



## ARCADIA CLASSIC TOUR 2018

### 05 - 06 MAY 2018

Approved by the ASN on February 25th, 2018  
ASN Visa number: 021/25.02.2018

#### PROGRAMME

##### MON 26 FEB

10:00 - Publication of the Supplementary Regulations, opening of the Entries

##### MON 30 APR

22:00 - Entry closing date

##### SAT 05 MAY

09:00 – 11:15 - Administrative checking, collection of material and documents, scrutineering  
Place: Flisvos Square, at the Port of Corinth

11:15 - Entry closing date for team entries

11:30 - Publication of the list of crews admitted to the start - Official Notice Board

12:00 - Start of Leg 1, Place: Flisvos Square

14:30 - Regrouping at Doxa Lake

15:30 - Restart Leg 1

18:00 - Finish of Leg 1 in the town of Dimitsana (central Peloponnese)

18:30 - Publication of partial unofficial results of Leg 1 and start times for Leg 2-  
Official Notice Board

##### SUN 06 MAY

10:30 - Start of Leg 2 from Dimitsana

13:00 - Arrival of Leg 2 in Dimitsana

14:30 - Publication of the provisional final results - Official Notice Board

15:30 - Prize-giving Place at the Cultural Centre of Dimitsana

#### OFFICIAL NOTICE BOARD

Up to 04.05.2018 at the office of ALMA 4X4

On Saturday morning: at the start area, in Corinth

During the Rally: at the Guesthouse Kazas, in Dimitsana

## I - ORGANISATION

### I.1 Definition

The club ALMA 4X4 of Nafplion organises the regularity event ARCADIA CLASSIC TOUR. The permanent rally Secretariat until 04.05.2018 will be at the office of ALMA 4X4, 13 Askli-piou Str, 21100 Nafplion  
Mob: +30 6936 690320 (Ioannis Karampelas)  
Email: info@triskelion.gr

The Rally HQ during the Competition will be located at the Guesthouse Kazas, in the town of Dimitsana (central Peloponnese).

Ioannis Karampelas - COC Mob +30 6936 690320  
Helen Fertakis - secretary Mob +30 6944 257898  
Official Rally Website <http://www.triskelion.gr>

The Competition is run in compliance with:

- the FIA International Sporting Code («the Code») and its appendices
- the Greek International Sporting Code
- the present Regulations and eventual Bulletins,
- the Highway Code of Greece.

### I.2 Organising Committee

Chairman:	Christodoulos Pentaras
Members:	Ioannis Athanassakos Ioannis Karampelas

### I.3 Officials during the Competition

Clerk of the course:	Ioannis Karampelas
Assistant clerk of the course:	Spyros Ziropoulos
Observer / Steward:	George Pavlopoulos
Scrutineer:	Ioannis Athanassakos
Competitors' relations officer:	Mrs Katerina Bratsou
Secretary of the Competition:	Mrs Helen Fertakis
Results service:	SPORTS TIMING
Timekeepers' co-ordinator:	George Kaioglou
Marshals' co-ordinator:	Mrs Penelope Mermingi

### I.4 Supplements to the Regulations

The provisions of the present Regulations may be amended if necessary. Any amendment or any additional provision is announced by dated and numbered bulletins, which form an integral part of the present Regulations. Any bulletin issued after the beginning of administrative checks must be signed by the steward. These bulletins are posted in the Rally Secretariat and on the official notice boards and are also directly communicated to the participants, who must acknowledge receipt by signature unless this is materially impossible during the running of the Competition.

**1.5 Application and Interpretation of the Regulations**

The clerk of the course is charged with the application of the present Regulations and their provisions during the running of the Competition. Any case not foreseen in the present Regulations is judged by the steward.

**2 - ELIGIBILITY - TITLE**

The results of the ARCADIA CLASSIC TOUR count for the National Regularity Championships of Historic Cars, for drivers & co-drivers  
Cups of Periods (B-E), F, G, H, I and (J1-J2) for drivers & co-drivers.

**3 - DESCRIPTION**

The length of the Arcadia Classic Tour 2018 is 250 km with 15 regularity tests. The Competition is divided up into 2 legs and 3 sections.  
Cars will start every one-minute.

The breakdown of the route as well as its time controls, passage controls, neutralisation periods etc. are described on the road book which gives the crews all information they require to complete the route correctly (such as, for example, tulip diagrams, maps, etc.).

**4 - ELIGIBLE VEHICLES**

- 4.1** A Driver wishing to enter a vehicle for this Competition must ensure that, at the date of scrutineering and for the duration of the Competition, his vehicle is road-legal for Greece and complies with its Period classification, according to Appendix K of the ISC  
The organiser may refuse a car not complying with the period specifications, spirit and aspect. Results will be announced for each period.  
The organiser may combine and/or subdivide any period.

Eligible cars are divided into the following periods:

Period B	cars built between	1.1.1905 - 31.12.1918
Period C	cars built between	1.1.1919 - 31.12.1930
Period D	cars built between	1.1.1931 - 31.12.1946
Period E	cars built between	1.1.1947 - 31.12.1961
Period F	cars built between	1.1.1962 - 31.12.1965
Period G	cars built between	1.1.1966 - 31.12.1971
Period H	cars built between	1.1.1972 - 31.12.1976
Period I	cars built between	1.1.1977 - 31.12.1981
Period J1 - J2	cars built between	1.1.1982 - 31.12.1990

- 4.2** All trip meters and other electronic equipment are Eligible.
- 4.3** An FIA Historic Technical Passport (HTP), an FIA Historic Regularity "Car Pass", an Identity Card issued by an ASN or a FIVA Identity Card must be submitted at scrutineering at the latest (see also Article 10.1).

## 5 - ELIGIBLE CREWS - ENTRY FORMS – ENTRIES

- 5.1 A crew is made up of the first Driver plus one or more crew members (maximum 4). The first Driver must be at least 18 and hold a valid driving licence. Crew members may only drive the car if they are in possession of a valid driving licence.

Drivers must:

- either hold any kind of Drivers' Competition Licence valid for the current year and the Competition,
- or obtain a "Regularity Rally Driving Permit" from the organiser. These "Regularity Rally Driving Permits" are issued during the administrative checking of the Competition. The cost is included in the entry fee.

Each crew may give a name to the crew on the entry form. This name will be announced on all relevant documents, together with the name of the first driver - co-driver(s).

- 5.2 Anybody wishing to take part in the Arcadia Classic Tour must send the entry form duly completed to the Rally Secretariat:  
ALMA 4X4 of Nafplion, 13, Asklipiou Str, 21100 Nafplion or  
Email: [info@triskelion.gr](mailto:info@triskelion.gr)  
The organiser must receive this entry form by 30 April 2018 at the latest.  
Details concerning the co-driver(s) may be sent up to the end of the administrative checks.

The replacement of a Driver or of the car may only be made before the beginning of the administrative checking and must be approved by the Organisers. All crew members may only be replaced with the agreement of the steward.

Together with the entry form a copy of the car's period identity card must be submitted. Maximum number of cars accepted will be 70.

### 5.3 Team Entries

Manufacturer or Club Team entries may be submitted up to the end of the administrative checks / scrutineering. A car may be entered only in one team, manufacturer or club. A manufacturer team consists of 3 cars of the same manufacturer but not necessarily of the same make.

A club team consists of 3 cars belonging to the same club and entered under any name. The winning Team, (manufacturer or club), is the one accumulating the least amount of points of its 3 cars (all 3 cars must be classified).

In case of a dead heat the rule for deciding between the teams is the position of a crew at a higher place in the General Classification.

In order for a 3 car team entry, each car of the said team must pay € 20.

- 5.4 On submitting the entry form, all Drivers undertake to abide by to the prescriptions of the present Regulations.

## 6 - ENTRY FEES – INSURANCE

### 6.1 Entry Fees

6.1.1 The entry fee for each car (2 persons - 1st driver + 1 co-driver) is fixed at € 190.

For cars built before 31/12/1965 the entry fee is fixed at € 170.

The entry fee includes:

- Rally documents / materials
- Hotel Accommodation for the night of Saturday 5 May (1 twin room Bb)
- Insurance

For each extra co-driver the fee is fixed at € 60.

**6.1.2** The entry will only be accepted if accompanied by the total entry fees.

**6.1.3** Payment of the entry fee

Bank ALPHA BANK  
Name ALMA 4X4 (ALMA 4X4)  
IBAN GR03 0140 6720 6720 0200 2005 642  
BIC CRBAGRAA

**6.2** Entry fees are refunded in full:

- a. to candidates whose entry has not been accepted,
- b. in the case of the Rally being cancelled.

The Organizers may refund up to 50% of the competition entry fee to those competitors who, for reasons of "force majeure", duly certified by their ASN, were unable to start in the Rally. Travelling and Hotel accommodation expenses etc. may be refunded, depending on the date of withdrawal of the entry.

**6.3 Insurance**

**6.3.1** The entry fee includes the insurance premium for the competitor's civil liability to third parties, as defined hereunder:

- a. Body-injury/death per person (any one incident): up to € 1.220.000,00
- b. Material damage (each accident or occurrence): up to € 1.220.000,00
- c. Group Accident limit: € 1.600.000,00

**6.3.2** The organizers decline liability in any accident caused by or to the competitors and competing cars during the whole of the event. Organizers also decline any liability for breach of the Greek laws and regulations.

**6.3.3** The insurance coverage will come into effect from the start of Leg 1 and will cease at the rally finish or at the moment of retirement or exclusion.

**6.3.4** Vehicles carrying service plates, and/or any other equivalent special plate issued by the organizer are not covered by the event's insurance policy. These vehicles circulate under the sole responsibility of their owners and the organizer bears no responsibility for them.

**6.3.5** Competitors must have traffic insurance valid for Greece (green card) obtained in the competitors' country.

## **7 - ADVERTISING**

The advertising provisions specified in the Code must be respected. The advertising on the rally plates and competition numbers will be announced in a bulletin distributed during the administrative checks.

## 8 – GENERAL OBLIGATIONS

### 8.1 Crews

Only crews specified on the entry form are admitted to the start.

If one member retires or if an additional party is admitted on board, (except if this is to transport an injured or sick person allowed by the clerk of the course), the car may be excluded from the Competition.

### 8.2 Starting Order - Plates - Numbers

8.2.1 The start for leg 1 will be given in the order of starting numbers, the lowest number starting first.

Any crew arriving late at the start of the Competition or of a leg or of a section (restart after a regrouping) may be penalised by the stewards, at their discretion, but not less than 120 points.

The starting order for Leg 2 will be given again in the order of starting numbers, the lowest number starting first.

8.2.2 The organiser shall supply each crew with two rally plates and two door panels bearing the competition number.

8.2.3 a. The Rally plates must be fixed to the front and to the rear of the car in a visible position for the duration of the Rally. They must under no circumstances cover the car's registration plates, even partially. If at any point of the rally a registration plate is covered, a pecuniary penalty of **€ 100** will apply.

b. Competition numbers must appear on both sides of the car throughout the whole Rally.

If it is ascertained at any time during the Competition that any Competition number or Rally plate is missing, a time penalty of **100 points** will be imposed.

### 8.3 Time Card

8.3.1 Each crew is given a time card showing the times allowed to cover the distance between two time controls. This card will be distributed at the start of the competition (TC 0).

Time cards will be collected at each regrouping IN TC and distributed at each regrouping OUT TC. Crews are allowed to fill in only the gray boxes on their Time Cards. Each crew is responsible for its time card. Competitors not handling time cards as instructed are liable for penalties, which may go as far as exclusion, from the steward.

8.3.2 The regularity test sheets, if any, are an integral part of the time card.

8.3.3 Any correction or modification made on the time card results in the disqualification unless such correction or modification has been approved by the competent marshal, who must sign next to any correction / modification in question.

8.3.4 Each crew is solely responsible for the presentation of the time card at the various control stations and for the accuracy of the time records thereon.

8.3.5 For this reason, the crew must handle the time card at the correct time to the time-keeping marshal of the time control and make sure that the time has been recorded correctly. The marshal is the only person allowed to write the time on the time card by hand or stamp.

### 8.4 Traffic laws – Repairs

8.4.1 Throughout the entire Competition, crews must strictly observe the traffic laws of Greece. Any crew which does not comply with these traffic laws is subject to penalties as follows:

- 1st infringement penalty of **600 points**.

- 2nd infringement: possible disqualification.  
Exceeding the maximum speed permitted by the traffic laws on two (2) occasions at any time during the Competition, including during the regularity test section, shall result in disqualification. During each leg, at least 2 speeding checks will be performed.  
In the case of an infringement of the traffic laws committed by a crew participating in the Competition, the police noting the infringement must inform the offender thereof in the same way as for normal road users.
- 8.4.2** Repairs and refuelling are permitted during the Rally except in places not permitted in the road book.
- 8.4.3** Crews are forbidden under pain of penalty that may go as far as disqualification:
  - to block deliberately the passage of competing cars, or to prevent them from overtaking,
  - to behave in an unsportsmanlike manner.

## 9 - RUNNING OF THE COMPETITION

### 9.1 Start

**9.1.1** The starting interval between cars is one (1) minute. Cars will take the start on Saturday 5 May, at 12:00, from Flisvos Square, Port of Corinth.  
Each car must be present at the waiting area, before the start ramp, at least 30 min before its individual start time.

**9.1.2** Crews must have their passage checked at all points mentioned on their time card in the correct order; under pain of a penalty. Non-compliance may result in a penalty of **600 points**. The target time for covering the distance between two time controls is mentioned on the time card.  
Official time is the one mentioned on the official clock present at the secretariat and the control table of the start.

**9.1.3** All crews will be given a road book that will provide crews with the necessary information to complete the route correctly.  
After the distribution of the road book, during admin checks, route reconnaissance from any crew member or competitors with any vehicle, is strictly forbidden.  
1st infringement **600 points**  
2nd infringement **exclusion from the rally**

### 9.2 Controls - General Provisions

- 9.2.1** All controls, i.e. passage and time controls, start and the end of regularity tests, are indicated by means of FIA approved standardised signs (see also Appendix 1). The finish line and any intermediate time checks on the regularity test sections are not indicated. A sign "end of control area" is set up by the organiser at a maximum distance of 1 km after the timekeeping at the finish line. This indicates to the crews that they have passed the last secret timing point of the regularity test section.
- 9.2.2** The arrival at a time or passage control from any direction other than that of the Rally or non-reporting at a time or a passage control entails a penalty of **600 points**.
- 9.2.3** Control posts are ready to function at least 15 minutes before the target time for the passage of the first crew. They cease to operate upon instruction of the clerk of the course.
- 9.2.4** Crews are obliged to follow the instructions of the marshal in charge of any control post.

9.2.5 The distinguishing signs of marshals are yellow vests.

### 9.3 Passage and Time Controls (TC) – Withdrawal

#### 9.3.1 Passage Controls

At these controls, the marshals simply stamps and/or signs the time card as soon as this is handed in by the crew, without mentioning the time of passage.

The lack of such a stamp and/or signature at a passage control entails a penalty of **600 points**.

The organiser may establish secret passage control/s at any point on the route.

#### 9.3.2 Time Controls

9.3.2.1 At these controls, the post marshal enters the time at which one of the crew members hands the time card to the post marshal. The check-in time is the time obtained by adding the time allowed to complete the road section to the time of leaving the time control of the previous section.

The crew will not incur any penalty for checking in before time if the car enters the control area during the target check-in minute or the minute preceding it.

9.3.2.2 Any difference between the actual check-in time and the target check-in time is penalised as follows:

- a. For late arrival at a TC: for each minute or fraction of a minute = **10 points**
- b. For early arrival at a TC: for each minute or fraction of a minute = **60 points**
- c. No entry made at a time control, or reporting outside the maximum permitted delay of 30 minutes = **600 points**
- d. Maximum permitted delay with regard to target time between two time controls = 30 min
- e. Maximum permitted delay at the end of a section and/or leg = 30 min

**Article 9.3.3 will apply to articles c, d and e**

9.3.2.3 Crews may check in at the finish of the rally, the finish of a section or leg without incurring any penalty.

#### 9.3.3 Catching up

Provision shall be made for a crew who, for technical reasons, has missed during a leg a time control or a passage control (which can be secret), to be re-admitted to the following leg (day) by submitting a written request to the Clerk of the Course and given 600 points penalty for every missing RT and lack of PC and TC logs.

The car may be subject to further scrutineering according to the scrutineer.

In order to be classified a car must report to the final control on time and have covered at least the 75% of the total distance of the rally.

### 9.4 Regrouping Controls

9.4.1 Regrouping Controls may be set up along the route. On their arrival at these regrouping controls, the crews hand the post marshal their time card. They receive instructions as to their restart time.

9.4.2 The purpose of these regroupings is to reduce the intervals that may occur between crews. Thus, the start time from the regrouping control, not its duration, must be taken into account.

**9.5 Regularity Test Sections (RT - special stage)**

**9.5.1** During the rally, a number of regularity tests will be organised on roads open to traffic or on roads closed to the traffic. In any case the average speed will not be greater than 50 km/h.

In regularity tests competitors must follow the average speed set by the organisers and mentioned in the bulletin distributed to all competitors at the start of each leg. Competitors must complete the regularity tests without stopping, following the average speed.

Possible police road signs referring to maximum average speed within the area of the regularity tests DO NOT affect the average speed given by the organisers for the total of each regularity test.

The organiser, at his discretion, will set intermediate timing points at any point of a regularity test.

On regularity tests starting from a standing position, there will be no intermediate point in the first km of the special stage.

In regularity tests with the same start but with different finish (and different average speed), there will be no timing at least 1 kilometer from each end (except for the last one).

The finish line and any intermediate timing point will not be marked.

At a distance of not more than 1000 meters after the finish line of a regularity test, an "end control" sign will be placed by the organiser, indicating to the crew that he has completed this regularity test.

If the regularity test takes place on a closed road then the Organiser must provide for all the prescribed safety measures.

The timing will be done with automatic recording timers, with either a pavement cable or a photocell.

Crews must complete the regularity test sections at one or more average speed(s) fixed by the organisers. These average speeds imposed by the organiser may vary for the different **categories**.

The minimum length of a regularity test on public roads is 3km.

Regularity test sections are organised on roads open to public traffic.

The organizer, at his discretion, will set intermediate timing points at any point of a regularity test and should provide details of how to conduct regularity tests.

**9.5.2 Closed circuit regularity test sections**

This article will not apply

**9.6 Parc Fermé**

This article will not apply.

**10 - ADMINISTRATIVE CHECKING AND SCRUTINEERING - PENALTIES**

**10.1 Scrutineering before the Start**

**10.1.1** Any crew taking part in the Regularity Rally must arrive at administrative checking and at scrutineering in accordance with the detailed timetable given in a bulletin.

The following papers must be presented at the administrative checking:

- A valid Drivers' Competition Licence or a Regularity Rally Driving Permit
- A valid Driving licence for the driver and for any other who may drive

- Car documents as required by the national laws of the country where the car originates
- Insurance for the car valid in Greece

**10.1.2** The scrutineering carried out before the start is of a completely general nature (checking of make and model of the car, year of construction, conformity of the car with the National Highway Code, etc.).

The relevant Identity Form (see Article 4.3) must be presented for each car at scrutineering.

The Competition numbers and rally plates provided by the organiser will also be checked. Rally plates and competition numbers must be placed on the car before it is brought to scrutineering.

## 10.2 Final Control

At the finish of the Rally, the crews must make their cars available for a brief check by the scrutineers.

## 10.3 Summary of Penalties

### DISQUALIFICATION:

- Art. 4.1 Non compliance with the period specifications, spirit and aspect.
- Art. 4.3/10.1.2 Missing of the FIA/FIVA identity card
- Art. 8.4.1 Exceeding the maximum speed permitted by traffic laws on two (2) occasions

### POSSIBLE DISQUALIFICATION: AT THE DISCRETION OF THE STEWARDS:

- Art. 8.1 Withdrawal of a crew member or additional party on board, except for «force majeure»
- Art.8.3.1 Not handling time cards as instructed
- Art. 8.3.3 Correction or amendment on the time card without the marshal's approval
- Art. 8.4.1 2nd infringement of traffic laws
- Art. 8.4.3 Blocking of cars, unsportsmanlike behaviour
- Art. 9.3.3 Failing to pass the last time control of the leg
- Art. 10.1.2 Non-compliance of the car with the FIA/FIVA form at scrutineering

### TIME PENALTIES:

- Art. 8.2.1 Delay at the start of the Competition, a leg or a section - 120 points
- Art. 8.2.3 Missing of a Competition number or a Rally plate - 100 points
- Art. 8.4.1 1st infringement of traffic laws - 600points
- Art. 9.1.2 Not checking in, in the correct order - 600 points.
- Art. 9.1.3 First infringement - 600 points
- Art. 9.2.2 Missing the passage from a Time or Passage control or arrival from wrong direction - 600 points
- Art. 9.3.1 No entry at a passage control - 600 points
- Art. 9.3.2.2.a Late arrival at a time control: 10 points for each minute or fraction of minute
- Art. 9.3.2.2.b Early arrival at a time control: 60 points for each minute or fraction of minute
- Art. 9.3.2.2.c No entry at a time control or arrival outside the maximum permitted delay - 600 points
- Art. 9.3.3 For each RT, PC and/or TC missing - 600 points
- Art. 9.5 Regularity test section not completed or not started - 600 points
- Art. 9.5 Stopping and/or waiting for target time on a regularity test section - 300 points

**PECUNIARY PENALTY**

8.2.3 Registration plate covered - € 100

**II - CLASSIFICATION - PRIZES - PROTESTS**

**II.1 Classification**

**a. Penalties applied in points**

The results are established by adding together all regularity tests points, and all the time penalties incurred on road sections together with all other penalties expressed in time. The winning Crew is the one obtaining the least amount of points. Results for each category are obtained in the same way.

**b. Dead Heat**

- In case of equal amount of points the car of the older category is proclaimed winner
- Between cars of the same category, the car of the smaller cubic capacity is proclaimed winner.
- Between cars of the same cubic capacity, the older car is proclaimed winner.

**c. Team classification**

The team whose sum of the three crews' penalties is the lowest, is proclaimed winner.

**II.2 Prizes - Cups**

**II.2.1 General Classification** (1st driver and co-driver)

The 1st, 2nd and 3rd placed crews will receive 2 awards

**II.2.2 Periods (category) Classification**

Periods classification

1st, 2nd and 3rd place in each Period will receive 2 awards

If 5 cars start in a period, cups will be awarded to the first 3 teams. If 4 cars start in a period, cups will be awarded to the first 2 teams. If 3 cars start in a period, cups will be awarded to the first team.

**II.2.3 Team Classification**

Winning team (6 cups - 2 for each car)

**II.2.4 Ladies' Classification**

The best all female crew in the overall classification wins the Ladies' Cup, (2 cups)

**II.2.5 Smallest CC Classification**

The car with the smallest CC in the overall classification wins one Cup.

**II.2.6 Oldest Car Classification**

The Oldest car in the Overall classification wins one Cup.

**II.3 Prize-Giving**

The place and time of prize-giving is shown in the Programme.

**II.4 Protests**

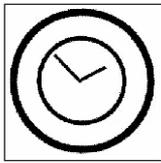
II.4.1 All protests must be lodged in accordance with the Code. The Protest fee is fixed at 190 euros

Any protest must be lodged by one single crew and may only be lodged against one single crew or against the organiser.

11.4.2 The decisions by the stewards are final.

## APPENDIX I

### Regularity Rallies Control Signs



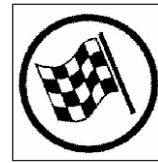
Time  
control



Passage  
control



RT Start



RT finish