

STANDARD AND SUPPLEMENTARY REGULATIONS



PROGRAMME

December 09, 2024

Opening date for entries

August 25, 2025

Closing date for entries

October 05, 2025

10:00-13:00 Optional guided visit at the Ancient Olympia Archaeological Site

14:00-17:00 Administrative control (receiving documentation & other related material), Scruteneering

17:00 Deadline for team entries- Announcement of the official participants list

17:00-18:00 Participants Briefing

20:00-21:00 Shakedown Stage, Ceremonial Start in Ancient Olympia

October 06, 2025

10:00 Start of Leg 1, Skafidia

12:00 Coffee Break in Apollo Temple

14:00 Finish of Leg 1 in Kalo Nero, Lunch

16:00 Drive to Costa Navarino Westin, Overnight

20:00 Temporary Results and Starting List of Leg 2

October 07, 2025

10:00 Start of Leg 2, Costa Navarino Westin

13:00 Regroup in Kardamyli

15:00 Restart from Kardamyli

16:00 Finish of Leg 2 in Oltylo Beach

20:00 Temporary Results and and Starting List of Leg 3

October 08, 2025

10:00 Start of Leg 3, Areopolis

13:00 Regroup in Glyfada Beach

15:00 Restart from Glyfada Beach

16:00 Finish of Leg 3 in Sparta/ Mystras

20:00 Temporary Results and Starting List of Leg 4

October 09, 2025

10:00 Start of Leg 4, Mystras

12:30 Regroup in Elaia

14:30 Restart from Elaia

16:00 Finish of Leg 4 in Monemvasia

20:00 Temporary Results and Starting List of Leg 5

October 10, 2025

10:00 Start of Leg 5, Monemvasia

12:30 Regroup in Fokianos Beach

14:30 Restart from Fokianos Beach

17:00 Regroup in Nafplio. Prepare for the NIGHT STAGE.

20:00 Restart from Nafplio

21:00 Finish of Leg 5, Night Stage and TdP 2025

24:00 Temporary results

October 11, 2025

20:00 Prize Giving Ceremony

Participation numbers and documents will be distributed during the administrative checking.

Official Notice Board:

Event HQ / Permanent Secretariat: Triskelion, 25 Karpetopoulou str, 21200 Argos

Mobile: **(0030) 6936690320**

HQ during the Event: On each of the overnights hotels.

Mobile: **(0030) 6936690320**

1. ORGANIZATION

1.1 Definition

TRISKELION, organises with the support of E.L.I.A., AR.S.O.E., Scuderia Campidoglio and Asociația Română Pentru Raliuri de Regularitate the regularity event TOUR DU PELOPONNESE 2025.

The permanent Event Secretariat until October 03, 2025 will be at the office of TRISKELION:

Address: **25, Karpetopoulou str- 21200 Argos**

mob: **(0030) 6936690320 (John Karamelas)**

email: **info@triskelion.gr**

Rally Centre, during the Event between 04-12 of October, will be in each of the overnights hotel.

The Competition will be run in compliance with:

- the FIVA International Code (and its appendices),
- the Hellenic National Historic Regulations (and its appendices),
- the Hellenic National Standard Supplementary Regulations for Historic Regularity Events
- the Highway Code of Greece (KOK)
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1.2 Organising Committee

Chairman: Nikolaos Tzelepis

Honorary Chairman: Dott. Maurizio MAZZA (Scuderia Campidoglio)

Members: Ioannis Karamelas, Penelope Mermigki

1.3 Event Officials

Steward: **Nikolaos Tzelepis**

Clerk of the Course: **Ioannis Karamelas**

Deputy Clerk of the Course: **Olga Tampouratzi**

Chief Scrutineer: **Spyridon Ziropoulos**

Competitors Relations Officer: **Despoina Ktena**

Chief Marschal: **Penelope Mermigki**

Secretary of the Competition: **Areti Roufou**

Results Services: **Anube Sport**

1.4 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 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 will be judged by the Steward.

2. ELIGIBILITY – TITLE

The results of the Tour du Péloponnèse will count for TRISKELION TRIATHLON TROPHY 2025

3. DESCRIPTION

The length of the Tour du Péloponnèse is approx 1.200 km, with 24 Regularity Tests. The tour is divided into 6 legs and 11 Sections. The interval between cars is 1 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. The organiser may refuse a car not complying with the period specifications, spirit and aspect.

Participants may choose between **Regularity (RED)** and **Touring (GREEN)** division. The co-efficient will only be applied **only in Regularity**. Results will be announced for each period. The organiser may combine and/or subdivide any class.

Cars are divided into the following period categories:

- **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 J:** Cars built between 1.1.1982 – 31.12.1985

OUT OF THE GENERAL CLASSIFICATION (with their own general classification)

- **Period YT:** Cars built between 1.1.1986 – 31.12.1999

- 4.2** All trip meters and other electronic equipment are eligible.

- 4.3** A FIVA Identity Card or the copy of the application, or a FIA Historic Technical Passport (HTP), or a FIA Historic Regularity "Car Pass", or an Identity Card issued by an ASN, must be submitted at scrutineering at the latest (see also Article 10.1).

5. ELIGIBLE PARTICIPANTS – 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.

Each crew can specify a crew name on the entry form. This crew name is published together with the drivers' names in all official publications of the Event.

- 5.2** Anybody wishing to take part in the Event must send the entry form fully completed, to Competition Secretariat.

TRISKELION: 25, Karpetopoulou str, 21200 Argos GREECE

Mobile: +306936690320, E-mail: info@triskelion.gr

The organiser must receive this entry form by **Monday September 1st, 2025** at the latest. Details concerning the crew members may be sent in before and up to the administrative checking. The replacement of **a crew member** or of the car may only be made before the beginning of the Administrative checking and must be approved by the Organising Committee. All crew members may only be replaced with the agreement of the Stewards.

The maximum number of participants for the Event will be **80** participating cars.

5.3 Team Entries

Manufacturer, Country 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 or Country team** consists of 3 cars belonging to the same Country or club and entered under any name. The winning Team, (manufacturer country 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 team must pay 20 € (total team entry fee 60€).

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

6. ENTRY FEES – INSURANCE

6.1 Entry fees

Entry fees for each crew consisting of the 1st driver and one co-driver (2 persons) are fixed to 3.900 Euro. For each additional member crew, the fee is 1000 Euro. Early Entrances will receive a discount (please find the details on the Entry Form).

Entry fees include the following provisions:

- *The Tour Fee*
- *Six (6) overnights in one double room (breakfast included) between October 05 to 11, 2025*
- *Dinners (Welcome Gala and Closing Ceremony included), and lunches were stated on the Itinerary*
- *Tour du Péloponnèse souvenirs (Polo shirt, bags, etc.)*
- *Tour du Péloponnèse documents (roadbook, plates, side numbers, travel info handouts, etc.)*
- *Online results services, tracking and auto-timing*
- *Secure parking areas for the duration of the event*
- *Specialist mechanic Support on the duration of the event*

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

6.2 Entry fees are refunded in full:

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

(The Organisers may refund up to 50% of the event entry fee to those participants who, for reasons of "force majeure", certified by their ASN, were unable to start in the Event. Travelling and hotel accommodation expenses etc. may be refunded, depending on the date of withdrawal of the entry and no more than 40 days before the start of the event).

6.3 Insurance

6.3.1 Entry fees include the insurance premium for the event civil liability to third parties, as defined by FILPA Federation and their policy regarding insurance.

6.3.2 The organisers decline liability in any accident caused by or to the participants and participating cars during the whole duration of the Event. Organisers also decline any liability for breach of the Greek laws and regulations.

6.3.3 The insurance coverage will come into effect at the start of Leg 1 (TC 0) and will cease at the Event finish (Friday Evening October, 11th) 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 Organiser are not covered by the event's insurance policy. These vehicles circulate under the sole responsibility of their owners and the Organiser bears no responsibility for them.

6.3.5 Participants **must have traffic insurance valid for Greece (green card)**, obtained in the participants' country.

7. ADVERTISING

The advertising provisions specified in the Code must be respected. A copy of these provisions is available from the organiser, if required.

The organiser's obligatory advertising is as follows:

- Competition numbers.
- Event plates.

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 of the 1st Leg will be given in the order of Event numbers with 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 (Section 9.3.2.2)

8.2.2 The organiser shall supply each crew with two plates and two side numbers which must appear distinctly on the car throughout the whole event.

8.2.3 a. Event Plates

Event plates must be fixed to the front and to the rear of the car, in a visible position, at the discretion of the crew, for the duration of the Event. They must under no circumstances cover the car's license plates, even partially.

If it is ascertained at any time during the Event that any side number or plate is covered, a 100 points penalty will be imposed.

8.3 Time Card (Carnet de Route)

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 TC IN and distributed at each regrouping TC OUT. 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 form 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 The crew alone is responsible for submitting the time card at the different Controls and for the accuracy of the entries.

8.3.5 Therefore, it is up to the crew to submit 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 card, by hand or with a stamp.

8.4 Traffic laws - Repair

8.4.1 Throughout the entire Event, the crews must strictly observe the traffic laws of the countries covered. Any crew which does not comply with these traffic laws is subject to possible exclusion.

a. 1st infringement: **300 points** penalty.

b. 2nd infringement: disqualification.

Exceeding the maximum speed permitted by the traffic laws on two (2) occasions at any time during the Event including during the regularity test section shall result in exclusion. In every leg there will be at least two (2) checks for maximum speed drive.

In the case of an infringement of the traffic laws committed by a crew participating in the Event, the organisers, the police or officials 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 throughout the whole event, except in those cases expressly forbidden by a provision in the Road Book.

8.4.3 Crews are forbidden under pain of penalty which may go as far as exclusion:

- to block deliberately the passage of competing cars, or to prevent them from overtaking.
- to behave in an unsportsmanlike manner.

9. RUNNING OF THE EVENT

9.1 Start

9.1.1 The starting interval between cars is 1 minute. Official time is the one mentioned on the official clock present at the secretariat and the control table at the start of each Leg.

A ceremonial start will be held at the Ancient Olympia, on Sunday October 5th, 2024 starting at 20:00 hrs. Each car must be present at the holding area before the starting, at least 30 minutes before its due 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 120 points. The target time for covering the distance between two time controls is mentioned on the time card.

9.1.3 All crews will be given a road book that will provide them with the necessary information to complete the route correctly. Navigation is a combination of information given on the roadbook like distances, signs display and box shapes ("tulip" signs). Therefore, participants are ought to use the roadbook with the combine information and not only one of the above mentioned. 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: **300 points**

2nd infringement: exclusion from the event

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 standardized 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 1.000 meters after the timekeeping at the finish line. This indicates to the crews that they have passed the last time control of the regularity test section.

9.2.2 The arrival at a time or passage control from any direction other than that of the Event programme or non-reporting at a time or a passage control entails a penalty of 120 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 Event.

9.2.4 Crews are obliged to follow the instructions of the Marshal in charge of any control post.

9.2.5 The distinguishing tabards of the Marshals are orange/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 120 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 crew waits for its target time in front of the yellow sign. The target 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 does not incur any penalty for checking in if the vehicle enters the control zone 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 = 2 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 = 120 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

9.3.2.3 Crews are authorised to check in early ONLY if indicated in the Time Card.

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). In this case, the crew might restart from the next Leg and given a penalty of 120 points for each time check he didn't finish, given that he has made a written report to the CoC for continuing the event within 30 minutes after the announcement of Leg results.

The car may be subject to a further scrutineering.

In order to be classified, the car must report to the final control.

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 which 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

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 Km 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 Special Stage" 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.

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.

Timing will be expressed to one tenth of second ("0.1").

For each tenth of second below or above the target time at this point (based on the distance from the start and the imposed average speed) a 0.1 penalty point will be imposed, with a maximum for the whole of each regularity test 300 penalty points.

Example: Imposed average speed 45 km/h Length of regularity test 8,54 km.

Target time: 11 min. 23.2 sec.

a. Time set: 11 min 25.4 sec= 2.2 penalty points

b. Time set: 11 min 21.7 sec= 1.5 penalty points

For each regularity test section not completed or not started, the participant concerned will receive a penalty as follows:

- a. For each regularity test section not started, the participant concerned will receive a 300 points penalty. There will be no additional penalty for missing the time control at the start of that regularity test section.
- b. For each regularity test section not completed, the participant concerned will receive the same amount of penalty points as the worst classified crew in that regularity test, plus 100 points, with a maximum of 300 points.

9.5.2 Regularity tests to close roads

The number of laps on a test run on close roads is provided by the organizer who sets the ideal time. An ideal time is set for each round. Penalties will be charged for any deviation (up or down) from the ideal time in each round

9.5.3 Each crew will have a special co-efficient according to the year of the car made. For example, a car made on 1962 will have a co-efficient of 0.62. The penalties of the crew at the end of the day will be multiplied with the special co-efficient.

e.x. 10 points of penalty X 0.62 = 6.2 point of penalty

MINIMUM CO-EFFICIENT WILL BE 0.30.

9.5.4 Timing will be contacted automatically using Anube Sport Satelite Timing and transponders on each Vehicles. Transponders DO NOT need any special preparation to be installed and they have their own battery. Please check the Special Stage Bulletin (yellow paper) given on the start of each LEG for further info.

9.6 Parc fermé

Not applied in the Event.

9.7 Implementation of "Joker"

Each team can use the "Joker" in order to erase the worst penalty. Teams with cars made up to the 31st of December 1961 can use the "Joker" twice, once in the first day ONLY and once like the rest of the teams.

10. ADMINISTRATIVE CHECKING AND SCRUTINEERING – PENALTIES

10.1 Scrutineering before the Start

10.1.1 Any crew taking part in the Regularity Event 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 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. If a crew fails to present this form the start will not be permitted.

Identification of cars: participation numbers and plates provided by the organisers must be affixed on the cars before brought to scrutineering.

10.2 Final Control

After the finish of the Event, cars might have to be checked again if asked by the scrutineers.

10.3 Summary of Penalties

DISQUALIFICATION:

Art. 4.1 Non compliance with the period specifications, spirit and aspect.

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. 4.3/10.1.2 Missing of the FIA/FIVA identity card.
- 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 1st 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 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 - 300 points.
- Art. 9.1.2 Not checking in, in the correct order - 100 points.
- Art. 9.2.2 Missing the passage from a Time or Passage control or arrival from wrong direction-100 points
- Art. 9.3.1 No entry at a passage control - 100 points
- Art. 9.3.2.2.a Late arrival at a time control: 1 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 - 100 points
- Art. 9.3.3 For each TC missing - 100 points
- Art. 9.5. **Regularity test timing not completed - 150 points (Total 300 P. for the whole RT)**
- Art. 9.5.1 Stopping and/or waiting for target time on a regularity test section - 100 points

MONETARY PENALTIES

- Art 8.2.3 Lack of an Event number or an Event plate: 100 euro

11. CLASSIFICATION - PRIZES – PROTESTS

11.1 Classification

- a. Penalties are 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.

11.2 Prizes - Cups

11.2.1 General Classification

(1st driver and co-driver) The 1st, 2nd, 3rd placed crews will receive 2 awards.

11.2.2 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.

11.2.3 Teams Classification (if at least 3 teams take the start)

Winning team (6 cups - 2 for each car)

11.2.4 Ladies Classification

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

11.2.5 Smallest CC Classification

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

11.2.6 Oldest Car Classification

The Oldest car in the Overall classification wins one Cup.

11.3 Prize-Giving

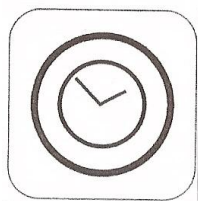
The prize-giving ceremony will take place on Saturday October 11, 2025 at 21:00 hrs.

11.4 Protests

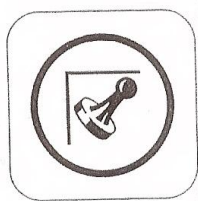
- 11.4.1 All protests must be lodged in accordance with the International Sporting Code, within 120 min. after the posting of the official provisional results (Saturday 10:00 AM). Any protest must be lodged in writing to the Clerk of the course by one single crew and may only be lodged against one single crew or against the organiser. The protest fee is fixed to the equivalent of the entry fee.
- 11.4.2 The decisions by the Stewards are final.

Appendix 1:

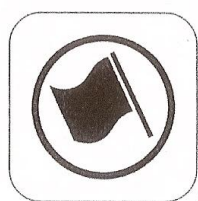
Regularity Rallies control signs



Time control



Passage control



Regularity test start



End of regularity test