

- 4.5.3 The request for further documents and material (written on the specific form) must reach the AC Sanremo Servizi s.r.l. by Monday 1<sup>st</sup> October 2012.

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### 4.6 Refunds

The entry fees will be refunded:

- to entrants whose entry has not been accepted;
- in case the Rally will not take place.

### 4.7 I.R.C. Entry

Entry to the I.R.C. is a tacit acceptance, with acceptance of the advertising compulsory

## 5 INSURANCE

- 5.1 The entry fees include the insurance premium to insure civil liability of competitors against all third party risks whilst taking part in the rally and the shakedown.

- 5.2 The indemnity provided under this special insurance is Euro 5.000.000,00, unique for any incident or accident.

The insurance Company is Sara and the number of the insurance Policy is \_\_\_\_\_. *(TBA)*

- 5.3 **The insurance will be in effect (for the itinerary of the rally published in the official Road Book and for the itineraries indicated in the Rally Guide, and in the times provided by the programme) from the start of the first competition element until the end of the rally or at the moment of retirement or exclusion.**

**Cars having retired and restarting the next Leg (Rally 2) shall not be considered to have permanently retired.**

- 5.4 The civil insurance coverage provided by the Organisers will be valid only for the itinerary of the race published in the official Road Book and for the itineraries indicated in the Rally Guide, and in the times provided by the programme of the race.

Moreover, the insurance will cover the following itineraries:

- from the shakedown service park (Golf Sanremo area) to the start of the shakedown
  - the shakedown itinerary
  - the itinerary from the finish of the shakedown to the shakedown service park
- with covering from 12.00 to 17.00 on Thursday 11 October 2012

The insurance doesn't relieve competitors from liability towards any passenger, other than co-driver, on board the car.

Racing cars need to have a civil insurance, covering what not mentioned above.

## **54° RALLYE SANREMO - 2012**

- 5.5 The Organising Committee declines all liability due to consequences of any breach of laws or regulations by the competitors, who will be solely liable towards the competent Authorities.  
The Organising Committee declines liability for any accident caused to competitors and competing cars during the whole duration of the event, even in case of floods, landslides, demonstrations, vandalism that could involve the competitors and their crews. Material, penal and sporting consequences will be charged to the competitors themselves.
- 5.6 Vehicles carrying Service and Auxiliary plates and/or any other special plate issued by the Organiser are not covered by the Event's insurance policy.  
These vehicles circulate under the sole responsibility of their owners and the organiser bears no responsibility for them.
- 5.7 Vehicles used by competitors during reconnaissance, even if bearing the event's specific sticker, must be insured by their owners. The organiser bears no responsibility for such vehicles.

## **6 ADVERTISING AND IDENTIFICATION NUMBERS AND PLATES**

- 6.1 **Organiser's advertising**  
The organiser's advertising on the rally plates and on the competition number is compulsory and cannot be refused by the competitors (see Appendix 3); this will be specified in a bulletin one month before the start of the rally.
- 6.2 **Organiser's optional advertising**  
Competitors who accept the organiser's optional advertising must reserve for it the spaces indicated in the Appendix 3 to the present regulations.  
The optional advertising reserved for the organiser will be specified in a bulletin.
- 6.3 **Restrictions**  
Tobacco and smokers products advertising is forbidden in Italy.
- 6.4 **Competition numbers, plates and advertising**  
The competition numbers, the rally official plates and the optional advertising must be affixed on the rally car (see Appendix 3) before scrutineering and must be visible throughout the whole duration of the rally, according to the 2012 Regional Rally Sporting Regulations of the FIA.

## **54° RALLYE SANREMO - 2012**

- 6.5 The first initial(s) and surname of both driver and co-driver, followed by the national flags of the country of the NSA from which they have obtained their licences, must appear on the rear side window on both sides of the car, adjacent to the competition number in accordance with the 2012 Regional Rally Sporting Regulations of the FIA - Art.13.
- 6.6 The competitors failing to comply with these rules shall be penalized at the discretion of the Stewards of the Meeting.

### **7 TYRES - WHEELS**

- 7.1 **Compliance**  
All tyres must be in conformity with the Appendix IV of the 2012 FIA Regional Rally Sporting Championship Regulations (and its Regional variations -V1).
- 7.2 **Control**  
Tyres will be marked throughout the rally in accordance with the procedure given by the scrutineers.

### **8 FUEL - REFUELLING**

In accordance with the 2012 FIA Regional Rally Sporting Championship Regulations (and its Regional variations -V1).

- 8.1 **Fuel supply for cars fed with petrol**
- 8.1.1 Throughout all the rally (shakedown and competition), all the cars fed with petrol shall use solely fuel supplied by the **PANTA Distribuzione S.p.A.**, which complies with the technical requirements established by the FIA - Appendix J and by the CSAI.
- 8.1.2 Type of fuel is available:  
**PANTA MAX - Ron 102** sold at the price of **Euros 3,20/lt. + 21% VAT**  
**PANTA Ron 98** sold at the price of **Euros 2,40/lt. + 21% VAT**
- PANTA Distribuzione S.p.A. will supply the necessary fuel for the technical adjustments of the engine, against payment and upon request.
- 8.1.3 Each competitor must fill-in the special order form requesting the quantity of fuel needed for the running of the rally and send it to **PANTA Distribuzione S.p.A.** - Tel.

## **54° RALLYE SANREMO - 2012**

+39.0373.235141 - Fax +39.0373.235123 - E-mail: cristofanilli.giovanni@panta.it - monico.luca@panta.it

The fuel request and a copy of the receipt of payment must reach PANTA Distribuzione S.p.A no later than **Monday 1<sup>st</sup> October - at 18.00hrs.**

Within 15 days following the date of the running of the rally, PANTA Society will refund the amount corresponding to the non collected fuel.

### **8.2 Fuel distribution**

- 8.2.1** PANTA Distribuzione S.p.A will distribute the fuel **for shakedown** (in 25 litres fuel tank) on Thursday 11 October from 09.00hrs to 11hrs in the refuelling area arranged in the service park.

The fuel **for competition** will be distributed exclusively and directly into the tank of the competition cars in the refuelling area arranged by the organiser at the exit of the service park and indicated in the road-book.

- 8.2.2** In the refuelling area, competitors must observe the regulations provided by the rules of 2012 FIA Regional Rally Sporting Regulations. They must comply with the instructions given by the Marshals and by the responsible involved in the refuelling operations.

### **8.3 Fuel testing**

In case of fuel sampling from the competition cars and subsequent testing, the results will be compared with those of the samples taken from the same PANTA tank lorry from which the car was refuelled.

### **8.4 Fuel autonomy**

All cars must have a minimum fuel autonomy in order to drive at least 150 kms, 60 kms of which in special stages.

### **8.5 Fuel supply for cars fed with diesel oil**

All cars fed with diesel oil may be refuelled, by the crew, by the entrant or by its representatives, solely inside the refuelling area.

## **9 RECONNAISSANCES**

- 9.1** Handout of reconnaissance material to crew - according to art. 3

**9.2 Running conditions**

- 9.2.1** Reconnaissance of the itinerary and of the special stages must be carried out, in accordance **with the Italian Traffic Laws**, only after having collected the road-book and the reconnaissance documents (card and sticker).

**Reconnaissance on the rally route are forbidden after the publication of the rally itinerary (11 August 2012).**

- 9.2.2** The drivers must have their "reconnaissance card" with them during reconnaissance and are required to show it at any time upon request by the officials or Police Authorities.
- 9.2.3** The sticker must be stuck on the windscreen of the car, in the top left position, driver's side.
- 9.2.4** It is emphasised that reconnaissance is not practice. **All Italian Traffic Laws** are to be fully respected and reconnaissance cars must be covered by insurance as required by the Italian Laws, no responsibility being imputable to the organisers.

- 9.2.5** Reconnaissance outside the schedule as set by the organisers is considered a very serious offence and will be reported to the Stewards who may apply penalties up to refusal of the start.

- 9.2.6** During reconnaissances only two people maximum are admitted in the recce cars, at least one member of the entered crew and, if the second member is not present, a substitute.

**9.3 Duration**

Crews are permitted to drive **a maximum of 2 passages over each special stage**. In no case may crews drive over the itinerary in a direction opposite to that of the rally.

**9.4 Procedure**

- 9.4.1** During reconnaissance, all crews will halt their cars at the start of each stage. Rally officials will then sign the reconnaissance card in order to register the car's passage. Crews may only enter special stages through the initial control point.
- 9.4.2** Crews will have also to stop at the STOP Control of each special stage in order to allow the marshals to record their passage.

**9.5 Schedule**



Reconnaissance must imperatively be carried out according to art. 3  
The organiser may establish a different schedule for different groups of crews.

**9.6 Driving conduct during reconnaissances**

- 9.6.1** It is emphasised that reconnaissance is not practice. All the National traffic law must be strictly adhered to and the safety and rights of other road users must be respected. Any crew fail to comply with these rules will be penalised as foreseen by the 2012 FIA Regional Rally Championship Regulations.
- 9.6.2** Excessive speeding during reconnaissance will incur a fine applied by the clerk of the course as foreseen by the 2012 FIA Regional Rally Championship Regulations - Art. 15.2.2  
The amount of this fine will be unaltered by any fine imposed by the Police.
- 9.6.3** The fine will be doubled in case of a second offence committed during reconnaissance in the same rally.
- 9.6.4** Other infringements or further excessive speeding during reconnaissance will be referred to the stewards.

**9.7 Reconnaissance cars**

All reconnaissance operations may only be carried out using series production cars complying with the specifications defined in the 2012 Regional Rally Sporting Championship Regulations of the FIA .

*Competitors with a CSAI or FAMS licence must use reconnaissance cars complying with the specifications of the NS11 - CSAI.*

**9.8 Controls**

During reconnaissance Rally Officials will control the proceedings. All competitors must obey marshals instructions.

The itinerary will be surveyed by rally officials also during the period prior to reconnaissance.

The presence of a driver or his co-driver on a special stage, in any way whatsoever, is considered as reconnaissance.

**9.9 Privacy**

By entering the rally, competitors give the Organising Committee the authorization to use their personal data according to the Italian Law n. 196 of 30 June 2003, in order to allow the Committee to give them to the police working on the territory involved in the event. Police will then be authorized to use Entrant's

## **54° RALLYE SANREMO - 2012**

data in the case in which they will be found on the route during not authorized periods and/or commit an offence to the present regulation.

### **10 ADMINISTRATIVE CHECKS**

#### **10.1 Documents to be presented**

*The full crew must present itself to the administrative checks showing the following documents:*

- Entrant licence
- Driver and co-driver competition licences
- Driver and co-driver driving licences
- NSA authorisation, for all foreign competitors
- Completion of all details on the entry form
- Documents and registration papers of the rally car

#### **10.2 Programme**

As scheduled in Art. 3 - Programme of these Supplementary Regulations

### **11 SCRUTINEERING - SEALING AND MARKING**

#### **11.1 Place and times of scrutineering**

As scheduled in Art. 3 - Programme of these Supplementary Regulations

##### **11.1.1 Any crew taking part in the rally, or his representative duly designated in writing, must present the entered car to scrutineering prepared for all necessary marking and sealing.**

During scrutineering the transmission (fitted and spares) of non-priority driver's cars will not be sealed, however their turbos (fitted and spares) will be sealed.

For limitation of spare turbochargers see 2012 Regional Rally Sporting Championship Regulations of the FIA .

Moreover, all car's chassis and cylinder block may be marked.

#### **11.2 Windows/Nets**

Use of tinted windows is authorized in accordance with article 253.11 "Windows/nets" of 2012 Appendix J of the FIA Sporting Code.

#### **11.3 Driver's safety equipment**

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Competitors' helmets (which must comply with the requirements of FIA Appendix L), approved FIA head restraint (FHR) *and its relevant safety devices* (which must be FIA approved model as detailed in the Technical List No. 29 of Appendix J) and flame resistant clothing (homologated to the FIA 8856-2000 standard) will be checked at scrutineering.

### 11.4 Noise level

The maximum permitted noise level is 98 decibel (*under pain of penalty up to exclusion*). The noise will be measured with a phonometer placed at a distance of 50 cm from the exhaust outlet, with an angle of 45 degrees and with the car engine running at 3800 rpm for petrol engine and 2500 rpm for diesel engine

### 11.5 Special regulations

#### 11.5.1 Cars equipment

Competing cars must be equipped with:

- one reflective triangle;
- two fluorescent jackets (one per each crew member);
- two seatbelt cutters easily accessible for the driver and the co-driver when seated with their harnesses fastened as prescribed in Article 253.6.1 of 2012 Appendix J).

### 11.6 Competitors safety tracking system

For safety reasons, in order to verify the position of the crews during the running of the rally, all the cars will be equipped with a satellite tracking system.

A workbook will be handed over to crews and a responsible representative of the Racelink company will be at participants disposal for the installation procedure of the safety tracking unit at the scrutineering entrance.

This equipment is compulsory.

Pay attention: if the GPS device will not return back, the amount of 500,00 Euros will be debt directly by Canossa Events Company to the competitor concerned.

## 12 FEATURES OF THE RALLY

### 12.1 Rally start - according to art. 3

There will be no start park.

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At the exit of the service park there will be no a start park and crews will be at marshal disposal: they have to follow their instructions. The programme and times for this procedure will be communicate to competitors.

Any unsportsmanlike manner may result in a fine or exclusion, depending on the decision of the Stewards of the Meeting.

### **12.2 Permitted early check-in**

Crews are authorised to check-in in advance without incurring any penalty at the following time controls: 3A - 4A - 7A - 10A.

### **12.3 Starting Order – Intervals**

**12.3.1** Start of Section 1 will be given according to racing numbers, the lower racing number will start first, with the exception of different decisions taken by the Clerk of the Course or by the Stewards of the Meeting. Start of Section 2 will be established according to the classification after Special Stage 3.

Start of Leg 2 will be established according to the general classification of Leg 1

**12.3.2** The Clerk of the Course, after talking with the Stewards, will be allowed to re-locate crews that have been considered in an anomalous position. .

### **12.4 Traffic - infringements**

Throughout the rally both the crews members must have a valid driving licence and must strictly observe the **Italian Traffic Laws**.

Any crew which does not comply with these Traffic Laws shall be subject to the penalties set out below (in accordance with the 2012 FIA Regional Rally Sporting Championship Regulations- Art. 15):

a)- during the rally, exceeding the speed limit (offence reported by the Police): a fine will be applied by the clerk of the course as established by the 2012 FIA Regional Rally Sporting Championship Regulations-Art. 15.3.1

b)- infringement to the Italian Traffic Laws, that is not speeding: cash penalty of Euros 1.000,00

The amount of these fines will be unaltered by any fine imposed by the Police.

c) 2<sup>nd</sup> infringement to the Italian Traffic Laws: a 5-minute time penalty

d) 3<sup>rd</sup> infringement to the Italian Traffic Laws: exclusion, applied only by the Stewards.

### **12.5 Time control followed by a special stage - intervals**

At the time control at the finish of a road section, the post marshal will enter on the time card on the one hand the check-in time of the crew and on the other its provisional stage starting time. There must be a **3 minutes** gap to allow the crew to prepare for the stage start and come to the start line.

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*The increase of one minutes is necessary to check that Driver's safety equipment (included FHR and its safety devices) will be correctly installed. This control will be made by a person in charge that will be identified by a red armband with the inscription "safety".*

*This check may be repeated also at control stop.*

### **12.6 Special stages**

#### **12.6.1 Start procedure**

Start of special stages will be given as follows: when the car with its crew on board has stopped in front of the starting control the Marshals will enter the time scheduled for the start of the car in question on the stage sheet, and he will hand this document back to the crew. The start of all special stages will be given by means of starting lights:

- 10 seconds before the start one red light is illuminated;
- 5 seconds before the start one yellow light and five LEDs are illuminated. The five LEDs turn off one by one each second;
- green light: start signal
- 20 seconds after the start, the green light stops which results in exclusion of a car still standing on the start line.

Should the electronic timing appliance break down at the start of a special stage, the start will be given manually as provided by 2012 Regional Rally Sporting Championship Regulations of the FIA (Art. 31.3).

#### **12.7 False start**

A false start, particularly one made before the lights has given the signal, shall be penalized as follows:

- a) 1st infringement: 10 seconds
  - b) 2nd infringement: 1 minute
  - c) 3rd infringement: 3 minutes
  - d) further infringements: penalties left to the discretion of the Stewards of the Meeting
- These penalties do not exclude heavier penalties being inflicted by the Stewards if they deem this measure necessary. For the time calculation, the actual start time has to be used.

#### **12.8 Timing**

For special stages, timing will be to the tenth of a second.

Should the electronic timing appliance break down, times will be recorded manually.

The timekeepers must be positioned level with the finish line, indicated by the sign bearing a chequered flag on a red background.

#### **12.9 Interruption of a special stage**

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When a special stage is interrupted or stopped for any reason, the 2012 Regional Rally Sporting Championship Regulations of the FIA (Art. 33) will be applied.

### **12.10 Removal of the cars from the final parc fermé**

Cars must be removed from the final Parc Fermé once the results become final and the Stewards authorize it to be opened.

Drivers or their representative must present the receipt, issued by the Organiser, to the Marshal in charge. The receipt will be distributed to competitors when entering the final Parc Fermé.

Cars must be removed within 30' after opening of the Parc Fermé; beyond the time limits indicated, the organisers will no longer guarantee the security of the cars.

### **12.11 Official Time**

Throughout the rally, the official time will be the time set by signal transmitter DCF 77.

### **12.12 Time card change during the rally**

The time card for the first section will be issued at TC 0 and will be replaced by a new one at:

- TC 3A Sanremo regrouping IN - Leg 1
- TC 4E Sanremo Start - Leg 2
- TC 7A Sanremo regrouping IN - Leg 2

### **12.13 Accident reporting**

If a driver taking part in the rally is involved in an accident in which a member of the public sustains physical injury, the 2012 Regional Rally Sporting Championship Regulations of the FIA will be applied (Art. 34.3).

### **12.14 In case of accident in the rally or in the shakedown itinerary, the competitor or his representative must notify it to the Clerk of the Course within 24 hours**

## **13 IDENTIFICATION OF OFFICIALS**

Officials will be identified as follows:

- Post chiefs: **red tabard**
- Road marshals: **yellow tabard**
- Radio Marshals: **blue tabard** with the inscription "ARI".
- Competitors relations officers: **red tabard** with the inscription "Rapporti Concorrenti".

## **14 PRIZES**

### **14.1 Prize-giving**

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The prize-giving will take place according to art. 3  
After having passed the final finish TC 10D - (SANREMO - SP OUT - Rally end) the competitors will stop in a waiting area at the disposal of the marshals for the prize-giving procedure. This area will be considered *parc fermé*.

### 14.2 Prizes

The rally has the following prizes:

- General classification: cups to the crews classified from 1<sup>st</sup> to 10<sup>th</sup>
- Group results: cups to the crews classified from 1<sup>st</sup> to 3<sup>rd</sup>
- Class results: cups to the crews classified from 1<sup>st</sup> to 3<sup>rd</sup>
- 1st female crew cups
- 1st team cup
- all other classified crews awards

## 15 FINAL CHECKS AND PROTESTS

### 15.1 Final scrutineering

The final scrutineering will take place according to art. 3 at *Garage Citroen - Officina Top Car Sanremo - C.so Mazzini 379-Tel.+39.0184.591452*

15.2 Competitors who will be selected for final scrutineering (Stewards' decision) are requested to provide proper equipment (including all sealed spare parts) and technicians at the final scrutineering venue.

15.3 Each selected car will be driven to and from the final scrutineering by a designated member of the team (who must be present at the finish), accompanied by an official.

15.4 In case of a protest, the involved car will be checked at same workshop.

### 15.5 Protest fees

Sum of the protest fee is Euros 500,00.

If the protest requires the dismantling and the reassembly of different parts of a car the claimant must pay an additional deposit that will be decided by the Stewards of the Meeting, upon proposal of Scrutineers.

### 15.6 Appeal fees

Appeal fees are as below

- |                                     |                 |
|-------------------------------------|-----------------|
| - for a national appeal (CSAI)      | Euros 3.000,00  |
| - for an international appeal (FIA) | Euros 12.000,00 |

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## Appendix 1 ITINERARY - LEG 1

### 54° RALLYE SANREMO

| Sector | LEG 1 Friday 12 - Saturday 13 October 2012 |   |       |       |        |        |      | Section |
|--------|--|---|-------|-------|--------|--------|------|---------|
|        | TC   | Location  | Km    |       |        | Target | AVS  |         |
|        | SS   |   | SS    | RS    | TOT    | Time   |      | 1st Car |
|        | 0  | Service Park OUT ( Rally Start )  |       |       |        |        |      | 14.00   |
| 1      | RZ   | Refuel - Sanremo  |       |       |        |        |      |         |
|        | 1  | Distance to next Refuel   | 41,08 | 29,62 | 70,70  |        |      |         |
|        | 1  | Coldirodi   |       | 12,23 | 12,23  | 0.30   | 24,5 | 14.30   |
| 2      | SS 1                                       | Coldirodi   | 13,06 |       |        | 0.04   |      | 14.34   |
|        | 2  | Perinaldo   |       | 1,68  | 14,74  | 0.18   | 49,1 | 14.52   |
| 3      | SS 2                                       | Apricale  | 17,43 |       |        | 0.04   |      | 14.56   |
|        | 3  | Passo Ghimbegna   |       | 0,99  | 18,42  | 0.23   | 48,1 | 15.19   |
| 4      | SS 3                                       | Bignone   | 10,59 |       |        | 0.04   |      | 15.23   |
|        | 3A   | Regroup IN  |       | 14,05 | 24,64  | 0.50   | 29,6 | 16.13   |
| 5      |  | Regroup - SANREMO (p.zza Borea D'Olimo)   |       |       |        | 3.38   |      |         |
|        | 3B   | Regroup OUT   |       |       |        |        |      | 19.51   |
| 6      | 3C   | Service Park IN   |       | 0,67  | 0,67   | 0.05   | 8,0  | 19.56   |
|        | A  | Service Park - SANREMO  | 41,08 | 29,62 | 70,70  | 0.30   |      |         |
| 7      | 3D   | Service Park OUT  |       |       |        |        |      | 20.26   |
|        | RZ   | Refuel - Sanremo  |       |       |        |        |      |         |
|        | 2  | Distance to next Refuel   | 44,00 | 26,70 | 70,70  |        |      |         |
| 8      | 4  | Coldirodi   |       | 12,23 | 12,23  | 0.30   | 24,5 | 20.56   |
|        | SS 4                                       | Ronde   | 44,00 |       |        | 0.04   |      | 21.00   |
| 9      | 4A   | Parc Fermé IN   |       | 14,65 | 58,65  | 1.46   | 33,2 | 22.46   |
|        |  | Parc Fermé - SANREMO (antistante Forte S. Tecla)  |       |       |        | 0.03   |      |         |
| 10     | 4B   | Parc Fermé OUT / Service Park Flexi IN  |       |       |        |        |      | 22.49   |
|        | B  | Service Park Flexi - SANREMO  | 44,00 | 26,88 | 70,88  | 0.45   |      |         |
| 11     | 4C   | Service Park Flexi OUT  |       |       |        |        |      | 23.34   |
| 12     | 4D   | Sanremo PF IN (Palafiori via XX settembre)  |       | 0,90  | 0,90   | 0.06   | 9,0  | 23.40   |
| 13     |  |   |       |       |        |        |      |         |
| 14     |  | For all classfield cars ( except re-starting crews ) TC TC Service Park Flexi OUT closes at |       |       |        |        |      | 1.46    |
|        | TOT LEG 1                                  |   | 85,08 | 57,40 | 142,48 |        |      |         |

RB5 17 /07 SR12





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## 54° RALLYE SANREMO

| LEG 2         |       | Saturday 13 October 2012                    |           |        |             |      |         |
|---------------|-------|---|-----------|--------|-------------|------|---------|
| Sector        | TC    | Location                                    | Km        |        | Target Time | AVS  | 1st Car |
|               |       |   | SS        | RS     |             |      |         |
| 15            | 4E    | Sanremo PF OUT (p.zza Borea D'Olimo)        |           |        |             |      | 7.40    |
| 16            | 4F    | Service Park IN                             |           | 0,67   | 0,67        | 0,06 | 6,7     |
|               | C     | Service Park - SANREMO                      | 0,00      | 1,57   | 1,57        | 0,15 |         |
|               | 4G    | Service Park OUT                            |           |        |             |      | 8.01    |
| 17            | RZ 3  | Refuel - Sanremo<br>Distance to next Refuel | 59,46     | 86,35  | 145,81      |      |         |
|               | 5     | Bivio Buggio                                |           | 35,53  | 35,53       | 1.01 | 34,9    |
| 18            | SS 5  | Colle Langan                                | 19,93     |        |             | 0.03 | 9.05    |
|               | 6     | Andagna                                     |           | 4,47   | 24,40       | 0.31 | 47,2    |
| 19            | SS 6  | Passo Teglia                                | 18,80     |        |             | 0.03 | 9.39    |
|               | 7     | Bivio Calderara                             |           | 16,26  | 35,06       | 0.51 | 41,2    |
| 20            | SS 7  | Colle d'Oggia                               | 20,73     |        |             | 0.03 | 10.33   |
|               | 7A    | Regroup IN                                  |           | 29,42  | 50,15       | 1.10 | 43,0    |
| 21            |       | Regroup - SANREMO (p.zza Borea D'Olimo)     |           |        |             | 0.30 |         |
| 22            | 7B    | Regroup OUT                                 |           |        |             |      | 12.13   |
|               | 7C    | Service Park IN                             |           | 0,67   | 0,67        | 0.05 | 8,0     |
| 23            | D     | Service Park - SANREMO                      | 59,46     | 86,35  | 145,81      | 0.30 |         |
|               | 7D    | Service Park OUT                            |           |        |             |      | 12.48   |
| 24            | RZ 4  | Refuel - Sanremo<br>Distance to End Rally   | 59,46     | 85,56  | 145,02      |      |         |
|               | 8     | Bivio Buggio                                |           | 35,53  | 35,53       | 1.01 | 34,9    |
| 25            | SS 8  | Colle Langan                                | 19,93     |        |             | 0.03 | 13.52   |
|               | 9     | Andagna                                     |           | 4,47   | 24,40       | 0.31 | 47,2    |
| 26            | SS 9  | Passo Teglia                                | 18,80     |        |             | 0.03 | 14.26   |
|               | 10    | Bivio Calderara                             |           | 16,26  | 35,06       | 0.51 | 41,2    |
| 27            | SS 10 | Colle d'Oggia                               | 20,73     |        |             | 0.03 | 15.20   |
|               | 10A   | Regroup IN                                  |           | 29,30  | 50,03       | 1.10 | 42,9    |
| 28            |       | Regroup - SANREMO (p.zza Borea D'Olimo)     |           |        |             | 0.40 |         |
|               | 10B   | Regroup OUT                                 |           |        |             |      | 17.10   |
|               | 10C   | Service Park IN                             |           | 0,67   | 0,67        | 0.05 | 8,0     |
| 29            | E     | Service Park - SANREMO                      | 59,46     | 85,56  | 145,02      | 0.10 |         |
|               | 10D   | Service Park OUT ( Rally End )              |           |        |             |      | 17.25   |
|               |       | park ferme (right after the Rally end)      |           |        |             |      |         |
| RB7 4/09 SR12 |       |   | TOT LEG 2 |        |             |      |         |
|               |       |   | 118,92    | 173,48 | 292,40      |      |         |

| 1st Car |               | n° SS | % SS  | Km SS  | Km RS  | Tot Km | Sunrise - Sunset |
|---------|---------------|-------|-------|--------|--------|--------|------------------|
| L1      | 14h00 - 23h40 | 4     | 59,7% | 85,08  | 57,40  | 142,48 | 07h40 - 18h49    |
| L2      | 07h40 - 17h25 | 6     | 40,7% | 118,92 | 173,48 | 292,40 |                  |
| TOTALS  |               | 10    | 46,9% | 204,00 | 230,88 | 434,88 |                  |

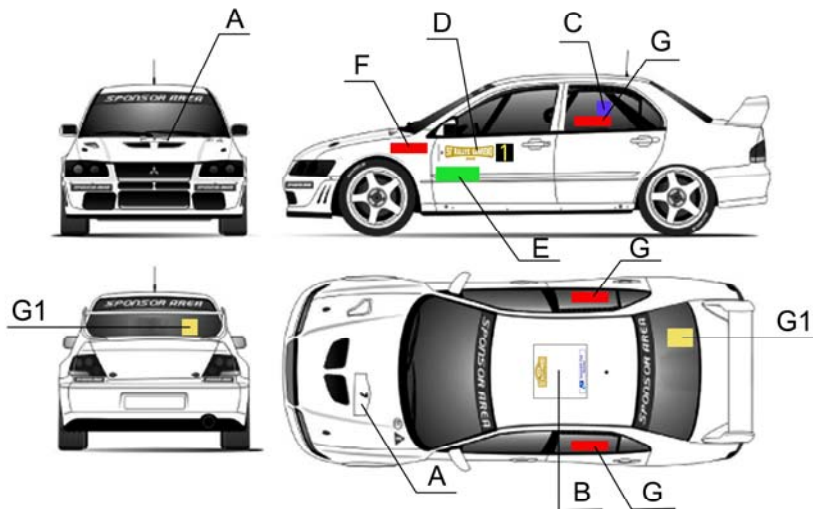
## Appendix 2 COMPETITORS RELATIONS OFFICERS

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The competitors relations officers must be able to be easily identified by the competitors. To this end they will wear a **red tabard** with the inscription "Rapporti Concorrenti".

|   |  |
|---|--|
|  |  |
| Jean François FAUCHILLE<br>(+39.333.9369368)                                      | Claudio POZZI<br>(+39.334.1662450)   |

|  |   |
|--|---|
|  |  |
|  | Pier Paolo PEIROLO<br>(+39.334.1662556)   |



1)  
advertise on:

- windscreen stripe
- rear window stripe upper part
- bumper stickers, front and rear\*\*
- backdrop outside the car side mirrors

\*\* The spaces on the front and rear bumpers of the racing car cannot be used to spot the logo of any tyre manufacturers apart those who have a commercial agreement with SRW

2) - Organiser's advertising and Organiser's optional advertising

- A Official Rally Plate  
43x21,5 cm
- B Roof panel 50x52 cm
  - 50x14 cm: reserved for the Organiser
  - 50x38 cm: competition number
- C Competition number  
15 cm (height)

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- D Door panel  
67x17 cm
  - 50x15 cm: reserved for the Organiser
  - 15x15 cm: competition number
- E Door panel reserved for the optional advertising of the Organiser  
42x22 cm
- F Names and national flags of the Driver and Co-driver
- G Name and national flag of Driver and Co-driver
- GI Competition number  
25 cm (height)

### **Appendix 4 AWARD OF COMPETITION NUMBERS**

- 1 - The competition numbers shall be awarded according to the following order:  
(within each series, priority or classes, the starting order is left to the initiative of the organiser)
- series 1 : FIA priority drivers
  - series 2 : all the other entrants, in the following order:
    - a) drivers seeded by the NSA – 1<sup>st</sup> and 2<sup>nd</sup> International lists – as in the provisional classification of the 2012 Italian Rally Championship and drivers established as IRC priority driver at the Organising Committee discretion;
    - b) drivers seeded by the NSA – 1<sup>st</sup> International list - not included in the provisional classification of the 2012 Italian Rally Championship;
    - c) drivers seeded by the NSA – 2<sup>nd</sup> International list - not included in the provisional classification of the 2012 Italian Rally Championship;
    - d) all the other drivers in the following FIA class order: 2 - 3 - 4 - 5 - 6 - 7 - 8 - 9 - 10
- 2 - All drivers seeded by their NSA will lose their right of priority should they drive cars of the classes: 4 - 7 - 8 - 9 - 10 and cars of Group A with 1401/1600cc.

### **Appendix 5 SHAKEDOWN**

#### **1 Programme**

As scheduled in Art. 3 - Programme of these Supplementary Regulations

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### **2 Participation procedure**

2.1 All drivers are allowed to take part in the shakedown following the schedule established by the organiser and with no limit in the number of passages. Only verified cars will be allowed to participate in the shakedown.

2.2 The participation in the shakedown is mandatory for all drivers entered in the Italian Rally Championship.

2.3 The shakedown will be carried out in collaboration with the local administrative authorities, under the same safety conditions as those provided for the rally.

2.4 For insurance reasons, the vehicles participating in the shakedown will have to be identified by their competition numbers, and the crews will have to wear the drivers' safety equipment, *including FHR device and the relevant safety devices* provided for the Special Stages.

### **3 Location**

Locality San Romolo area about Kms. 3

### **4 Speed limits**

On the liaison stretches of the shakedown, the speed limit is 30 kph.

The organiser, in collaboration with the Police Authorities, will check the observance of this rule.

All infringements to the above mentioned rules will be submitted to the Stewards of the Meeting for deliberation and possible sanctions.

## **Appendix 6 SERVICE PARK**

### **Service park**

#### **1 - Location**

Sanremo – Lungomare Italo Calvino - Piazzale Carlo Dapporto

#### **2 - Technical Area**

A technical area shall be allocated free of charge to each car inside the service park.

An area of 120 sq.m (8 meters wide minimum) shall be allocated to each priority driver and to each driver registered in the Italian Championship.

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Priority drivers as provided by Annexe 4 - item 2, keep the right to have an area of 120 sq.m. available.

An area of 80 sq.m. (at least 6 meters wide-front) shall be allocated to each non priority driver or driver not entered in the Italian Championship.

It is at the organiser discretion to confirm the allocate area, in conformity with the above mentioned rules.

If a service team works for more than one car, the area shall be allocated according to the following criteria:

| Description   | Pilots number |         |         |           |
|---|---------------|---------|---------|-----------|
|   | 1             | 2       | 3       | 4 or more |
| Priority Drivers or drivers entered in the Italian Championship | 120sq.m       | 100sq.m | 80sq.m. | 60sq.m.   |
| Non priority Drivers or not entered in the Italian Championship | 80sq.m.       | 60sq.m. | 60sq.m. | 60sq.m.   |

To the Team involved in the IRC will be assigned an area according to the IRC handbook.

Not later than 1<sup>st</sup> October 2012 **competitors have the obligation** to give notice of:

- the name of the person/team in charge with technical servicing;
- the number and size of service vehicles;
- the possible sharing of the servicing cars with other competitors

### 3 - Working area

Once the necessary surface has been ensured and allocated to all the parties entitled to it, organizers shall have the faculty to make available the exceeding space also defined as "working area", free of cost or against payment. Any competitor shall make a request on registration for such area that shall be proportionally subdivided among all applicants.

In case of allocation against payment of the exceeding space, the maximum price is fixed as follows:

- priority drivers or drivers registered in the Italian Championship  
12,00 Euros (VAT excluded) per square meter
- non priority drivers and drivers non registered in the Italian Championship:

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8,00 Euros (VAT excluded) per square meter

Promotional vehicles or sale structures are not admitted in the technical and working areas. These vehicles and/or structures/tents may be placed, on specific demand, in the Rally Village.

### **4 - Tyre-dealers area**

The Organiser has allocated all tyre manufacturers and suppliers a specific area that is located in Sanremo.

They shall give notice to the Organiser of the surface they need and plates number of their vehicles not later than 1<sup>st</sup> October 2012.

To the official IRC Partners will be assigned an area according to the IRC handbook.

The availability of the requested area will be confirmed at the organiser discretion.

The area can be provided with electricity. The request of electric supply has to be done within 1<sup>st</sup> October. The relevant costs will be charged to the interested party.

Promotional vehicles or structures must be placed, on specific demand, in the Rally Village.

### **5 - Speed of vehicles in the service park**

Vehicles in the service park must circulate at a walking pace. Maximum speed for competing cars in the Service Park is 30km/h.

### **6 - Access time for service vehicles**

Service vehicles are allowed to enter the service park according to art.3.

**The service park shall be closed at night. It is forbidden to enter or exit the park during night hours without authorization.**

**Any particular requirements must be communicated according to art.3**

The Service Park will be open: according to art.3.

Any change concerning opening and closing time shall be announced by a bulletin

### **7 - Other provisions**

Other particular provisions concerning the operation (opening and closing time, ways of circulation, etc.) of the service park could be notified by means of bulletin.

### **8 - Auxiliary plates**

The "Auxiliary" plates are to be requested to the Organiser by using the special form before 1<sup>st</sup> October. Their cost shall be Euro 125,84 (104,00 Euros + VAT ).



**Appendix 7      COMPETITORS' SAFETY - SOS/OK signs - Red triangle**

SOS/OK SIGNS

- 1) Each road book shall contain, as the rear cover in A3 size (folded), a red "SOS" sign and on the reverse a green "OK" sign.
- 2) In the case of an accident where urgent medical attention is required, when possible the red "SOS" sign should be immediately displayed to the following cars and to any helicopter attempting to assist.
- 3) Any crew which has the red "SOS" sign 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, shall immediately and without exception stop to render assistance. All following cars shall also stop. The second car at the scene shall proceed to inform the next radio point. Subsequent cars shall leave a clear route for emergency vehicles. All crews stopped by this procedure will receive a suitable time according to Art. 33.
- 4) In the case of an accident where immediate medical 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.
- 5) If the crew leaves the vehicle, the "OK" sign must be displayed so that it is clearly visible to other competitors.
- 6) Any crew which is able but fails to comply with the above rules will be reported to the clerk of the course.
- 7) The road book shall contain a page giving the accident procedure.
- 8) Any crew retiring from a rally must report such retirement to the organisers as soon as possible, save in case of force majeure. Any crew failing to comply will be subject to a penalty at the stewards' discretion.

**RED TRIANGLE**

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

**Appendix 8 COMPETITORS' SAFETY - Use of Flags (FIA procedure)**

Use of flags is according to the FIA procedure (2012 FIA Regional Sporting Rally Championship Regulations - Art. 34.5).

**Appendix 9 RE-START AFTER RETIREMENT/RALLY 2**

**1 - General**

A crew which failed to complete the Leg 1 of the rally can re-start the rally from the start of the next Leg only if the members of the crew confirm their intention to the clerk of the course one hour prior to the publication of the start list of Leg 2. The competitor must advise the Clerk of the Course of the reasons for retirement (accident, technical problems, etc) and the intention to have the car re-scrutineered.

This shall apply to any car which has been excluded on the grounds of exceeding the latest allowable time limit or has failed to report to a control, but shall not apply where the 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 not be eligible for Championship points, except bonus points.

For the Regional Cup classification, to be eligible for Bonus Points, the car must remain in the end-of-rally parc fermé until the publication of the final official results (V1-Articles 5.1 of the Regional variations and additional provisions to the 2012 Rally Sporting Regulations of the FIA)

**2 - Service location and time allowed**

Any car which fails to finish the Leg 1 in accordance with the above may be repaired at the competitor's discretion. However, the car must report to the overnight parc fermé prior to the next Leg, no later than 1 hour before the scheduled start of the first car of the Leg 2.

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### **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 be represented during this re-scrutineering at a time to be advised by the organisers.

## **Appendix 10 FLEXISERVICE - 45'**

### **1 - General**

Flexi-servicing of 45' shall permit the removal of the competing cars from a parc fermé to an adjacent service park, with common entry and exit time controls.

### **2 - Running of flexiservice and time schedules**

- 2.1 For the operation of 45' flexi-servicing, crews will enter the parc fermé.
- 2.2 Crews may then either enter the service park or leave their car in the parc fermé.
- 2.3 The competing car may be driven by an authorised representative of the entrant only once from the parc fermé to the service park and vice versa respecting all the formalities of time card presentation and related penalties.
- 2.4 The competing car may be returned to the parc fermé before the 45 minutes have elapsed without penalty.
- 2.5 The operational window of flexi-servicing time starting from the arrival of the first car into the parc fermé is left to the discretion of the organiser but must be declared on the rally itinerary.

## **Appendix 11 IRC SPORTING REGULATION**

The Intercontinental Rally Challenge wishes to give new opportunities to young or amateur rally drivers competing in recognized regional and international rallies, while offering organisers an innovative TV format concept, created by Eurosport Events.

### **1. Promoter, Organiser, NSA**

- 1.1 The Intercontinental Rally Challenge (IRC) for drivers, co-drivers, and manufacturers is

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promoted and organised by EUROSPORT EVENTS Ltd. It is an international series subject to the FIA authorization as defined by article 24b of the FIA International Sporting Code.

1.2 The IRC will follow the Code (ISC) and its appendix. It will use the FIA and the NSA Sporting and Technical Regulations that are applicable for each event.

1.3 The IRC is presented to FIA by Auto Sport Suisse Sàrl.

1.4 The series promoter address is:

EUROSPORT EVENTS, 55 Drury Lane WC2B5SQ London UK

Tel. +44 2074687746 Fax +44 207 468 0023 - e-mail:

odoletti@eurosport.com

### **2. Events**

The list of the qualifying events is omitted.

### **3. Eligibles drivers and manufacturers**

3.1 Four wheel drive (4WD): Any driver entered in an Event with a car produced by a IRC registered manufacturer is eligible to score points subject to complying with the advertising rules as specified in appendix A.

Manufacturer enquires concerning the IRC registration and commercial matters should be directed to EUROSPORT EVENTS.

3.2 Two wheel drive (2WD): For the driver and co-driver classification: Any driver entered in a Event with 2WD car, accepted by the event organisers, is eligible to score points subject to

complying with the advertising rules as specified in appendix A.

3.3 For the Manufacturer classification: only IRC registered manufacturers are eligible to score point.

### **4. Eligible cars**

- Group A cars (2012 Appendix J, Art. 255)

- 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 complying with 2012 Appendix J Art. 256

- Group R (2012 Appendix J, Article 260 and 260D)

- Group N cars (2012 Appendix J, Article 254) these cars may use FIA regionally homologated components (RVO)

- Super 2000 cars (2012 Appendix J, Article 254A)

- Super 2000-Rally (complying with Art. 255A-2012 Appendix J and with Art. 4.1 of the 2012 FIA Regional Rally Championship Sporting Regulations)

- Regional cars

- National cars

Technical details:

The current FIA Regional Rally Championship Sporting regulations and the Variation 1 – 2012 FIA European Rally Championship/Cups sporting regulations will be applied for all IRC participants by all the rallies counting for the IRC. All the IRC drivers of 4WD cars will be considered as Priority Drivers concerning the seal of the mechanical parts.

### 5. Points

5.1 Overall IRC classification: For each event in the IRC, a classification of the IRC eligible drivers and co-drivers will be drawn-up from the general classification as published and the

standard FIA points system will be applied as referred in 5.5. The best 8 results shall count. Ties will be resolved with the standard international FIA procedures.

5.2 2WD Classification: For each event in the IRC, a classification of IRC 2WD eligible drivers and co-drivers will be drawn-up from the general classification as published and the standard FIA points system will be applied as referred in 5.5. The best 8 results shall count. Ties will be resolved with the standard international FIA procedures.

5.3. Production Group: for each event in the IRC, a classification of Production eligible drivers and co-drivers for N4 and R4 will be drawn-up from the general classification as published and the standard FIA points system will be applied as referred in 5.5. The best 8 results shall count. Ties will be resolved with the standard international FIA procedures.

5.4 Manufacturer points: the categories listed in 5.1 and 5.2 will be awarded to the best 2 finishing cars of each eligible make, according to 5.5: All available points will be allocated even if a Manufacturer's car finishes outside of the overall top 10. The best 8 results shall count.

5.5 IRC applies the FIA scoring points system for all the classifications (Art. 5.1 to 5.4) as follows:

|                 |           |                  |          |
|-----------------|-----------|------------------|----------|
| 1 <sup>st</sup> | 25 points | 6 <sup>th</sup>  | 8 points |
| 2 <sup>nd</sup> | 18 points | 7 <sup>th</sup>  | 6 points |
| 3 <sup>rd</sup> | 15 points | 8 <sup>th</sup>  | 4 points |
| 4 <sup>th</sup> | 12 points | 9 <sup>th</sup>  | 2 points |
| 5 <sup>th</sup> | 10 points | 10 <sup>th</sup> | 1 point  |

### 5.6 *omissis*

### 6. On-board camera

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Any Driver entered in an Event with a car produced by a registered IRC manufacturer could be submitted to host an on-board camera, a live-tracking GPS and a Radio Frequency equipment system for TV broadcast.

Eurosport Events represented technicians will liaise with teams one month ahead of each event for technical and power supply specifications.

### **7. Awards**

The IRC awards for each Qualifying Event and overall will be provided by EUROSPOORT EVENTS as follows:

IRC (Intercontinental Rally Challenge) Overall classification

- Manufacturer: 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>
- Driver: 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>
- Co -Driver: 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>

IRC 2 WD Cup:

- Manufacturer: 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>
- Driver: 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>
- Co -Driver: 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>

IRC Production N4 - R4:

- Manufacturer: 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>
- Driver: 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>
- Co -Driver: 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>