

7TH

**HALKIDIKI
RALLY**

24-26 AUGUST 1982

7th HALKIDIKI INTERNATIONAL RALLY

24—26 AUGUST 1982

ORGANIZED BY THE
AUTOMOBILE AND TOURING CLUB OF GREECE
(ELPA)

Qualifying Round for:

**The European Rally Championship
for Drivers (Coef. 4) 1982**

**The Balkan Rally Championship
The Rally Championship of Greece 1982**

Regulations

Visa number given by the F.I.S.A: E 23-1/6/82

This card must allow for one page per zone (title VIII)
Article 15 of the Common Organisation Conditions
THE HALKIDIKI INTERNATIONAL RALLY
A time card must be issued for each section of each
stage. 24-28 AUGUST 1982

Special Stage: Speed tests on roads are held for this
event.

**AUTOMOBILE AND TOURING CLUB
OF GREECE (ELPA)**

Qualifying Round for:
The European Rally Championship
1982 for Drivers (Coef. 4)
The Balkan Rally Championship
1982 The Rally Championship of Greece

Regulations

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début de zone de contrôle
control zone beginning
Anfang der Kontrollzone
inizio zona di controllo

Arrêt obligatoire
compulsory stop
obligatorische Halte
Fermata obbligatoria

fin de zone de contrôle
end of control zone
Ende der Kontrollzone
fine zona di controllo

CONTROLE DE PASSAGE
PASSAGE CONTROL
DURCHFARTSKONTROLLE
CONTROLLO DI PASSAGIO

ΕΛΕΓΧΟΣ ΔΙΕΛΕΥΣΕΩΣ



Pointage Carnet de Route
Road-book checking
Punktbewertung des Borbuchs
Nota su Libro di Percorso



CONTROLE HORAIRE
TIME CONTROL
ZEITKONTROLLE
CONTROLLO ORARIO

ΣΤΑΘΜΟΣ ΕΛΕΓΧΟΥ



Pointage Carnet de Route
Road-book checking
Punktbewertung des Borbuchs
Nota su Libro di Percorso



CONTROLE HORAIRE SUIVI
D'UN DEPART D'EPREUVE
TIME CONTROL FOLLOWED
BY A START OF EVENT
ZEITKONTROLLE gefolgt mit
einem Spezialprüfungstart
CONTROLLO ORARIO SEGUITO
DA UNA PARTENZA DI PROVA

ΣΤΑΘΜΟΣ ΕΛΕΓΧΟΥ ΑΚΟΛΟΥΘΟΥΜΕΝΟΣ

ΥΠΟ ΕΙΔ. ΔΙΑΔΡΟΜΗΣ.



Pointage Carnet de Route
Road-book checking
Punktbewertung des Borbuchs
Nota su Libro di Percorso



Prise fiche Chrono
Taking of time-card
Nehmen des Zeitnahme-Blattes
Ritiro scheda cronometrica



RALLY CONTROL SIGNPOSTS

DEPART D'EPREUVE
 START OF EVENT
 Spezialprüfungstart
 PARTENZA DI PROVA
 ΑΦΕΘΗΡΙΑ ΕΙΔ. ΔΙΑΔΡΟΜΗΣ



Prise fiche Chrono
 Taking of time-card
 Nehmen des Zeitnahme-Blattes
 Ritiro scheda cronometrica



ARRIVEE D'EPREUVE
 ARRIVAL OF EVENT
 Spezialprüfungankunft
 ARRIVO DI PROVA
 ΤΕΡΜΑΤΙΣΜΟΣ ΕΙΔ. ΔΙΑΔΡΟΜΗΣ



≈
 100 m.



Fin d'Epreuve
 ligne de chronométrage
 SANS ARRET
 end of event
 timing line
 WITHOUT STOPPING
 Spezialprüfungende
 Zeitnehmerlinie
 OHNE HALTE MACHEN
 Fine Prova
 linea di cronometraggio
 SENZA FERMATA

ARRET
 (remise fiche Chrono)
 STOP
 (handing out time-card)
 HALTE
 (Übergabe der Zeitkarte)
 FERMATA
 (consegna scheda cronometrica)



NI REPARATION, NI ASSISTANCE DANS LA ZONE DE CONTROLE
 NO REPAIR NOR ASSISTANCE WITHIN THE CONTROL ZONE
 NOCH REPARATUR NOCH BEISTAND IN DER KONTROLLEZONE
 VIETATA L'ASISTENZA E LA RIPARAZIONE NELLA ZONA DI CONTROLLO

I. RALLY WINNERS - TIMETABLE

II. ORGANIZATION

III. GENERAL CONDITIONS

IV. COMPETITORS' OBLIGATIONS

V. RUNNING OF THE EVENT

VI. SCRUTINEERING - PENALTIES

VII. CLASSIFICATION - PROTESTS

VIII. AWARDS

**RALLY HALKIDIKI 1976—1981
RALLY WINNERS**

1st Rally Halkidikis 1976

«Siroco» - M. Makrinos Alpine Renault A 110

2nd Rally Halkidikis 1977

«Siroco» - M. Makrinos Datsun 160 J

3rd Rally Halkidikis 1978

T. Carello - M. Perrissinot Lancia Stratos

4th Rally Halkidikis 1979

K.J. Kleint - G. Wanger Opel Askona 2L

5th Rally Halkidikis 1980

A. Zanini - J. Sabater Porsche 911

6th Rally Halkidikis 1981

A. Vudafieri — A. Bernacchini Fiat 131 Abarth

I. TIMETABLE

Monday 21 June 1982

Entries open

Saturday 24 July 1982

Distribution of the Road Book

Monday 2 August 1982

Closing date for entries

Tuesday 24 August 1982

Scrutineering (09.00 --12.00 hrs.)

Closure of Trophy Registration

Competitors briefing at the Rally HQ 13.00 hrs.

Tuesday 24 August 1982

Start 16.00 hrs.

Thursday 26 August 1982

Finish

Final Scrutineering

Publication of Results 10.00 hrs.

Prize presentation 13.00 hrs.

OFFICIAL NOTICE BOARD

Its location will be given in an information bulletin.

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II. ORGANIZATION

Art. 1: The Automobile and Touring Club of Greece (ELPA) organizes the Halkidiki International Rally which will take place August 24th to 26th, 1982.

— The Competition shall be held according to the International Sporting Code (C.S.I.) and its Appendices of the International Automobile Federation (F.I.A.) the Regulations of the Championships of the F.I.S.A., the National Hellenic Competition Rules and the present Regulations

ORGANIZING COMMITTEE

President: **C. GLOSSOTIS**

Members: **B. DESPOTOPOULOS — P. PANOPOULOS — E. SEMBOS**

Inspectors FISA: **A. RAVA — R. SENAILLAC**

OFFICIALS OF THE EVENT

Stewards of the Meeting:

M. GORMEZANO (President)

S. APOSTOLIDIS — S. ALEFFI — R. ARGOUD —

R. SENAILLAC

Scrutineers:

G. CADRIGHER (Chief Scrutineer)

D. VEROUTIS — J. PAPAPANAGIOTOU

Press and Public Relations Officer: **E. SPORIDIS**

Clerk of the Course: **ST. ZALMAS**

Assistants Clerks of the Course:

P. ARNAOUTIS — A. HATZIMICHALIS

Secretary of the Meeting:

Mrs PEGGY TRIKAKOU — KAMBEROU

RESPONSIBLE FOR COORDINATION
AND RELATIONS WITH COMPETITORS
AT RALLY HQ AND FOR REGROUPING
Mrs PEGGY TRIKAKOU — KAMBEROU

Rally Secretariat until 20-8-82

2 Messogion Str. — Athens (610)

**Cables: AUTOCLUB/ATHENS — Telex 215763 GRE--
ECE**

Tel.: (01) 7786902 --7791615

Rally Secretariat from 23-8-82

Hotel Porto --Carras

Neos Marmaras

Sithonia Halkidikis

Tel.: 0375/71381 Telex: 412496

Immediately upon their arrival the crews of all foreign cars are requested to contact the Rally Secretariat and remain in constant touch in order to be informed of any information bulletin.

COMPETITORS MUST MAKE THEIR OWN HOTEL BOOKINGS FOR THE DAYS NOT INCLUDED IN THE RALLY. FOR THE PERIOD 24 TO 26 AUGUST THE ACCOMODATION WILL BE OFFERED BY THE RALLY ORGANIZATION.

ELPA AND THE ORGANIZING COMMITTEE DECLINE ALL RESPONSIBILITY FOR ANY ACCIDENT WHICH MAY OCCUR THROUGHOUT THE EVENT.

III. GENERAL CONDITIONS

Art. 2: General

The 7th Rally Halkidiki is a qualifying event for the European Rally Championship for Drives 1982 (coef. 4), for the Balkan Championship 1982 and for the Greek Rally Championship 1982.

Art. 3: Description

The 7th Rally Halkidiki consists of an itinerary of about 1.100 kilometers, mostly over mountainous areas, divided into sections to be covered within specific target times. These sections as well as their time limits, are indicated in the Time Cards and the Road Book. Special stages will be included within the main itinerary of the Rally.

Art. 4: Eligible Cars

1. — All cars recognized at the closing date for entries are eligible, which comply with Appendix «J» of the International Sporting Code and which belong to:

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

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

Group B: Grand Touring Cars (200 units)

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

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

Results will be announced for each Group.

2. — Group N cars are divided into 5 cubic capacity classes:

- 1st Class: up to 1150 cc
- 2nd Class: over 1150 to 1300 cc
- 3rd Class: over 1300 to 1600 cc
- 4th Class: over 1600 to 2000 cc
- 5th Class: over 2000 cc

3. — Group A cars are divided into 5 cubic capacity classes:

- 6th Class: up to 1150 cc
- 7th Class: over 1150 to 1300 cc
- 8th Class: over 1300 to 1600 cc
- 9th Class: over 1600 to 2000 cc
- 10th Class: over 2000 cc

4. — Group B cars are divided into 3 cubic capacity classes:

- 11th Class: up to 1300 cc
- 12th Class: over 1300 to 2000 cc
- 13th Class: over 2000 cc

5. — Group 2 cars are divided into 5 cubic capacity classes:

- 14th Class: up to 1150 cc
- 15th Class: over 1150 to 1300 cc
- 16th Class: over 1300 to 1600 cc
- 17th Class: over 1600 to 2000 cc
- 18th Class: over 2000 cc

6. — Group 4 cars are divided into 3 cubic capacity classes:

- 19th Class: up to 1300 cc
- 20th Class: over 1300 to 2000 cc
- 21st Class: over 2000 cc

7. — If the number of cars, starting in any Class, is less than four (4), this Class will be merged with the immediately higher Class or Classes. If the entries in the highest Class fail to reach the required number, the corresponding Trophy will not be awarded. If the number of cars entered in a Group is less than eight (8), they will compete only for the General Classification.

8. — The mounting of a lower protection shield and of a protection grille in the front of the car is permitted.

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Art. 5: Entrants' Eligibility

1. — Any person or legal entity holding a 1982 valid Entrant's International Competition Licence is eligible.
2. — If the entrant is a legal entity or, at any rate, is not a member of the car's crew, his liabilities and obligations are, jointly and severally, incumbent on the first driver entered on the Entry Form.

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Art. 6: Entry Application -- Entries

1. — All participants in the 7th Rally Halkidikis must submit to the Automobile and Touring Club of Greece — ELPA, Messogion Str. 2-4, Athens 610, the attached official ENTRY FORM dully filled in, before 20.00 hrs on Monday 2 August 1982.

Particulars concerning the co-driver may be submitted up to Scrutineering on 24 August 1982. However any change of crew members or the entry of a new member is subject to the approval of the Organizing Committee.

2. — The Entry Form for foreign entrants must be stamped by the entrant's National Sporting Authority.

3. — No alterations will be allowed after the Entry Form is submitted except in cases provided for by the present Regulations. However, competitors may replace the car entered by another of same Group and same Class up to Scrutineering.

4. — The Organizing Committee reserve the right to refuse any entrant's or driver's application without having to justify it (C.S.I. art. 74). They may also limit the number of entrants to one hundred (100)

5. — By virtue of signing the Entry Form, the competitor and all members of the crew are IPSO FACTO deemed to accept unreservedly and exclusively the jurisdictions established by the C.S.I. as well as the terms of the present Regulations.

Art. 7: Entry Fees --Insurance

1. — The entry fees are set as follows:

From Monday 21 June to Monday 2 August:

a) Swiss Francs (FS) 500 or equivalent when the entrant is a member of the crew and accepts the Organiser's advertising.

b) Swiss Francs (FS) 1000 or equivalent when the entrant is a member of the crew and does not accept the Organiser's advertising on the car.

c) Swiss Francs (FS) 800 or equivalent when the entrant is not a member of the crew and accept the Organiser's advertising.

d) Swiss Francs (FS) 1600 or equivalent when the entrant is not a member of the crew and does not accept the Organiser's advertising on the car.

2. — The entry application shall only be accepted if accompanied by the entry fees or a receipt issued by the entrant's National Sporting Authority. No car will be allowed to start unless the entry fees have been paid.

3. — Entry fees include the insurance premium covering unlimited third party liability of entrants. The insurance becomes effective from the moment of the Start of the Rally and stops at the expiration of the time limits for protests or as soon as the entrant withdraws or is excluded from the Rally.

4. — The service vehicles, even those bearing special plates issued by the Organizer, 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.

5. — The entry fees shall be refunded:

a) if an entry is refused and

b) if the Rally does not take place

The Organizers may eventually refund 50% of the entry fees to entrants who, because of force majeure duly certified by their A.S.N., have been unable to present themselves at the Start.

Art. 8: Amendments to the Regulations

1. — The Organizing Committee, in compliance with Art. 66 of the C.S.I. reserve the right to alter the provisions of the present Regulations, in accordance with conditions and circumstances which may arise. In such a case, entrants will be notified in due time of any eventual alterations.

2. — Any alteration or addendum will be duly announced, by dated and numbered Information Bulletins, which will constitute an integral part of the present Regulations. These Bulletins will be posted at the Secretariat as well as the Rally HQ, and on the official notice boards, and will also be communicated directly to all participants, who must acknowledge receipt by signature, unless this is materially impossible during the running of the event.

Art. 9: Interpretation of the Regulations

— The Stewards of the Rally have the authority to take any decision on all cases not cover by the present Regulations.

— In case of dispute over the interpretation of the present Regulations, the French text shall be considered as the official text.

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IV. COMPETITORS' OBLIGATIONS

Art. 10: Crew

1. — Each car must have a crew of two, otherwise it will not be permitted to start. The two members of the crew are to be nominated as first driver and co-driver. The members of the crew may drive during the Rally and must hold a FIA Driver's Licence valid for 1982.

2. — The crew must be in the car throughout the Rally, except when otherwise provided by the present Regulations. Should a member of the crew abandon the car, even temporarily, or should another person be admitted into the car (apart from the case of an injured person being transported), this will entail exclusion from the Rally.

3. — The crew of each car shall be registered on a separate sheet of the Time Cards with afixed recent identity photos (size 4 X 4 cm), and their signatures, as well as all particulars concerning their vehicle. This constitutes the «identity card» of the vehicle and its crew. It must be kept in the car during the entire race, presented upon every official request, and be returned at the Control Point at the Finish in Athens, all under penalty of exclusion.

Art. 11: Starting Order --Plates --Numbers

1. — The start shall be given in the 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: All other drivers, with freedom of criteria for classification (national lists, etc.)

2. — The starting order for the following leg shall be determined according to the provisional classification established at the end of the preceding leg. (If it is not possible to establish this classification on time, the starting order shall be determined on the basis of the order of arrival of the preceding leg).

3. — Any car reporting late for the start of the event or of a leg or of a section, shall be penalized at the rate of one minute per minute of lateness. Any car arriving more than 10 minutes late shall not be allowed to start.

4. — The Organizing Committee shall provide each competitor with two Rally regulation plates bearing his competition number. These plates must be securely and visibly placed at the front and the back (on the outside) of the car throughout the Rally.

5. — Rally number plates should in no case cover the car's registration plates, under penalty of 3.000 drs. for each plate covered. The absence of either one of the Rally plates, at any time during the Race, entails a penalty of 5.000 drs. per plate.

6. — Throughout the Rally, the competition numbers supplied by the Organizers should be displayed on both the front doors and on the bonnet of the car. The absence of any number entails a penalty of 5.000 drs.

7. — The names of the first driver and co-driver as well as their national flags, must appear on each of the front doors or on the front wings (minimum height 4 cm). Any car failing to comply with this rule shall be subject to a penalty of 10.000 drs.

Art. 12: Time Cards

1. — At the Start, each competitor will receive a set of Time Cards with the target time between any two Time Controls.

This card shall be handed in at the arrival control of a section and replaced by a new one before the start of the next section.

Each crew is exclusively responsible for its own Time Card.

2. — The Time Cards must be in the car throughout the Rally and must be presented personally by a member of the crew at all Control Points.
3. — Any correction or alteration of the Time Cards, entails exclusion from the Rally, unless visaed by the Marshal in charge of the corresponding Control Point.
4. — Failure to secure the visa at any Control Point or to hand over the Time Cards at the Regrouping Points as well as the Finish, entails exclusion from the Rally.
5. — The special stages cards constitute an integral part of the Time Cards and are subject to all the penalties mentioned above.
6. — The crew is solely responsible for presenting the Time Cards at the various Control Points and verifying that a correct entry has been made.
7. — It is therefore the duty of the crew to present their Time Cards to the Marshals at their target time and to check that time recording has been correctly registered.
The post marshal is the only person allowed to enter the time on the time card, by hand or by means of a print-out.

Art. 13: Traffic - Repairs

1. — Throughout the entire event the crews must strictly observe the traffic Regulations and must wear safety belts.
2. — All repairs and refuelling are allowed throughout the Rally, except when they are explicitly forbidden by a provision of these Regulations.
3. — Cars may not be towed, transported or pushed except to put them back on the road, to clear the road, or for eventual crossing by ferry boat, under penalty of exclusion.
4. — Competitors are also prohibited under penalty of exclusion:
 - a) To obstruct intentionally the passage of another competitor or the overtaking by another competitor.
 - b) To behave in a manner which is unsportsmanlike and contrary to the spirit of the Rally.

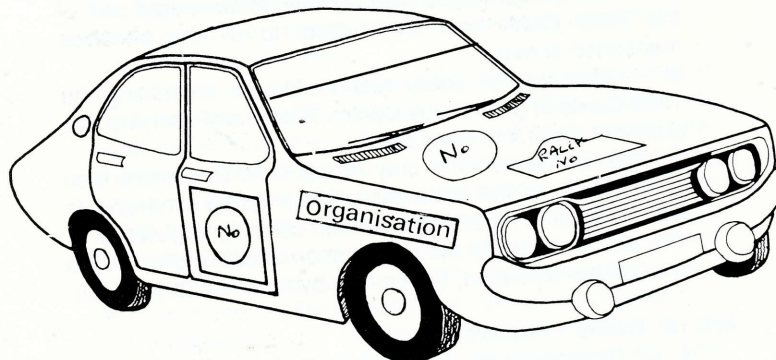
Art. 14: Advertising

1. — Competitors are allowed to display freely on their cars any publicity, as long as:
 - a) It is not contrary to the Hellenic Laws and FIA Regulations and the common organizing rules for World and for European Championship events:
 - b) It is not contrary to ethics and customs:
 - c) It does not display advertisements on those parts of the car exclusively reserved to rally plates and competition numbers.

d) It does not obstruct the clear view of the crew through the windows. (A 7 cm wide strip may be placed on the upper part of the windscreen).

2. — Any car which does not conform with the above shall not be allowed to start.

Example:



Art. 15: Wireless communication

In order to ensure communication between cars competing in the Rally and their service vehicles, the following categories of wireless equipment is permitted:

1. — Category «CB Radio Telephone» (modulation amplitude — emission type A3). The use of the following frequencies is permitted: 27,325 MHZ (Channel 32) and 27,335 MHZ (Channel 33).

2. — Category «VHF Radio Telephone» (frequency modulation — emission Type F3). The use of the following frequencies is permitted: 150, 670 MHZ and 150,690 MHZ. The above radio frequencies have been made available by the Ministry of Communications from 22 — 27 August.

Before and after the above dates their use is absolutely forbidden. Also the use of any other type of radio telephone is strictly forbidden. Maximum admissible power: 10W.

V. RUNNING OF THE EVENT

Starting Area

Before the start, the Organizers may assemble all competing cars in the starting area, under the following conditions:

- The cars will be summoned in the starting area 30 min before each individual starting time.
- The vehicle may be presented by a representative of the entrant.
- The starting area shall be considered as a «parc fermé».

Art. 16: Start

1. — The Start of the Rally will be given on Tuesday 24 August 1982 at 2 minutes intervals. Circumstances allowing, the one minute interval between teams may be increased. The exact starting time of each car will be indicated on the Time Cards.

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. Any delay of over 10 minutes entails exclusion from the Rally.

2. — Competitors must have their Time Cards stamped at all the Control Points mentioned on them and in their numerical order under penalty of exclusion. The target times between any two Time Controls will be indicated on their Time Cards and in the Road Book.

3. — Hours and minutes shall always be recorded from 00.01 to 24.00. Minutes will be recorded to the preceding whole minute. Throughout the Rally, the official competition time will be the one of the Hellenic Broadcasting and Television System. No protests will be accepted in this connection.

4. — All competitors will be given a Road Book indicating in detail the itinerary of the rally, which has to be followed; this itinerary is compulsory under penalty of exclusion.

Art. 17: General Specifications of Controls

1. — All controls, i.e. Time and Passage Controls, Start and Finish of Special Stages and Regrouping Points will be indicated by the standard panels approved by the F.I.S.A.

2. — The beginning of the control zone is indicated by a yellow panel. The site of the Control itself, at about 25m., is indicated by an identical red panel. The end of the Control zone, approx. 50m further on, is indicated by a beige panel with three black diagonal bars.

3. — All Control zones, (i.e. those included between the first warning yellow panel and the last final beige panel with the three diagonal bars), are considered as «Parc Fermé». It is therefore strictly forbidden for all competitors

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under penalty of exclusion to effect any repairs or refuelling or to receive any assistance (Art. 21) within this area.

4. — Stopping in the above defined area must not exceed the time required to complete Control formalities.

5. — It is strictly forbidden under penalty of exclusion to:

a) enter any Control zone from any other direction than the one of the Rally itinerary and

b) recross or reenter any Control zone once the Time Card for this Control has already been stamped.

6. — Competitors are allowed to consult the official chronometer at the Marshals' table. However Marshals can not inform them on their target stamping time, this being the exclusive responsibility of the competitors.

7. — Time and Passage Controls will start functioning 30 minutes before the target time of the first car. They will close 31 minutes after the target time of the last car, unless the Clerk of the Course decides otherwise.

8. — Competitors must follow the Marshals' instructions at all Control Points, under a penalty that may even entail exclusion at the discretion of the Stewards of the Meeting.

9. — The insignia to be worn by Marshals and Officials will be displayed at the competitors' briefing and will be given in an Information Bulletin.

Art. 18: Time and Passage Controls - Exclusion

A. — PASSAGE CONTROLS

— The Marshals in charge of Passage Controls will simply stamp the Time Card as soon as it is handed over to them by the crew, without entering the passage time.

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 the time when the crew hands over their Time Card to the Marshal who shall stamp 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 18h 58' shall be considered on time, if the check-in takes place between 18h 58' 00'' and 18h 58' 59''.

4. — Any deviation from the target time shall be penalized as follows:

a) A competitor who exceeds his target time at a Time Control will be penalized with 30 seconds for every minute or fraction of a minute.

b) Any advance on the target time recorded at a Time Control will be penalized with 60 seconds for every minute or fraction of a minute.

c) At the time control at the entrance to PORTO CARRAS Regrouping halt 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. — 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 Art. 17§ 3 and Art. 21) laid out as follows:

a) Yellow warning sign (beginning of zone)

b) Red sign with dial (time control post) at a distance of approx. 25 m.

c) Red sign with flag (start of the special stage) at a distance of 50 to 200 m.

d) The final beige panel with three diagonal bars, 50 m. 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. The Marshals must allow for at least 3 minutes between the two in order to enable the crew to prepare for the start.

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 enter the schedule time for the start of the following control on the time card which shall also be considered as the starting time for the special stage. He shall then give the crew the starting signal in accordance with the prescribed procedure (Art. 20. 4).

C. — EXCLUSION FROM THE EVENT

1. — A delay of over 30 minutes between two Time Controls, or an accumulative delay of over 30 minutes at the end of each section, as well as a total delay of over 60 minutes at the end of the rally, entails exclusion from the Rally.

2. — **Checking in earlier than the target time will in no way compensate for time lost counting for exclusion, and neither will a penalty for reporting in advance at any Time Control count towards exclusion from the event.**

Example:

- Road Section A:
 - Starting time: 12.00
 - Target time 1 hour Checking in time 13.10
 - Penalty for reporting late: 10 minutes: 2=5 minutes
 - Delay counting towards exclusion: 10 minutes
- Road Section B:
 - Target time 1.30 hour. Checking in time 14.20
 - Penalty for reporting in advance: 20 minutes
 - Delay counting towards exclusion: 0 minutes
- Road Section C:
 - Target time 2 hrs. Checking in time 16.30
 - Penalty for reporting late: 10 minutes: 2=5 minutes
 - Delay counting towards exclusion: 10 minutes
- TOTAL ROAD SECTION CONTROLS A + B + C
 - Total penalty (for delay and advance): 5 + 20 + 5=30 minutes.
 - Total delay counting towards exclusion: 10 + 0 + 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.

Art. 19: Regrouping Controls

1. — Regrouping Controls as well as Overnight Halts have been included in the Rally. These Controls are subject to the same rules provided for Control Points and «Parc Fermé». (Art. 17, 18 and 21).

The arrival in advance at the PORTO CARRAS Regrouping is permitted and does not entail any penalisation.

2. — These Regroupings points serve to shorten more or less important time gaps between cars due to delays and/or withdrawals from the Rally. Thus, the starting time from the Regrouping control and not its duration must be taken into account.

Example:

- 120 cars start in the Rally
- 1st Regrouping 4 hours
- Starting Time from the Regrouping Control 12 h 01

a) Target time of arrival of car No 1 at the Regrouping Control 08 h 01

Target time of arrival of car No 120 at the Regrouping Control 10 h 00

b) Checking in time of car No 1 at the Regrouping Control 08 h 45

Checking in time of car No 120 at the Regrouping Control 11 h 50.

(60 cars have abandoned in this part of the Rally)

c) Starting time of car No 1 from the Regrouping Control 12 h 01

Starting time of car No 120 from the Regrouping Control 13 h 00

The respective length of stopping time shall therefore have been:

— 3h 16 for car No 1

— 1h 10 for car No 120

3. — Competitors must, on their arrival at those Controls, hand over to the Marshal their Time Cards and will receive instructions regarding their starting time. The crew will then without any delay, drive their car directly to the «Parc Fermé». (Art. 21).

The starting order shall be that of the arrival. At the moment of the start, they shall be given a new time card.

4. — If possible, even after the first regrouping, the starts will be given at 2 minutes intervals.

Art. 20: Special Stages

1. — Special Stages are speed tests on roads closed specially for the event.

2. — All crew members must wear crash helmets and safety belts throughout the special stage under penalty of exclusion.

3. — Crews are forbidden to drive in the opposite direction to that of the rally, under penalty of exclusion.

4. — Starts of special stages will be given as follows:

When the car with its crew on board has stopped in front of the starting control, a marshal will enter the time-schedule for the start of the car in question of the stage sheet (hour and minute). He will hand this document back to the crew and will countdown aloud: 30'' - 15'' - 10'' - and the last 5 seconds one by one holding the start flag in front of the car.

When the last 5 seconds have elapsed, the starting signal shall be given by raising the flag, upon which the car must start at once without any delay.

A 2 minute penalty shall be imposed on any crew which fails to start within 20 seconds of the starting signal.

5. — 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.

6. — A faulty start and more specifically a start made before the Marshal's signal, entails 60 seconds penalty. The said penalty does not exclude more severe sanctions which could be imposed by the Stewards, especially in case of a second offence.

7. — Arrival at all Special Stages is flying and stopping on the finish line entails exclusion from the Rally. Timing will be at the «Finish line», shown by a red panel bearing the checkered finish flag, and will be done by automatic time clocks, preferably with a printing device, backed up by hand chronometers. At a distance of 100 to 300 meters after the «Finish», competitors will stop at a control identified by a red panel «STOP» and have their arrival time recorded on the Cards (hour, minute and second). If the timekeepers are unable to give immediately to the Marshal of this Control the exact finishing time, the latter will only sign the Time Card and the actual recording will be made at the next Regrouping Control or neutralization zone.

8. — Failure of a competitor to have his time recorded will be penalized:

- a) at the «Start» by exclusion.
- b) at the «Stop» by 5 minutes.

9. — The time achieved (hours, minutes, seconds) at each Special Stage will be added to the competitors' penalties (road, technical etc.).

Art. 21: «Parc Fermé»

1. — All cars are considered to be in a «Parc Fermé»:

- a) from the time of their arrival at a Control Point zone and until their departure (Art. 17§ 3, 18.B§ 6.1);
- b) from the moment they enter a starting area, a regrouping zone, the Overnight Halt or an end of stage and until their departure (Art. 19§ 3);
- c) from the time they finish and until the end of the time limits for protests (Art. 25).

2. — a) During all this time any repair or refuelling is not allowed under penalty of exclusion.

b) If the Organizers 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 an official (Art. 26 General Conditions).

The crew of a defective vehicle may be asked to carry out repairs only when it arrives at the entry to the Parc Fermé.

c) The minutes used for such repairs will be considered as so many minutes of lateness on a road stage, this being done to prevent a crew trying to make up for lost time. The crew possibly will receive a new starting time after the repairs, (Art. 26 of the General Conditions).

d) In no case may the time used for the repairs exceed the allowed time before a car is penalized 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 fermé, at the start, regrouping zone or end of leg (§ 1.b);

— change a punctured or damage 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 § 2.c.

4. — In the control areas preceding the start of a special stage, the crew may change a punctured tyre, using only the equipment on board by authorization and under the supervision of the competent Marshal. For this purpose only it shall be granted a neutralization period of a maximum of 6 minutes counted from its 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 fermé, the drivers will leave the parc fermé and no member of the crew will be allowed to re-enter it.

6. — To leave a Parc Fermé for the start, regrouping halt or end of leg § 1b) the crew shall be allowed to enter the parc fermé 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 areas, regrouping points or end of leg, a 30 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 Fermé regulations entails exclusion from the event.

VI. SCRUTINEERING — PENALTIES

Art. 22: Scrutineering

1. — All cars participating in the Rally must report with their full crew, for scrutineering on Saturday 24 August 1982 Time and place will be announced by an information Bulletin. Failure to report to the Scrutineering within the specified time limits entails exclusion from the event except for cases of «force majeure» accepted as such by the Stewards of the Meeting.

The crew must show the car's Recognition Form (Fiche d'Homologation) as well as, eventually, the additional forms, otherwise the Stewards of the Meeting may refuse to allow the start.

2. — Scrutineering at the Start will be of a general order (Control of licences, make and model of the vehicle, its essential safety equipment, conformity of the car with the requirements of the National Traffic Regulations) as well as the identification of the crew (each member must hand over TWO PHOTOS of identity size) and of the car (which may be specially marked by the Organizers at their discretion).

3. — It is compulsory for each car to be allowed to start to be equipped with roll-bars, in accordance with F.I.S.A. specifications, one or two fire extinguishers (total minimum capacity 4 kgs), a spare wheel with all tools required to change it, a supplementary locking device for the engine bonnet, at least one rear view mirror, rear mud flaps effective for mud and gravel, as well as crash helmets and safety belts approved by F.I.S.A. for each crew member and any other security elements provided by F.I.S.A. (1982). All additional parts and/or tools within the car should be securely attached.

4. — Start will not be given to any car found with any of the above mentioned pieces of equipment missing or not complying with the F.I.S.A. 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. — Special identification markings may be placed on any part of the car at any time during the Rally.

The Marshals may, check these identification markings at any time and at any Control point. The absence of any identification marking entails exclusion from the Rally.

Competitors will be personally responsible to ensure that whenever such identification markings (§2) are placed on their cars, they are protected until the end of the event.

7. — Any fraud, and particularly to present as intact identification markings that have been tampered with, will entail exclusion from the Rally of the competitor as well as of any other competitor or crew member who may have helped of facilitated the performance of this fraud. The above penalty does not exclude heavier sanctions which the National Sports Authority of the infringers' country may be requested to impose upon them.

Art. 23: Final Control

1. — Upon arrival at Porto Carras on Thursday 26 August 1982, the cars will be driven to the «Parc Fermé» where they will be submitted to a control to ascertain whether the car is the same one which reported at Scrutineering on 24 August. 1982 and whether there is cause for penalisation (Art. 24).

2. — An identification marking of those provided in Art. 22§ 2 found missing at any point of the event or during the final control will entail exclusion.

3. — A thorough and detailed control, even including (if required) dismantling of the car, may be made at the Arrival for the cars in the first 3 places of the General Classification, those classified first in their groups as well as for any other car at the discretion of the Stewards of the Meeting in their official capacity or following a protest or on the advice of the Clerk of the course.

4. — In the case, the above mentioned dismantling is the result of a protest, all expenses involved will be charged to the claimant, who must pay them in advance. This deposit will be 35.000 Drs (FS 1.200). If the protest is upheld, the claimant will have his expenses reimbursed by the competitor against whom the protest has been lodged.

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Art. 24: Recapitulation of Penalties

ART. and §	REASONS	START REFUSED	EXCLUSION OR DISQUALIFICATION	PENALTIES	
				TIME	MONEY
7.2 10.2 11.3 14 16.1 22.1-3-4	START WILL NOT BE ALLOWED X	X X X X X X			
10.2-3 12.3-4-5 13.3-4 16.2-4 17.5 18 C.1 20.2-3-7-8a 21.2a-d 7b-8 22.6-7 23.2	EXCLUSION or DISQUALIFICATION ●		● ● ● ● ● ● ● ● ● ●		
11.3 18 B 4a) 18 B 4b)	STARTS — for each minutes to tolerance limit TIME CONTROLS Each minutes of delay Each minutes in advance			1 min 30 sec 1 min	
20.4 20.6	SPECIAL STAGES Failure to start within 20'' of starting signal Faulty start			2 min 1 min	

Art. 24: Recapitulation of Penalties

ART. and §	REASONS	START REFUSED	EXCLUSION OR DISQUA- LIFICATION	PENALTIES	
				TIME	MONEY
7.2 10.2 11.3 14 16.1 22.1-3-4	START WILL NOT BE ALLOWED X	X X X X X X			
10.2-3 12.3-4-5 13.3-4 16.2-4 17.5 18.C 1 20.2-3- 7-8a 21.2a-d 7b-8 22.6-7 23.2	EXCLUSION or DISQUALIFICATION ●		● ● ● ● ● ● ● ● ● ●		
11.3	STARTS — for each minutes to tolerance limit			1 min	
18 B 4a)	TIME CONTROLS Each minutes of delay			30 sec	
18 B 4b)	Each minutes in advance			1 min	
20.4	SPECIAL STAGES Failure to start within 20" of starting signal			2 min	
20.6	Faulty start			1 min	

20.8b)	Time card not stamped at the arrival			5 min	
20.9	For each second			1 sec	
	REPAIRS IN THE PARC FERME				
21.2c)	For each minute			1 min	
21.4	For each minute over the neutralisation of 6 minutes			1 min	
	CAR PRESENTED WITHOUT ENGINE RUNNING				
21.7a)	At the start, at the exit of the regrouping points or end of stage			30 sec	
11.5	For each covered licence plate				3.000
11.5	For each missing Rally plate				5.000
11.6	For each missing competition number				5.000
11.7	For names of first driver and co-driver and national flag of drivers not appearing on sides				10.000
23.1	Absence or non functioning of one of the front head lights according to the Traffic Police Regulations, or of one of the tail lights, or of the registration plate lights, or of the brake lights, or of the flashing indicators, for each				1.000
	PENALTIES LEFT TO THE DISCRETION OF THE STEWARDS OF THE MEETING				
17.8	Failure to follow the instructions of the Stewards of the Meeting				
20.6	Repeated false start (special stages)				
22.1	Reporting late for scrutineering in case of force majeure				

VII. PROTESTS — APPEALS — CLASSIFICATION

Art. 25: Protests -- Appeals

All protests will be lodged in accordance with the International Sporting Code. (§ 171 and seq.)

1. — The time limits for protests are as follows:

a) Against the results or classifications: within the hour following their posting at Rally HQ.

b) Against a decision of a Scrutinner: immediately following its notification to the competitor concerned.

2. — If a competitor considers, during the Rally, that there has been an irregularity justifying a protest, he must submit in writing, at the first control he comes to, a statement about his intention to lodge a protest; otherwise he will lose the right to protest. By complying with the above he can lodge his protest at his arrival at the next Regrouping Point or even at the Finish.

3. — Protests should be lodged with the Clerk of the Course in writing and must be accompanied by a fee of 20.000 Drs. which are not refundable in case the protest is rejected.

Should dismantling and reassembling of certain parts of the car be necessary, the following additional deposits are required:

a) 25.000 Drs. (FS 800 approx.) if the protest concerns a specific part of the car (engine, gear box, driving system, braking system, electric equipment, body, etc).

b) 40.000 Drs. (FS 1.400 approx.) if the protest does not refer to a specific part of the car.

4. — All expenses for handling and transport of the car will be assumed by the claimant if the protest is unfounded, or by the competitor against whom the protest is lodged if the claim is founded.

5. — 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 refunded to him.

6. — Only Competitors are authorized to lodge protests (Art. 171 of the C.S.I.).

7. — The time limits for protests are those provided by Art. 174 of the C.S.I.

8. — Protests against facts ascertained by the Stewards of the Rally will not be accepted.

9. — Competitors have the right of Appeal under the provisions of Art. 181 of the C.S.I.

10. — Appeals should be accompanied by a deposit of 30.000 Drs (FS 1.000 approx.) which are refundable in case the Appeal is sustained.

Art. 26: Classification

1. — Penalties are expressed in hours, minutes, seconds. For the final classification all penalties incurred on the Road Stages and Special Stages will be added. The competitor who has the lowest total is the winner of the General Classification, the one having the next lowest total is second, etc. The classification within the Groups and Classes will be determined in the same way.

2. — In the event of a tie, the winner will be the competitor with the best performance in the 2nd Special Stage. In case this will prove insufficient, the time achieved in the 3rd, 4th and 5th Special Stages will be taken into consideration.

3. — The final results of the Rally will be announced at the Rally Headquarters on Thursday 26 August at 10 am.

4. — Shall be considered as «Amateur Drivers»:

All drivers not graded by the FISA and competing under their own name.

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VIII. AWARDS

Art. 27: Cups — Trophies — Prizes — Medals

1. — Award presentation will take place on Thursday 26 August 1982 at 13.00.

General Classification

— To the winner :

- a) a Cup
- b) a cash prize of 25.000 - Drs.

To the second:

- a) a Cup
- b) a cash prize of 20.000 - Drs.

To the third:

- a) a Cup
- b) a cash prize of 15.000 - Drs

To the fourth, fifth and sixth:
Silver Medals

To the best classified Ladies' Team:

- a) the Ladies' Cup
- b) a cash prize of 10.000- Drs. (the Cup and the prize will not be awarded unless a minimum of three cars, their crews consisting exclusively of women, take the start.

Classification by Groups

To the winner of each group:

- a) a Cup

Classification by Classes

- To the winner of each class of groups N-A-B-2 and 4: a Gold Medal b) A cash prize of 10.000 Drs.
- To the second winner of each class of groups N-A-B-2 and 4: a Silver Medal.
- To the third winner of each class of groups N-A-B-2 and 4: a Bronze Medal.

National Club Trophy

- a) A Cup to be presented to the winners' National Automobile Club.
- b) A small replica will be awarded to each car.

«Ecurie» Trophy

- a) A Cup to be presented to the «Ecurie» of the winning team.
- b) A small replica to awarded to each car.

«Amateur» Trophy

A cup to be presented to the 1st «Amateur» Crew and a cash prize of 15.000 Drs.

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Art. 28: Additional Prizes (Registration for Trophies)

1. — For the National Club Trophy and the Ecurie Trophy entry forms will be accepted up to the end of Scrutineering, on 24 August 1982 and will be free of charge.
2. — All Teams will consist of five cars.
3. — More than one team per National Club and per Ecurie, may compete for the respective Trophies, but the same competitor can participate only in one team for each Trophy.
4. — The winning team will be the one with the lowest total of penalties of the three cars best placed in the general classification. In the event of a tie, the winning team will be the one including the car best placed in the general Classification.
If three cars of the team are not included in the general classification, the entire team is excluded.
5. — The National Club Trophy and the Ecurie Trophy will only be awarded if at least three teams start for each of the Trophies.
6. — For the Ladies Cup, the crew must consist exclusively of women. This Cup will be awarded only if at least three cars do start.

APPENDIX II

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 stage or 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 organizers for whatever reason.

Regrouping: Stop scheduled by the organizers 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 according to the crews.

Parc Fermé: Zone in which no repairs or intervention is possible, except in the cases expressly provided for by the Regulations of the International Championship 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.

The supplements are established:

- by the organizers, 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 Organisation Conditions).

A time card must be issued for each section of each stage.

Special Stage: Speed tests on roads closed specially for the event.

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