

**16^e RALLYE MONTE-CARLO
DES ENERGIES NOUVELLES
2015**



**SUPPLEMENTARY
REGULATIONS**

SOMMAIRE

INDEX

I. PROGRAMME

II. ORGANISATION

- Art. 1 Definition of the Event
- Art. 2 Organising Committee

III. GENERAL CONDITIONS

- Art. 3 Description
- Art. 4 Eligible Cars
- Art. 5 Eligible Crews
- Art. 6 Entry Form - Entries
- Art. 7 Entry Fees - Withdrawal
- Art. 8 Insurance
- Art. 9 Bulletins
- Art. 10 Application and interpretation of the Regulations

IV. OBLIGATIONS OF THE COMPETITORS

- Art. 11 Crews
- Art. 12 Starting Orders - Plates - Numbers - GPS
- Art. 13 Time Cards
- Art. 14 Traffic - Repairs - Tyres - Assistance
- Art. 15 Advertising
- Art. 16 Safety

V. RUNNING OF THE EVENT

- Art. 17 Start
- Art. 18 General Provisions - Controls
- Art. 19 Passage Controls - Time Controls - Withdrawals - Catching up
- Art. 20 Regularity test sections - Trip master calibration - Trip meters
- Art. 21 Refuelling
- Art. 22 Parc Fermé

VI. SCRUTINEERING

- Art. 23 Scrutineerings before the start
- Art. 24 Final Control
- Art. 25 Summary of penalties

VII. CLASSIFICATION - PRIZES - PROTESTS

- Art. 26 Classification
- Art. 27 Cups
- Art. 28 Badges
- Art. 29 Prize giving
- Art. 30 Protests

- APPENDIX I Extract from the French highway code
- APPENDIX II Competition Numbers, Rally Plates and Advertising
- APPENDIX III FIA Standard Rally Control Signs
- APPENDIX IV Entry form
- APPENDIX V Application form for a regularity run driving permit for FIA Regularity Rallies
- APPENDIX VI Hotel and Gala reservation
- APPENDIX VII Conversion scale
- APPENDIX VIII Calculation for Final Classification
- APPENDIX IX Itinerary
- APPENDIX X Maneuverability Regularity Stage
- APPENDIX XI Supplementary Regulations
- APPENDIX XII Maneuverability Timed Stage Supplementary Regulations
- APPENDIX XIII Timekeeping and Control system by GPS TRIPY

I. PROGRAMME

TBA after the Regulation's approval by FIA and the issuance of FIA Visa Nr.

Entry opening date and publication of the Regulations.

FRIDAY 20/02/2015

Entry closing date (end of the **reception date** for **complete** and paid entries).

MONDAY 02/03/2015

Confirmation of selected cars.

WEDNESDAY 18/03/2015

Administrative checks and scrutineerings. Distribution of the official documents and plates to competitors starting from LUGANO (Switzerland) – CLERMONT FERRAND (France) - ANNECY-LE-VIEUX (France) – MONTAUBAN (France) Parc Fermé.

THURSDAY 19/03/2015

CONCENTRATION LEG: Start from LUGANO, CLERMONT-FERRAND - ANNECY-LE-VIEUX - "MONTAUBAN"
Arrival in « GAP » (Parc Fermé)
Distribution of the GPS TRIPY

FRIDAY 20/03/2015

COMMON LEG: "GAP-MONACO"
Including 3 regularity tests:
- VERDACHES - DIGNE LES BAINS
Refuelling DIGNE - LES-BAINS
- PEYROULES - THORENC
- GREOLIERES - VENCE
Refuelling
Arrival in MONACO (Parc Fermé)

SATURDAY 21/03/2015

FINAL LEG: "MONACO - MONACO"
Including 4 regularity tests:
- LEVENS - ST JEAN DE LA RIVIERE
- LANTOSQUE - LUCERAM
Refuelling
- COARAZE - SOSPEL
- SOSPEL - LA BOLLENE VESUBIE
Arrival in MONACO:
- Refuelling
- Parc Fermé.

SUNDAY 22/03/2015

08.30 hrs: Official Final Classification
09.30 hrs: Timed Manoeuvrability Test
12.30 hrs: Gala Lunch and Prize giving

1. DEFINITION OF THE EVENT

This Rally, placed under the High Patronage of Their Serene Highnesses the Prince and Princess of Monaco, organised by the Automobile Club de Monaco, under the care of the Fédération Internationale de l'Automobile (FIA), of ASN members of the FIA and particularly the assistance of FFSA (France), CSAI (Italia) and ASS (Switzerland) is registered on the FIA events calendar.

This FIA regularity rally, opening for alternative energy vehicles, is named:

16^e RALLYE MONTE-CARLO DES ENERGIES NOUVELLES

It will count for the FIA Alternative Energy Cup, for the Manufacturer and Driver / Co-driver Trophies.

It will be run in compliance with the FIA International Sporting Code, the FIA standard supplementary regulation for regularity rally and the provisions of the supplementary regulations and its annexes.

N° de Visa: ACM: 15.03
FIA: **TBA**

2. ORGANISING COMMITTEE

Under the High Patronage of
Their Serene Highnesses The Prince and The Princess of Monaco

HONORARY COMMITTEE

S.E.M. Gian Andrea F. RIMOLDI, Consul of the Principality of Monaco in Lugano
Mr. Bernard ACCOYER, Vice-Chairman of the Communauté d'Agglomération d'Annecy, Deputy Mayor of Annecy-le-Vieux
Avv. Marco BORRADORI, Mayor of Lugano
Mrs , Brigitte BAREGES, Mayor of Montauban
Mr. Roger DIDIER, Mayor of Gap
Mr. Serge GODARD, Mayor of Clermont-Ferrand
Mr. Serge GLOAGUEN, Mayor of Digne-les-Bains

NATIONAL COURT OF APPEL

Chairman: S.E.M. Philippe NARMINO
Members: Messrs. Robert FRANCESCHI and Daniel SERDET

INTERNATIONAL FIA COURT OF APPEL

Members: M. Laurent ANSEMI and S.E.M. Philippe NARMINO

NEW ENERGIES COMMISSION

Chairman: M. Hervé ORSINI
Members: Mrs Marielle KRAEMER, Mr. Christophe ALLGEYER, Mr. Jean Louis AUBAN, Mr. Jean-Paul BERNE, Mr. Pierre BROUILLARD, Mr. Jean-Paul CERESOLA, Mr. Jean-Marie CONTERNO, Mr. Marc DRUDIS, Mr. Jean FORTI, Mr. Gérard GNUTTI, Mr. Raymond GNUTTI, Mr. Alain LAURENT, Mr. Richard MICOUD, Mr Alain PALLANCA, Mr. Claude PLASSERAUD, Mr. Claude PELLERO, Mr. Giorgio STIRANO, Mr. Raoul TANGANELLI, Mr. Christian TORNATORE and Mr. Tony VARO
Auditors: Mr. Renato MOSCATI, S.E.M. Gian Andrea F. RIMOLDI

AUTOMOBILE CLUB DE MONACO

Chairman: Maître Michel BOERI
Vice-Chairmen: Messrs. René CLERISSI, Pierre KARCZAG, and Dr. Robert SCARLOT
General Secretary: Mr. André FROLLA

Deputy General Secretary: Mr. Jean-Marie CONTERNO
General Treasurer: M. Roland MELAN

Secretary of the Presidency:

Assistant: Miss Marie BONIFAZIO
Public and protocol relations: Mr. Ruchdi HAJJAR, Miss Amandine BERTHIER
Relation with the civil and military authorities: Mr. Jérôme LAUSSEURE
Technical relations: Mr. René BRETAGNA

Commissariat Général:

General Commissioner: Mr. Michel FERRY
Deputy General Commissioner: Messrs. M. Christophe ALLGEYER, Guy DEALEXANDRIS, Robert SCARLOT and Christian TORNATORE, assisted by Mr. Romain PUGLIESE

Stewards of the Meeting:

Chairman: Dr. Christian CALMES

Scrutineers:

Chairman: Mr. Raoul TANGANELLI
Assisted by : Mr Renato MOSCATI

Media Commission:

Chairman: Mr. Michel DOTTA

Medical Commission:

Chairman: Dr. Robert SCARLOT
Vice-Chairman: Dr. Brigitte PASQUIER

Protocol Commission:

Chairman: Me René CLERISSI
Guests Reception: Messrs. Ruchdi HAJJAR and Jérôme LAUSSEURE, Miss Amandine BERTHIER

Board of Marshals:

Chairman: Mr. Bernard RICHELMI
Vice-Chairmen: Messrs. Jacques ADONTE, Hervé ORSINI and Alain PALLANCA
Members: MM. Michel-Paul BERNARD, Christian BERNI, Patrick BERNINI, Jean-Marie CONTERNO, Jean-Marie GRANA, Francesco MARCIANO, Didier MIGEON, Christian POIREE
Trainee Members: MM. Stéphane CARRIERE, Philippe DAVENET, Marc DRUDIS, Christophe FABRI, Jean-Marc GUSTINELLI, Frédéric SALT, Marco SCARSELLI, Philippe VALENTI
Secretary : Mr. Antoine RIVELLO
Responsible for Marshals Equipment: Mr. Jean-Luc BRUGIERE

Calculation and Classifications: Mr. Jean-Louis ORSINI, assisted by the companies TRIPY and PATRICKSOFT

Administrative and Technical Secretary:

Assured by par Mrs Patricia BEASLEY, Mireille GHIGLIONE, Marielle KRAEMER, Corinne LEGAIN, Murielle LAMONGIE, Frédérique MAINGUY, Minka PHEULPIN MARTINO, Misses Amaury ALLENT, Caline DEALEXANDRIS, Nathalie VERDINO, Messrs Monji BOUDABOUS and Stephan GERARDIN

Accounts / Ticketing:

Responsible: Mr. Jean-Claude RICCOBONI
Assisted by: Miss Noëlle CHAVAGNAS, Messrs. Mohamed BOUGDIM, Thomas FERRER, Joseph MELILLI and Thierry VINCENT.

External works:

Head of Department: M. Roland LAMONGIE assisted of:
Messrs. Fabrizio BECCHI, François BRYSELBOUT and Gérard DELLA ROCCA

OFFICIALS

RACE DIRECTOR

Mr. Christophe ALLGEYER

CLERK OF THE COURSE

Mr. Jean-Marie CONTERNO

Deputy: Mrs. Jean-Marie CONCONI, Filippo LURA, Jacques ROSSI and Christian TORNATORE

STEWARDS OF THE MEETING

Chairman: Mr. L. EDVALL

Assisted by: Mrs. Bernard BERNABE and Claude PLASSERAUD

FIA TECHNICAL DELEGATE

Mr. Carlos FUNES

NATIONAL TECHNICAL DELEGATE

Mr. Raoul TANGANELLI

Assisted by: Mr Renato MOSCATI

MEDIA OFFICERS

Mr. Richard MICOUD

COMPETITOR'S RELATIONS OFFICERS

Messrs. Jean-Marc HAIBLE, Raymond GNUTTI and Giorgio STIRANO

STARTING TOWNS ACM DELEGATES

LUGANO: Messrs. Jean-Marc HAIBLE, Serge GARRONE and Raymond GNUTTI

CLERMONT FERRAND: MM. Nicolas PONSET and Gérard GNUTTI

ANNECY-LE-VIEUX: Messrs. Hervé ORSINI and Jean-Marie CONCONI

MONTAUBAN : Messrs. Jean Paul BERNE and Jean FORTI

Except the Stewards of the Meeting, all the Officials of the Rally are Judges of Fact.

III. GENERAL CONDITIONS

3. DESCRIPTION

The "16^e RALLYE MONTE-CARLO DES ENERGIES NOUVELLES", for a minimum mileage of 1100 km, is divided into 3 legs during which 7 regularity tests will be held.

Interval between the cars is 1 minute (one).

The itinerary, as well as its passage controls, is described on the time card.

Depending on categories, Competitors will take the start from:

- . LUGANO (Switzerland)
- . CLERMONT-FERRAND (France)
- . ANNECY-LE-VIEUX (France)
- . MONTAUBAN (France)

To run the following Legs:

CONCENTRATION LEG:

THURSDAY 19/03/2015

- . LUGANO - GAP (about 529km)
- . CLERMONT-FERRAND - GAP (about 544 km)
- . ANNECY-LE-VIEUX - GAP (about 478 km)
- . MONTAUBAN - GAP (about 577 km)

COMMON LEG:

FRIDAY 20/03/2015

GAP - MONACO (about 306 km)

Including 3 regularity tests sections and 2 refuelling

FINAL LEG:

SATURDAY 21/03/2015

MONACO – MONACO (about 360 km)

Including 4 regularity tests sections and 2 refuelling

4. ELIGIBILITY

4.1 FIA TITLES FOR WHICH THE RALLY COUNTS

- FIA Alternative Energies Cup – Driving Tests events for Drivers of Cat. VII & VIII (+IIIA) – Hybrids and other Alternative Energies vehicles (plus electric vehicles having enough on-board energy to cover the itinerary).
- FIA Alternative Energies Cup – Driving Tests events for Co-Drivers of Cat. VII & VIII (+IIIA) – Hybrids and other Alternative Energies vehicles (plus electric vehicles having enough on-board energy to cover the itinerary).
- FIA Alternative Energies Cup for Manufacturers for Category VII & VIII (+IIIA) – Hybrids and other Alternative Energies vehicles (plus electric vehicles having enough on-board energy to cover the itinerary).

For the FIA Alternative Energy Cup points will be attributed only on the Common and Final Legs Regularity Tests Classification basis.

4.2 ELIGIBLE CARS

- Only road-legal vehicles are eligible.
- Four wheels vehicles only

The eligible cars will be divided into the following categories:

IIIA : Electrically powered Series Production Vehicles for daily use, having a battery capacity suitable for an autonomy range superior than 250 km.

VII - Hybrid electrical vehicles

- a) Vehicles with thermic rear-wheel drive
- b) Vehicles with electric rear-wheel drive using a range extender.

VIII - Other vehicles with alternative Energy.

Categories VII and VIII plus the long range vehicles of Category IIIA are amalgamated in the common VII & VIII (+IIIA) category. Only this category, count for Drivers, Co-drivers and Constructors FIA Alternative Energies Championships classification.

5. ELIGIBLE CREWS

Any crew must be composed of a first driver and one crew member, all of them must hold a valid driving licence. **All**

crew members must stay on board during all the competition under penalty of exclusion from the race (cf Art. 11.1).

All crew members must either:

- Hold any kind of drivers' competition or regularity licence valid for 2015, issued by an ASN member of the FIA,
- obtain a « Regularity Rally Driving Permit » degree INT – A,B,C, D or R (following appendix L of the FIA) valid for the duration of the event, issued by the Automobile Club de Monaco and delivered during the administrative checks in the starting town. It will be subject of a payment of 70 € fee. The amount must be paid with the entry fees (application form enclosed) and will be not refundable in case of withdrawal. (cf. APPENDIX V)

6. ENTRY FORM - ENTRIES

6.1 Any person wishing to take part in the regularity rally must send the entry form duly completed to the Rally Secretariat before the 20 February 2015 00h00 (reception date). **Any incomplete file shall be returned.**

Details concerning the crew member must be sent before the administrative checks. A crew member may only be replaced before the administrative checks and must be approved by the Organiser. Only the Stewards of the Meeting may authorize the replacement of all the crew members. A car may be replaced only if approved by the Organiser.

The inscription to the Rally must be attached:

- A photocopy of the relevant registration form with the identity photos (4 x 4 cm), of the first driver and crew, must be attached to the entry form (see APPENDIX IV)
- The entry form duly filled (appendix IV)
- A vehicle photo
- An identity photo (4 x 4 cm) of each member of the crew.

6.2 By submitting the entry application form, all entrants undertake to abide by the provisions of these regulations.

6.3 Team entry
To participate in the Team Classification, teams may be registered until 9 March 2015, the entries confirmation date.
A team must be composed by **a minimum of 3 crews** having the same team name.

6.4 High School Challenge Entry
To participate in the High School Challenge, Entrant must be the School and the crew must include two students or one student and one teacher, of the same school. The inscription "High School" (basis entry fees of 605 €) is offered up to 10% of the total entries.

6.5 Community Challenge entry
To participate in the Community Challenge, the entrant must be the Community and the crew must include at least one local councillor or one community assistant.

6.6 Journalists Challenge entry
To participate in the Journalists Challenge, the entrant must be a journalist or assimilated to a journalist.

The inscription "Journalist" is offered (all accommodation are borne by the journalist) up to 10% of the total entries.

6.7 It is not possible to participate at several challenges

Art. 7 - ENTRY FEES - WITHDRAWAL

7.1 Entry fees

The amount of the entry fees for each crew of 2 persons is fixed at:

	Basis price	Extra fee for a bedroom in Monaco 2 nights with breakfast	TOTAL
Competitor member of the crew	605 €	400 €	1005 €
Competitor not member of the crew	1210 €	400 €	1610 €

7.2 Refunds

Entry fees will be refunded:

- To entrants whose entry has not been accepted (application also of article 77 of I.S.C.)
- If the Rally does not take place

In all other cases, no entry fees will be refunded

Entry fees include:

- The insurance premium covering Competitor's third party liability,
- Rally plates and numbers,
- Souvenirs of the event,
- Accommodation in a double room in Gap on Thursday 19 March, with breakfast in the dinner room for two persons,
- Gala Lunch and prize giving, for two persons, on the Sunday 23, March 2014, Salle de la Mer, Hôtel FAIRMONT.

On the inscription, the Competitor should give his preference between starting towns: Lugano, Clermont-Ferrand, Montauban and Annecy-le-Vieux. In any case, the Organisation holds back the right to modify the starting town.

Additional fees "Monaco Rooms" should be paid in the same time with the entry fees. They include a double room at Hotel FAIRMONT 4* in Monaco for Friday 20, and Saturday 21, March 2015 with breakfast in the dinner room for two persons.

8. INSURANCE

In conformity with general French regulations for sporting events and competitions taking place on public roads, the Organising Committee will take out an insurance policy with one or more companies approved by the Government of the Principality to cover, in case of accident, fire or explosion during the event.

a) The financial consequences of any civil liability incumbent upon the Organisers or the Competitors, due to any physical injury or material damage caused to spectators, third parties, or Competitors.

These bulletins will be posted on the official notice board.

Clermont-Ferrand: at the administrative checks (Automobile Club d'Auvergne), Wednesday 18 March 2015

Lugano: at the administrative checks (Piazza Manzoni), Wednesday 18 March 2015

Annecy-le-Vieux: at the administrative checks (Maison du Ski), Wednesday 18 March 2015

Montaban: at the administrative checks (City Technical Services), Wednesday 18 March 2015

Monaco: at Quai Albert 1^{er}, from Wednesday 18 to Sunday 22 March 2015.

Gap: "Parc Fermé" – Parking Verdun, Thursday 19 and Friday 20, March 2015

Furthermore, they will be directly communicated to the participants, who should sign to acknowledge receipt, unless it is materially impossible during the course of the Rally. They will be also sent by email.

10. APPLICATION AND INTERPRETATION OF THE REGULATIONS

The Clerk of the Course is responsible for the application of these regulations during the Rally. Any case not provided for herein will be judged by the Stewards of the Meeting, the only persons authorised to take such a decision. In case of a dispute over the interpretation of the regulations, **the French text will apply.**

IV. COMPETITORS RESPONSIBILITIES

11. CREWS

11.1 Only crews specified on the entry form are admitted to the start. If one member withdraws or if an additional person is admitted on board, the car may be excluded from the event.

11.2 Driver and co-driver names must appear on each side of the car (cf. Appendix II)

11.3 Competitors should be present, at any time of the event, and under request of Scrutineers, a document like "User Instruction" or "Owner Manual" in which you have vehicle technical characteristics, tank capacity and/or battery (for prototype, an manufacturer form with vehicle characteristic). In case of non-presentation, the crew will be enter a pain of 600 points.

12. STARTING ORDER - PLATES - NUMBERS - GPS

12.1 All the starts of Concentration Leg and Common Leg will be given from minute to minute, in the ascending order and in the competition numbers order. For the Final Leg, this order may be modified.

Any lateness at the start of the event or of a leg or section will be considered as lateness to a time control and penalised as such (cf. Art.19).

This penalty must not exceed the 1800 points corresponding to a maximum acceptable delay of 30 minutes. If the delay is in excess of 30 minutes, the car is excluded.

b) The financial consequences of any civil liability incumbent upon the Organisers or the Competitors as regards civil servants, or any state organisations assisting the police contingent, or the organisation or control of the event, or as regards their beneficiaries, due to physical injury or material damage to such persons.

c) The financial consequences of any civil liability incumbent upon the State, the Departments and the Communes due to any physical injury or material damage caused to third parties by civil servants, agent or military personnel or their equipment placed at the disposal of the Organisation.

d) The general conditions of the policy will expressly stipulate that the maximum coverage is 6.100.000,00 € per claim, as regards physical injury, and 500.000,00 € per claim as regards material damage.

e) The insurance policy should also mention a clause under the terms of which the insurer will waive, in case of accident, any claim against the State and the departmental or local authorities as well as against any other person assisting the said authorities for any reason whatsoever.

f) The insurance policy is valid in all the countries covered by the event.

g) It will take effect as soon as the rally starts and will be valid during the rally and the events shown on the programme, in Monaco, in France, in Italy and in Switzerland until 22 March 2015 inclusive.

h) In case of withdrawal during the rally, the guarantee will automatically cease from the moment of withdrawal. The time of withdrawal shall be considered as being at the end of the following time control.

i) In case of accident, the Competitor or his representative should make a written claim within 3 days at the latest.

j) The insurance policy mentioned herein also covers the financial consequences of any civil liability incumbent upon the Competitor at the wheel, as much with regard to his team driver.

k) The Organising Committee also declines any responsibility in the event of cataclysm, incident, riots, demonstrations, etc. to which the Competitors could fall victim and for which they will have to bear all consequences (material, penal and sporting).

The organizer insurance company is:
ASCOMA Jutheau Husson - 24 boulevard Princesse Charlotte
BP 29 - MC 98007 Monaco Cedex - Tél. +377 97 97 22 22 -
Fax +377 93 25 08 22
jutheau-husson@ascoma.com - www.ascoma.com

9. BULLETINS

The provisions of these regulations may be amended if necessary.

Any amendment or additional provision will be announced on supplementary information bulletins, both dated and numbered, which will form an integral part of these regulations.

Any bulletin issued after the beginning of the administrative checks must be signed by the Stewards of the Meeting.

12.2 During the administrative checks, the Organising Committee will provide each crew with 2 rally plates (the words "15^e Rallye Monte-Carlo des Energies Nouvelles", the Competitor's numbers and the year 2014 are written in white letters on a red and green background on the plate).

12.3 The officially rally plates should be fixed to the front and rear of the car in a visible position. They should not cover, even partially, the car's licence plate. In case of withdrawal, or exclusion, the Competitor must remove his rally plates and cross out his competition number.

A penalty of 300 points will be applied if the plate or race number is lost.

The numbers yellow on black will be stuck on the 2 front doors. The "starting town" will be stuck below the passage of the back wheels. (cf. Appendix II)

12.4 It will be delivered to the Competitors a control and timing device by GPS of the brand TRIPY at the end of Concentration Leg in Gap. This material is composed by 3 elements (cf. details and assembling in Appendix XI):

- TRIPY GPS,
- Power cable which must be connected to cigar-lighter socket,
- Magnetized antenna,
- Suction cup (to be placed against the windscreen on the co-driver side)

The Tripy GPS device will be tested by a responsible of TRIPY and must not be disconnected and taken away from the car.

13. TIME CARD

13.1 At the start of the Rally, each crew will receive a time card showing the times allowed to cover the distance between 2 time controls. This card is handed in at the final control on each leg and replaced by a new one at the start of the following leg.

Each crew is solely responsible for its time card.

The time card must be available for inspection on demand, especially at the control posts where it must be presented in person by a member of the crew for stamping.

13.2 Any loss or correction or amendment made to the time card results in exclusion, unless it has been approved by the appropriate Marshal.

13.3 The regularity test section sheets, if any, form an integral part of the time card.

13.4 The crew alone is responsible for submitting the time card at the various controls and for the accuracy of the entries.

13.5 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 by hand on the time card.

14. TRAFFIC - REPAIRS - TYRES - ASSISTANCE

14.1

a) HIGHWAY CODE

For the entire duration of the Rally, the crews must strictly observe the traffic laws of the countries crossed. Any crew not complying with these traffic laws will be penalised as follows:

1st and 2nd infringement = 3600 points

3rd infringement = possible exclusion from race

Exceeding of 10 km/h the maximum instant speed authorized by civil laws result:

1st and 2nd infringement = 3600 points

3rd infringement = exclusion from race

The staff or Officials, who note an infringement of the traffic laws by a crew participating in the rally, must inform the offender thereof in the same way as for ordinary road users.

The GPS system on board of each car will also allow verifying the speed at any time during the itinerary and can be used to the respect of the previous paragraphs.

b) POLICE AND CUSTOM FORMALITIES

Should the case arise, Competitors must be in possession of the necessary customs and insurance documents, to allow them to cross any country requiring their presentation.

c) WHEELS AND TYRES

Only tyres which are in conformity with the road use of the countries crossed will be accepted, having the sign "DOT" or "E" marked on their sides.

Tyres pressure does not exceed the maximum authorised by the tyres supplier (10% of tolerance).

The use of studded tyres is authorised according to the road conditions (snow / ice) and in regard for the highway code of the countries crossed (cf. Extract from the French highway code in Appendix I).

In case of non-respect:

1st infringement = 3600 points

2nd infringement = exclusion from race

14.2 Repairs are permitted at any time throughout the Rally, except in the cases expressly forbidden by a provision in the regulation (cf Art. 22 - Parc fermé). Nevertheless, any service vehicles will not be able to enter the regularity test areas, in both senses, during the Rally and until the last Competitor passage for each regularity test, under pain of 3600 penalty points against the crew who benefits of that assistance.

14.3 Under risk of penalty, which may go as far as exclusion, crews are not authorized to :

- deliberately block the passage of competing cars or prevent them from overtaking.

- behave in an unsportsmanlike manner, themselves or their service team.

Penalties will be applied to entrants that their service team have an unsportsmanlike manner or obstruct the others entrants.

15. ADVERTISING

- Advertising space only for the Organising Committee:

- band of 10 cm on the windscreen
- band of 8 cm on the rear window
- 2 mirrors back
- front doors (67 x 17 cm)
- front and rear bumpers (35 x 8 cm)
- middle front of the roof (20 x 15 cm)
- bonnet (50 x 11 cm)
- rear side panel

- Other advertisements should not come into contact with the Organisation' advertising and will be prohibited on the glass surfaces.

- Tobacco and alcohol advertising are forbidden.

The Organiser' advertising which will be affixed on car participating to the «15e Rallye Monte-Carlo des Energies Nouvelles » will be announced by a bulletin.

16. SAFETY

16.1 Cars must be in conformity with the road laws:

- safety belts
- dipped headlights and driving lights,
- stop lights,
- indicators,
- warning lights,
- horn,
- etc....

16.2 Each car will carry:

- an EEC homologated fire extinguisher, compatible with energy available on board, in a good state and an inspection date of less than 2 years,
- 2 yellow safety jackets with retro-reflective devices,
- a hazard warning triangle,

V. RUNNING OF THE RALLY

17.1 START

Starting interval between the cars is 1 minute. The start is given in conformity with the program.

The exact starting time will be indicated on the time card.

For the whole Rally, the official time will be the speaking clock (landline phone) of SWITZERLAND TELECOM for the start from LUGANO, FRANCE TELECOM for the start from CLERMONT-FERRAND and ANNECY-LE-VIEUX, and MONACO TELECOM during the Rally.

Any lateness to event, legs or tests section will be considered as a time control lateness and penalized as well.

This penalty must not exceed the 1800 points corresponding to a maximum acceptable delay of 30 minutes. If the delay is in excess of 30 minutes the car is excluded (cf. Art.12.1)

17.1 TRAFFIC JAM - ACCIDENT - OBSTRUCTION

Any traffic jam, accident or other obstructions on a sector will be considered as a "race fact" and does not do subject to a sector neutralization.

17.2 TIMED MANEUVERABILITY TEST (cf. Appendix X)

The timed maneuverability event will take place on Sunday March 22, 2015 as from 09.30 hrs on "Darse Sud".

18. GENERAL PROVISIONS - CONTROLS

18.1 All controls, i.e. time controls, the start and the end of regularity test sections, are indicated by means of an FIA approved standardized signs (cf. Appendix III).

18.2 The beginning of the control area is marked by a warning sign with a yellow background showing the corresponding symbol. At a distance of about 25m, the position of the control post is indicated by an identical sign with a red background. The end of a control area, approximately 25m further on, is indicated by a final sign with a beige background and the three black transversal stripes.

All control area (i.e. all the areas between the first yellow warning sign and the final beige one with three transversal stripes) are considered as "Parc Fermé".

18.3 It is compulsory for crews, under pain of a penalty, to present themselves at any control in the correct order and right direction. Except case of "force majeure", the detailed itinerary is compulsory and the use of any other itinerary will result in the penalty of 3600 points or in the exclusion from the event if the use of other itinerary takes place during the Common Leg or the Final Leg. The respect of the itinerary will be checked by passage controls as planned in Art. 19 and by the TRIPY GPS.

Road book function and road distances available on the TRIPY GPS are provided for information only.

Only road distances and itinerary indicated in Appendix IX will be considered as official.

18.4 The control posts will begin working 30 minutes before the target time for the passage of the first crew. They will cease to operate 30 minutes after the target time for the passage of the last competitor car.

18.5 Crews are obliged to follow the instructions of any post Marshal.

18.6 The distinguishing signs of the Officials and Marshals are the official uniform of the ACM and the pin-on plaques indicating their function.

19. PASSAGE CONTROLS - TIME CONTROLS - WITHDRAWALS - CATCHING UP

A) Passage Controls

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

The lack of stamp at a passage control will entail a fixed penalty of 1800 points or in the exclusion from the event if the missing of the passage control takes place at the end of leg in Gap (Concentration) or during the Common Leg or the Final Leg.

The Organiser may establish secret passage controls on the itinerary, at his discretion.

B) Time Controls

1 - At these controls, the post Marshals enter the time at which the crew member hands the time card.

The target time check-in time is the time obtained by adding the time allowed to complete the road section to the starting time.

The crew does not incur any penalty for early arrival if the vehicle enters the control zone during the target check-in minute or the minute preceding it.

Ex: Time allowed to complete a section of 40 minutes
Starting time: 10h12'
Target check-in time: 10h52'
Time of entrance in the control zone: between 10h51'01" and 10h52'59"

The target check-in time is the sole responsibility of the crew, who may consult the official clock on the control table, but the post Marshals cannot give them any information on this target check-in time.

- 2 - Any difference between the actual check-in and the target check-in time at a time control is penalised as follows: 60 points by minute for late or early arrival, with a maximum authorised delay of 30 minutes that 1800 points.

Lack of entry at a time control, or arrival outside the maximum authorised delay of 30 minutes will entail a fixed penalty of 1800 points. It is specified that the Competitor will be excluded from the race if he arrives outside the maximum authorized delay of 30 minutes at the time control at the end of leg in Aix-en-Provence (Concentration) and in any time control of the Common Leg or the Final Leg.

There is no penalty for early arrival only for the final Leg time control (Concentration, Common and Final).

C) Withdrawal - Catching Up

If a crew interrupts the Rally by leaving the set route and misses a control; he may be readmitted to the event provided that he informs the Clerk of the Course within the hour following his expected time at this control, of his intention to continue the event.

In this case, the crew will entail a penalty of 1800 points, will be excluded from the FIA classification in case which this happened in the Common Leg and Final Leg and its estimated consumption will be the worst consumption of its category, increased by 10%.

Furthermore, the crew must be present at the end of the daily leg time control within 30 minutes following its theoretic target time, "engine on" and without any external help.

If one of these two conditions is not respected, the Competitor will be excluded from the race and will not be able to continue the Rally.

20. REGULARITY TEST SECTIONS - TRIP MASTER CALIBRATION - TRIP METERS

20.1 The average speed list for regularity tests sections will be handed during administrative checks.

TIME KEEPING

The Organizer may set up, at its own discretion, intermediate timekeeping points at any point on a regularity test section.

There must be a minimum of one secret time check on each regularity test section.

Nevertheless no time check will be done in villages, from the traffic sign "village entry" until one kilometer distance to after the "end of village" traffic sign.

The regularity tests will have to be accomplished without stopping or slowing down in an excessive way, up to risk of penalties which can go to the race exclusion.

The search, research, or any action aiming to locate the secret timings points, as well as transmission of this information, will be considered as an unsportsmanlike behaviour and will involve the immediate exclusion of the race for the Competitor having benefited.

Two distinct times keeping can be applied during the regularity tests:

Traditional timing will be done to a tenth of a second. Each second below or above the target time at this point (based on the distance from the start and the imposed average speed) will entail a ten (10) penalty points with a maximum of 1.800 points.

The time keeping by "GPS" will be done to a second. Every second below or above the target time at this point by GPS (based on the distance from the start and the imposed average speed) will entail ten (10) penalty points with a maximum of 1.800 points.

Any overtaking exceeding 20 km/h of the imposed average speed in all regularity zone points, or more than 20% on the totality of a regularity zone, will entail a 3.600 points penalty and the exclusion of the race in case of repeat offense, after the first infringement has been notified.

The Competitor is the only one responsible for the whole material of time keeping which was entrusted to him (GPS box – suction cup antenna – power supply) – see Appendix XI for the installation in the cockpit. This material can be controlled at any time along the itinerary by the Organisers, in particular at the beginning and at the end of every sector of regularity. Any action to prevent its perfect functioning can entail the exclusion of the race.

STARTING AND ARRIVAL PROCEDURE:

BE CAREFUL!!! There won't be any time control at each start of a regularity test section.

- Consequently, you are free to start when you want the regularity test section. When arriving at the start point, the start will be done by the order of arrival of the cars, independently of your competition number or classification.

- It will not be necessary to show your time card to the Marshals and also no document will be given to you by the Marshals.

- In the 100 to 500 meters area before the start, overtaking is strongly unwise. The beginning of this area is indicated by a warning sign with a yellow background (cf. Appendix III).

- The start will be given 'standing start' at the red panel line (cf. Appendix III) in the full minute deducted by the Marshals or the clock placed on the line.

-Jumped start: the crossing of the line before the signal of the Marshals or before the discount of the clock will entail a penalty of 1.000 points (cf. Art 20.1).

- Start delayed: the crossing of the line in a deadline upper to 10 seconds after the signal of the Marshals or the discount of the clock will entail a penalty of 1000 points (cf. Art 20.1).

The finish line and any intermediate time checks will not be indicated.

The end of each "regularity tests section" will be marked by a red background sign (cf Appendix III) ; no document is to be presented.

20.2 Each regularity test section not completed or not started will be penalised.

For each regularity test section not started, the Competitor concerned will receive a 3600 points penalty.

For each regularity test section not completed the competitor concerned will receive the same amount of penalties than the worst classified in that regularity test , plus 60 points with a maximum of 1.800 points.

20.3 Trip master calibration

It has been made on the N85, between Bus Stop « Tallard Aeropole » signs and « Plaine de Lachaup, (5,66 km),.

This measure has been made with a Tripmeter DIGITECH ZEPHYR.

This calibration will be on the itinerary supplied with these regulations.

20.4 Measure material

All vehicles must be imperatively equipped with a calibrated accumulated counter. All measure materiel are authorised.

21. REFUELING

21.1 The Organizing Committee will provide the 220V/32A electric power (the Organizing Committee is not responsible for the quality of energy provided).

21.2 The refuel disposal of each car will be sealed by Marshals, under responsibility of the crew, at the exit of compulsory refueling points provided by the Organization Committee.

All refueling are compulsory for all Competitors.

During end of Concentration leg refueling, the fuel quantity declared as fuel reference, put in the tank, mustn't be less than 80% of theoretical capacity tank communicated by the manufacturer.

All refueling apart refueling points provided by the Organization are forbidden as from the end of Concentration leg.

In case of infringement a penalty of 1.800 points will be applied and the estimated consumption will correspond to the worst fuel consumption of the category + 10%.

Refueling will be effectuated by a judge of fact.

Compulsory refueling points will be done by bulletin.

21.3 Consumption will not be measured during the Concentration Leg.

22. PARC FERME

Cars are subject to "Parc Fermé" rules after administrative and scrutineering checks of the starting towns (LUGANO, CLERMONT-FERRAND, MONTAUBAN and ANNECY-LE-VIEUX), in the end of legs towns (GAP and MONACO) and immediately after the time control of the MONACO arrival, and this, until the result's proclamation.

From the time they enter a control area (yellow sign) and until they leave it (end of control area sign), cars are subject to « Parc Fermé » rules.

Whilst a car is subject to "Parc Fermé" rules, any intervention (repair, servicing/refueling, etc...) is strictly prohibited and will result in a penalty of 1.800 points (except for safety reasons and under control of a judge of fact).

VI. SCRUTINEERING

23. SCRUTINEERING BEFORE THE START

23.1 Any crew taking part in the Rally must attend the planned administrative and scrutineering checks with the Rally timetable and the individual appointment time.

Administrative checks :

Checking carry out before the start will be general.

l'énergie totale du carburant calorifique utilisée, faute de quoi le véhicule sera exclu de tous classements

The following original papers must be presented at the administrative checks:

- driving licence for each member of the crew
- drivers' competition licence or Regularity Rally Driving Permit from each member of the crew
- the vehicle's official documents as required by the national laws of the country where the car is registered (registration card)
- confirmation of car insurance (international green card)

(The vehicles from categories VII, and VIII will provide a technical description of the car including safety devices used for electric system and special fuels).

Scrutineerings

- Conformity of the Highway Code (cf. Art. 14.1.C and Art. 16),
- Advertising in accordance with the Supplementary Regulations,
- Presence of plates and competition numbers.

23.2 Weighing

The weighing of cars will be made:

- crew not on board
- empty of all masses not in conformity with the vehicle homologation
- functioning

23.3 The Organising Committee allows itself to make weighing and fuel sample at any time on the itinerary.

23.4 The lowest value measured will be used as the reference weight.

23.5 The Organiser allows itself to **refuse the start to any car that would be different from the one mentioned on the entry form.** In this case, the Organisation will keep the global entry fee.

24. FINAL CONTROL

During the last section and before entering the final « Parc Fermé », crews must join, under responsibility of a Marshal, the refuelling point mentioned by the Organiser in order to do the complete refuelling and make the measure consumption.

In any case, the renewable fuel calorific energy using during the event by a bi or multi fuel competition car should be less than 80% of total calorific fuel using. Otherwise the car will be excluded from all classifications.

The Organiser reserves its rights to carry out, by Scrutineers, conformity controls of the cars.

Art. 25 - SUMMARY OF PENALTIES

Art.	Object	Non admission to start	Exclusion	Penalties
11.1	Withdrawal of a crew member or admission of an additional person		X	
11.3	Non présentation du Carnet d'Entretien/Manuel du Propriétaire/ Fiche Constructeur			600 pts
12.1	Every minute lateness at the starts			60 pts
	Lateness in excess of 30 minutes			1800 pts
12.3	Lack of competition N° or plate			300 pts
13.2	Loss or correction on the time card without approval from Marshal		X	
14.1a	Traffic laws : 1 st and 2 nd infringement 3 rd infringement			3600 pts
	Exceeding of 10 km/h the maximum instant speed authorized 1 st and 2 nd infringement 3 rd infringement		X	3600 pts
14.1c	tyres 1 st infringement 2 nd infringement			3600 pts
14.3	Unsportsmanlike behaviour		X	
18.3	Itinerary not followed			3600 pts
19.A	No entry at a Passage stamp Control (CP)			1800 pts
19.B	No entry at a Time stamp Control (CH)			1800 pts
19.B2	1' late arrival at a Time Control (CH)			60 pts reach a 1800 pts
19.B2	1' early arrival at a			60 pts

	Time Control (CH)			reach a 1800 pts
19.C	Arrival outside the maximum permitted delay of 30 min at a T.C. at the end of leg		X possible	
21.1	Refueling outside compulsory points			1800 pts
	Compulsory refuelling missed			1800 pts
22	Breach of Parc Fermé regulations			1800 pts
23.1	No presentation of original papers	X		
	Non-compliance with the entry form	X		

REGULARITY TEST

Art.	Objet	Départ refusé	Mise hors course	Pénalités
14.1	Any overtaking exceeding 20km/h of the authorized average speed : 1 st infringement 2 nd infringement		X	3600 pts
14.2	Crossing a service car on regularity test during the event			3600 pts
20.1	Stopping or waiting during a regularity test		X possible	
	By early or late second			1 pt reach a 1800 pts
	Recce during the event		X	
	Exceeding 20% of average speed imposed on the totality of Z.R. 1 st infringement 2 nd infringement		X	3600 pts

VII. CLASSIFICATION - PRIZES - PROTESTS

26. CLASSIFICATIONS

26.1 FIA Classifications

There will be a Regularity final Classification to score points for the FIA Alternative Energy Cup

- Classification for the amalgamated Category VII & VIII (+IIIA) - Drivers and Co-drivers
- Classification for the amalgamated Category VII & VIII (+IIIA) - Manufacturers

26.2 Other Classifications

- A Consumption Classification
- A Combined Category Classification
- A Combined Teams Classification
- a Combined Fuel Classification
- A Combined "Community Challenge" Classification
- A Combined "High School Challenge" Classification
- A Combined "Journalists" Classification
- A Timed Manoeuvrability Test Classification
- A "Driver Performance" Classification (calculated by the formula: CO² produced divided by CO² standard).

Only vehicles in conformity with the FIA Technical Regulations will score points for the FIA Alternatives Energies Cup.

26.3 Penalties are expressed in points. The consumption will be considered for the classification, except for the Concentration Leg. For FIA classification the consumption results will not be considered at all. Consumption/weight ratio will be expressed in kWh/km, the conversion will be done in relation with the types of fuel used. The scale will be established on the data provided by the FIA (cf. Appendix VII).

26.4 The crew with the lowest total of points will be proclaimed the winner in each category.

26.5 Team classification
The winning team for this classification is the one which has the lowest number of penalties after adding the results of the three best crews.

26.5.1 In case of equally placed, the crew who has obtained the best Consumption Classification will be the winner, except for FIA Regularity Classification.

27. CUPS

- 27.1 Winner of the Combined Classification (ACM)
- 27.2 Winner of the Regularity Classification of amalgamated Category VII & VIII (+IIIA) (FIA)
- 27.3 Winner of the Consumption Classification
- 27.4 Winner of the Combined Teams Classification
- 27.5 Winner of the "Community Challenge" Classification
- 27.6 Winner of the "High School Challenge" Classification
- 27.7 Winner of the "Journalists Challenge" Classification
- 27.8 Winner of the "Timed Maneuverability " Classification
- 27.9 Winner of the "Driver Performance" Classification

28. BADGES

Each member of the crews will be entered to the "Rallye Monte-Carlo des Energies Nouvelles" badge with the 2015 year.

Competitors to whom this badge has been awarded during editions of previous competition will only receive the bar of the year.

In order to preserve the full value attached to the attribution of this badge Competitors are informed that its delivery will be closely checked with the setup of a file, and badges being lost will not be replaced.

29. PRIZE GIVING

The prize giving will take place during the Gala Lunch on Sunday 22 March 2015, at 12.30 hrs at the "Salle de la Mer" Hôtel FAIRMONT **(tie and jacket are compulsory)**

30. PROTESTS

30.1 All protests must be lodged in accordance with Art. 174 of the FIA International Sporting Code and given in written to the Clerk of the Course accompanied by a fee of 1.500 €.

A protest may only be lodged by one crew and may only concern one single crew or the Organizer.

30.2 National Court of Appeal 1.000 €

30.3 International Court of Appeal 12.000 €

ATTENTION

Please remind that names such as « Automobile Club de Monaco », « ACM », "Rallye Monte-Carlo", "The Monte", "ZENN" etc.... as well as the logos and the design of the Rally Plates are registered marks and are the entire property of the ACM and cannot be used without specific authorization.

5^e RALLYE MONTE-CARLO
«Z.E.N.N.»
ZERO EMISSION NO NOISE 2015



SUPPLEMENTARY REGULATION

SOMMAIRE

I - PROGRAMME

II - ORGANISATION

- Art. 1 Definition of the Event
- Art. 2 Organising Committee

III - GENERAL CONDITIONS

- Art. 3 Description
- Art. 4 Eligible Cars
- Art. 5 Eligible Crews
- Art. 6 Entry Form - Entries
- Art. 7 Entry Fees - Withdrawal
- Art. 8 Insurance
- Art. 9 Bulletins
- Art. 10 Application and interpretation of the Regulations

IV - OBLIGATIONS OF THE COMPETITORS

- Art. 11 Crews
- Art. 12 Starting Orders - Plates - Numbers - GPS
- Art. 13 Time Cards
- Art. 14 Traffic - Repairs - Tyres - Assistance
- Art. 15 Advertising
- Art. 16 Safety

V - RUNNING OF THE EVENT

- Art. 17 Start
- Art. 18 General Provisions - Controls
- Art. 19 Passage Controls - Time Controls - Withdrawals - Catching up
- Art. 20 Regularity test sections - Trip master calibration - Trip meters
- Art. 21 Refuelling
- Art. 22 Parc Fermé

VI - SCRUTINEERING

- Art. 23 Scrutineering before the start
- Art. 24 Final Control
- Art. 25 Summary of penalties

VII - CLASSIFICATION - PRIZES - PROTESTS

- Art. 26 Classification
- Art. 27 Cups
- Art. 28 Badges
- Art. 29 Prize giving
- Art. 30 Protests

- APPENDIX I Extract from the French highway code
- APPENDIX II Competition Numbers, Rally Plates and Advertising
- APPENDIX III FIA Standard Rally Control Signs
- APPENDIX IV Entry form
- APPENDIX V Application form for a regularity run driving permit for FIA Regularity Rallies
- APPENDIX VI Hotel and Gala reservation
- APPENDIX VII Conversion scale
- APPENDIX VIII Calculation for Final Classification
- APPENDIX IX Itinerary
- APPENDIX X Maneuverability Timed Stage Supplementary Regulations
- APPENDIX XI Timekeeping and Control system by GPS TRIPY

I - PROGRAMME

TBA after the Regulation's approval by FIA and the issuance of FIA Visa Nr.

Entry opening date and publication of the Regulations

FRIDAY 27/02/2014

Entry closing date (end of the **reception date** for **complete** and paid entries)

MONDAY 9/03/2015

Confirmation of selected cars

THURSDAY 19/03/2015

MONACO – Administrative checks and scrutineering
Distribution of the GPS TRIPY

FRIDAY 20/03/2015

COMMON LEG : "MONACO-MONACO"

Including 1 regularity test:

- LA TURBIE – SAINTE AGNES

Parc Fermé in Monaco - Refueling

SATURDAY 21/03/2015

FINAL LEG : "MONACO – MONACO"

Including 4 regularity tests:

- SOSPEL - BEIL SUR ROYA

- OLIVETTA SAN MICHELE - SOSPEL

Electric refueling in Monaco

- ROQUEBRUNE-CAP-MARTIN – GORBIO

- ROQUEBRUNE-CAP-MARTIN – GORBIO

Arrival in MONACO

- Parc Fermé - Refueling

SUNDAY 22/03/2015

At 08.30 hrs: Official Final Classification

At 09.30 hrs: Timed Maneuverability Test
(cf. APPENDIX X)

At 12.30 hrs: Gala Lunch and Prize giving

- SOSPEL – BREIL SUR ROYA
- ROQUEBRUNE-CAP-MARTIN – GORBIO (x2)

II - ORGANISATION

1. DEFINITION OF THE EVENT

This Rally, placed under the High Patronage of Their Serene Highnesses the Prince and Princess of Monaco, organised by the Automobile Club de Monaco, under the care of the Fédération Internationale de l'Automobile (FIA), of ASN members of the FIA and particularly the assistance of FFSA (France), CSAI (Italia) and ASS (Switzerland) is registered on the FIA events calendar.

This FIA regularity rally, opening for alternative energy vehicles, is named:

6^e RALLYE MONTE-CARLO "Z.E.N.N." "ZERO EMISSION NO NOISE"

It will count for the FIA Alternative Energy Cup, for the Manufacturer and Driver Trophies.

It will be run in compliance with the FIA International Sporting Code, the FIA standard supplementary regulation for regularity rally and the provisions of the supplementary regulations and its appendixes.

N° de Visa: ACM: 15.04
 FIA: TBA

Art. 2 - ORGANISING COMMITTEE

In accordance with the « 16^e Rallye Monte Carlo des Energies Nouvelles" Supplementary Regulation.

COMPETITOR'S RELATIONS OFFICERS

Messrs. Gilles BOUDIAS and Cédric LORENZI

III. GENERAL CONDITIONS

3. DESCRIPTION

The "6^e RALLYE MONTE-CARLO "Z.E.N.N. – ZERO EMISSION NO NOISE", for a minimum mileage of 208 km, is divided into 2 legs during which 5 regularity tests sections and 1 maneuverability regularity test will be held.

Interval between the cars is 1 minute (one).

The itinerary, as well as its passage controls, is described on the time card.

COMMON LEG

FRIDAY 20/03/2015: MONACO - MONACO

Including 1 regularity test section+ recharging

FINAL LEG

SATURDAY 21/03/2015

MONACO – MONACO about 103 km

Including 2 regularity tests sections + recharging

MONACO – MONACO about 55 km

Including 2 regularity tests sections + recharging

The total distance for the 3 sectors of the Rally is approximately 208 km (cf Appendix IX). The following regularity test sections will be included :

- LA TURBIE – SAINTE ANES

4. ELIGIBILITY

4.1 FIA TITLES FOR WHICH THE RALLY COUNTS

- FIA Alternative Energy Trophy for Drivers and Co-drivers of electric vehicles for daily use Category IIIA
- FIA Alternative Energy Cup for Manufacturers, Category IIIA, ratio 1.

For the FIA Alternative Energy Cup, points will be attributed only on the Regularity Tests Classification basis.

4.2 ELIGIBLE CARS

Only road-legal and in conformity with FIA Category IIIA vehicles are eligible.

IIIA: - Electrically powered Series Production Vehicles for daily use.

5. ELIGIBLE CREWS

In accordance with the « 16^e Rallye Monte Carlo des Energies Nouvelles" Supplementary Regulation.

6. ENTRY FORM - ENTRIES

Art 6.6 and 6.7

In accordance with the « 16^e Rallye Monte Carlo des Energies Nouvelles" Supplementary Regulation.

7. ENTRY FEES - WITHDRAWAL

7.1 Entry fees

The amount of the entry fees for each crew of 2 persons is fixed at:

	Basis Price	Extra fee for a bedroom in Monaco 1 night with breakfast	TOTAL
Competitor member of the crew	605 €	200 €	805 €
Competitor not member of the crew	1210 €	200 €	1410 €

7.2 Refunds

Entry fees will be refunded:

- To entrants whose entry has not been accepted
- If the Rally does not take place

In all other cases, no entry fees will be refunded
about 60 km

Entry fees include:

- The insurance premium covering Competitor's third party liability,
- Rally plates and numbers,
- Souvenirs of the event,
- Accommodation in a double room in Monaco on Friday 20 March 2015, with breakfast in the dinner room for two persons,
- Gala Lunch and prize giving, for two persons, on the Sunday 22, March 2015, Salle de la Mer, Hôtel FAIRMONT.

Additional fees "Monaco Rooms" should be paid in the same time with the entry fees. They include a double room at

Hotel FAIRMONT 4* in Monaco for Saturday 21, March 2015 with breakfast in the dinner room for two persons.

8. INSURANCE

In accordance with the « 16^e Rallye Monte Carlo des Energies Nouvelles” Supplementary Regulation.

9. BULLETINS

The provisions of these regulations may be amended if necessary.

Any amendment or additional provision will be announced on supplementary information bulletins, both dated and numbered, which will form an integral part of these regulations.

Any bulletin issued after the beginning of the administrative checks must be signed by the Stewards of the Meeting.

These bulletins will be posted on the official notice board

Monaco: at Quai Albert 1^{er}, from Wednesday 18 to Sunday 22 March 2015.

Furthermore, they will be directly communicated to the participants, who should sign to acknowledge receipt, unless it is materially impossible, during the course of the Rally. They will be also sent by email.

10. APPLICATION AND INTERPRETATION OF THE REGULATIONS

In accordance with the « 16^e Rallye Monte Carlo des Energies Nouvelles” Supplementary Regulation.

IV. COMPETITORS RESPONSIBILITIES

11. CREWS

In accordance with the « 16^e Rallye Monte Carlo des Energies Nouvelles” Supplementary Regulation.

12. STARTING ORDER - PLATES - NUMBERS - GPS

In accordance with the « 16^e Rallye Monte Carlo des Energies Nouvelles” Supplementary Regulation.

12.4 It will be delivered to the Competitors a control and timing device by GPS of the brand TRIPY in Monaco. This material is composed by 3 elements (cf. details and assembling in Appendix XII):

- the TRIPY GPS,
- the power cable which must be connected to cigar-lighter socket,
- the magnetized antenna,
- the suction cup (to be placed against the windscreen on the co-driver side)

The Tripy GPS device will be tested by a responsible of TRIPY and must not be disconnected and taken away from the car.

13. TIME CARD

In accordance with the « 16^e Rallye Monte Carlo des Energies Nouvelles” Supplementary Regulation.

14. TRAFFIC - REPAIRS - TYRES - ASSISTANCE

In accordance with the « 16^e Rallye Monte Carlo des Energies Nouvelles” Supplementary Regulation.

15. ADVERTISING

In accordance with the « 16^e Rallye Monte Carlo des Energies Nouvelles” Supplementary Regulation.

16. SAFETY

In accordance with the « 16^e Rallye Monte Carlo des Energies Nouvelles” Supplementary Regulation.

V. RUNNING OF THE RALLY

17. START

In accordance with the « 16^e Rallye Monte Carlo des Energies Nouvelles” Supplementary Regulation.

18. GENERAL PROVISIONS - CONTROLS

In accordance with the « 16^e Rallye Monte Carlo des Energies Nouvelles” Supplementary Regulation.

19. PASSAGE CONTROLS - TIME CONTROLS - WITHDRAWALS - CATCHING UP

In accordance with the « 16^e Rallye Monte Carlo des Energies Nouvelles” Supplementary Regulation.

20. REGULARITY TEST SECTIONS - TRIP MASTER CALIBRATION - TRIP METERS

In accordance with the « 16^e Rallye Monte Carlo des Energies Nouvelles” Supplementary Regulation.

20.3 Trip master calibration

It has been made on the D6007 and D51 (3,70 km).

This measure has been made with a Tripmeter DIGITECH ZEPHYR.

This calibration will be on the itinerary supplied with these regulations.

21. RECHARGING

21.1 The Organization Committee will provide the electric energy 220V 32A (The Organization Committee is not responsible for the quality of the provided energy).

21.2 Recharging at the end of each leg is compulsory for all Competitors

Any recharging apart the recharging points provided by the Organization are forbidden.

In case of infringement, a penalty of 1.800 points will be applied and the estimated consumption will correspond to the worst fuel consumption of the category + 10%.

Recharging will be effectuated by a judge of fact.

Compulsory recharging points will be done by bulletin.

ART. 22 - PARC FERME

Cars are subject to “Parc Fermé” rules after administrative and scrutineering checks, at the end of each leg and immediately after MONACO time control and then until the final official results.

Cars are subject to “Parc Fermé” as soon as they arrive in a control area (yellow sign), until they leave this area (end of control area sign).

Whilst a car is subject to "Parc Fermé" rules, any intervention (repair, servicing/refueling, etc...) is strictly prohibited and will result in a penalty of 1.800 points (except for safety reasons and under control of a judge of fact).

VI. SCRUTINEERING

23 SCRUTINEERING BEFORE THE START

In accordance with the « 16^e Rallye Monte Carlo des Energies Nouvelles" Supplementary Regulation.

24. FINAL CONTROL

In accordance with the « 16^e Rallye Monte Carlo des Energies Nouvelles" Supplementary Regulation.

25. SUMMARY OF PENALTIES

In accordance with the « 16^e Rallye Monte Carlo des Energies Nouvelles" Supplementary Regulation.

VII. CLASSIFICATION - PRIZES - PROTESTS

26. CLASSIFICATIONS

26.1 FIA Classifications

There will be a Regularity final Classification to score points for the FIA Alternative Energy Cup.

- Classification for the Category IIIA - Drivers and Co drivers
- Classification for the Category IIIA - Manufacturers

26.2 Other Classifications

- A Consumption Classification
- A Combined Classification

Only vehicles in conformity with the FIA Technical Regulations will score points for the FIA Alternatives Energies Cup.

26.3 Penalties are expressed in points.

26.4 The crew with the lowest total of points will be proclaimed the winner in each category.

26.5 In case of equally placed, the crew who has obtained the best Consumption Classification will be the winner, except for FIA Regularity Classification.

27. CUPS

27.1 Winner of the Combined Classification (ACM)

27.2 Winner of the Regularity Classification (FIA)

28. BADGES

In accordance with the « 16^e Rallye Monte Carlo des Energies Nouvelles" Supplementary Regulation.

29. PRIZE GIVING

The prize giving will take place during the Gala Lunch on Sunday 22 March 2015, at 12.30 hrs at the "Salle de la Mer" Hôtel FAIRMONT (**tie and jacket are compulsory**)

ART 30 - PROTESTS

All protests must be lodged in accordance with Art. 174 of the FIA International Sporting Code and given in written to the Clerk of the Course accompanied by a fee of 1.500 €.

A protest may only be lodged by one crew and may only concern one single crew or the Organizer.

30.1 National Court of Appeal 1.000 €

30.1 International Court of Appeal 12.000 €

ATTENTION

Please remind that names such as « Automobile Club de Monaco », « ACM », "Rallye Monte-Carlo", "The Monte", "ZENN" etc.... as well as the logos and the design of the Rally Plates are registered marks and are the entire property of the ACM and cannot be used without specific authorization.

given in written