



Standard Supplementary Regulations for FIA Alternative Energies Cup  
"Eco-Rallies"

**Links for direct access to the FIA Alternative Energies Cup Regulations  
and to the International Sporting Code and its Appendices**

<http://www.fia.com/regulations/regulation/international-sporting-code-123>

For the International Sporting Code, Appendix G, Appendix B, the General Prescriptions for events on Circuits and for the General Prescriptions for all other events.

<http://www.fia.com/regulations/fia-alternative-energies-cup-99>

For the Alternative Energies Cup Sporting Regulations, the Technical Regulations, the Driving Tests Events Regulations and the Specific AEC General Prescriptions.

<http://www.fia.com/regulations/regulation/appendix-international-sporting-code-96/regulation/appendix-j-2015-international-sporting-code-129>

For Appendix J - Articles 251, 253 etc.



## SUPPLEMENTARY REGULATIONS

**5. New Energies Rallye Český Krumlov**  
Český Krumlov, Czech Republic  
26. - 28. 5. 2016

ASN visa number **NE00116**

FIA visa number 00CEAXX00000000

Driving Test Event of "Eco-Rally" Type for Electric, Hybrid-Electric and Alternative Energy Vehicles

In compliance:

With the Regulations of FIA Electric and New Energy Championships Commission

### **FIA Alternative Energies Cup 2016**

Organiser:

**ČK motorsport s.r.o.**

K. Světlé 2238/2, 370 04 České Budějovice, Czech Republic



**CB Auto**



**KREISEL**

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## 5. NEW ENERGIES RALLYE ČESKÝ KRUMLOV 2016

### 1. PROGRAMME - IMPORTANT INFORMATION:

<b>Publication of Regulations:</b>	Tuesday, 29. 3. 2016, 12:00
<b>Entries opening:</b>	Tuesday, 29. 3. 2016, 12:00
<b>Entries closing:</b>	Saturday, 30. 4. 2016, 24:00
<b>Publication of participant´s list:</b>	Monday, 16. 5. 2016, 12:00 <a href="http://www.rallye-newenergies.cz">www.rallye-newenergies.cz</a>
<b>Distribution of Road Book:</b>	Thursday, 26. 5. 2016, 9:00 - 12:00 Český Krumlov, Freistadt (A), Tábor
<b>Concentration Leg:</b>	Thursday, 26. 5. 2016 Český Krumlov, Freistadt (A), Tábor - Český Krumlov
<b>Competitors and Officials briefing:</b>	Thursday, 26. 5. 2016, 19:00 Hotel Růže, Horní 154, Český Krumlov
<b>Administrative and Technical Checks:</b>	Thursday, 26. 5. 2016, 15:30 - 17:30 Pivovarská zahrada, Český Krumlov
<b>Posting of Starting List:</b>	Thursday, 26. 5. 2016, 18:30 Gymnázium Český Krumlov, Chvalšinská 112, Č. Krumlov
<b>1st Car start:</b>	Friday, 27. 5. 2016, 7:30 náměstí Svornosti, Český Krumlov
<b>Posting of First Leg Unofficial Results:</b>	Friday, 27. 5. 2016, 17:15 Gymnázium Český Krumlov, Chvalšinská 112, Č. Krumlov
<b>1st Car finish:</b>	Saturday, 28. 5. 2016, 14:00 Jelení zahrada, Český Krumlov
<b>Posting of Provisional Results:</b>	Saturday, 28. 5. 2016, 16:00 Gymnázium Český Krumlov, Chvalšinská 112, Č. Krumlov
<b>Prize-Giving Ceremony:</b>	Saturday, 28. 5. 2016, 19:30 Jelení zahrada, Český Krumlov

## 2. ORGANISER

### Organiser's Data:

Name: ČK motorsport s.r.o.  
Address: K. Světlé 2238/2, 370 04 České Budějovice, Czech Republic  
Web Site: [www.rallye-newenergies.cz](http://www.rallye-newenergies.cz)  
Telephone: +420 728 547 505  
E-mail: [info@rallye-newenergies.cz](mailto:info@rallye-newenergies.cz)  
National Sporting Authority: Autoklub České republiky  
Opletalova 29, 110 00 Praha 1, Czech Republic

NOTE: The Entry form must be submitted to the above web and must be received strictly within the time period referred to in the programme.

## 3. CORRECT TITLE OF THE EVENT

3.1 The name 5. New Energies Rallye Český Krumlov 2016 is the "Correct Title" of the event.

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

## 4. ORGANISING COMMITTEE AND OFFICIALS

### 4.1 Organising Committee

President: Pavel Kacerovský  
Members: Martin Venuš, Karel Mach, Marcel Gause, Libor Borč, Karel Marek, Petr Šulčík, Jan Bláha, František Fošum

### 4.2 Officials

Stewards  
Chairman of the Stewards: François Monath (FRA)  
Steward (1): Tomáš Kunc (CZE)  
Steward (2): Jan Regner (CZE)  
FIA Technical Delegate: Carlos Funes (BRA)  
Clerk of the Course: Pavel Kacerovský  
Deputy Clerk of the Course: Martin Venuš  
Chief Scrutineer: Martin Svoboda (CZE)  
Competitor's Relations Officer: Petr Šulčík  
Chief Results Officer: Radomír Navrátil (CZE)  
Recharging Manager: Marcel Gause  
Press Relation Officer: František Fošum

## 5. FIA AND OTHER TITLES ELIGIBILITY

### 5.1 FIA titles for which the Event counts:

FIA Alternative Energies Cup with the following titles:

- FIA Alternative Energies Cup - Driving Tests events for Drivers of Cat. IIIA electric vehicles for everyday use.
- FIA Alternative Energies Cup - Driving Tests events for Co-Drivers of Cat. IIIA electric vehicles for daily use.
- FIA Alternative Energies Cup - Driving Tests events for Drivers of Cat. VII & VIII (+IIIA) - Hybrids and other Alternative Energies vehicles (plus electric vehicles having enough on-board energy to cover the itinerary).
- FIA Alternative Energies Cup - Driving Tests events for Co-Drivers of Cat. VII & VIII (+IIIA) - Hybrids and other Alternative Energies vehicles (plus electric vehicles having enough on-board energy to cover the itinerary).
- FIA Alternative Energies Cup for Manufacturers for Category IIIA electric vehicles for daily use.
- FIA Alternative Energies Cup for Manufacturers for Category VII & VIII (+IIIA) - Hybrids and other Alternative Energies vehicles (plus electric vehicles having enough on-board energy to cover the itinerary).

### 5.2 Other titles

- ÚAMK Czech Trophy - all competitors from Czech Republic
- Kreisel Electric Pokal - competitors from Austria with electric vehicles

## 6. VEHICLES ELIGIBLE TO PARTICIPATE

### 6.1 Categories:

**Category IIIA - Electrically powered series production vehicles for everyday use** (as defined in Art. 2.5.1 of the FIA Technical Regulations for Alternative Energies Vehicles).

**Category VII - Hybrid Electrical Vehicles** (as defined in Art. 9 sub. Art. 7 of the FIA Technical Regulations for Alternative Energies Vehicles).

**Category VIII - Other Alternative Energy Vehicles** (as defined in Article 2.9 of the FIA Technical Regulations for Alternative Energies Vehicles).

Vehicles of Categories VII and VIII will be amalgamated in a single Category VII & VIII. Consequently, only one classification for these categories will be issued for the allocation of points of the FIA Cup. As an exception, the Organisers may allow Category IIIA vehicles to be included in this amalgamated Category. In this case, the category IIIA competitors will be classified together with the competitors of Category VII & VIII in the same single classification, scoring FIA Cup points in an amalgamated Category VII & VIII (+IIIA).

### **Participating Vehicles:**

The participating vehicles must be of a type approved for driving on public roads and must be equipped with official registration plates appropriate to this purpose. (*Exception: in some specific cases, special permission for participation in the event without registration plates could be granted by the national authorities*).

Passenger vehicles and light trucks of Categories IIIA, VII and VIII, in full compliance with the conditions set out below, are eligible to participate in the event. They must be:

- a) Manufactured either in series production or in one or a few examples.
- b) Authorized to drive without restriction on public roads, bearing the official registration plates of the registrant country, or bearing special plates provided by the documents of the specific permission granted by the national authorities.
- c) Certified to carry from 2 to 7 people.
- d) Certified to carry a maximum cargo of 1000 kilograms (only for light trucks).
- e) Equipped (in the case of Hybrid Electric vehicles or Plug-in Hybrid Electric Vehicles) with an internal combustion engine in compliance with the anti-pollution specifications in force in the country of registration, and with an electric motor (or electric motors) of any type, working in functional combinations with the endothermic engine, engaged automatically or manually as the manufacturer has foreseen for the everyday use of the specific vehicle.
- f) Equipped (in the case of Hybrid Electric vehicles or Plug-in Hybrid Electric Vehicles) with a main battery pack of suitable capacity and the necessary switching arrangements, in order to propel the vehicle as purely electric (as a BEV) over a short distance, and to be also equipped with recuperating kinetic energy system in the form of electric energy during the deceleration and braking operational phases.
- g) Of any type of hybridization architectural system (for Hybrid Electric vehicles or Plug-in Hybrid Electric Vehicles) such as series hybrid, parallel hybrid or mixed type hybrid.

### **6.2 Wheels and Tyres**

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

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

## **7. GENERAL CONDITIONS**

The event will be organised in conformity with:

- the FIA International Sporting Code and its appendices;
- the Sporting Regulations of the FIA Alternative Energies Cup;
- the Sporting Regulations of the FIA Driving Tests;
- the applicable prescriptions stated in the National Sporting Regulations; and
- the present Supplementary Regulations.



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

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

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

## 8. OFFICIAL NOTICE BOARD

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

### 8.1

Place: [www.rallye-newenergies.cz](http://www.rallye-newenergies.cz)  
Date: Monday, 28. 3. 2016 - Saturday, 28. 5. 2016  
Time: online whole day

### 8.2

Place: Hotel Old Inn, náměstí Svornosti 12, Český Krumlov  
GPS: 48°48'38.6"N, 14°18'52.7"E  
Date: Thursday, 26. 5. 2016  
Time: 9:00 - 13:00

### 8.3

Place: Kreisel Electric GmbH, Promenade 25, Freistadt (A)  
GPS: 48°30'49.6"N, 14°30'09.9"E  
Date: Thursday, 26. 5. 2016  
Time: 10:00 - 14:00

### 8.4

Place: Střední průmyslová škola strojní a stavební, Komenského 1670, Tábor  
GPS: 49°24'29.6"N, 14°40'25.7"E  
Date: Thursday, 26. 5. 2016  
Time: 9:00 - 13:00

## 8.5

Place: Gymnázium Český Krumlov, Chvalšinská 112, Český Krumlov  
GPS: 48°49'04.2"N, 14°18'35.5"E  
Date: Thursday, 26. 5. 2016  
Time: 14:00 - 19:00  
Date: Friday, 27. 5. 2016  
Time: 6:00 - 19:00  
Date: Saturday, 28. 5. 2016  
Time: 7:00 - 19:00

## 9. BASIC CHARACTERISTICS OF ECO-RALLIES

An FIA Eco-Rally is a Regularity Driving Test event counting towards the FIA Alternative Energies Cup.

The purpose of Eco-Rallies is to promote the new technology of vehicles designed to conserve energy and to emit the smallest possible quantities of pollutants and CO<sub>2</sub>. It is also aimed at encouraging drivers to change their driving habits, giving priority to the protection of the environment and to the sustainability of the transport sector through the use of alternative fuels and electricity as their vehicle's propelling energy sources.

In FIA Alternative Energies Cup Eco-Rallies there are two main, and distinctive, fields of competition for which a combined classification is published and submitted to the FIA - on the basis of which the FIA Cup points are allocated. There is also a secondary field of competition, which is not obligatory and is at the Organiser's discretion, namely the evaluation, through FIA index tests, of eco-driving techniques and/or the energy conservation achieved by the competitors.

One of the main fields of competition, for which FIA Cup points are allocated, is the evaluation of the competitors' capability to respect accurately the time schedule of the whole event as planned by the Organisers. This is expressed in the form of consecutive "ideal times" for the movement of the cars from one time control to the next time control. Any "early" or "late" arrival is penalized. The other main field of competition, which is also very important for the final combined General Classification, is the evaluation of the Crew's capability to drive through all the "Regularity Stages" at a steady and exact obligatory speed (or speeds), respecting all the terms imposed for this purpose by the Supplementary Regulations and its Bulletins.

In practice, the FIA A.E. Cup "Eco-Rally" events are quite similar to the well-known sporting rallies (speed rallies) in which the same field of competition for the accurate movement of the vehicles from one time control station to the next also exists. The only difference is in the other field of competition in which instead of the speed "special stages" (against the clock) of the sporting rallies we have "regularity stages" (in conformity with the clock) competition.

The "eco-driving techniques" and/or the "energy conservation FIA index" tests (*which are not obligatory, and could be of interest to the Organisers or to the ASN*) are an evaluation of the competitors' capability to drive the whole itinerary of the event using their best eco-driving techniques and trying to consume the smallest possible amount of energy. These are also fields in which the manufacturers can test and demonstrate their new technologies aimed at a lower consumption of energy.

It is important to emphasise that Eco-Rallies are not "speed" events and that, consequently, there is no need for any specific safety equipment for the participating vehicles and crews. All Electric, Hybrid and Alternative Fuel vehicles, officially registered to be driven on public roads are eligible to participate in the event, under exactly the same conditions as when driving in everyday use.

## 10. DESCRIPTION OF THE EVENT

### 10.1 Itinerary and layout:

#### Concentration Leg:

- Český Krumlov - Český Krumlov 101 km
- Freistadt (A) - Český Krumlov 89 km
- Tábor - Český Krumlov 99 km

#### Leg 1: Český Krumlov - České Budějovice - Český Krumlov

- Category IIIA 139 km
- Category VII & VIII (+IIIA) 186 km
- 4 Regularity Stages for all categories:
  - Brloh (10,46 km)
  - Netolice (5,90 km)
  - České Budějovice (2,18 km)
  - Holašovice (10,60 km)
- Start at square of city Český Krumlov, historic centre in UNESCO
- Passage during Holašovice, picturesque village in UNESCO
- Regrouping and coffee break at historical square of city Prachatice - only cat. VII & VIII (+IIIA)
- Regrouping, lunch, recharging (IIIA - after 86 km) and special Regularity Stage in České Budějovice, Exhibition Grounds
- Finish in Český Krumlov before official start of 44<sup>th</sup> Rallye Český Krumlov 2016 (FIA ERT)

#### Leg 2: Český Krumlov - Lipno nad Vltavou - Český Krumlov

- Category IIIA 141 km
- Category VII & VIII (+IIIA) 187 km
- 4 Regularity Stages for all categories:
  - Boletice (20,85 km)
  - Dolní Drkolná (9,19 km)
  - Lipno (10,45 km)
  - Větřní (4,71 km)
- Passage during the Šumava National Park
- Part of Saturday's Leg in Austria

- Regrouping, coffee break, recharging (IIIA - after 100 km) at famous Tourist and Sport resort, on the bank of Lipno Dam
- Regularity Stage on track one of stage of 44<sup>th</sup> Rallye Český Krumlov 2016 (FIA ERT)
- Finish in Český Krumlov, near castle
- Parc Fermé for all days will be situated in Eggenberg Brewery Garden in the centre of Český Krumlov

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

The Road Book of the event should be considered as an Appendix to the present Supplementary Regulations. Any deliberate and certified deviation from the itinerary as it is indicated in to the Road Book will be penalized by exclusion from the event.

Obligatory steady speed for Regularity Stages will be published on the start of the every day.

The distances indicated in the Road Book are considered as accurate and correct and no protest may be lodged against this accuracy.

#### **10.2 Calibration of the Distance Meters:**

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

### **11. ADMINISTRATIVE CHECKS**

**11.1** For the administrative checks, the participants must make available all documents required by the present regulations and/or by the valid traffic code. These include competition licences, the crew's identification documents, the vehicle registration documents, the driving licences and the vehicle's insurance documents.

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

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

### **12. SCRUTINEERING**

**12.1** The scrutineering will take place before the start of the event, wherever and whenever it is foreseen by the programme. Additional technical checks can be also carried out during the event, at the Organiser's choice or the Stewards' request.

Specific parts of each vehicle will be checked and verified for compliance with the requirements of the FIA rules and with the present Supplementary Regulations. With particular care, checks will be carried out to ensure that all Category VIII vehicles are using Alternative Fuels as established in Article 2.9 of the FIA Technical Regulations. For this reason, the following procedure will be applied:

#### **12.1.1 Category VIII Vehicles with bi- or multi-fuel system - liquid and gaseous.**

Competitors with vehicles powered by liquid fossil fuels (petrol or diesel) and gaseous fuels (CNG or LPG or Biogas) must present their vehicles with the petrol or diesel tank in reserve quantity; this tank will be filled up and sealed by the scrutineers and must remain sealed for the duration of the event. The gaseous tank can be presented full of fuel or may be filled up and sealed during scrutineering. Refuelling of gaseous fuel during the event is permitted only under the supervision of a designated officer. At the finish of the event, the fossil fuel tank and the gaseous tank must be filled up with the corresponding fuel and the quantities needed for this topping-up will be measured and documented by the officials, exactly as was done during the event when refuelling with gaseous fuel.

With this procedure, the rule (see Art. 2.9C of Technical Regulations) which imposes that a minimum use of alternative energy should be equal to or greater than 80% of the total calorific fuel energy used, can be checked at the end of the event. In case of violation, the vehicle will be excluded from the event's classifications and from the consumption and/or "Eco - Driving" tests classifications.

#### **12.1.2 Category VIII vehicles propelled by bio-fuels**

Competitors with vehicles powered by bio-fuels must present their vehicles with the tank in reserve quantity of bio-fuel and must provide for the refuelling with bio-fuel under the supervision of a designated officer. The tank will be sealed and any other refuelling during the event will take place only under the supervision of a designated officer. Any infringement of this rule will result in exclusion from the event's classifications and from the consumption and/or "Eco - Driving" tests classifications.

If the bio-fuel is not supplied by the Organiser, the supervising officer will check the original official documentation provided by the manufacturer of this bio-fuel, and will take a fuel sample, in order to verify the nature of this bio-fuel and its specifications.

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

Competitors with vehicles equipped with Fuel Cells using hydrogen as fuel do not need to undergo any checks for compliance with Art. 2.9 C of the Technical Regulations. Refuelling during the event is freely permitted. If the competitor takes part in an energy classification, Article 15.1 is applicable and its fuelling/refuelling operations must be attended by a designated officer.

### **13. RUNNING OF THE EVENT**

**13.1 Nature of the Event:** The 5. New Energies Rallye Český Krumlov 2016 is an event of the Driving Test Eco-Rally (Regularity Rally) type. Each competitor will collect penalty points from the "Regularity Stages" and from the road connecting the sections (Time Control penalties) in

accordance with the present Supplementary Regulations and the Bulletins, which may be issued at a later stage.

**13.2 Crew:** Each crew comprises one driver and one co-driver. The driver and co-driver may exchange roles freely during the event provided that both are holders of the necessary driving and competition licences (see Article 16.2). It is the Organiser's choice to accept crews consisting of one driver and one navigator. Navigators should also hold a competition licence but it is not mandatory that they hold a driving licence. No other passengers are admitted on board. In case of any unauthorized change of a member of the crew, the vehicle will be excluded.

### **13.3 Start, Finish, Results**

**13.3.1** The start signal for the event will be given at náměstí Svornosti (square), Český Krumlov, Friday, 27. 5. 2016. The first car will start at 7:30. The starting sequence will follow the participation number and the cars will start at one-minute intervals.

**13.3.2** The first Leg of Category IIIA will be constituted by 4 of Regularity Stages, 1 of regrouping and charging stop. Total distance of Leg 1 is 139 km. The second Leg for the same Category will be constituted by 4 of Regularity Stages, 1 of regrouping and charging stop. Total distance of Leg 2 is 141 km.

The first Leg of Category VII & VIII (+IIIA) will be constituted by 4 of Regularity Stages, 2 of regrouping and 1 refuelling stop. Total distance of Leg 1 is 186 km. The second Leg for the same Category will be constituted by 4 of Regularity Stages, 1 of regrouping and refuelling stop. Total distance of Leg 2 is 187 km.

**13.3.3** Preliminary unofficial results will be published at the end of the first Leg. Provisional, Official and Final results will be published on the official notice board at the end of the event, as mentioned in the programme.

### **13.4 Time Card**

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

**13.4.2** Each crew is solely responsible for its Time Card.

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

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

**13.4.5** The Regularity Stages starting Control points will be referred to in the Time Card.

**13.4.6** The crew has the sole responsibility for submitting the Time Card at the various controls (13.4.3 above) and also for checking the accuracy of the timing stamps administered by the Time Control marshals on the Time Card. Failure to check in with a stamp in one Time Control

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

**13.4.7** It is, therefore, up to the crew to submit its Time Card to the marshals at the correct time and to check that the time has been entered correctly. The post marshal is the only person permitted to enter the time on the Time Card and this must be done by hand or with a stamp.

### **13.5 Traffic**

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

### **13.6 Traffic jams, accidents, obstructions**

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

### **13.7 Repairs**

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

### **13.8 Unsportsmanlike behaviour**

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

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

### **13.9 Parc Fermé**

During the overnight stay between Concentration Leg and the first and second daily Legs, the cars will remain in the Parc Fermé area, which they will enter as soon as they arrive at the end of the Concentration Leg and the end of the first daily Leg. In the Parc Fermé areas, the cars will remain locked and under the supervision of the Organisers. It is not permitted for any car to be moved from this area without the permission of the responsible marshals. Should any repairs be necessary, the Organisers must be notified and the marshals will supervise the repair work, upon the completion of which the car will again be locked. This also occurs after the arrival of the vehicles at the finish of the second daily Leg, which is usually also the finish of the event. After the arrival of the vehicles at the finish of the event, they will remain in the Parc Fermé area under the supervision of the Organisers until the 30-minute time period for submitting protests has expired. Only the Stewards are authorized to declare this Parc Fermé as finished and the vehicles as released.

### **13.10 Maximum permitted delay in a Time Control**

The maximum total permitted delay for a vehicle to be present at a Time Control station is thirty (30) minutes later than its ideal time. This total delay is referred to each daily Leg. Any car passing one minute more than this maximum total permitted delay is considered as having found this Time Control station closed and, consequently, is excluded from the event. It is necessary to make absolutely clear that every minute of delay in one Time Control station will reduce by one minute

the maximum total permitted delay for all the remaining Time Control stations of the same daily Leg. For example, a delay of 2 minutes in the TC2, plus a delay of 1 minute in TC4 and plus a delay of 3 minutes in TC 7 means that for all the remaining TC's, of the same daily Leg, the maximum total permitted delay is now only 24 minutes because the initial 30 minutes have already been reduced by  $2+1+3 = 6$  minutes.

### **13.11 For the protection of the natural environment**

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

Precautions to be taken include the following:

- Consider, and reduce, the environmental impact when involved in an Eco-Rally event, before, during and after the event. This also includes ancillary activities.
- Use eco-labelled products, in all activities, if possible.
- Before taking part, plan how to act to prevent environmental accidents.
- Organisers, marshals and participants should not throw away or leave on site any objects or materials, such as bottles and metal or plastic packaging materials, leftover food, spare tyres, old spares, etc., along the entire itinerary of the event. The general rule is the obligation to leave the spaces from where we move or where we stand cleaner than we found them.
- We should avoid causing unnecessary noise by sudden acceleration or hard braking or by using the horn of the car unnecessarily.
- The pollution of the spaces around us from liquids of any kind, such as oils, fuels, etc. when refuelling and during any repairs of vehicles, is absolutely prohibited.
- All vehicles should adhere strictly to the legislation regarding noise standards in force in the country of the event.
- The personnel manning the Time Control Stations or Passage Control Stations should have a sufficient quantity of waste collection bags and, on their departure from the point of operation, not leave behind any object or material used for the execution of their duties, such as labelling strips, plates, all kinds of auxiliary materials, and food waste and packaging.
- In the Regrouping Areas, particular attention should be paid to maintaining the cleanliness of the space and to garbage collection. In these spaces specifically, the rule that we leave the area cleaner than we found it should be strictly applied.

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



#### **14. REGULARITY STAGES, TIME CONTROL STATIONS AND PENALTY POINTS**

The Regularity Stages are indicated in the Road Book and are placed along some of the itinerary road sections, between two consecutive Time Control stations. These will take place on roads that are open to public traffic. The crews must cover the total length of each Regularity Stage, driving their vehicles at a "steady" speed (or speeds) imposed by the Organisers. In cases in which, for any reason, this speed has to be reduced or a momentary stop has to be made, these losses must be recovered as soon as possible, without making any breach of the traffic rules, and their average speed must be brought back to the exact level of the imposed "steady" speed. The start point and the finish point of each Regularity Stage should be clearly marked in the Road Book in which the exact distances between these points should also be indicated. Additionally, but not as a matter of obligation, the location of these points could also be marked on the roadside by means of standardized FIA signs. At least two or more intermediate secret Timing Control points will be located along of each Regularity Stage, and the timing accuracy for the calculation of the achieved average speed will be at least 1/10 of a second. On the basis of the exact distances that separate these secret Timing Control points and the corresponding time readings of the vehicle "passings", the achieved average speed will be calculated either between the Timing Control points or from the start point of the Regularity Stage up to each one of them, and any divergence from the obligatory "steady" speed will be penalized in accordance with the penalty scale below. Instant speed measurements by the use of a "police type" radar speedometer is not an acceptable method for the purpose of regularity stages penalty points allocation. The use of pressurized pipes for the triggering of the secret timing equipment is also not acceptable.

##### **The timing equipment used for the secret timing Control points**

Each checkpoint is equipped with:

Main timekeeping - photocell is connected with certified measuring equipment which prints measured time of the day, when the car passes the virtual timing line.

Backup timekeeping - button on the measuring equipment is being pressed manually and the measured time of the day, when the car passes the virtual timing line is printed automatically too.

Measured data are recorded into control list by certain attendant. The measured data are transmitted online into the centre of competition automatically. There will be licensed timekeeper on every checkpoint.

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

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

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

#### 14.1 Description of the Time Controls procedure

The event will be started by the starting flag signal given to competitor No 1, in front of Time Control No 1 station (TC1) at náměstí Svornosti, main square of city Český Krumlov at Friday 27. 5. 2016, 7:30. All other competitors will follow the first car, starting at one-minute intervals. The organisers may provide a time gap between the start of vehicles of Category VII & VIII (+IIIA) and those of Category IIIA. The participating vehicles will move from one TC to the next TC strictly following the itinerary indicated in the Road Book. All TCs shall be indicated in the Road Book and also at the actual position by FIA-approved standardized signs. The stopping time within any TC area is limited to the time needed to carry out the control operations. Time Controls shall be ready to function at least 30 minutes before the scheduled time of the arrival of the first car. Unless the Clerk of the Course decides otherwise, they will cease operating after the scheduled time of the arrival of the last car plus 30 minutes, which is the maximum total permissible delay. The check-in procedure begins at the precise moment the cars pass the TC area entry sign. Between the TC area entry sign and the location of the control post, the car is forbidden to stop or to be driven at an abnormally slow speed. The actual timing and its recording on the Time Card corresponds to the exact moment at which the Time Card is handed by the crew to the Time Control station marshals. For zero (0) road penalty points, this moment must correspond to the exact minute of the target time or to the minute preceding it. For example, if the target arrival time is 11h.34m, the Time Card must be given to the marshals at any time between 11.33.01 and 11.34.59. Out with these times, the competitor will receive road penalty points for early or late arrival equal to ten (10) penalty points per minute or fraction of a minute. When a TC is followed by a start control for a "Regularity Stage", the following procedure shall be applied: the Time Control marshal will enter in the Time Card the arrival check-in time of the car to the Time Control station and also the "provisional" start time for the "Regularity Stage", which is at least one minute after the arrival check-in time. Where two or more cars arrive at a Time Control station in the same minute, their provisional start times for the "Regularity Stage" will follow a sequence of one-minute intervals, in the order of their arrival in the TC. Having completed the Time Control procedure, each car must be driven to the point where the starting marshal for the "Regularity Stage" is located. At this point, the car will receive the starting signal at the exact moment the minute of its "provisional" starting time begins. If necessary, the starting marshal can change this "provisional" starting time and a new starting time can be entered in the Time Card, endorsed by the starting marshal's signature. For example, if the entered "provisional" starting time for the Regularity Stage is 11h.32m, the starting marshal will give the starting signal at exactly 11h.32m.00s. Should an unexpected obstacle make the car's start difficult or dangerous at this moment, the starting marshal will change it to the next minute, i.e. 11h.33m.00s (or later), making an endorsement in the Time Card, and will give the starting signal exactly at this new time. The car must depart immediately and, as soon as possible, it must reach the "steady" speed imposed for this particular Regularity Stage; after this, the car must move continuously keeping this speed steady until the end of the "Regularity Stage" as it is marked in the Road Book and possibly indicated at the roadside by the FIA-approved standardized signal.

#### 14.2 Table of penalties

- For every one tenth (1/10) of a second divergence from the calculated correct time of the car's movement from one Regularity Timing Control point to the next along the Regularity Stage: **One (1) Penalty point** (para. 14).
- For every minute or fraction of a minute late or early arriving at a Time Control station: **Ten (10) Penalty Points** (para. 14.1).

- Where the check-in delay in one TC station or the accumulated delays in some or all of the TC stations of the same daily Leg exceed 30 minutes: **Exclusion from the event** (para. 13.10).
- Failure to check-in at one TC station or at one Regrouping TC station or in the finish of a Leg TC station: **Exclusion from the event** (para. 13.4.6).
- For a no-show at the start of a Regularity Stage or any deliberate deviation from the Road Book itinerary: **Exclusion from the event** (para. 10.1 and 14.1).
- Where an attempt is made to receive or to communicate information regarding the positions of the secret timing posts along the Regularity Stages: **Exclusion from the event** (para. 14.3).
- For the unauthorized change of a member of the crew: **Exclusion from the event** (para. 13.2).
- For loss of the Time Card or for making a correction/amendment on its records: **Exclusion from the event** (para. 13.4.4).
- For deliberately blocking the road or for unsporting behaviour: **Penalty at the Stewards' discretion, going as far as exclusion from the event** (para. 13.8).
- For infringement of the rule requiring refuelling under the supervision of an official: **Penalty at the Stewards' discretion, going as far as exclusion from the event** (para. 12.1.1 and 12.1.2).
- Failure to comply with the weight ballast rule: **Penalty at the Stewards' discretion, going as far as exclusion from the Energy classification** (para. 15.3.6).

#### 14.2.1 Rectification of the penalty of exclusion in particular cases

The excluded participants, in application of Articles 10.1 for deviation from the itinerary; 13.4.6 for failure to check in at one time control (other than the time controls of the end of the daily Leg or of the end of the event); 13.10 for being exceeded the maximum permitted delay in one time control; and 14.1 for a no-show in the start of a regularity stage, are entitled to be included in the classification of the day and/or the final classification of the event under the next terms, all of which should be valid cumulatively.

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

#### *Examples:*

1. *Participant No. X, during the first Leg missed a time control. According to the S.R. he should be excluded from the race. Should he arrive at the Time Control station at the finish of the first Leg, and be in time and in perfectly competing condition, he is entitled to start the second Leg, being classified in the first Leg with the penalty points scored by the worst classified competitor of same category increased by 10 %.*

2. Participant No. Y, during the second Leg, arrives at a Time Control Station after the maximum permitted delay has expired. According to the S.R. he should be excluded from the race. If this participant arrives at the time control station at the finish of the event, in time and in perfectly competing condition, he is entitled to be included in the final classification with the penalty points scored in the first Leg plus the penalty points scored by the worst-classified competitor of same category in the second Leg, increased by 10 %.

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

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

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

## 15. CONSUMPTION AND ECO-DRIVING TESTS

For 5. New Energies Rallye Český Krumlov 2016 is not scheduled.

## 16. ENTRY PROCEDURE AND FEES

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

With the optional advertising proposed by the Organiser: 450 EUR

Without the optional advertising proposed by the Organiser: 900 EUR

The Organiser will provide the participants with material and services as referred to in paragraph 16.9.4

**16.1** Entry fees will be refunded in full:

- if the entry is not accepted,
- if the event is cancelled.

Organiser will refund up to 50 % of the entry fee to them who excused till start of administrative check.

**16.2** Rent fee for GPS tracking system:

- monitoring device - 500 CZK or 20 €

### 16.3 Crew documents

A crew comprises one driver and one co-driver, or one driver and one navigator. Both must be a holder of the following documents:

- Driving licence according to the entered vehicles (not applicable for the navigators only).
- Any grade of FIA licence, issued by their ASN, or
- an FIA licence, grade D (or equivalent), obtained for the event, and valid for its duration, which has been issued by their ASN or by the organizer's ASN (after a written permission from the competitor's ASN) and handed over to the participants at the latest during the administrative checks. It will be subject to the payment of a fee of 200 CZK or according the competitor's ASN.
- Vehicle document permitting its free circulation on public roads.
- Vehicle valid insurance certificate in accordance with the traffic code.

### 16.4 Entry Forms

Any person, or legal entity, wishing to participate to the event must submit to the Event secretariat, a properly filled-in entry form on [www.rallye-newenergies.cz](http://www.rallye-newenergies.cz), together with all other requested documents, photos, etc. before Saturday, 30. 4. 2016, 24:00. Entry form must be signed by crew at administrative checks.

Details of the crew members must be confirmed at least 7 days before the administrative checks. A crew member may be replaced only before the administrative checks and this must be approved by the Organiser. Only the Stewards of the meeting can approve the replacement of any crew member after the publication of the participant's list. A car may be replaced only if approved by the Organiser and accepted by the Stewards.

**16.4.1** The Organisers will inform the applicants of the acceptance, or not, of their entry applications by e-mail, at the latest two days after receipt of the completed and financially settled application.

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

**16.4.3** The field for participation is limited to a total of 60 entries. All entry forms received after the above number of vehicles has been accepted will be entered on a reserve list.

**16.4.4** The minimum number of entered cars is 20. If this number is not reached, the event will be cancelled, after obtaining the FIA's approval (Article 8B of the General Prescriptions applicable to all FIA Championships).

**16.4.5** The Organisers will buy a third party liability insurance contract covering the event, in accordance with the national law. The amounts covering the various risks will follow the same scale as is valid for traffic accidents. Insurance coverage for third party liability of the participating vehicles, as required by the traffic code, in order to drive legally on public roads, it is an obligation of the participants and the validity of their contracts will be checked during the administrative control. It should be noted that the event is not a race event; it takes place on public roads open to public traffic and the Traffic Code in force is fully respected. Consequently, the ordinary insurance contract which is obligatory for vehicles driving on the public roads in the Organiser's country is valid.

## 16.5 Advertising Promotion and Publicity

**16.5.1 Official Supporter:** The organisation of the event is supported by TBA, the logos of which must, as a matter of obligation, be displayed on the competition numbers and on any other promotional material intended to be placed on vehicles. Optional advertising material can be proposed by the organisers as follows: TBA.

**16.5.2 Entrants supporters:** any participant who is supported by a commercial firm, the trademarks of which will be displayed on his car or on the crew's clothing, is obliged to declare this to the Organisers, requesting their approval at the time the entry form is submitted. The reasoning is the avoidance of any advertising of products or services that are not in line with the aims of the event and, more generally, with the motor sport targets.

### 16.5.3 Event publicity:

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

**16.5.4** The Organisers will provide the participants with various material and services as follows:

- competition numbers and other plates
- roadbook with map
- professional timekeeping and processing of results
- 2x T-shirt
- commemorative plaque
- souvenir trophies for winners
- transfer from the parc fermé to the accommodation in Český Krumlov (Thursday - Saturday)
- ticket for crew to pre-start galadinner with rout - Hotel Růže
- ticket for crew to New Energies Rallye Party - City Lounge music club & bar
- lunch for crew during Leg 1 - Výstaviště České Budějovice
- dinner for crew in Leg 1 finish - Restaurace Eggenberg
- guided tour of Český Krumlov historical centre
- ticket for crew to official rally afterparty - City Lounge music club & bar

## 17. SPECIFIC TERMS - RALLY PLATES

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

**17.2** Any amendment or addition to these regulations, as well as any clarification or information essential to the participants that is issued after the publication of the supplementary regulations, will be communicated by officially-numbered and dated Bulletins or Informative Announcements. These will be distributed to all participants, who will sign their acknowledgement, and they will then be posted on the official noticeboard. Where this procedure is impossible to apply, because of the circumstances, the Organisers will do their best to inform all the participants using any available means.

**17.3** Any issue not prescribed in these regulations is subject to the decisions of the Stewards of the Meeting. During the administrative checks, the Organising Committee will provide each crew with two rally plates and their competition numbers, which must be displayed on the cars in an area covering 67 cm x 17 cm, or an equivalent circular area, and should be clearly displayed on each side of the car.

**17.4 Competition Numbers.** Participants will be allocated their participation numbers during the administrative check and these should remain intact and clearly visible throughout the event. The side doors signs bearing the competition number will also contain the name of the event and the logos of the Organisers and Sponsors. An Appendix to the present regulation will specify the correct places of the vehicle on which this indicative and advertising material should be posted.

## **18. GENERAL CLASSIFICATION, ALTERNATIVE ENERGIES CUP POINTS, OTHER CLASSIFICATIONS**

**18.1 FIA Classifications.** The following classifications will be submitted to the FIA for the allocation of FIA Alternative Energies Cup points:

1. Regularity Tests + Road Penalties Final Classification for Category IIIA - Drivers and Co-Drivers.
2. Regularity Tests + Road Penalties Final Classification for Category VII&VIII (+IIIA) - Drivers and Co-Drivers.

The classification statements must contain the name and the date of the event, the first name, surname and nationality of Competitors, Drivers and Co-Drivers, the Vehicle Manufacturer as should be listed in the Manufacturers Cup classification, the Type and Category of Vehicle and the Road penalty points, the Regularity Stages penalty points and the sum of penalty points.

**18.2 Alternative Energies Cup points allocation.** In the FIA Cup, points will be allocated according to the scale 10-8-6-5-4-3-2-1, to the Drivers, Co-Drivers and to the Manufacturers of the first eight cars in the above two final Classifications. For any one Manufacturer, only the best placed vehicle in each event will score points. There is a multiplication coefficient of 2 for the events with an itinerary in excess of 500 km and of a total Regularity Tests distance in excess of 80 km.

**18.3 ÚAMK Czech Trophy and Kreisel Electric Pokal.** For participants competing in national cups without allocated points.

**18.4 Cups and/or Medals or Trophies.** For each of the two final Classifications of para. 18.1 Cups will be awarded to minimum three first placed competitors (Driver and Co-Driver) provided that the number of successfully finished cars for each category is six or more. For each classification in which the number of successfully finished cars is between three and five minimum two cups will be awarded to the first and second placed competitors. For each of the two final Classifications of para. 18.3 Trophies will be awarded three first placed competitors (Driver and Co-Driver).

## **19. PROTESTS - APPEALS**

**19.1** The amount of the protest fee is 500 EUR.

**19.2** Protests against the preliminary official results of the Event must be lodged, in writing, with the Clerk of the Course within 30 minutes of the moment of their posting on the official notice board. Upon the expiration of this time period, the preliminary results become final.

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

Appeals can be lodged in accordance with the National and International Sporting Codes:

- for the National Court of Appeal, the fees are 1 000 EUR,
- for the FIA Court of Appeal, the fees are 6 000 EUR.

## **20. APPLICATION AND INTERPRETATION OF THE REGULATIONS**

The Clerk of the Course is responsible for the application of these regulations during the event. Any case not provided for herein will be judged by the Stewards of the meeting, who are the only persons authorised to take such a decision. In case of a dispute over the interpretation of the regulations, the English text will prevail.

## **APPENDICES**

- APPENDIX 1 - Online Entry Form - [www.rallye-newenergies.cz](http://www.rallye-newenergies.cz)
- APPENDIX 2 - Road Book, Itinerary Maps (will be distributed in accordance with the programme)
- APPENDIX 3 - Time Card and First Car Time Schedule (will be distributed in accordance with the programme)