

Hellas Rally 2021 – 23-30 May 2021

SUPPLEMENTARY REGULATIONS Supplementary Regulations – Time Schedule – Race Information

1: OFFICIALS

Fim Europe Jury President: TBA

Clerk of the Course: Stamatis Meletios FIM 10738

FMNR Delegate: TBA

Safety and Recovery: Panagiotopoulos Spiros – Fotis Kalantzis

Safety Pre riders: Lefteris Paxis, Panos Tsoumanis,

Roadbook Team: Paolo Albertini

Roadbook Verification: Paolo Albertini

Paddocks Marshal: George Spanos

Chief Marshal: Lafogianis Nikos

GPS Tracking: Annube

Chief Timekeepers: Serres Timing

Secretary of the Meeting: Persa Gravani

Chief Technical Stewarts: Juan Viullarubia

Enviromental Steward: Tess Escribano

Support & Recovery: Spiros Panagiotopoulos

Doctor of the Meeting: Red Cross, Davepo Medical Team

Organizing Team President: Maria Stathakou

Ambulances: 4 norMAL, 6 4x4 , Biker Doctor 2, medical helicopter 1, doctors 2, special paramedics 16

4X4 Vehicles for Recovery and support: 14

Press Officer: Hellas Rally Team

2: GENERAL

2.1 DEFINITION

The race will take place in accordance with:

The Rules and Regulations of FIM Europe

<https://eccrr.org/regulations-fime/>

National Law 2725/99 and amendments

The General FIM Rules of RALLY RAID.

The general rules and their annexes are available on the organizers official site: www.hellasrally.org

Hellas Rally Raid race is an event which is in accordance with the Regulation of FIM Europe Tout Terrain Rally and AMOTOE with participation of motorcycles, quads, SSV.

Where there are conflicts in the regulations, these are clarified by the specific regulation, circulars that may follow, while disputes are resolved by the International Jury.

3 RACE ADMINISTRATION

The Race administration will be available till 20/5/2020

Competitors must be in constant contact with the Race Administration to receive information releases.

3.1 OFFICIAL NOTICE – PRESS OFFICE

Information about the race will be available from the Race Administration and the websites www.hellasrally.org & www.eccrr.org

Important Notes:

Refueling and Neutralization refers to Special Stages in case of refueling inside the special stage. All other refueling be will in liaison stages with target time.

Maximum racing klm without refueling 150km

5: REGISTRATION

For the race all competitors must hold a valid driver's license.

Anyone who wants to participate, must complete an application form and deposit the amount corresponding to the class, indicating their name in the comments section and sending it by email to info@hellasrally.org with the deposit receipt of the entry fee.

For more information please go to our website <https://www.hellasrally.org>.

For the application form to be accepted it must be accompanied by a bank transfer receipt. The original must reach the organizer no later than administrative inspection.

The organizer has the right not to accept more than 200 entries. The organizer has the right not to start the race, if there are fewer than 40 entries. In this case the entry fee will be refunded to the beneficiaries, without any liability.

INSURANCE

The Organizing Committee, ALAMM, officers, judges, sponsors, advertisers and the drivers of the race, do not assume any liability to third parties for any accident which may happen during the race.

The liability is held by the insurance company which has concluded a contract covering risks from these activities.

Competitors should be aware that the stages take place on roads open to public traffic and must observe the National Road Codes throughout the race.

All participants must hold a valid racing insurance either via their federation or by personal coverage.

7: RACE

7.1 STARTING POSITIONS AND RACE START.

Motorcycles will be the first to start the race. After a period of 10 minutes Quads will start.

The first Stage start order (Introduction) will be decided by the Race Director.

After each Leg, the start order will be set by the classification of the previous Stage, motorcycles and Quad will be first.

7.2 ROUTES AND TRAFFIC

The race will take place on roads open to public traffic, except the Selective Stages, the Prologue will be closed to traffic of other vehicles. Competitors are required throughout the race to obey the National road rules and the maximum permissible speed set by them, and should show proper attention to regular users of the road. Especially for vehicles passing through residential areas, a designated maximum speed limit of 30 or 50 kilometers is set, unless the local road codes and signs provides lower limit.

In each case, the penalties can reach up to and exclusion from the race.

The route control and speed control will be checked by GPS tracking system, and will be monitored during and after the race, competitors routes will be checked for any violations.

7.3 VEHICLES ARRIVING TO THE START AREA

Vehicles must be presented at the start area, one hour before the start of the race; otherwise the organizer may fill the position with another crew or competitor and will not be given permission to start. In this case, the crew which did not appear at the start area can be excluded from the race or stage.

7.4 MISSED CHECK POINT PENALIES (CP)

Missed Check Points Penalties

The penalty for missing a check point (CP) is set up to 30 minutes for each violation. The penalty can be changed by the Race Director, and confirmation of the recorded tracks of the participants.

7.5 SELECTIVE STAGE PENALTIES

Selective stage penalties will result from the total time on selective stage.

Maximum penalty for SS: maximum time of stage+2hours+CP penalties+TC penalties

7.6 PENALTIES LIAISON STAGES

Liaison Stage penalties for motorcycles, Quad and SSV are strictly proportional to the delay or early arrival, i.e. 1 minute penalty for every minute late or early arrival.

A penalty is considered as a late start of each day, stage, or liaison stage, in relation to the scheduled time set by the organizers.

The starting times of both Liaison and Special stage will be strictly on time and without delay, by 3 minutes procedure.

Maximum Liaison Stage penalty: maximum time+2 hours+CP penalties

7.7 PENALTIES FOR SPEED LIMITS

For exceeding the speed limit in areas of control and speed limit set by the Road Book:

For excess of 1 to 10 km/h: ½ minute penalty (30") for each kilometer exceeding the speed limit, for each speed limit given in the Road Book, taking into account the higher speed point.

For excess of 11 to 20 km/h: 1 minute penalty for each kilometer exceeding the speed limit, for each speed limit given in the Road Book, taking into account the higher speed point.

For excess from 21 to 40 km/h: 2 minutes penalty for each kilometer exceeding the speed limit, for each speed limit given in the Road Book, taking into account the higher speed point.

For excess over 40 km/h: 3 minutes penalty per klm up to exclusion from the race

If the speed limits are exceed repeatedly: The competitor or crew will be exclusion from the race, even if the excess speed is less than 40km/h

7.9 OTHER PENALTIES

The Race Director of the course taking into account, the penalties set by the General Regulation Rally Raid or penalties set by the General Regulation of resistance, and after agreement with the Stewards may impose penalties that can reach as far as exclusion from the race.

If rider or crew calls for help via mobile phone for direction assistants, the penalty is 15 minutes. If 3 or more calls are made, the maximum penalty is set, assuming that the competitor has not completed the special stage.

7.10 ONTIME LIMITS IN THE RACE

The on-time position of the race is set to every day limits from the organization. If a competitor has a time larger than the set time in a CP or TC, he is automatically out of the race, accepting the penalties, so they can continue to the next Stage. The out of race time may be modified by the organizers at any time upon proposal to the Race Director of the race, especially if the delay has come from a CP or TC before the middle of the race. Meaning the delay in the first TC cannot be over 30 minutes, over 1 hour for the second TC, etc. cars that exceed these times in a Stage, can start the next Stage, with corresponding penalties from the stage that was not completed.

7.11 INSTITUTION COURSE RECORD

The route of the race was done by bike and distances were count by IMO 100R50 Rally, with an accuracy of 10 meters and with car equipped with Terratrip.

Calibration circumreference: 2185. Calibration point is available in front of the administrative control.

7.12 GPS TRACKING by Stella

Trajectories of vehicles are monitored by satellite tracking – recording systems , where they are able to calculate the correct route of the race, any violations of speed limits, stopping of the vehicle due to technical problems, and any delays due to unforeseen events as e.g. a blocked path, providing help in case of an accident, etc. in such cases the Race Director may decide to remove the particular delay from a crew, when it is proven that the delay was due to a unforeseen event or foreign assistance in case of injury of another competitor. Rental cost of devices is 150 euros per vehicle and requires special bracket

7.13 EARLY ARRIVAL

Early arrival is allowed only on the last liaison stage at the end of each stage of the race. It is not allowed for the rest of the liaison stages, unless the organizer decides for motorcycles riders, for safety reasons.

7.15 FINAL STANDINGS

The final classification in Hellas Rally Raid, will be include the addition of all the penalties from Selective Stages and Liaisons, as ONE race, and not adding point classifications of the 7 stages.

8: SPONSORSHIP

Organizer keeps the right to put stickers on participants’ vehicles. If the competitor does not want it, must pays double entry fee.

9: TROPHIES

There are cups for the 1st, 2nd and 3rd in every category.

All participants who will finish the race will take medals.

Cups for overall winners in motorcycles.

10: PRIZE GIVING CEREMONY

The Prize giving ceremony will take place at Bivouac the scheduled dinner time. The competitors' presence is compulsory.

11: VEHICLES AND CREW EQUIPMENT

11.1 BIKES

The motorbikes must have: Light, brake light, horn, rear fender with mudguard, copy of number plate. Street legal tires are not obligatory but recommended.

11.2 QUAD

The Quads must have: Light, brake light, horn, nerf bars, kill switch.

11.3 RIDERS

Riders must wear: Full Face Helmet, Chest protector, knee protectors, elbow protectors, gloves, Enduro Jacket, Boots, mask.

11.4 SSV

SSV must comply to the CE technical regulations for SSV vehicles

They must also carry on them:

Tools

Mobile phone in waterproof packaging (able to phone out and receive calls) which will be open with a loud sound

Horn – lights

Extra water

Adequate clothing

Mini Survivor kit (compass, torch / flashlight, foil survival blanket, lighter)

11.5 SAFETY EQUIPMENT

All competitors are responsible for the safety equipment given by the organization (GPS trackers, timekeeping sensors – transponders, mobile or global phones), and they had to return them back in the same condition. A warranty of 150 euros will be deposited in advance and refunded if all equipment is returned in safe condition. Otherwise, they had to pay for any damage or loss. Carrying of any type of fuel canisters on the vehicles is forbidden. Only recommended extra tanks for Quads and bikes CE approval or prototypes that are part of the frame or the subframe(s) of the bike – quad.

SSV tanks must either be CE standard or comply with FIM technical regulations