

# ROTHMANS CYPRUS RALLY



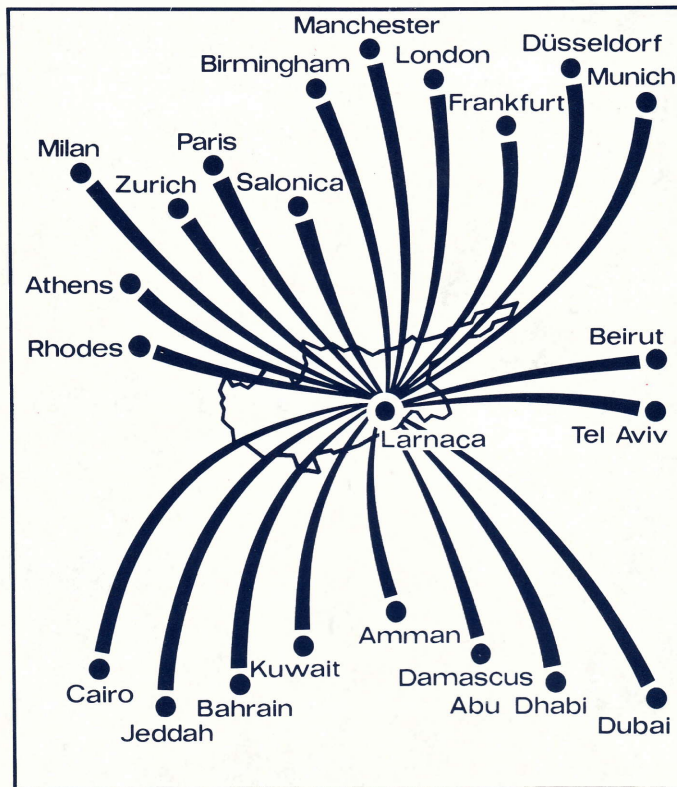
The 10th Rothmans  
Cyprus Rally  
24/26 September 1982



European Rally Championship Coefficient 4  
Organised by the Cyprus Automobile Association

## REGULATIONS

# Cyprus Airways



**We turn a business trip into a pleasure.**

## REGULATIONS

F.I.S.A. Visa  
Number  
E-25/14.6.1982

# 10<sup>th</sup> ROTHMANS CYPRUS RALLY

24th - 26th September 1982

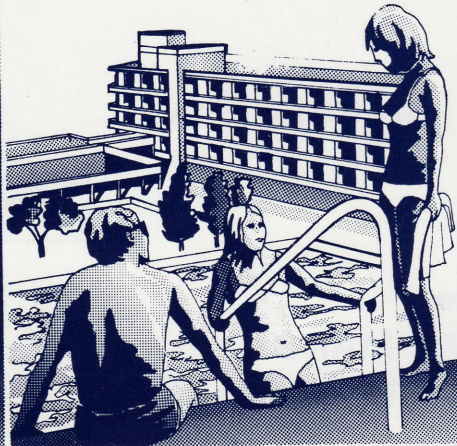
**Organised by the Cyprus Automobile Association  
under the Auspices of  
the Cyprus Tourism Organisation  
Sponsored by Rothmans of Pall Mall.**

*QUALIFYING FOR THE:  
European Rally Championship (coefficient 4)  
Rothmans - C.A.A. National Rally Championships  
National Championship of Greece*



LEDRA HOTEL

## Οαση δροσιας στην καυτη Λευκωσια



Με στοχο να εξυπηρετηση καλυτερα  
το πολυτελες ξενοδοχειο της Λευκωσιας

### LEDRA HOTEL

δημιουργησε για την  
εκλεκτη πελατεια του το

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Τα μελη του CLUB εχουν στην διαθεση τους  
**ΔΥΟ ΠΙΣΙΝΕΣ** ( μια ολυμπιακων διαστασεων  
και μια για παιδια )

**ΓΗΠΕΔΑ TENNIS - ΣΑΟΥΝΑ**  
**ΕΚΤΕΤΑΜΕΝΟΥΣ ΧΩΡΟΥΣ ΓΙΑ ΞΕΚΟΥΡΑΣΗ**  
**ΚΑΦΕΣΤΙΑΤΟΡΙΟ - ΜΠΑΡ**

ΥΠΑΡΧΕΙ περιορισμενος αριθμος για  
εγγραφη μελων σε ειδικες τιμες  
Αποταθητε τωρα

LEDRA HOTEL

Τηλ. 41086, Λευκωσια

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## LIST OF PAST WINNERS

### 1970 CYPRUS RALLY

- 1st Overall** V.Zachariades, L. Ellinas,  
J. Fisher (Fiat 125)  
**2nd Overall** Ph. Economides, A. Christofi  
C. Kyriakides (Mercedes 250 CE)  
**3rd Overall** G. Andreou, A. Stylianou (Mercedes 230)

### 1971 1st CYPRUS INTERNATIONAL RALLY

- 1st Overall** Chris Kirmitsis, Peter Lawrence (Ford Escort T.C.)  
**2nd Overall** Brian Culcheth, Johnstone Syer (Triumph 2.5 P.I.)  
**3rd Overall** H. Stamatiou, D. Hadjiantoniou (B.M.W. 2002)

### 1972 2nd CYPRUS INTERNATIONAL RALLY

- 1st Overall** L. Makrides, Ph. Erotokritou (Mercedes 250 CE)  
**2nd Overall** Brian Culcheth, Johnstone Syer (Morris Marina)  
**3rd Overall** A. Martin, Chris Henderson (Mitsubishi A53)

### 1973 3rd CYPRUS INTERNATIONAL RALLY

- 1st Overall** Stig Blomqvist, Arne Hertz (Saab 96 V4)  
**2nd Overall** Sirocco, Andriopoulos (Renault Alpine)  
**3rd Overall** Chris Kirmitsis, J. Davenport (Ford Escort)

### 1974 CYPRUS INTERNATIONAL RALLY AND

### 1975 CYPRUS INTERNATIONAL RALLY

CANCELLED DUE TO TURKISH INVASION OF CYPRUS

### 1976 4th CYPRUS INTERNATIONAL RALLY

- 1st Overall** S. Mehta, Y. Pratt (Datsun)  
**2nd Overall** A. Zanini, P. Garay (Seat 1800)  
**3rd Overall** K. Kyprianou, P. Demetriades (Hillman Avenger)

### 1977 5th CYPRUS INTERNATIONAL RALLY

- 1st Overall** K. Kyprianou, A. Longinos (Hillman Avenger)  
**2nd Overall** S. Canellas, J. Sabater (Seat)  
**3rd Overall** C. Kirmitsis, M. Koutsoftides (Ford Escort)

### 1978 6th CYPRUS INTERNATIONAL RALLY

- 1st Overall** R. Clark, J. Porter (Ford Escort)  
**2nd Overall** C. Kirmitsis, D. Adams (Ford Escort)  
**3rd Overall** D. Mavropoulos, T. Vassiliades (Hillman Avenger)

### 1979 7th ROTHMANS CYPRUS RALLY

- 1st Overall** Ari Vatanen, D. Richards (Ford Escort)  
**2nd Overall** J. Kleint, G. Wanger (Opel Ascona)  
**3rd Overall** K. Kyprianou, Th. Vassiliades (Talbot Sunbeam)

### 1980 8th ROTHMANS CYPRUS RALLY

- 1st Overall** R. Clark, N. Wilson (Ford Escort)  
**2nd Overall** K. Kyprianou, A. Longinos (Talbot Sunbeam)  
**3rd Overall** A. Cowan, J. Syer (Mitsubishi Colt)

### 1981 9th ROTHMANS CYPRUS RALLY

- 1st Overall** V. Terzian, Y. Theophanous (Mitsubishi Colt)  
**2nd Overall** D. Mavropoulos, D. Adams (Talbot Lotus)  
**3rd Overall** C.Theocharides,  
M. Charalambous (Ford Escort)

## **I. PROGRAMME**

### **MONDAY, June 21st**

09:00 hrs: Entries Open.

### **FRIDAY, August 20th**

12:00 hrs: Issuing of Road - Book.

### **SATURDAY, August 28th**

12:00 hrs: Entries at Reduced Fee close.

### **FRIDAY, September 10th**

12:00 hrs: Entries at Regular Fee close.

### **FRIDAY, September 17th**

### **SATURDAY, September 18th**

### **MONDAY, September 20th**

### **TUESDAY, September 21st**

### **WEDNESDAY, September 22nd**

18:00 hrs to 21:00 hrs during any of the above 5 days:

Documentation at Rally H.Q. in Nicosia.

Issue of: Rally Numbers and Plates,  
service car plates, scrutineering card.

### **THURSDAY, September 23th**

09:00 hrs to 14:00 hrs: Scrutineering of Cars.

14:00 hrs: Team Entries close.

18:00 hrs: Briefing by the Clerk of the Course.

### **FRIDAY, September 24th**

14:00 hrs to 16:00 hrs: Cars to be driven into the starting zone.

18:00 hrs: Start of the Rally at Nicosia.

### **SUNDAY, September 26th**

Finish of the Rally at Nicosia.

Final scrutineering of cars.

18:00 hrs (approx.) Publication of Results.

### **MONDAY, September 27th**

19:30 hrs: Prizegiving Reception.

## **OFFICIAL NOTICE BOARDS**

Throughout the event: At the Rally Headquarters:  
30 Homer Ave.,  
Nicosia.

During the Regrouping Periods there will also be  
Official Notice Boards at the relevant Regrouping Points.

## II. ORGANISATION

### Article 1

#### 1. DEFINITION

The Organiser of the 10th Rothmans Cyprus Rally which will take place between the 24th and 26th September 1982 is the

**CYPRUS AUTOMOBILE ASSOCIATION**

through the Organising Committee.

This event will be run in compliance with the International Sporting Code (and its appendices) of the Federation Internationale de L'Automobile (F.I.A.), the Championship Regulations of the Federation Internationale du Sport Automobile (F.I.S.A.), and the present ones.

#### 2. ORGANISING COMMITTEE

Phaedros Economides -Chairman	Koullis Kyriakides
Costas Christodoulou	Paul Michaelides
Andros Karaolides	Stavros Stavrou
Christos Kyriakides	Antonis Vouranis

#### 3. OFFICIALS OF THE EVENT

Stewards of the Meeting:

A. Loizou (CY) - Chairman.

B. Bhardwaj (EAK), A. Dardoufas (GR),

N. Pelides (CY), F.I.S.A. Observer

F.I.S.A. Observers: S. Quaroni (I)  
To be Named (F)

Co - Ordinator: Andros Karaolides

Clerk of the Course: Christos Kyriakides

Deputy Clerk of the Course: Koullis Kyriakides

Secretary: Paul Michaelides

Assistant Secretaries: Victor Papadopoulos  
Andreas Papatomas

Chief Marshal: Antonis Vouranis

Assistant Chief Marshals: Koullis Loizides  
Loucas Loucaides  
Mrs. Kaety Theocharous

Inspectors' Supervisor: Glafkos Ioannides

Chief of Results: Christos Papadopoulos

Assistant Chiefs of Results: Yiannakis Kitromelides  
Adamos Kridiotis  
Mike Stylianides

Chief of Publications: Stamatis Theocharous



Scrutineers: Aristos Aristides  
Haris Costantinides  
Andreas Ioannides  
Iacovos Parikian

Chief of Communications: Christoforos Demetriou

Assistant Chief of Communications: Sotos Soteriou

Press & P. R. Officer: Tony Christodoulou

P.I.O. Officer: Andreas Palazides

Competitors' Liaison Officers at Rally H.Q. and at the Regroupings: Koullis Kyriakides  
Alec0s Gavrielides

### **III. GENERAL CONDITIONS**

#### **Article 2**

##### **ELIGIBILITY**

The 10th Rothmans Cyprus Rally counts for:  
The European Rally Championship (coefficient 4)  
The Rothmans — CAA National Rally Championships  
The National Championship of Greece

#### **Article 3**

##### **DESCRIPTION**

The Length of the Rally is approximately 850 miles (1400 kms) with 37 Special Stages and is divided into 4 sections. The Itinerary is shown on the last page of these regulations.

The breakdown of the Route, as well as its Time Controls, Passage Controls, etc. are described on the Time Card and in the Road Book.

#### **Article 4**

##### **ELIGIBLE VEHICLES**

1. An Entrant wishing to enter a vehicle for this event must ensure that, at the closing date for entries, the vehicle is homologated according to the prescriptions of Appendix J of the International Sporting Code for the Groups mentioned below:

Group N : Large scale series production touring cars (5000 examples)

Group A : Large scale production touring cars (5000 examples)

Group B : Grand Touring Cars (200 examples)

Group 2 (1981): Touring cars (1000 examples)

Group 4 (1981): Grand Touring cars (400 examples)

Results will be announced for each Group.

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

- 1st class: up to 1300 cc
- 2nd class: over 1300 cc to 1600 cc
- 3rd class: over 1600 cc to 2000 cc
- 4th class: over 2000 cc

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

- 5th class: up to 1300 cc
- 6th class: over 1300 cc to 1600 cc
- 7th class: over 1600 cc to 2000 cc
- 8th class: over 2000 cc

4. Group B cars are split into the following cubic capacity classes:

- 9th class: up to 1300 cc
- 10th class: over 1300 cc to 2000 cc
- 11th class: over 2000 cc

5. Group 2 (1981) cars are split into the following cubic capacity classes:

- 12th class: up to 1300 cc
- 13th class: over 1300 cc to 1600 cc
- 14th class: over 1600 cc to 2000 cc
- 15th class: over 2000 cc

6. Group 4 (1981) cars are split into the following cubic capacity classes:

- 16th class: up to 1300 cc
- 17th class: over 1300 cc to 2000 cc
- 18th class: over 2000 cc

7. Cars entered in a Group containing fewer than 8 cars will compete for the General Classification only.

8. The fitting of rollbars (complying at least with drawing No. 1 of Appendix J page 197) is compulsory for Group N cars.

The fitting of protective undershield is allowed for all Groups and its use is recommended.

#### **Article 5**

#### **ELIBIGLE COMPETITORS**

1. Any person or legal entity holding a FIA International Competitor's licence valid for 1982 is eligible.
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 responsibilities and obligations of the Entrant, throughout the whole competition.

## Article 6

### ENTRY FORMS — ENTRIES

1. Anybody wishing to take part in the 10th Rothmans Cyprus Rally must send the attached Entry Form duly completed to the Rally Secretary at the following address:

ROTHMANS CYPRUS RALLY  
30, Homer Avenue  
P. O. Box 2279  
Nicosia - Cyprus  
Tel: 021-52521  
Telex: 2183 CYPALLY CY

before the 10th September at 12 : 00 hrs or for entries at Reduced Fee before the 28th August at 12 : 00 hrs.

Details concerning the co-driver can be sent in up to the 22nd September 1982 at 21 : 00 hrs.

However, the changing of a crew member or the entry of a new member must be approved by the Organising Committee.

The Entry Form must be accompanied by the appropriate homologation form for the car and the supplementary forms if any (either the originals or photocopies will be accepted). Should this prove impossible, the forms and their supplements must be produced during the Scrutineering, otherwise the Organising Committee may refuse to allow the car to start.

Two passport size photographs for each member of the crew, with their names written on the back, must be forwarded together with the Entry Form.

2. For Foreign Entrants, the Entry Form must be stamped by the Entrant's National Sporting Authority.
3. No amendments may be made to the Entry Form, except in the cases provided for in the present regulations.  
However, the Entrant may freely replace the car declared on the Entry Form by another from the same Group and the same Class, up to the moment of Scrutineering.
4. By the very fact of signing the Entry Form, the Entrant as well as all the crew members submit themselves to the sporting jurisdictions specified in the International Sporting Code and the prescriptions of the present regulations only.
5. The Organising Committee reserves the right to refuse the Entry of an Entrant or a Driver without having to

- give reasons for the refusal.  
(Article 74 of the International Sporting Code).
6. The maximum number of Entrants is fixed at 100.

#### **Article 7**

#### **ENTRY FEES — INSURANCE**

1. The Entry Fees are as follows:
  - Individual Entries at Reduced Fee  
C£ 70 per entry (approx. US\$155)
  - Individual Entries at Regular Fee  
C£100 per entry (approx. US\$220)
  - Club or Ecurie Team Entries  
C£ 5 per car (approx. US\$ 11)
  - Make Team Entries  
C£ 10 per car (approx. US\$ 22)
2. A reduction of C£30 (approx. US\$66) on the Individual Entry Fee will be allowed to Competitors accepting Sponsors' advertising on the two front wings (Art. 14 par. 4).
3. The Entry Application will only be accepted if accompanied by the total Entry Fees or by a receipt issued by the Entrant's National Sporting Authority.
4. The Individual Entry includes Third Party Insurance as follows:
  - Maximum cover C£50.000 per accident or series of accidents.
  - Crew Members and other Rally or Service Cars and Service Personnel are not covered.
  - Excess C£100 — all claims.
  - The Insurance cover will come into effect from the Start and will cease at the end of the event or at the moment of retirement or Exclusion.
5. The Service Vehicles, even those bearing special plates issued by the Organiser, may never be considered as Official Participants in the Event. They are therefore not covered by the insurance policy of the Event and remain the sole responsibility of their owner.
6. Entry Fees will be completely refunded:
  - a. to candidates who are not accepted.
  - b. in the case of The Rally not taking place.The Organisers may possibly reimburse those Entrants who, for reasons of "force majeure" (duly certified by their ASN), were unable to start in The Rally, half of their Entry Fees.

## **Article 8**

### **AMENDMENTS TO THE REGULATIONS**

In compliance with Article 66 of the International Sporting Code, the Organising Committee and the Stewards of the Meeting reserve the right to amend the prescriptions of the present regulations according to the circumstances and cases which may arise. Participants will be informed of any amendments as soon as possible.

Any amendment or any additional provision will be announced by dated and numbered Information Bulletins which will be an integral part of the present regulations.

These Bulletins will be posted in the Secretariat, in the Rally Headquarters, 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 Event.

## **Article 9**

### **INTERPRETATION OF THE REGULATIONS**

The Stewards of the Meeting are empowered to take a decision on any case not covered by the present regulations.

The Regulations and Information Bulletins are published in English, French and Greek.

In the case of contestation concerning the interpretation of the present regulations and Information Bulletins only the English text will be binding.

**LONGINES**  
  
**TIMING**

## IV. COMPETITORS' OBLIGATIONS

### Article 10

#### CREWS

1. Each car's crew will be made up of 2 people, if this is not the case, then the car in question will not be allowed to start.

The two members of the crew will be nominated as First Driver and Co-Driver.

All members of the crew may drive during the event, and each one must possess a valid FIA driver's licence for the year in question.

2. The full crew must be on board the car throughout the entire duration of the event, with the exception of the cases provided for in the present regulations. If one member leaves the car, or if a third person is admitted on board (except if this is to transport an injured person) the car shall be excluded from the event.
3. A specific sheet, considered as an "identity card" containing recent identity photos (4 x 4 cm), the signature of the 2 crew members, and all the particulars of the car, must be kept on board the car throughout the entire duration of the event and must be presented, upon official request; failure to do so shall result in exclusion from the event.

### Article 11

#### STARTING ORDER — PLATES — NUMBERS

1. The start shall be given in order of competition numbers, with the lowest number starting first.

These numbers shall be awarded in the following order:

Series A: Drivers seeded by the FISA — list A;

Series B: Drivers seeded by the FISA — list B;

Series C: Drivers placed in the first three places in the General Classification in an event during the years 1979 - 1982 which was counting in an F.I.A. Rally Championship.

Drivers being National Rally Champions in their respective country during any of the years 1979 - 1982.

Series D: All other Drivers.

2. The starting order for the following section shall be determined according to the provisional classification established at the end of the preceding section. (If it is

impossible to establish this classification on time, the starting order shall be determined on the basis of the order of arrival at the last but one Time Control of the preceding section.

3. Any car reporting late for the Start of the event or for the start of a Section (immediately following a regrouping stop) shall be penalized at the rate of one minute for every minute of lateness.  
Any car arriving to take the start as above, more than 10 minutes late shall not be allowed to start.
4. The Organising Committee shall supply each competitor with two reglementary rally plates and two competition numbers.
5. The rally plates must be fixed to the front and rear of the car in a visible position for the duration of the rally. In no case should they cover, even partially, the car's licence plates. Such an infringement shall result in a penalty of C£20.- for each plate covered.  
The absene of one or both rally plates established at any time during the event shall result in a penalty of C£20.-per plate.
6. The competition numbers supplied by the organisers must appear on both sides of the car during the whole rally. A penalty of C£40.- shall be imposed for each rally number plate discovered missing at any point of the event.
7. The names of the First Driver, his Co-Driver plus their national flags, must appear on both sides of the front of the car. Any car failing to comply with this rule shall be subject to a penalty of C£40.-

#### **Article 12**

##### **TIME CARDS**

1. At the Start of the Rally, each crew shall be given a set of time cards on which the times allowed to cover the distance between two time contros shall appear. These cards shall be handed in at the arrival control of each section and replaced by a new one before the start of the next section.  
Each crew is solely responsible for its time cards.
2. The time cards must remain on board the vehicle for the duration of the event and must be presented personally by a member of the crew for stamping at all the control posts.
3. Any correction or amendment made to the time card will result in exclusion from the event, unless such a

correction or amendment has been countersigned by the competent marshal.

4. The absence of a stamp from any control or the failure to hand in the time card at each control (time, passage or regrouping), and/or at the Finish will result in exclusion from the event.
5. The special stage sheets are an integral part of the time cards and are subject to all the penalties laid out above.
6. The crew alone is responsible for the presentation of the time cards at the different controls and the accuracy of the entries.
7. Therefore, it is up to the crew to present its time card to the marshals at the correct time, and to check that the time is correctly entered.

The post marshal is the only person allowed to enter the time on the time cards, by hand or by means of a print-out.

### **Article 13**

#### **TRAFFIC — REPAIRS**

1. Throughout the entire event the crews must strictly observe the traffic laws of Cyprus. Any crew which does not conform to these traffic laws shall be subject to the penalties laid out below:
  - (a) Any absence of malfunctioning of electrical or mechanical parts which are required by the Traffic Regulations will be penalised by a penalty of C£10 for each such offence.
  - (b) For other traffic violations the following penalties will apply
    - I - 1st infringement C£20 penalty
    - II - 2nd infringement 5 minutes penalty
    - III - 3rd infringement exclusion from the event

In the case of an infringement of the traffic laws committed by a crew participating in the event, the policemen or officials having noted the infringement must inform the offender of it, in the same way as for normal road users.

Should the police decide against stopping the driver in the wrong, they can ask the organisers to apply the penalties laid out in the Regulations of the event.

This will be carried out subject to the following:

- (a) that the notification of the infringement reaches the organisers through official channels and in writing, before the posting of current classification;



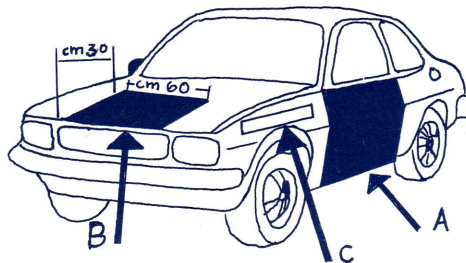
- (b) that the statements are sufficiently detailed for the identity of the offending driver to be established beyond all doubt, as well as the place and time of the offence;
  - (c) that the facts are not open to various interpretations.
2. Repairs and refuelling are freely permitted throughout the whole event, except in those cases expressly forbidden by a provision in the present regulations, (including Information Bulletins).
  3. Restriction of the movement of Service Vehicles.  
The movement of Service Vehicles may be restricted along parts of the Rally Route. Details will be issued together with the Road Book. For an infringement, a penalty of upto and including exclusion may be imposed to the car or cars they are servicing.
  4. It is forbidden, under pain of exclusion, to tow, transport the cars or to have them pushed, except to bring them back onto the road, or to clear the road.
  5. In the same way, crews are forbidden, under pain of exclusion:
    - (a) to deliberately block the passage of competing cars, or to prevent them from overtaking.
    - (b) to behave in an unsporting manner.



## Article 14

### ADVERTISING

1. Competitors are allowed to affix any kind of advertising to their cars, provided that:
  - a. it is authorised by the FIA regulations and common organising conditions for World and for European Rally Championship events;
  - b. it is not likely to give offence.
  - c. that it does not encroach upon the sites reserved for plates and competition numbers.
  - d. that it does not interfere with the crew's vision through the windows.
2. The following sketch shows the areas reserved for the Rally Plates and Competition Numbers:
  - a. Area A: The two front door pannels are completely reserved for the Rally Numbers.
  - b. Area B: An area measuring 60cm wide by 30cm long at the front part of the front bonnet as well as a similar area at the rear part of the rear boot lid are reserved for the Rally plates.
3. Any car not conforming with par 1 and 2 above shall not be allowed to start.



4. In the sketch of par. 3 above, area C is the space to be reserved for advertisement of the sponsors when the entry fee has been reduced as per Art 7 par. 2.

## V. RUNNING OF THE EVENT

### Article 15

#### START

1. Cars must be driven (by any person authorised by the Competitor) into the starting zone at any time between 14:00 hrs and 16:00 hrs of Friday, September 24th.  
Delay in arriving at the starting zone may entail exclusion.  
The starting zone shall be regarded as a "Parc Ferme".
2. The cars will be started at two minute intervals, on Friday 24th September at 18:00 hrs.  
A crew may arrive at the start of the Rally or of a Leg or of a Section up to 10 minutes late, but will be penalised 1 minute for every minute late. The actual starting time will be stamped on the time card. Any car which exceeds this period will not be allowed to start.
3. Crews are obliged to have their passage checked at all points mentioned on their time card and in the correct order, under pain of exclusion.  
The target time for covering the distance between the 2 time controls will appear on the time card.
4. Hours and minutes will always be shown thus, 00:01 - 24:00, only the minutes which have elapsed will be counted. Throughout the event, the official time will be based on BBC World Service Time signals as transmitted by the B.F.B.S. amended to Cyprus Time.
5. All the crews shall receive a road book containing a detailed description of the itinerary which has to be followed; this itinerary is compulsory under pain of exclusion.
6. All the Competitors may collect a Road Book as from the 20th August 1982.
7. In this Road Book the Route of the Rally will be given in the form of tulips.
8. Directional road signs may be displayed along the Route as a supplementary aid to Competitors, but these will have no mandatory authority.



## Article 16

### CONTROLS - GENERAL PROVISIONS

1. All controls, i.e. Passage and Time Controls, Start and Finish of Special Stages, Regrouping and Neutralisation Zone Controls will be indicated by means of FISA approved Standardised Signals.
2. The beginning of the Control Area is marked by a warning sign on a yellow background. At a distance of about 25m., the position of the Control Post is indicated by an identical sign on a red background. The end of the Control Area, approximately 50m. further on, is indicated by a final sign on a beige background with three black transversal stripes.
3. All control areas (i.e. all the areas between the first yellow warning signal and the final beige one with three transversal stripes) are considered as "Parc Ferme" (cf. Article 20).
4. The stopping time within any control area must not exceed the time necessary for carrying out control operations.
5. It is strictly forbidden under pain of exclusion from the event:
  - a. to enter a control area in any direction other than that of the rally.
  - b. to recross or re-enter a control area.
6. The target check-in time is the responsibility of the crews alone who may consult the official clock on the control table. However, the post marshals may not give them any information on this target check-in time.
7. Control posts shall be ready to function 15 minutes before the scheduled time for the passage of the 1st crew.

Unless the Clerk of the Course decides otherwise, they will cease to operate 15 minutes after the target time for the last crew, plus exclusion time.
8. Crews are obliged to follow the instructions of the marshal in charge of any control post.

Failure to observe this may lead to exclusion from the event at the discretion of the Stewards of the Meeting.
9. The Marshals will be identified by yellow armbands. The post Chiefs will be identified by red armbands. Other officials will be identified by Special lapel name tags showing their name and official capacity.

## **Article 17**

### **PASSAGE CONTROL (PC) - TIME CONTROL (TC) - EXCLUSION**

#### **A. PASSAGE CONTROLS**

The Marshals in charge of these controls must simply stamp the card without mentioning the time of passage as soon as the card is handed in by the crew.

#### **B. TIME CONTROLS**

1. The cars are allowed to enter the control area 1 minute before their target check-in time.

The Check-in time is taken at the moment a crew member presents his control card to the post marshal who must clock it immediately either by hand or by means of a print-out device.

2. The control marshal must only mark the time at which this document has been handed in by the crew member if the two crew members and the vehicle are in the control area and within the immediate vicinity of the control table.
3. At each time control, crews are not subjected to any penalties, if they check in during the minute following the target time.

#### **Example**

A crew who is supposed to check in at a control at 18 h 58' shall be considered on time, if the check-in takes place between 18 h 58'00'' and 18 h 58'59''.

4. On the other hand, any deviation from the target time shall be penalised as follows:
  - a. The penalty for late arrival at a time control will be: 1 minute per minute or per fraction of a minute late.
  - b. The penalty for early arrival at a time control will be: 2 minutes per minute or per fraction of a minute early.

**NOTE:** At the time controls at the entrance to the: regrouping halts and the Finish, the crews may check in before time without incurring any penalty.

5. If the next Road Section does not start by a Special Stage, the check-in time entered on the time card shall constitute both the arrival time at the end of the Road Section and the starting time of the following one.
6. Conversely, when a Time Control is followed by a Start Control for a Special Stage, the following procedure shall be applied:
  1. These two posts shall be included in a single control area (see Article 16 par. 3 and Article 20), laid out as follows:

- a. Yellow warning sign (beginning of zone)
  - b. Red sign with dial (time control post) at a distance of approximately 25m.
  - c. Red sign with flag (start of the special stage) at a distance of 50 to 200m.
  - d. Finally, end of control sign (3 transversal stripes on a beige background) 50m further on.
2. At the Time Control at the end of the Road Section, the Post Marshal shall enter the check-in time of the crew and also its starting time for the following control which shall constitute the starting time for the special stage. (As per Art. 19 par. 4).
  3. The crew and the car will then go to the starting post of the special stage straight away. The marshal in charge of this post shall then give the crew the starting signal in accordance with the prescribed procedure (cf. Article 19 par. 4).

**C. EXCLUSION FROM THE EVENT**

1. Any lateness exceeding 60 mins on the target time between two Time Controls, or a total lateness exceeding 60 mins at the end of each Section of the Rally, will result in the exclusion of the crew.  
In case all Competitors are penalised for lateness at a Time Control then the maximum permitted lateness entailing exclusion will be increased by a time equal to the delay of the car with the least penalty for delay at the particular Time Control.
2. In no case can early arrivals be used as a means of reducing the lateness resulting in exclusion. Neither shall penalties for early arrival be taken into consideration when calculating the maximum lateness resulting in exclusion.

Examples:

Road Section A: Start 12 h 00' – target time 1 h 00'  
– check-in time 13 h 10'  
Penalty for late arrival = 10 minutes  
Lateness counting toward exclusion = 10 minutes

Road Section B: Target time 1 h 30' –  
check-in time 14 h 20'  
Penalty for early arrival = 20 x 2=40 minutes

Road Section C: Target time 2 h 00' –  
check-in time 16 h 30'  
Penalty for late arrival = 10 minutes  
Lateness counting toward exclusion = 10 minutes

### TOTAL ROAD SECTION CONTROLS A + B + C

Total penalties (for late and early arrivals):

$10 + (20 \times 2 = 40) + 10 = 60$  minutes

Total lateness counting towards exclusion:

$10 + 10 = 20$  minutes

3. The exclusion time may be modified at any point by the Stewards of the Meeting, upon the proposal of the Clerk of the Course. The crews concerned shall be informed of this decision as soon as possible.
4. Exclusion for exceeding the maximum permitted lateness may only be announced at the end of a section or at the end of a leg.

### Article 18

#### REGROUPING CONTROLS

1. Regrouping controls may be set up along the route. Their entry and exit controls shall be subject to the general rules governing the control posts. (Articles 16 and 20).
2. The purpose of these regroupings will be to reduce the intervals which may occur between crews as a result of late arrivals and/or retirements. Thus, the starting time from the regrouping control and not its duration must be taken into account.

Example: 60 cars at the start of the rally

First regrouping of 4 hours

Starting time from the regrouping control 12 h 02'

- a. Target time for the arrival of car no 1 at the regrouping control 8 h 02'

Target time for the arrival of car no 60 at the regrouping control 10 h 00' (based on 2 minute interval between cars).

- b. Actual arrival time of car no. 1 at the regrouping control 8 h 25'

Actual arrival time of car no. 60 at the regrouping control 10 h 50'

(30 cars have retired during this part of the rally).

- c. Starting time of car no. 1 12 h 02'

Starting time of car no. 60 13 h 00'

The respective length of stopping time shall therefore have been:

3 h 37 for car No 1

2 h 10 for car No 60

3. On their arrival at these regrouping controls, the crews

will hand the post marshal their time card and the sheets for the special stages covered.

They then must drive their car immediately and directly to the parc ferme (Article 20). At the moment of the start, they shall be given a new set of time cards.

The Starting order of each Section will be decided as a result of the Provisional Classification established at the end of the previous Section. If it proves impossible to establish the aforementioned Classification, the start will be given in accordance with the sequence of arrival at the last Time Control before the Regrouping Control.

The starting order will be posted on the Official Notice Board at the Regrouping.

#### **Article 19**

##### **SPECIAL STAGES**

1. Special Stages are speed tests on roads closed specially for the event.
2. During these events, all those in the car must wear approved crash helmets and safety belts under pain of exclusion.
3. Crews are forbidden to drive in the opposite direction to that of the rally, under pain of exclusion.
4. The Marshal at the Time Control (Art. 17B par. 6(2)) immediately before the start of the special stage will fill in and hand to the competitor the Special Stage Time Card. He will give to the competitor a time for Starting the Special Stage three (3) minutes after his clocking-in time at the Time Control (without taking into consideration any recorded seconds); or two minutes after the starting time of the preceding car, which ever is greater.

For example: A Competitor checking in at the Time Control at any time between 20:16'00'' and 20:16'59'' must be ready to start at 20:19'00''.





5. The start of Special Stages will be given as follows:
  - (a) The Competitor being ready to take the start (para 4 above) will proceed to the Start of the Special Stage where he will hand to the Starter his Special Stage Time Card which was given to him by the Marshal of the Time Control. The Starter will show the Competitor the Chronograph and confirm his Starting Time. He will hand back the Time Card to the Competitor who must then wait for the Starting Signal.
  - (b) The Starter will count down in a loud voice 30''-15''-10'' and the last five seconds one by one underlying them with the fingers of his hand placed on the windscreen. When the last five seconds have elapsed the Starting Signal will be given upon which the Competitor must start immediately.

A 2 minute penalty will be imposed on any competitor who does not start within 20 seconds after the Starting Signal.
6. The Start of a Special Stage may only be delayed in relation to the scheduled starting time by the post marshal in a case of "force majeure". In the event of a delay, the post marshal shall consequently amend the time already entered in the time card.
7. A false start, above all one made before the marshal has given the signal, will be penalised by 60 seconds. This does not exclude heavier penalties being inflicted by the Stewards of the Meeting, especially in the case of its being repeated.
8. Special Stages will end in a flying finish, stopping between the yellow warning sign and the stop sign being forbidden on pain of exclusion. Timing will be done on the finish line, with print out equipment and shall be backed up by hand timing.

At a distance of 100 to 300m after the finish, the crew must report to a control (Stop Point) indicated by a red "STOP" sign to have its finishing time entered on the timing sheet (hour, minute and second). If the time-keepers cannot give the exact finishing time to the marshals immediately, the latter will only stamp the crew's sheet and the time will be entered at the next neutralization zone or regrouping control.

The Marshal will tear the original of the Special Stage Card and return the copy to the Competitor, who will then be free to continue.
9. If, through a fault of the crew, the time entry cannot be made the following penalties shall be imposed:

- a. at the start: exclusion;
  - b. at the "STOP" (Point Stop): 5 minute time penalty.
10. The times recorded by the crews in each special stage, expressed in hours, minutes and seconds, shall be added to their other penalties (road, technical etc.) expressed in time.

### CONTROL SIGNPOSTS

<p>СЕРВИС ПАСАЖИРЕ</p> <p>PASSENGER SERVICE</p> <p>CONTROLLE DE PASSAGE</p> <p>CONTROLLO DI PASSAGGIO</p>	<p>CONTROL ZONE BEGINNING</p> <p>DEBUT DE ZONE DE CONTROLLE</p> <p>INIZIO ZONA DI CONTROLLO</p>	<p>Compulsory stop</p> <p>Arrêt obligatoire</p> <p>Fermata obbligatoria</p>	<p>Road-Road checking</p> <p>Pointage Carroz de Route</p> <p>Atta per Libre di Passagio</p>	<p>END OF CONTROL ZONE</p> <p>FIN DE ZONE DE CONTROLLE</p> <p>FINE ZONA DI CONTROLLO</p>
<p>СТАВНОЕ ВРЕМЯ</p> <p>TIME CONTROL</p> <p>CONTROLLE HORAIRES</p> <p>CONTROLLO ORARIO</p>			<p>Road-Road checking</p> <p>Pointage Carroz de Route</p> <p>Atta per Libre di Passagio</p>	
<p>СТАВНОЕ ВРЕМЯ</p> <p>TIME CONTROL</p> <p>CONTROLLE HORAIRES</p> <p>CONTROLLO ORARIO</p> <p>PROLOGUE ET A BOUT</p> <p>OF A CLASSIFICATION TEST</p>			<p>START special stage</p> <p>DEPART etape speciale</p> <p>PARTENZA di prova</p>	
<p>ТРАНСИТОРНОЕ ВРЕМЯ</p> <p>TRANSIT TIME</p> <p>CONTROLLE TRANSIT</p> <p>CONTROLLO TRANSIT</p> <p>FIN DE ETAPPE SPECIALE</p> <p>FINE DI PROVA</p>		<p>FINISH special stage</p> <p>FIN etape speciale</p> <p>FINE di prova</p>	<p>200 yds</p> <p>STOP</p> <p>STOP (handing of time card)</p> <p>ARRET (remise carnet horaire)</p> <p>FERMATA (consegna libro cronometrico)</p>	

### Article 20

#### PARC FERME

1. The cars shall be subject to the rules of "Parc Ferme":
  - a. from the moment they enter the Starting zone, a regrouping zone or an end of stage, until they leave one of these (Art. 18 par. 3).
  - b. from the moment they enter a control area until they leave it (Art. 16 par. 3; 17B par. 6.1)
  - c. from as soon as they reach the end of the event until the time for lodging protests has expired (Art. 24).
2. a. While the vehicles are subject to the rules of "Parc Ferme", any repairs or refuelling is strictly forbidden, under pain of exclusion.
- b. However, if the organisers consider that a car is so defective that other road users risk being endangered by it, then the car has to be repaired in the presence of a marshal (Art. 26, General Conditions).

The minutes used for such repairs shall be

considered as the same number of minutes lateness registered on a road section, this being to prevent a crew trying to make up lost time. After repairs have been carried out, the crew shall possibly be given a new starting time. (Art. 26, General Conditions).

c. In no case may the time used for the repairs exceed the allowed time before a car is penalised by exclusion; if this time is exceeded exclusion shall be announced.

3. Exceptionally, and under the supervision of the competent marshal the crew may, while in the parc ferme, at the start, regrouping zone or end of leg. (par. 1.a):

- change a punctured or damaged tyre using the equipment on board;
- have a new windscreen fitted with the possibility of having outside help.

These repairs must be completed before the starting time; otherwise a penalty shall be imposed in accordance with the provisions laid out under par. 2,c.

4. Likewise, in the control areas preceding the start of a special stage the crew may change a punctured tyre, using only the equipment on board. **For this purpose only** it shall be granted a neutralization period of a maximum of 6 minutes counted from his check-in time at the time control. A penalty shall be imposed if this time is exceeded.

5. As soon as they have parked their car in the parc ferme, the drivers will leave the parc ferme and no member of the crew will be allowed to re-enter it.

6. To leave a Parc Ferme for the start, regrouping halt or end of leg (par. 1a) the crew shall be allowed to enter the parc ferme 10 minutes before its starting time.

7. If a crew is unable to present its car with the engine running:

a. -at the exit of the starting zone or of a regrouping point a thirty second penalty shall be imposed. This penalty shall not count towards exclusion.

b. -at the start of special stages, it will be excluded from the event.

8. Any infringements of the Parc Ferme regulations shall result in exclusion from the event.



## **VI. SCRUTINEERING - PENALTIES**

### **Article 21**

#### **SCRUTINEERING BEFORE THE START AND DURING THE EVENT**

1. Any team taking part in the rally must arrive at scrutineering with its full crew and car, on September 23rd from 09:00 hrs to 14:00 hrs in accordance with the given timetable.  
Cars must arrive at scrutineering with their Rally Plates and Competition Numbers correctly affixed.  
Any car reporting to the scrutineering area outside the prescribed time limits will not be allowed to start, except in the case of force majeure duly recognised as such by the Stewards of the Meeting.  
The crew must show the car's homologation form as well as any possible appendices to this form. If these are not presented, the Stewards of the Meeting may refuse to allow the car to start.
2. The scrutineering carried out before the start will be of a completely general nature (checking of licences, make and model of car, apparent conformity of the car with the group where it is inscribed, essential safety items, conformity of the car with the National Highway Code, etc.).  
This shall be followed by:
  - Identification of the crew.
  - Identification of the vehicle, whose chassis and cylinder block may be "marked" at any time, this being left to the organisers' discretion.
3. To be allowed to start, all cars must be equipped with rollbars complying with the FISA specifications, with one or two fire extinguishers (total minimum contents 4kg) and other safety devices as specified by the FISA.
4. No car will be allowed to start unless it complies with the FISA safety regulations.
5. Additional scrutineering may be carried out at any time during the event, of the crew members as well as of the car.
6. Should identification marks (par. 2) be affixed, it is the responsibility of the crew alone to see that these are protected until the end of the event. Should they be missing, the car will be excluded from the event immediately.
7. Any fraud discovered, and in particular the fact of presenting as intact identification marks which have been retouched, will result in the exclusion of the crew

from the event, as well as that of any entrant or crew who has helped or been involved in the carrying out of the infringement. This will not prejudice the fact that the National Sporting Authority, to which the entrant or accomplice belongs, may be asked to impose heavier sanctions.

## Article 22

### FINAL CONTROL

1. As soon as each crew arrives at the Finish in Nicosia on the 26th September it shall drive its car to the parc ferme. A brief check shall be carried out there to verify:
  - its conformity with the car presented at the scrutineering specified under Article 21;
  - If there is cause to impose the penalties specified under Article 23.
2. The absence of one of the identification marks, as per Article 21 par. 2, shall result in exclusion from the event.
3. Without its being compulsory, thorough scrutineering involving the dismantling of the vehicle for the crews in the first three places in the general classification, for those classed first in each group and possibly for any other crew, may be carried out at the absolute discretion of the Stewards of the Meeting ex officio or following a protest or upon the decision of the Clerk of the Course.
4. Should the above-mentioned dismantling be the result of a protest, a deposit of C£200.-, to be paid in advance and covering all the costs incurred by the operation, shall be demanded from the claimant. If the protest turns out to be founded, the deposit shall be reimbursed to the claimant, and charged to the defaulting competitor.



**LONGINES**  
  
**TIMING**

**Article 23**

**SUMMARY OF PENALTIES**

ART & §	REASONS	Start Refused	Exclusion or Dis-qualifi-cation	PENALTY Time Money
	THE START SHALL NOT BE AUTHORISED X			
7.3		x		
10.1		x		
14.1/2		x		
15.2		x		
21.1/3/4		x		
	EXCLUSION OR DISQUALIFICATION o			
10.2/3			o	
11.3	STARTS - More than 10 minutes late		o	
13.1 blll/3/4/5			o	
15.1/3/5			o	
16.5			o	
17.c.1			o	
19.2/3/8/9a			o	
20.2a/2c/7b/8			o	
21.6/7			o	
22.2			o	
11.3	STARTS - for each minute to tolerance limit			1 min
13.1.bll	TRAFFIC LAWS - 2nd Infringement			5 min
	TIME CONTROLS			
17 B 4 a)	Each minute late			1 min
17 B 4 b)	Each minute early			2min
	SPECIAL STAGES			
19.5b	Failure to start within 20" of starting signal			2 min
19.7	False start			1 min
19.9 b)	Time entry not made at arrival			5 min
19.10	For each second			1 sec
	REPAIRS IN PARC FERME			
20.2 b)	For each minute			1 min
20.4	For each minute over the neutralization of 6 minutes			1 min
20.7 a)	CAR PRESENTED WITHOUT ENGINE RUNNING			
	At the start, at the exit of the regrouping points or end of stage			30 sec
11.5	For each covered licence plate			£20.-
11.5	For each missing Rally plate			£20.-
11.6	For each missing Rally Number plate			£40.-
11.7	For names of first driver & co-driver and national flag of drivers not appearing on sides			£40.-
13.1b l	TRAFFIC LAWS - 1st Infringement			£20.-
13.1a	Absence or failure of one of the headlights, as laid down in the traffic laws, one of the rear lights, illumination of the number plate, brake lights or indicators			
	For Each			£10.-
	PENALTIES LEFT TO THE DISCRETION OF THE STEWARDS OF THE MEETING			
16.8	Failure to follow the instructions of the Competent Marshals			
19.7	Repeated false start (special stages)			
21.1	Reporting late for scrutineering in case of force majeure			

## **VII. PROTESTS - APPEALS - CLASSIFICATION**

### **Article 24**

#### **PROTESTS - APPEALS**

1. All protests shall be lodged in accordance with the stipulations of The International Sporting Code. (§171 and seq.).
2. All protests must be lodged in writing and handed to the Clerk of the Course together with the sum of C£100.- which shall not be returned if the protest is judged groundless.  
If the protest requires the dismantling and the re-assembly of different parts of a car, the claimant must pay an additional deposit:
  - a. of C£200.— if the protest involves a clearly defined part of the car (engine, transmission, steering, braking system, electrical installation, bodywork, etc...)
  - b. of C£300.- if the protest involves the whole vehicle.
3. The expenses incurred by the work and by the transport of the vehicle shall be borne by the claimant if the protest is unfounded, or by the competitor against whom the protest is lodged if the claim is founded.
4. If the claim is unfounded, and if the expenses incurred by the protest (scrutineering, transport, etc.) are higher than the deposit amount, the difference shall be borne by the claimant. Conversely, if the expenses are less, the difference shall be returned to him.
5. The entrants may lodge an appeal against the decisions, in conformity with the stipulations of Article 181 of the International Sporting Code.

### **Article 25**

#### **CLASSIFICATION**

1. Penalties shall be expressed in hours, minutes and seconds. The final results shall be determined by adding the times obtained in the special stages and the penalties incurred during the road sections and any other penalties expressed in time. The crew with the lowest total shall be proclaimed the over-all winner, the next lowest, second and so on. The Group and

Class results shall be determined on the same basis.

2. In a case of ex-aequo, he who accomplished the best time for the 1st special stage will be proclaimed winner. If this is not enough to be able to decide between the ex-aequo, the times of the 2nd, 3rd, 4th etc., special stages shall be taken into consideration.
3. The results shall be posted on the Official Notice Board at the Rally Head Quarters in Nicosia approximately 30 minutes after the last car to be classified has arrived at the Finish. These results will be declared as final if within one hour after they have been posted no Protests have been lodged.

In the case of a timely Protest the results affected by such Protest will remain provisional until one hour after the posting of the Stewards' decision on the Official Notice Board.

## **VIII. AWARDS AND PRIZES - ASSISTANCE TO OVERSEAS COMPETITORS - PORTS OF ENTRY**

### **Article 26**

#### **ADDITIONAL AWARDS**

##### **1. TEAM ENTRIES**

- a. Team Entries must be composed of cars and drivers whose individual entries have been accepted. Each Team may consist of a maximum of five (5) cars and a minimum of three (3) cars. In each Team the performance of the best three (3) cars will count for the final results. No car may be included in more than one Team eligible for the same Award.
- b. Team Entries will be accepted until the end of the Pre Rally Scrutineering.
- c. Each Club, Manufacturer or his Representative in Cyprus, may enter more than one Team for the corresponding award, but for each award the same Competitor may only be part of one Team.
- d. Cars included in a Make Team must not necessarily have been individually entered by the same Entrant. In such a case the written approval of the Individual Entrants must be produced. They must, however, be of the same make, but not necessarily of the same model or type.
- e. The Make Team Trophy, the Club Team Trophy or the Ecurie Trophy shall not be awarded unless there



are three (3) Teams entered for each of the Trophies. Otherwise Team Entry Fees will be refunded.

- f. The winning Team will be the one which has the smallest number of penalties for the best three (3) cars of each Team. In case of a tie for a Team Award the winning team will be the one which has the highest placed car in the General Classification. If less than three cars of a Team are classified as finishers that Team will not be considered for the Team Award.
2. As well as the general classification of the rally, a classification for Amateurs, will be included, covering competitors who comply with both of the following conditions:
  - a. Any driver not seeded by FISA as "A" seeded Driver
  - b. Any driver entered in his/her own name as entrant and crew member in a car belonging to him/her.Litigious cases shall be examined by the Organising Committee whose decision shall be final.
3. A Diesel Cup will be awarded, reserved for cars with a diesel engine which have duly entered the event; the results of this cup shall be taken from the General Classification of all Groups taken together.
4. Only crews consisting of female driver and co driver will be eligible for the Ladies' Award.

#### Article 27

#### TROPHIES, PRIZES AND AWARDS

Trophies, Prizes and Awards will be given to the winners during the Prizegiving reception. All Awards will be given by the Sponsors, Rothmans of Pall Mall, except where otherwise stated. It is a condition of receiving any Award that Competitors concerned are personally present at the Prize Giving Reception.

1st Overall	£800 plus Archbishop Makarios Trophy and the Rothmans Challenge Trophy replica
2nd Overall	£400 plus Trophy of the Mayor of Nicosia
3rd Overall	£200 plus Trophy
1st Amateur Entrant	£400 plus Trophy
1st in each Group	£200 plus Trophy
1st in each Class	Trophies
1st Diesel Category	Trophy
1st Female Crew	Trophy
1st all Cypriot Crew	The Vakis Stephanides Trophy

Club Team Award	The C.A.A. Trophy
1st Overseas Driver	Trophy by the Cyprus Tourism Organisation
1st British or UN Forces Crew stationed in Cyprus	Trophy (minimum 3 starters)
1st Make Team	Trophy
Highest placed Overall Entry by a car manufacturer or his Cyprus Agent	Trophy
Fastest driver in the Special Stages	The KEO Ltd. three year Challenge Trophy replica

**NOTE:** UN and British Forces personnel stationed in Cyprus are not considered overseas Competitors

Cash prizes are not cumulative. Cash prizes are payable in Cyprus pounds.

The award of the Group trophies and prizes will only be made for Groups containing 8 or more cars at the start of the Event. (cf. Article 4 par. 7).

### **Article 28**

#### **PRIZE - GIVING**

The Prizegiving Reception will take place at the Ledra Hotel, Nicosia on Monday the 27th September 1982 at 19:30 hrs.

### **Article 29**

#### **ASSISTANCE TO OVERSEAS COMPETITORS**

Overseas Private Entrants will be given the following financial assistance by the Rally Organisers:

Free transport by Ro-Ro Liner from Italy, Greece or Syria for Competition car plus one person.

10 Days free accommodation in double rooms on a bed and breakfast basis for driver and co-driver in a 3 or 4-star hotel. The 4-star accommodation will be allocated on a first come first served basis.

Full hotel facilities will be offered to drivers and co-drivers during the rally at the main rest stop, free of charge, plus all meals during the shorter re-groupings.

### **Article 30**

#### **AUTHORISED PORTS OF ENTRY**

The authorised ports of importation and/or entry are the Port of Limassol and the Port of Larnaca.

Passengers travelling by air should enter Cyprus through Larnaca International Airport.

## APPENDIX 1

### TERMINOLOGY

- ROAD SECTION** : Section of the itinerary between two successive time controls.
- SECTION** : All the zones:  
—between the start and the first regrouping halt;  
—between two successive regrouping halts;  
—between the last regrouping halt and the finish of the event.
- LEG** : Each one of the parts of the event, separated by a stop of at least 6 hours.
- NEUTRALIZATION PERIOD**: Time during which the crews are stopped by the rally organisers for whatever reason.
- REGROUPING** : Stop scheduled by the organisers to enable the theoretical times to be observed on the one hand, and on the other, to regroup the cars still in the event. The stopping time may vary. (cf. Article 18 par. 2).
- PARC FERME** : Zone in which no repairs or intervention is possible, except in the cases expressly provided for by the Regulations of the International Championships and by the Supplementary Regulations of the event.
- BULLETIN** : Official bulletin which is an integral part of the regulations of the event and intended to modify, clarify or complete the latter.  
The Bulletins must be numbered and dated. The entrants (or crew members) must confirm receipt thereof by signature.  
These supplements are established:  
—by the organisers, up until the day of scrutineering;  
—by the officials of the event throughout the competition.
- TIME CARD** : Card intended for the stamps of the different control points scheduled on the itinerary.  
This card must allow for one page per zone (title VIII, Article 15 of the Common Organising Conditions).  
A set of time cards must be issued for each section of the Event.
- SPECIAL STAGE** : Speed tests on roads closed specially for the event.

# ITINERARY

## SECTION I      NICOSIA - PAPHOS      24 - 25 SEP 82

TC	LOCATION	SUR	MILES	TOTAL MILES
START	NICOSIA		—	—
1	KLIROU	A	18.68	18.68
2	AY. EIPHANIOS	G/A	16.20	34.88
3	LAGOUDERA	G/A	20.39	55.27
4	ASSINOI	G	19.56	74.83
5	XERARKAKA	G/A	25.01	99.84
6	KATO AMIANDOS	G/A	21.98	121.82
7	KHALASSA	G/A	17.41	139.23
8	AYIOS NIKOLAOS	G/A	23.36	162.59
9	ORKONDA	G/A	28.42	191.01
10	MILIKOURI	G/A	15.16	206.17
11	MOUITI TON KOUNDOURON	G	23.57	229.74
12	NEOKHORIO	G/A	39.47	269.21
13	PAPHOS IN	G/A	30.57	299.78

## SECTION II      PAPHOS — PLATRES      25 SEP 82

13A	PAPHOS OUT	—	—	—
14	AYIOS YEORYIOS	A	15.27	15.27
15	ARGAKA	G/A	25.35	40.62
16	ZACHAROU	G	20.68	61.30
17	POMOS	G/A	20.81	82.11
18	STAVROS	G	16.95	99.06
19	MILIKOURI 2	G/A	17.00	116.06
20	PINEWOOD	G/A	19.24	135.30
21	AYIOS THEODHOROS	G/A	15.93	151.23
22	KATO AMIANDOS 2	G/A	25.66	176.89
23	PLATRES IN	G/A	9.16	186.05

## SECTION III      PLATRES - LIMASSOL      26 SEP 82

23A	PLATRES OUT	—	—	—
24	AYIOS NIKOLAOS 2	G/A	9.78	9.78
25	PANO PANAYIA	G/A	25.20	34.98
26	MILIKOURI 3	G/A	25.36	60.34
27	SPILIA	G/A	33.32	93.66
28	ASSINOI 2	G	12.17	105.83
29	POLITIKO	G/A	32.00	137.83
30	MAKHERAS	G	7.96	145.79
31	MAZOTOS	A	32.69	178.48
32	KALAVASSOS	G/A	16.49	194.97
33	ARAKAPAS	G/A	20.92	215.89
34	PELENDRIA	G/A	27.02	242.91
35	LOUVARAS	G/A	15.54	258.45
36	LIMASSOL IN	G/A	18.05	276.50

## SECTION IV      LIMASSOL - NICOSIA      26 SEP 82

36A	LIMASSOL OUT	—	—	—
37	PAREKLISHIA	A	5.79	5.79
38	AYII VAVATSINIAS	A	17.30	23.09
39	MANDRA TOU KAMBIOU	G/A	14.23	37.32
40	LYTHRODHONTAS	G	13.51	50.83
41	PERAKHORIO	G/A	21.10	71.93
42	NICOSIA - FINISH	A	13.67	85.60

# NCR means computer people who have the measure of your business.

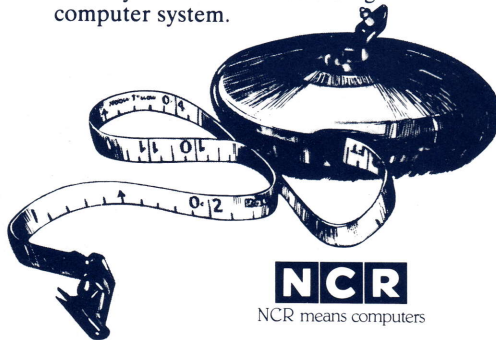
When you choose a computer system, you run the risk of being sold one that doesn't exactly fit your needs. Sometimes, computer salesmen are content to sell you a computer system that only roughly approximates to what you're looking for.

This doesn't have to be the case. Take NCR for instance.

NCR insists their personnel are not only familiar with computer systems and their applications, but that they also possess a profound knowledge of the particular sector of industry or commerce with which they do business.

The result is, that when NCR's sales people come to talk to you, you can be sure that the system they recommend will be a precise answer to your business problems, and not simply something adapted to fit.

NCR means people who will match your business with the right computer system.



**NCR**

NCR means computers



# Rothmans King Size

the best tobacco money can buy

Ministry of Health's warning: Smoking may harm your health.