

# **Rally d'Italia Sardegna 2010**

*4 to 6 June 2010*

## **Supplementary Regulations**

**Organiser**     Automobile Club d'Italia

## HISTORY of RALLY d'ITALIA

### Previous Rally Winners

2009 Sardegna	Latvala - Anttila	FIN	Ford Focus RS Wrc
2008 Sardegna	Loeb - Elena	F - MC	Citroën C4 Wrc
2007 Sardegna	Grönholm - Rautiainen	FIN	Ford Focus RS Wrc
2006 Sardegna	Loeb - Elena	F - MC	Citroën Xsara Wrc
2005 Sardegna	Loeb - Elena	F - MC	Citroën Xsara Wrc
2004 Sardegna	P. Solberg - Mills	N - GB	Subaru Impreza Wrc 04
2003 Sanremo	Loeb - Elena	F - MC	Citroen Xsara Wrc
2002 Sanremo	Panizzi - Panizzi	F	Peugeot 206 Wrc
2001 Sanremo	Panizzi - Panizzi	F	Peugeot 206 Wrc
2000 Sanremo	Panizzi - Panizzi	F	Peugeot 206 Wrc
1999 Sanremo	Makinen - Mannisenmaki	FIN	Mitsubishi Lancer
1998 Sanremo	Makinen - Mannisenmaki	FIN	Mitsubishi Lancer
1997 Sanremo	McRae - Grist	GB	Subaru Impreza 555 Wrc
1996 Sanremo	McRae - Ringer	GB	Subaru Impreza 555
1995 Sanremo	Liatti - Alessandrini	I	Subaru Impreza
1994 Sanremo	Auriol - Occelli	F	Toyota Celica 4WD
1993 Sanremo	Cunico - Evangelisti	I	Ford Escort Cosworth
1992 Sanremo	Aghini - Farnocchia	I	Lancia Delta HF
1991 Sanremo	Auriol - Occelli	F	Lancia Delta HF 16v
1990 Sanremo	Auriol - Occelli	F	Lancia Delta HF 16v
1989 Sanremo	Biasion - Siviero	I	Lancia Delta HF 16v
1988 Sanremo	Biasion - Siviero	I	Lancia Delta Integrale
1971 Sanremo-Sestriere	Andersson - Nasch	S	Alpine Renault A 110
1970 Sanremo-Sestriere	Therrier - Callewaert	F	Alpine Renault A 110

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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 2010 FIA Regional Rally Championship Sporting Regulations and its V1-FIA European Rally Championship, the National Sporting Regulations which comply with the FIA regulations and the present Supplementary Regulations (SR).

Modifications, amendments and / or changes to these SR will be announced only by numbered and dated Bulletins (issued by the organiser or the stewards).  
Additional information will be published in the Rally Guide, issued on **Tuesday 18 May**.

The 2010 FIA Regional Rally Championship Sporting Regulations can be found at: [FIA.com](http://FIA.com).

- 1.2 **Road surface**  
Special stage 1 will be run on tarmac surface; all other special stages are on gravel surface.
- 1.3 **SS distance and total distance of the itinerary**  
- Special stages total distance: **218,70** kms.  
- Itinerary total distance: **985,60** kms.

## 2. Organisation

### 2.1 Title for which the rally counts

- 2.1.1 **International title for which the rally counts**  
- 2010 Intercontinental Rally Challenge (IRC)

- 2.1.2 **National title for which the rally counts**  
- 2010 Italian Trofeo Rally Terra - *coeff. 2*

### 2.2 Visa numbers

- ASN (ACI-CSAI) visa: ..... issued on .....

### 2.3 Organiser's name, address and contact details

- 2.3.1 **Organiser** Automobile Club d'Italia

- 2.3.2 **Address and contact details**  
Organizzazione Rally d'Italia Sardegna  
Porto Cocciani - Settore 1, Edificio B  
07026 OLBIA - Italy  
Tel.: +39 (0)789 645052  
Fax: +39 (0)789 648433  
Web site: [www.rallyitaliasardegna.com](http://www.rallyitaliasardegna.com)  
E-mail: [info@rallyitaliasardegna.com](mailto:info@rallyitaliasardegna.com)

### 2.4 Organisation Committee

- Chairman: Mr. Luigi MACALUSO  
- Member - Chairman ACI Cagliari: Mr. Giorgio LADU  
- Member - Chairman ACI Nuoro: Mr. Pier Paolo SEDDONE  
- Member - Chairman ACI Oristano: Mr. Mario MAULU  
- Member - Chairman ACI Sassari: Mr. Stefano Mario MUNDULA
- 2.4.1 **Rally general manager** Mr. Antonio TURITTO

- 2.5 Stewards of the Meeting**  
 - Chairman: Mr. Robert LAGULHON (F)  
 - ASN steward (appointed by the CSAI): Mr. ....  
 - ASN steward: Mr. ....  
 - Secretary to the stewards: Ms. Yvonne GILLI
- 2.6 ASN Observer**  
 Mr. ....
- 2.7 Senior Officials**  
 - Clerk of the course: Mr. Lucio DE MORI  
 - Deputy clerk of the course: Mr. Mauro FURLANETTO  
 - Assistant to the clerk of the course: Mr. Mauro GUAZZI  
 - Secretary of the meeting: Mrs. Lia PERILLI  
 - Chief safety officer: Mr. Mauro FURLANETTO  
 - Chief medical officer: Dr. Piero DELOGU  
 - Chief scrutineer: Mr Luca GIBELLO  
 - ASN scrutineer (appointed by the CSAI): Mr. ....  
 - ASN scrutineer (appointed by the CSAI): Mr. ....  
 - Timekeeping chief officer: Mr. Manuel CAZZARI  
 - Press officer: Mr. Luca BARTOLINI
- 2.8 HQ location and contact details**  
 Museo Archeologico - Isola Peddone  
 07026 OLBIA - Italy  
 Tel.: +39 (0) ... ..  
 Fax: +39 (0) ... ..  
 Web site: [www.rallyitaliasardegna.com](http://www.rallyitaliasardegna.com)  
 E-mail: [info@rallyitaliasardegna.com](mailto:info@rallyitaliasardegna.com)

### 3. Programme

#### Issuing of the Road Book and Maps

Saturday 22 May

#### Rally HQ opening / closing

- Opening hours:	Tuesday 1 June	09:00 - 19:00
	Wednesday 2 June	08:00 - 20:00
	Thursday 3 June	08:00 - 20:00
	Friday 4 June	07:00 - 23:00
	Saturday 5 June	05:00 - 24:00
	Sunday 6 June	06:00 - 23:00

#### Official Notice Board

- Location: Rally HQ, Museo Archeologico - Olbia

#### Collection of material and documents

- Location:	Rally HQ, Museo Archeologico - Olbia	
- Date and time:	Tuesday 1 June	15:00 - 20:00
	Wednesday 2 June	08:00 - 20:00
	Thursday 3 June	08:00 - 20:00

#### Pre-administrative checks and registration for reconnaissance

- Location:	Rally HQ, Museo Archeologico - Olbia	
- Date and time:	Tuesday 1 June	15:00 - 20:00
	Wednesday 2 June	08:00 - 12:00

#### Start of reconnaissance

- Date and time:	Wednesday 2 June	08:00
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**Opening of Media Centre and media accreditation**

- Location: Media Centre, Museo Archeologico - Olbia  
 - Date and time: Thursday 3 June 09:00

**Administrative checks**

• Priority drivers:  
 - location: Rally HQ, Museo Archeologico - Olbia  
 - date: Thursday 3 June  
 - time: 17:00 - 19:30 (*individual time to be confirmed by a bulletin*)  
 • Other drivers:  
 - location: Rally HQ, Museo Archeologico - Olbia  
 - date: Thursday 3 June  
 - time: 19:30 - 22:00 (*individual time to be confirmed by a bulletin*)

**Scrutineering, Sealing & Marking of components**

• Priority drivers:  
 - location: FIAT Pincar, Zona Industriale - Olbia  
 - date: Thursday 3 June  
 - time: 18:00 - 21:00 (*individual time to be confirmed by a bulletin*)  
 • Other drivers:  
 - location: FIAT Pincar, Zona Industriale - Olbia  
 - date: Thursday 3 June  
 - time: 21:00 - 24:00 (*individual time to be confirmed by a bulletin*)

**Shakedown**

- Location: Monte Pinu - Olbia  
 - Date: Friday 4 June  
 - Time: • Priority drivers 08:00 - 12:00  
 • Other drivers 10:00 - 12:00

**First Stewards' meeting**

- Location: Rally HQ, Museo Archeologico - Olbia  
 - Date and time: Friday 4 June 12:30

**Publication of start list for Sections 1 and 2-Day 1**

- Location: Official Notice Board, Museo Archeologico - Olbia  
 - Date and time: Friday 4 June 14:00

**Rally start (TC 0)**

- Location: Calata Azuni - Cagliari  
 - Date and time: Friday 4 June 20:00

**Publication of start list for Day 2**

- Location: Official Notice Board, Museo Archeologico - Olbia  
 - Date and time: Saturday 5 June 22:00

**Rally finish - Podium Ceremony and Prize-giving**

- Location: Marina Vecchia, Porto Cervo - Arzachena  
 - Date and time: Sunday 6 June 19:00

**Post-event Press Conference**

- Location: Media Centre, Museo Archeologico - Olbia  
 - Date and time: Sunday 6 June 20:00

**Final scrutineering**

- Location: FIAT Pincar, Zona Industriale - Olbia  
 - Date and time: Sunday 6 June 20:00

**Publication of Provisional Final Classification**

- Location: Official Notice Board, Museo Archeologico - Olbia  
 - Date and time: Sunday 6 June 21:00

## 4. Entries

### 4.1 Closing date for entries

The closing date is: **Tuesday 25 May.**

### 4.2 Entry procedure

Anybody wishing to take part in the **Rally d'Italia Sardegna 2010** must send the entry form, available on [www.rallyitaliasardegna.com](http://www.rallyitaliasardegna.com), duly completed (including co-driver details) to the rally office (address details in Article 2.3).

Entries will only be accepted if accompanied by the total amount of the entry fee. If the entry form is sent by fax or by e-mail the original entry form must reach the organiser not later than one week after the closing date for entries.

Foreign drivers must hold an authorisation from their ASN or obtain its stamp on the entry form.

#### 4.2.1 Definition

- *Private entrant:* *the competing car is entered by the driver or the co-driver.*
- *Legal entrant:* *the competing car is entered by a team, a company or other legal entity (with legal entrant licence).*

### 4.3 Entrants & Cars accepted and classes

#### 4.3.1 The maximum number of entries accepted is 90.

##### 4.3.1.1 The entrants will be divided into:

- FIA priority A drivers
- FIA priority B drivers
- Drivers entered in the 2010 International Rally Challenge (all drivers entered will be as priority driver)
- ASN priority drivers
- Non-priority drivers

##### 4.3.1.2 If more than 90 entries are received the organiser reserves the right to decide which entries among the non-priority drivers will be accepted.

#### 4.3.2 Cars accepted and classes

See also Article 4 of the 2010 FIA Regional Rally Championship Sporting Regulations and the Additional Provisions of its V1-FIA European Rally Championship.

##### 4.3.2.1 Cars accepted

The following homologated cars will be accepted:

- **Group A** cars (A0, A5, A6-including **S1600** cars, A7);
- **Group A Kit Cars** with a corrected cylinder capacity of less than 1600cc on condition that the homologation is accepted by the FIA;
- **Group R1, R2 and R3** cars;
- **Group N** cars (N0, N1, N2, N3, N4).
- **S2000** cars.

**4.3.2.2 Classes**

The entered cars will be divided as follows:

**Group N**

- Class N0: cars with a cylinder capacity up to and including 1150cc;
- Class N1: cars with a cylinder capacity over 1150cc up to and including 1400cc and  
R1A cars (up to and including 1400cc);
- Class N2: cars with a cylinder capacity over 1400cc up to and including 1600cc and  
R1B (over 1400cc up to and including 1600cc);
- Class N3: cars with a cylinder capacity over 1600cc up to and including 2000cc;
- Class N4: cars with a cylinder capacity over 2000cc. (including S2000 cars)

**Group A**

- Class A0: cars with a cylinder capacity up to and including 1150cc;
- Class A5: cars with a cylinder capacity over 1150cc up to and including 1400cc;
- Class A6: cars with a cylinder capacity over 1400cc up to and including 1600cc (including S1600 cars) and  
R2B (over 1400cc up to and including 1600cc);
- Class A7: cars with a cylinder capacity over 1600cc up to and including 2000cc and  
R2C (over 1600cc up to and including 2000cc) and  
R3C (over 1600cc up to and including 2000cc) and  
R3T up to 1600cc (turbocharged engine) and  
R3D up to 2000cc (nominal).

**4.4 Entry fees and entry packages****4.4.1 Entry fees****4.4.1.1 Entries sent in by Thursday 20 May:**

Classe / Classes	Private entrant	Legal entrant
N0 - N1 - A0 - A5 - R1A	€ 1,110,00	€ 1,332,00
N2 - A6 (no S1600 car) - R1B	€ 1,380,00	€ 1,656,00
N3 - A7 - R2B - R2C - R3C - R3T - R3D - S1600	€ 1,677,00	€ 2,012,40
N4	€ 1,920,00	€ 2,304,00
S2000	€ 2,010,00	€ 2,412,00

**4.4.1.2 Entries sent in from Friday 21 to Tuesday 25 May:**

Classe / Classes	Private entrant	Legal entrant
N0 - N1 - A0 - A5 - R1A	€ 1,332,00	€ 1,598,40
N2 - A6 (no S1600 car) - R1B	€ 1,656,00	€ 1,987,20
N3 - A7 - R2B - R2C - R3C - R3T - R3D - S1600	€ 2,012,40	€ 2,414,88
N4	€ 2,304,00	€ 2,764,80
S2000	€ 2,412,00	€ 2,894,40

**4.4.1.3 Entry fees for an "Under 21" driver**

The entrant of a crew whose 1<sup>st</sup> driver is born after 31 December 1988 will benefit from a 50% reduction on the amount of the entry fees. These reduction will not be applied for the amount mentioned at the following point.

**4.4.1.4 Entry fees - Optional Advertising**

Should an entrant not accept the optional advertising proposed by the organiser the amount of the entry fee will be increased by 50%.



**4.4.2 Entry packages for private and legal entrants:**

	<b>Private entrant</b>	<b>Legal entrant</b>
Service Park areas	see Appendix 7 - 1.3	see Appendix 7 - 1.3
Shakedown	included	included
Hotel 4**** in Cagliari from 4 to 5 June	1 twin room-b/b	1 twin room-b/b
<b>Plates</b>		
Service plates	1	2
Auxiliary plates	0	0
<b>Documents</b>		
Supplementary Regulations	1	2
Road Book	1	2
Rally Guide	1	2
Route Maps / Itinerary	2	3
Official Magazine / Program	2	3
Results CD	1	2

**4.5 Payment details**

The entry fee must be paid to the following Bank account:

- IBAN: IT10K 01005 03382 000000218440  
 - SWIFT: BNLIITRRXXX  
 - Account: 0218440 - Automobile Club d'Italia  
 - Address of the Bank: BNL - Agenzia Via S.Nicola da Tolentino, 67 - Roma

**4.6 Refunds**

Entry fees will be refunded in full:

- to candidates whose entry has not been accepted;
- in case of the rally not taking place.

Organiser may refund 50% of the entry fee to those entrants who, for reason of "force majeure" (duly certified by their ASN), are unable to start in the rally. The application for a refund, stating the reasons for not starting, must be submitted in writing to the organiser by **Monday 31 May**. Bank account details must be included.

**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 in the shakedown.
- 5.2** The indemnity provided under there special insurance is **€ 10,000,000,00**, in aggregate.
- 5.3** This cover will became effective at the start of the rally (TC 0). It will cease at the end of the event or at the moment of retirement, exclusion or disqualification. In case of withdrawal, the time taken into account will be the closing time of the following TC. Cars having retired and re-started the next Day shall not be considered to have permanently retired.
- 5.4** Cars participating in the shakedown will be insured under the same policy. The insurance will cover all the itineraries of the shakedown as in the road book, without limitation of the number of passages, from 07:30 to 13:00 on Friday 4 June.
- 5.5** Competition cars that are towed from Olbia to Cagliari are insured by the same policy, without being obliged to follow the itinerary, from 13:00 to 19:00 on Friday 4 June.

- 5.6** The organiser decline liability for any accident caused to competitors and competing cars during the duration of the event, even in case of cataclysms, riots, demonstrations, vandalisms, etc. Competitors and crew members will have to suffer all consequences (damages, fines and penalties) created by any accident.
- 5.7** Vehicles carrying Service and Auxiliary plates and/or any other special plate issued by the organiser (apart the Safety and "0" cars of 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.
- 5.8** Vehicles used by the crews during reconnaissance, even if bearing the event's specific sticker, must be insured by their owners. The organiser bears no responsibility for such vehicles. The same rule applies for those vehicles used by drivers who participate in reconnaissance only.
- 5.9** **Accident notification**  
In case of an accident during the rally or the shakedown, the competitor or his representative must immediately notify it to the clerk of the course.

## 6. Advertising and Identification

- 6.1** **Restrictions**  
Tobacco and smoking products' advertising is forbidden in Italy. This law applies to competing and service cars, equipment and clothing.

**6.2** **The organiser's advertising**

**6.2.1** The organiser's advertising on official rally plates and on competition numbers is:

- |   |                 |
|---|-----------------|
| - official rally plate                  | ..... TBA ..... |
| - door competition numbers              | ..... TBA ..... |
| - roof competition number               | ..... TBA ..... |
| - windscreen stripe                     | IRC             |
| - rear window stripe upper part         | IRC             |
| - backdrop outside the car side mirrors | IRC             |

**6.2.2** **The organiser's optional advertising**

The organiser's optional advertising on the front door panels (see E in the drawing shown in Appendix 4 to the present SR) is:

- |                                    |                 |
|------------------------------------|-----------------|
| - left door (upper part 10x40 cm)  | ..... TBA ..... |
| - left door (lower part 10x40 cm)  | ..... TBA ..... |
| - right door (upper part 10x40 cm) | ..... TBA ..... |
| - right door (lower part 10x40 cm) | ..... TBA ..... |

**6.3** **Identification**

Competition numbers and rally plates according to the 2010 FIA ERC Sporting Regulations, Article 16, will be issued by the organiser; see also Appendix 4 to the present SR.

Numbers and plates must be affixed on the rally car before the car is brought to scrutineering and must be visible throughout 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 "98" or "102" sticker 6 cm diameter size (right upper corner of the windscreen) for the fuel in use by the car;
- at the start of Day 1 (TC 0) and of Day 2 (TC 7D):
  - a "2 minutes" sticker 8 cm diameter size (right upper corner of the wind screen) on cars with a start interval of 2 minutes.

## 7. Tyres

See also the 2010 FIA Regional Rally Championship Sporting Regulations and its V1-FIA European Rally Championship.

- 7.1 Compliance**  
All tyres must comply with Appendix IV of the 2010 FIA Regional Rally Championship Sporting Regulations.
- 7.2 Control**  
Tyres will be marked throughout the rally in accordance with the procedure given by the scrutineers.
- 7.3 Tyres for SS 1**  
For the running of SS 1 only M+S tyres or "gravel" tyres must be used by all crews.

## 8. Fuel

See also the 2010 FIA Regional Rally Championship Sporting Regulations and its V1-FIA European Rally Championship, Article 52.3 (page 38).

- 8.1 Fuel supply for cars fed by petrol**
- 8.1.1** Throughout the **Rally d'Italia Sardegna 2010** (rally and shakedown) all cars fed by petrol shall use solely fuel supplied by Company Soldà Vladimiro SpA, which meets the technical requirements fixed by FIA-Appendix J and by CSAI.
- 8.1.2** Two types of petrol are available: Wladogas98Rally-07 for vehicles of classes N0, N1, N2 and N3 sold at the price of **€ 2,76** (VAT 20% included)/litre and Wladogas102Rally-07 for vehicles of classes N4, A0, A5, A6 and A7 sold at the price of **€ 3,66** (VAT 20% included)/litre.  
*Competitors with vehicles of classes N0, N1, N2 and N3 can also use Wladogas102Rally-07.*  
Company Soldà Vladimiro SpA will supply the fuel needed for the adjustments, upon request and payment.
- 8.1.3** Each competitor must fill in the special order form requesting the quantity of fuel needed for the rally and send it to the Company Soldà Vladimiro SpA - Via Pasubio, 30 - 36051 Creazzo (VI), tel. +39.0444.232300, fax +39.0444.232323, web-site: [www.wladoil.com](http://www.wladoil.com).  
The reservations and acknowledgments of receipt of payment must reach the Company Soldà Vladimiro SpA not later than Friday 21 May, at 18:00.  
In case of failure to collect part of the fuel, the Company Soldà Vladimiro SpA will refund the corresponding amount within 15 days following the date of running of the rally.
- 8.2 Fuel dispense**
- 8.2.1** On Friday 4 June from 08:00 to 12:30 the Company Soldà Vladimiro SpA will dispense the fuel (in 25-litre cans) needed for the shakedown, for the section 1-Day 1 and the sector between TC 1B and TC 1C at the main service parc of the rally, Molo Bosazza-Molo Brin - Olbia.  
Afterwards, for the whole rally the fuel will be dispensed exclusively and directly into the tank of the competition cars, inside the RZ provided for by the organiser as described in the road book.
- 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 provided for in the 2010 FIA Regional Rally Championship Sporting Regulations and comply with the instructions given by the marshal in charge and by the staff involved in the refuelling operations.
- 8.3 Fuel testing**  
In case of fuel sampling from the rally cars and subsequent testing, the readings will be compared with those of the fuel samples drawn from the Company Soldà Vladimiro SpA tank lorry from which the cars have been refuelled.
- 8.4 Fuel autonomy**  
All cars must have a minimum fuel autonomy enabling them to drive at least **135,20** kms, **41,42** kms of which in special stages.
- 8.5 Fuel supply for cars feeded with Diesel oil**  
Cars feeded with diesel oil may be refuelled - by the crews or by the entrant or its representatives - solely inside RZ and / or at the filling stations described in the road book.

## 9. Reconnaissance

- 9.1 Procedure for registration**  
See Article 3 of these Supplementary Regulations.
- Both crew members must be present at the registration as the pre-administrative checks will be carried out at the same time.  
A special ID-form must be signed at registration including details of the car that will be used during reconnaissance. This form will be affixed on the right rear window of the car.
- 9.2 Specific and National restrictions**
- 9.2.1 Number of passages**  
Crews are authorised to drive a maximum of **2 passages** through each special stage in accordance with the schedule given, but only in the same direction of the rally (by no means the special stage or part of a special stage shall be driven in the opposite direction of the prescribed one), at a reduced speed and fully respecting the Traffic Laws.
- Special stages **4, 5, 7, 10, 12 and 13** are the same of special stages **2, 3, 6, 8, 9 and 11** and may only be driven as one stage during reconnaissance.
- 9.2.2 Running of reconnaissance**
- 9.2.2.1** All passages through the special stages will be recorded by the marshals.
- 9.2.2.2** During reconnaissance crews will have to stop at the start of each passage of each special stage; the marshal in charge will collect the "slip" for each passage of special stage in order to verify the car's passage.
- 9.2.2.3** Crews will also have to stop at the STOP Control of each special stage in order to allow the marshals to record their time passage.
- 9.3 Driving conduct in reconnaissance**  
See also Article 17 of the 2010 FIA Regional Rally Championship Sporting Regulations.
- 9.3.1** Excessive speeding during reconnaissance will incur a fine of **€ 1,000,00** (first offence reported by the Police) applied by the clerk of the course. The amount of this fine will be unaltered by any fine imposed by the Police.

- 9.3.2** Other infringements or excessive speeding during reconnaissance may be referred to the stewards.
- 9.4** **Reconnaissance schedule**  
See Appendix 2.
- 9.5** **Reconnaissance cars**  
Route reconnaissance must be performed only with production cars complying with the characteristic as per the 2010 FIA Regional Rally Championship Sporting Regulations.  
*CSAI and FAMS licensed drivers shall use cars conforming to the NS11 CSAI rules.*  
  
The "R" sticker given at registration shall be affixed on the car (on the left upper corner of the windscreen) and kept visible for the duration of the reconnaissance period.
- 9.6** **Controls**  
Marshals will control the special stage course and drivers will be required to follow their instructions.  
Controls will be carried out even before the period scheduled for reconnaissance.
- 9.7** **Reconnaissance of SS 1**  
Crews can familiarize with the route of SS 1-Città di Cagliari, by doing reconnaissance on foot on Friday 4 June from 18:30 to 19:30.

## 10. Administrative Checks

- 10.1** **Documents to be presented**  
- Entrant licence  
- Driver and co-driver competition licences  
- Driver and co-driver driving licences  
- ASN authorisation, for all foreign competitors  
- Completion of all details on the entry form  
- Documents and registration papers of the rally car
- 10.2** **Timetable**  
See Article 3 of these Supplementary Regulations.

## 11. Scrutineering, Sealing and Marking

- 11.1** **Scrutineering venue and timetable**  
See Article 3 of these Supplementary Regulations.
- 11.2** **Windows / Nets** (Appendix J - Article 253.11)  
The use of silvered or tinted films, in conformity with Article 253.11 of Appendix J, is permitted.
- 11.3** **Driver's safety equipment**  
Competitors' helmets (which must comply with the requirements of FIA Appendix L), HANS 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 dBA. The noise level will be measured with a Sonometer regulated at "A" and "Slow", placed at a distance of 50 cm from the exhaust outlet with an angle of 45 degrees, the car engine running at 3.500 rpm.

**11.5 Special National requirements**

**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 Appendix J).

**11.5.2 Components sealing for non-priority drivers**

During scrutineering the transmission (fitted and spares) of non-priority drivers' cars will not be sealed; however their turbos (fitted and spares) will be sealed. For limitation of spare turbochargers see the 2010 FIA Regional Rally Championship Sporting Regulations.

**12. Other procedures**

**12.1 Start Park**

On Friday 4 June, starting from 15:00 till 18:00, all competitors must drive their cars to the Start Park (TC 0) in Cagliari, Calata Sant'Agostino.

Cars can be towed from Olbia to Cagliari; the tow trucks can enter the area Calata Sant'Agostino only to unload the competition cars and can remain until the unloading operations are completed.

Inside the Start Park, even if this is not under parc fermé rules, it is only permitted, up to each Individual starting time, to start the engine, to check the tyre pressure or to change the tyres.

**12.2 Permitted early check-in**

Following the Italian Council Authorities' instructions, early check-in at TC is not allowed. Competitors will incur in a penalty.

**12.3 Special stage 1 - Running, record of time, others procedure and repairs**

**12.3.1 Characteristics**

The stage, whose itinerary is described in the road book, will include:

- an itinerary of **0.01** km at the start;
- an itinerary of **0.69** km to be repeated 3 times;
- an itinerary of **0.02** km represented by the first part of the above described itinerary, for a total length of **2.00** kms.

**12.3.2 Running**

- a) Each crew will receive from the timekeeper its time card with an entered start time for the following sector at the pre-start line;
- b) the crew will then proceed slowly to the start line where the starter will give the Start signal for the stage if no other cars are approaching the start line;
- c) at the end of the stage the crew shall drive up to the stage fly finish and reach immediately the STOP Control.

**12.3.3 Record of time**

1. The time of the stage will be obtained recording - by means of electronic devices - the starting time taken at the start line and the transit time taken on the fly finish line;
2. all crews setting an actual timing higher than the best stage time plus 3 minutes shall be assigned the best stage time plus 3 minutes;
3. all crews not running, for whatsoever reason, the number of laps prescribed shall be assigned a stage time, as provided above;
4. all crews running one or more laps than those prescribed shall be assigned a stage time and/or a penalty which will go as far as exclusion, at the stewards' discretion.

**12.3.4 Flag signalling**

- Yellow flags shall be used, according to the provisions of Appendix H of the International Sporting Code;
- should a yellow flag be displayed, the competitors must reduce their speed. Should a crew be penalised by a yellow flag signal, the clerk of the course will ask the stewards to allocate a notional time for the stage to the crew in question;
- in any case, those crews partly or fully responsible for causing the yellow flag signal cannot benefit from what stated in the previous paragraph.

**12.3.5 Control signs**

- The standard signs will be displayed at TC 1, at the start and at the STOP Control;
- no end of control zone sign after the start and no pre-end of the stage finish sign will be displayed.

**12.3.6 Interruption**

- a) Should the stage be interrupted for whatever reason, the competitors stopped on the stage will be assigned a stage time, at the stewards' discretion;
- b) should the stage be terminated, the prescriptions of the 2010 FIA Regional Rally Championship Sporting Regulations will be applied;
- c) a car which fails to finish the stage due to an accident or mechanical failure will be transported by the organisers to a overnight parc fermé established between Section 1 and Section 2 close to the subsidiary SP of the rally on Simaxis. The crew will be considered to have checked-in on time at TC 1A.

**12.3.7 Repairs and re-start**

All cars which fail to finish the stage and are transported by the organiser's means to the parc fermé as described above will be admitted to be repaired inside their working area during Service A. The crews will be considered to have checked-in on time at TC 1B.

**12.4 Any special procedures**

**12.4.1 Starting order and Intervals**

**12.4.1.1** The starts of section 1-Day 1 will be given in the reverse order of competition numbers for all drivers, with 2 minutes interval.

**12.4.1.2** The starts for sections 2, 3 and 4-Day 1, will be given as follows:

- 1) in the reverse order of competition numbers for the first ten crews, with 2 minutes interval;
- 2) in the normal order for all other drivers, with 1 minute interval.

**12.4.1.3** The starts for section 5-Day 2 and following sections, will be given as follows:

- 1) in the reverse order of the partial classification of Day 1, for the first ten crews, with 2 minutes interval;
- 2) in the normal order for all other drivers, with 1 minute interval.

**12.4.2 Driving conduct**

See Article 17 of 2010 FIA Regional Rally Championship Sporting Regulations.

**12.4.2.1** Speeding during the rally as first traffic infringement will incur in a fine of **€ 1,000,00** applied by the clerk of the course. The amount of the fine will be unaltered by any fine imposed by the Police.

**12.4.2.2** For the second traffic infringement: a **5 minute** time penalty applied by the clerk of the course.

**12.4.2.3** For the third traffic infringement: **exclusion** applied only by the stewards.

- 12.4.3 Interval between the time controls and the start of the special stages**  
 Variation to Article 29.3.1 of 2010 FIA Regional Rally Championship Sporting Regulations.  
 At the time control at the finish of a road section, the appropriate marshal will enter on the time card both the check-in time of the crew and its provisional stage start time. There must be a **4 minutes** gap to allow the crew to get ready for the stage start and come to the start line.
- 12.4.4 Special stages - Start procedure and record of timing**
- 12.4.4.1 Start procedure**  
 The start of the special stages (excluding Super special stage 1) will be given by means of starting lights, as follows:  
 - RED stand still;  
 - YELLOW ready to start (- 5");  
 - GREEN Go!
- 12.4.4.2 Jump start**  
 An electronic timing device placed 50 cm ahead of the starting line will detect jump starts.
- 12.4.4.3 Manual start procedure**  
 Should the electronic countdown system break down at the start of a special stage starts will be handed as provided by Article 33.3 of the 2010 FIA Regional Rally Championship Sporting Regulations.
- 12.4.4.4 Record of time**  
 The arrival time of the special stages will be detected to the tenth of a second. Timing will be recorded at the finish line, using electronic beams, and be backed up by stopwatches. The timekeepers must be positioned level with the finish line, indicated by the sign bearing a chequered flag on a red background.
- 12.4.5 Overnight parc fermé**
- 12.4.5.1** The parc fermé at the end of Section1-Day 1 will be placed at: Calata Azuni - Cagliari.
- 12.4.5.2** The parc fermé at the end of Day 1 will be placed at: Molo Brin - Olbia.
- 12.4.6 Finish of the rally and final parc fermé**  
 The finish (TC 13C) and the final parc fermé of the rally will be at: Marina Vecchia, Porto Cervo - Arzachena.  
 Cars subject to final scrutineering at FIAT Pincar, Zona Industriale - Olbia (see the Article 15.1 of the present SR) will remain in the same place, under parc fermé rules, until they are released.
- 12.4.7 Removal of the cars from the final parc fermé**  
 Cars must be removed from the final parc fermé within 60 minutes from the results becoming final. Beyond this time the organisers will not be responsible for the cars. To collect the competing car, competitors or their representatives must present the receipt issued to the crews by the marshals in charge when entering the final parc fermé.
- 12.5 Official time used during the rally**  
 Throughout the rally, the official time will be the UTC-GPS time.



### 13. Identification of Officials

The personnel should wear identifying tabards. The colours of tabards are:

- Stage commander	Red with text "Stage Commander"
- Post chief	Red with text "Post Chief"
- Safety marshal	Orange with text "Safety"
- Yellow flag marshal	Yellow with blue Radio point mark
- Timekeeper officer	Blue with text "Timekeeper"
- Scrutineer and assistant	Blue with text "Scrutineer or Scrutineer Assistant"
- Doctor or medical	White
- Competitors' relations officer	Red with text "Competitor Relation Officer"

### 14. Prizes

The prizes will be awarded to all classified crews, **Sunday 6 June, at 19:00** on the podium.

#### 14.1 Overall classification

- overall winner:	2 trophies (driver and co-driver)
- second to tenth:	2 cups (driver and co-driver)

#### 14.2 Other classifications

##### 14.2.1 Group classification

- winner:	2 cups (driver and co-driver)
- second and third:	2 cups (driver and co-driver)

##### 14.2.2 Class classification

- winner:	2 cups (driver and co-driver)
- second and third:	2 cups (driver and co-driver)

#### 14.3 All classified crews

Honour prizes will be awarded to all classified crews.

### 15. Final Checks

#### 15.1 Final checks

Final checks will take place at: FIAT Pincar, Zona Industriale - Olbia on **Sunday 6 June, at 20:00**.

Cars subject to final checks (decision by the stewards and notified to the concerned competitor at the Finish TC) must have one representative of the entrant as well as mechanics (in case of dismantling) present at the final checks.

#### 15.2 Protest fees

The protest fees is: **€ 500,00**

##### 15.2.1 Additional fees

If the protest requires dismantling and re-assembly of different parts of a car (engine, transmission, steering, braking system, electrical installation, bodyshell, etc.), the claimant must pay an additional deposit as a guarantee equal to the supposed value of the work at the date and place where they are carried out, as defined by the stewards.

#### 15.3 Appeal fees

Sum for an International appeal fee (FIA): **€ 6,000,00**

**Appendix 1a**

**Itinerary - Day 1**

**Appendix 1b**

**Itinerary - Day 2**

**Appendix 2** **Reconnaissance schedule**

Reconnaissance of special stages can be performed as follows:

<b>Date</b>	<b>Times</b>	<b>Special stages</b>
Wednesday 2 June	from 08:00 to 20:00	2•4 - 3•5 - 6•7
Thursday 3 June	from 08:00 to 18:00	8•10 - 9•12 - 11•13
Friday 4 June	from 18:30 to 19:30	1 (see Article 9.7)

**Appendix 3** **Names and photographs of CROs**

- Mr. Jean François FAUCHILLE (F)
- Mr. Augusto PARTUINI

## **Appendix 4                      Competition numbers and rally plates**

## Appendix 5 Award of competition numbers

Competition numbers shall be awarded according to the following order:

- series 1: FIA priority A drivers;
- series 2: FIA priority B drivers;
- series 3: drivers entered in the 2010 International Rally Challenge (all drivers entered will be considered as priority drivers);
- series 4: all the other entrants as follows:
  1. drivers seeded by their ASN - list 1 or list 2 in compliance with the provisional classification of the 2010 Italian Trofeo Rally Terra;
  2. drivers seeded by their ASN - list 1, not included in the provisional classification of the 2010 Italian Trofeo Rally Terra;
  3. drivers seeded by their ASN - list 2, not included in the provisional classification of the 2010 Italian Trofeo Rally Terra;
  4. drivers, not included in a priority list, driving a S2000 car;
  5. all the other drivers following the class order:  
S1600, N4, R3C, R3T, A7, R3D, R2C, R2B, N3, A6, A5, N2, A0, N1, R1B, R1A and N0.

Within each series, priority or classes, the competition number is left to the initiative of the organisers.

All drivers seeded by their ASN will lose their right of priority should they drive a car of the classes: N0, N1, N2, N3, R1A, R1B, A0, A5 and A6 (except driving a S1600 car or Kit car 1600cc).

## Appendix 6 Shakedown

1. **Location**  
See Article 3 of these Supplementary Regulations.
2. **Schedule - Timetable**  
See Article 3 of these Supplementary Regulations.
3. **Entered competitors and running conditions**
  - a) All competitors entered in the rally are entitled to take part in the shakedown, under the observance of the timetable and with no limit in the number of passages on the track of the shakedown.
  - b) Participation in the shakedown is mandatory for all seeded drivers.
  - c) The shakedown will be performed in co-operation with the local Council Authorities, under the same safety conditions as those arranged for the special stages of the rally.
  - d) For insurance reasons the vehicles taking part in the shakedown shall be identified by the competition numbers and the crews shall be dressed in the same way as for the special stages.

**Appendix 7****Service park**

- 1. Service park - Servicing**
- Location**
- Main service park: Molo Bosazza-Molo Brin - OLBIA
  - Subsidiary service park Day 1: Parcheggio Ditta E.P.C. Srl  
Località Cabitzabis - SS388, Km 8,6  
SIMAXIS (Oristano)
- 1.2 Access time for service vehicles**
- The access time for service vehicles to the service park are:
- from 10:00 on Wednesday 2 June, for the main service park;
  - from 17:00 to 20:00 on Friday 4 June and from 05:00 to 07:00 on Saturday 5 June, for the subsidiary service park.
- 2. Features**
- 2.1 Allotted working areas**
- Competitors will be allotted by the organisers their working areas inside the service park as follows:
- for the Teams taking part in the International Rally Challenge 2010 the commun provisions will be applied, as per the agreements taken;
  - all other priority drivers will be allotted a surface of 12 x 10 m;
  - non-priority drivers will be allotted a surface of 8 x 10 m.
- 2.1.1**
- 2.1.2** No later than **Friday 28 May, at 18:00** competitors must inform the organisers:
- a) should they need further space (in addition to above allotted areas).  
The price for extra surface is fixed at:
    - 1) priority drivers: **€ 18,00** per square meter;
    - 2) non-priority drivers: **€ 12,00** per square meter.
  - b) of any possible association, regarding the service vehicles, with other competitors.
- 2.2 Service vehicles**
- 2.2.1** "Service" plates necessary to access the service park are included in the entry package that will be given during the pre-administrative checks (see Article 3 of the present SR).
- 2.2.2** During the rally, only vehicles provided with a "Service" plate distributed by the organiser will be allowed to enter the service park. Plates must be fixed inside the car, on the right side of the windscreen (co-driver side).
- 2.3 Auxiliary vehicles**
- 2.3.1** Other team vehicles must be identified by means of "Auxiliary" plates (sold at **€ 240,00** each) issued by the organiser.
- 2.3.2** Where allowed by this allotted surface, "Auxiliary" vehicles may be allowed to park next to their service vehicles admitted in the service park.  
In case the allotted surface is not enough, the organiser shall provide parking areas for auxiliary vehicles in the immediate vicinity of the service park.
- 2.4** During all servicing, from the entrance of the first competing car till the exit of the last one, the circulation in both directions, of any vehicle (service or auxiliary) of all competitors is strictly forbidden.

## Appendix 8 Competitor Safety - SOS/OK signs

1. Each road book shall contain, as the rear cover in A4 size (folded), a red "SOS" sign and on the reverse a green "OK" sign.
2. In 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.
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.

## Appendix 9 Competitor Safety - Use of the yellow flags

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 instructions 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' discretion.
2. A crew which has been shown the yellow flag will be given a notional time for the stage as prescribed in Article 35 of the 2010 FIA Regional Rally Championship Sporting Regulations.
3. The yellow flag will be displayed to crews only on the instruction of the clerk of the course. The flags may only be displayed by a marshal wearing a distinctive jacket preferably of the recommended colour stipulated in Appendix H and on which is marked the radio point symbol. The time of deployment of the flag will be recorded and notified to the stewards by the clerk of the course.
4. No flag other than the yellow flag may be deployed at any point in a special stage.
5. A yellow flag must be available at each stage radio point (situated at approximately 3 km intervals).



## 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

## Re-start after retirement

1. **General**  
A competing car which fails to finish any Day of a rally will be permitted to restart the next Day. This shall apply to any car which has been excluded on the grounds of exceeding the latest allowable 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 entrant 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 Day 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 Day no later than 6 hours before the scheduled start of that Day.
3. **Scrutineering of repaired cars**  
The car must retain its original body shell and engine block as marked at pre-event scrutineering.  
The entrant must advise the organisers of the intention to have the car rescrutineered prior to the start of the stewards' meeting at the end of the Day which the car has failed to finish.
4. **Repairs to restart Section 2-Day 1**  
For those cars that fail to finish SS 1, repairs may be carried out in accordance with Article 12.3.7 of the present SR; competitors may restart Section 2-Day 1.