

## CHAPTER 2 – STANDARD RALLY CHAMPIONSHIP REGULATIONS

### 2.1. ORGANISATION

All National events counting in the National Rally Championship(s) will be run in compliance with the National Sporting Code (and its Appendices) of the C.M.F., the Common Organising Conditions for Rally Championship Events, the present Standard Rally Championship Regulations and the event's own Supplementary Regulations (including Addenda-Bulletins) as approved by the C.M.F.'s Sporting Council.

### 2.2. GENERAL CONDITIONS

2.2.1. These events count for the Championships as per Chapter 1 of section IV- Championship Regulations.

2.2.2. The starting interval between cars shall be 2 minutes.

#### 2.2.3. Eligible Vehicles

2.2.3.1. An Entrant wishing to enter a vehicle for the event must ensure that, at Scrutineering the vehicle is homologated according to the prescriptions of Appendix J of the International Sporting Code of the F.I.A. for the Groups shown below:

- (i) Production cars (Group N)
- (ii) Touring cars (Group A)
- (iii) Cars without a currently valid homologation certificate (Group S)
- (iv) Any other Group (e.g. Gr. T, Gr. C,) as published in the Official Bulletin of the CMF

2.2.3.2. The fitting of protective undershield is allowed for all Groups and its use is recommended. All cars shall be restricted to 300 HP maximum engine power. Turbo engine cars will be fitted with a restrictor of maximum 33mm for Group N and 34mm to 35mm for Group A & S.

2.2.3.2.1. In rally events that run exclusively in tarmac surface, an oil catcher tank of at least 1 litre must be fitted on all cars.

2.2.3.2.2. The tyres used in rally events that run exclusively in tarmac surface are free.

2.2.3.3. Group N cars are split into the following cubic capacity classes:

1<sup>st</sup> class: up to 1400 cc  
2<sup>nd</sup> class: over 1400cc to 1600cc  
3<sup>rd</sup> class: over 1600 cc to 2000 cc  
4<sup>th</sup> class: over 2000 cc

2.2.3.4. Group A cars are split into the following cubic capacity classes:

5<sup>th</sup> class: up to 1400 cc  
6<sup>th</sup> class: over 1400 cc to 1600 cc  
7<sup>th</sup> class: over 1600 cc to 2000 cc  
8<sup>th</sup> class: over 2000 cc

2.2.3.5. Group S cars are split into the following cubic capacity classes:

9<sup>th</sup> class: up to 1400 cc  
10<sup>th</sup> class: over 1400 cc to 1600 cc  
11<sup>th</sup> class: over 1600 cc to 2000 cc  
12<sup>th</sup> class: over 2000 cc

**2.2.3.6.** Group S cars are cars that had a valid homologation, which is now expired. In a rally event Group S cars take part under the provisions & restrictions of their respective expired homologation with modifications and relaxations as per the Technical Specifications for cars of series II (TS-II) of the Standard Speed Championship Regulations of this code, Article 3.2.4.2. with the following restrictions:

**1. PAMPERS**

Must be fitted but the material is free. Smaller size of original is not allowed.

**2. DOORS**

Both driver & co-driver doors must be the same as the original and the inside of the door must be securely covered. The window mechanism should be there and functioning.

**3. FRONT BONNET**

Must be the same as the original.

**4. ENGINE**

Must be in accordance to the expired homologation of the Group A.

**5. LIGHTS**

All lights must be fitted and be operational.

**6. TRAFFIC RESTRICTIONS**

All Group S cars must be registered and the registration number be visible at all times. Also they must obey all the Cyprus Traffic Regulations.

**2.2.3.7.** The results shall be announced for each Group and each Class.

**2.2.3.8.** Cars entered in a Group containing fewer than 6 cars will not compete for the Group awards. They will however be eligible for the Group Championship points.

**2.2.3.9.** If a Class contains fewer than 3 cars it will be amalgamated once with the next higher Class of the same Group. Classes A7, N3 & S11 can not be amalgamated to the higher Class.

## **2.2.4. Eligible Competitors**

**2.2.4.1.** Any person or legal entity holding a C.M.F. Competitor's licence valid for the current year is eligible.

**2.2.4.2.** Where the Entrant is a legal entity, or in any case not part of the Crew, the First Driver named on the Entry Form will be held responsible for all the liabilities and obligations of the Entrant, throughout the whole competition.

## **2.2.5. Entries**

**2.2.5.1.** Any C.M.F. competition licence-holder wishing to take part in an event must send the official Entry Form duly completed to the Rally Secretary at the Organiser's address before the closing date of entries which will be specified in the Supplementary Regulations.

**2.2.5.2.** Details concerning the co-Driver can be sent in up to the time of Documentation.

- 2.2.5.3.** No amendments may be made to the Entry Form, except in the cases provided for in the present Regulations.  
However, the Competitor/Entrant may freely replace the car declared on the Entry Form with another from the same Group and the same Class, up to the time of Scrutineering.
- 2.2.5.4.** No change of Competitor/Entrant may be made after entries have closed. However, one only member of the crew may be replaced with the agreement of:  
- the Organisers before the start of the administrative checks  
- the Stewards, between the opening of the administrative checks and before the publication of the list of crews eligible to take the start.
- 2.2.5.5.** Should it turned out, at the time of Scrutineering, that a car does not correspond in its presentation to the Group and/or Class in which it was entered, this car may, upon the proposal of the Scrutineers, be transferred to the appropriate Group and/or Class upon the decision of the Stewards.
- 2.2.5.6.** By the very fact of signing the Entry Form, the Competitor/Entrant, and all the Crew members, submit themselves to the sporting jurisdictions specified in the National Sporting Code (and its Appendices) of the C.M.F., the present Standard National Rally Championship Regulations and the event's own Supplementary Regulations (including Addenda-Bulletins) as approved by the C.M.F., only.
- 2.2.5.7.** The Organisers reserve the right to refuse the Entry of a Competitor/Entrant or a Driver, without giving him the reasons for the refusal. However, they must send to the C.M.F.'s Sporting Council a report giving details for this refusal, not later than 24 hours from the time of closing of entries. The Sporting Council will decide finally on the participation.
- 2.2.5.8.** A maximum number of entries may be requested by the Organisers giving adequate and substantial reasoning for their request. The number may only be approved by the Sporting Council and will be specified in the approved Supplementary Regulations of the event.

## **2.2.6 Entry Fees**

- 2.2.6.1.** The Entry Fees for National Events are as follows:  
a) €200 – per legal entity entry and €200 per physical entity entry  
b) Club or Ecurie Team Entries: €20 per car (min 3 – max 5)  
c) Make Team Entries: €50 per car (min 3 – max 5)
- 2.2.6.2.** The Entry Application will only be accepted if accompanied by the Total Entry Fees.
- 2.2.6.3.** Entry Fees will be refunded in full:  
1. to candidates whose Entry has not been accepted  
2. in the case of the Rally not taking place.

## **2.2.7. Insurance**

- 2.2.7.1.** The Supplementary Regulations must give accurate details concerning insurance coverage.
- 2.2.7.2.** The Entry Fee includes Third Party Insurance for competing cars.

The Insurance cover will come into effect from the Start and will cease at the End of the rally or at the moment of retirement or exclusion.

## **2.2.8. Amendments to the Supplementary Regulations**

- 2.2.8.1.** The provisions of the Supplementary Regulations may only be amended by a decision of the C.M.F.'s Motorsport Committee or prior to the event and by a decision of the Stewards of the Meeting during an event.
- 2.2.8.2.** Any amendment or any additional provision will be announced by published (dated and numbered) Bulletins, which will become an integral part of the existing Supplementary Regulations.
- 2.2.8.3.** These Bulletins will be posted in the Rally H.Q. and on the Official Notice Boards, and will also be directly communicated to the participants, who must acknowledge receipt by signature, unless this is materially impossible during the running of the rally.
- 2.2.8.4.** These Bulletins shall be printed on yellow paper.

## **2.2.9. Application and Interpretation of the Regulations**

- 2.2.9.1.** The Clerk of the Course is charged with the application of the Regulations and their provisions during the running of the rally.  
He must inform the Stewards of any important incidents that have occurred, that required a decision taken in applying any of the Regulations.
- 2.2.9.2.** Any protests lodged by a competitor will be sent to the Stewards for deliberation and decision.
- 2.2.9.3.** The Stewards of the Meeting will have supreme authority for the enforcement of the present National Sporting Code (including Addenda), of the Supplementary Regulations of the event and of the programmes. They shall settle any claims which might arise during a meeting, subject to the right of appeal provided in the present Code. The Stewards shall decide what penalty to enforce in the event of a breach of the Regulations.  
They may also:
  - 1. Amend the Supplementary Regulations in exceptional circumstances of force majeure or safety.
  - 2. Authorise a change of drivers.
  - 3. Accept or refuse any correction proposed by a Judge of Fact.
  - 4. Inflict penalties or fines.
  - 5. Pronounce exclusions.
  - 6. Amend the classification.
  - 7. Prohibit from competing any driver or any vehicle which they consider dangerous as reported to them by the Chief Scrutineer or the Clerk of the Course.
  - 8. Any case not provided for in the aforementioned Regulations will be studied by the Stewards who alone have the power to decide.
- 2.2.9.4.** The driver assumes the Competitor's/Entrant's responsibility when the latter is not on board the car during the rally.
- 2.2.9.5.** Any incorrect, fraudulent or unsporting action carried out by the competitor or members of the crew will be judged by the Stewards who may impose a penalty which can go as far as exclusion.

**2.2.9.6.** Scrutineers are entrusted with all checking relating to the mechanical components of automobiles and safety matters. They shall carry out these checks either before the meeting if requested by the Sporting Council or the organising committee or during the meeting if requested by the clerk of the course. Use such checking instruments as may be specified or approved by the Sporting Council. Not communicate any official information to any person except to the Sporting Council, the organising committee, the stewards of the meeting and the clerk of the course and prepare and sign, under their own responsibility, their reports, and hand them to the authority among those mentioned above who instructed them to draw them up.