

ZERO RALLY 2011



Supplementary regulations



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1. Programme

1.1 Schedule before the Rally Week

DATE	TIME	ACTIVITY
20. May		Supplementary Regulations and Entry Form published on: www.zero.no / www.zerorally.com
2. June		Closing time for entries (incl. co-driver details)
3. June		List of entries published
3. June		Start program published and sent to all entrants

1.2 Schedule during the Rally Week

DATE	TIME	ACTIVITY	LOCATION
Tue 7 June	08:00-13:30	Rally office, open	Scandic Hamar, Vangsveien 121, Hamar
	08:00-09:30	Administrative check	
	09:00-10:00	Scrutineering	The Viking Ship, Hamar
	10:30	Driver's briefing	Scandic Hamar, Vangsveien 121, Hamar
	12:00	First Stewards meeting	
	12:30	Publication of start list for day 1	
	13:00	Start of Zero Emission Rally 2011, Day 1, total distance 145 km. Include: 2 Regularity stage, 1 test stages, 2 autoslalom	The Viking Ship, Hamar
	19:00	Coca Cola Zero autoslalom	The Viking Ship, Hamar
	19:30-20:30	Rally office, open	Scandic Hamar, Vangsveien 121, Hamar
	19:12	End day 1	The Viking Ship, Hamar
20:00	Publication of start list for day 2	Scandic Hamar, Vangsveien 121, Hamar	

Wed 8 June	08:00-09:00	Rally office, open	Scandic Hamar, Vangsveien 121, Hamar
	08:30	Start day 2, total distance 181 km, Include: 3 Regularity stage, 1 hill climb	
	17:30-18:30	Rally office, open	Scandic Hamar, Vangsveien 121, Hamar
	17:03	End day 2	The Viking Ship, Hamar
	18:00	Publication of start list for day 2	Scandic Hamar, Vangsveien 121, Hamar
Thu 9 June	07:00-08:00	Rally office, open	Scandic Hamar, Vangsveien 121, Hamar
	07:30	Start day 3, total distance 202 km Include: 2 Regularity stage, 1 test stages, 1 autoslalom	
	15:00-17:00	Rally office, open	Mobile HQ, Oslo
	16:30	Start Minirally, Autoslalom	Oslo Port
	17:04	End of Zero Emission Rally 2011	Town Hall, Oslo
	18:00	Publication of provisional final classification	Amundsen Bryggeri & Spiseri, Stortingsgt 20, Oslo
	18:30	Prize giving	Amundsen Bryggeri & Spiseri, Stortingsgt 20, Oslo

2. Organisation and Description

ASN visa No: ARCH 11.10022 issued on: 2011-05-20

2.1 Organiser's Name

KNA Drammen

2.2 Address and Contact Details

Postal and Visitors address: ZERO
Maridalsvegen 10
N-0178 Oslo

Telephone: +47 922 96 200

E-mail: ina@zero.no

Internett: www.zero.no / www.zerorally.com

2.3 Organisation Committee

Bjørnar Kruse, Stig Rune Kjernsli, Vera B. Andresen, Ina Bjørnrå, Per Christian Håveødegård, Leif Brennhovd, Even Wiger

2.4 Stewards of the Meeting

Chairman Mr. Arild Antonsen
Steward Mr. Lars Edvall (S)
Steward Mr. Bjørn Gulbrandsen

2.5 Officials

Event Co-Ordinator	Ms. Ina Bjørnrå	ina@zero.no
Ass. Co-ordinator	Mr. Bjørnar Kruse	bjornar@zero.no ;
Clerk of the Course	Mr. Stig Rune Kjernsli	stigrune@rallynorway.no
Secretary of the Rally	Ms. Vera Bakke Andresen	vera@rallynorway.no
Chief Route Officer	Mr. Bruno Berglund	
Chief Scrutineer	Mr. Jan Egil Jenssen	jan.egil.jenssen@bilsport.no
Chief of Charging	Mr. Sverre Brennhovd	brenno@online.no
Chief of Marshalls	Mr. Freddy Høgås	
Chief of Material	Mr. Leif Brennhovd	leifb@online.no
Results Officer	Mr. Kjell Selvik	kjells@selvik.com
Press Officer	Ms. Anne Jortveit	anne@zero.no

2.6 Judge of fact

Decisions taken by a Judge of fact are final and protest concerning their judging will not be taken into consideration.

Charging:	Mr. Sverre Brennhovd
Refuelling hydrogen:	TBA
Time Keeper:	Mr. Petter Granerud
	Mr. Erik Aaby
	Mr. Jan Moland
	Mr. Bjørn Karlsen,
Route:	Mr. Helge Wettre
	Mr. Steinar Jortun

2.7 Description of the rally

Zero Emission Rally 2011 is a national rally for hydrogen-, electric-, plug in-hybrid and biofuelcars. Starting in Hamar, 7 June and finishing in Oslo 9 June, it consists of transport stages and 13 stages/tests; 2 are running on tracks, 7 regularity tests, 1 hill climb and 3 auto slalom. Total distance will be 527,5 km

2.7.1 Minirally

Zero Emission Rally 2011 will also include a minirally. The minirally will start in Oslo 9. June at 16:30 and will include 1 auto slalom. Minirally will be open for class 1 - 5, but they compete together. For administrative check-in and scrutineering see art. 6.3

2.8 Road Surface

Gravel, concrete and tarmac

2.9 Location of HQ

HQ / Rally Office will be located at Scandic Hamar.

2.10 Location of overnight Parc Fermé

There will be established overnight Parc Fermé inside The Viking Ship, Hamar.

3 General Conditions

3.1 Eligible cars and classes.

All road legal hydrogen, plug-in hybrid, battery electric and biofuelcars are eligible.

Class 1	Battery electric cars – Urban (Battery capacity up to 30 Kwh)
Class 2	Battery electric cars – Touring (Battery capacity over 30 Kwh)
Class 3	Hydrogen cars
Class 4	Plug-in hybrid cars
Class 5	Biofuels cars (must be driving on more than 80% biofuels)

3.2. Competitors – Eligible crews

Any crew must be composed of a first driver and one crew member. **Both crew members must stay on board during all the competition** under penalty of exclusion from the race.

All crew members must either:

- hold any kind of drivers' competition or regularity licence valid for 2011, issued by an ASN member of FIA,
- obtain a « Regularity Rally Driving Permit » issued by the Norwegian Automobile Sport Federation during the administrative checks . It will be subject of a payment of NOK 300 fee for Norwegian competitors and NOK 200 fee for foreign competitors. The driving permit do not include personal insurance for foreign competitors.

(see also art. 6.1).

Competitors may register a Team Name (Entrant). This team will comprise a number of Drivers/Co-drivers according to a list, all of whom must be registered for the Rally.

Drivers/Co-drivers may only be a member of one team.

The Entrant is responsible for the driver/co-driver in the car at any time.

3.3 Entries

3.3.1 Entry Procedure

Those wishing to take part in Zero Emission Rally must send the entry form duly completed (including co-driver details) to the Rally Office (address details in Art.2.4) before closing of entries.

The entry form must be accompanied by the total entry fee. If the entry form is sent by fax or e-mail the original entry form must reach the organiser no later than one week after the closing date for entries, i.e. on 30 May.

By signing the entry form entrant, driver and codriver (entrant if more than one codriver; see art. 3.2) commits to follow the regulations for the competition.

3.3.2 Number of Entrants accepted

The maximum number of entrants will be 30.

The maximum number of entrants in the Mini Rally will be 30.

The organiser will establish a so-called “waiting list” if necessary. Corresponding criteria will assist in determining the order of the crews on this waiting list. It is strongly recommended to submit the official entry application form accompanied by the entry fee and the driver’s results in due time.

3.3.3 Entry Fees

The entry fee is NOK 15.000,- for organizations and companies

The entry fee is NOK 5.000,- for private participants

The Entry fee for minirally is NOK 1.000,-

3.3.4 Payment Details

The Entry Fee must be paid to the following bank account:

National competitors:

Account nr: 1503.10.34210

Foreign competitors:

Bank name: DnB NOR Bank ASA

Bank address: Stranden 21, NO-0021 OSLO, Norway

Norwegian bank account no.: 1503 10 34210

IBAN: NO80 1503 1034 210

SWIFT address/BIC: DNBANOKKXXX

3.3.5 Refunds

Entry fees will be refunded in full

a) to candidates whose entry has not been accepted

b) in case of the rally not taking place.

The Organiser may refund 50% of the entry fee to those competitors who for reasons of “force majeure” were unable to start in the rally. This must be applied for in writing giving reasons for the claim and bank and account details.

3.4. Insurance

The Norwegian Traffic Damage Act is enforced.

3.4.1 Traffic Insurance

All cars participating in the rally must have a valid obligatory traffic insurance towards third parties. In Norway the “Green Card” (International Motor Insurance Card) system is applied. For cars coming from countries outside the Green Card system and EEA-countries, a Nordic frontier insurance must be taken at the border. Traffic insurance guarantees competitor’s cover for civil responsibility towards third parties on road sections.

3.4.2 Accident Insurance on special stages

The organizer will issue third party insurance cover valid on special stages for all cars.

Competitors and organizers property is excluded.

3.4.3 Insurance Amounts

The maximum compensation in case of third party damage is unlimited (personal damage). Maximum compensation regarding organiser liability insurance is NOK 10 000 000 per each damage (property damage).

3.5 Change of Supplementary Regulations.

The Clerk of the Course is responsible for the application of these regulations during the Rally. 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. These bulletins will be posted on the official notice board. 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.

3.6 Advertising restrictions

Advertising of tobacco, tobacco products, smokers' requisites and alcoholic beverages is forbidden in Norway.

These laws apply to competing cars, service cars, equipment and clothing.

4 Competitors responsibilities

4.1 Starting order – Plates – Numbers

4.1.1. Starting order

The starting order Day 1 will be according to the starting numbers with the lowest number starting first.

The starting order in the following days will be according to classifications in the class after previous day. Late arrival to the rally start or start at a day entails a penalty of 10 seconds for each minute lateness. Cars with more than 15 minutes lateness will not be allowed to start.

4.1.2 Identification number

During the administrative checks, the organizer will provide each crew with 2 rally plates. These must be affixed to the car on each front door.

4.2 Timecard

At the start of the rally each crew receives a timecard for each day. The timecard contains the driving times between each time control. The timecard will be changed at the charging point and collected at the last time control (TC) each day. The crew is responsible for their timecard.

The timecard must be available for control on demand. At a control one of the crew must present the card for sign/stamp.

Change or supplements done by the crew and not by authorized marshals will entail a penalty at the discretion of the stewards.

Missing timecards or control stamps/signs on the timecard at time controls will entail penalty at the discretion of the stewards.

The crew is responsible for the correctness of the notifications on the timecard. Only authorized marshals can write on the timecard.

4.3 Traffic regulations

Norwegian traffic regulations must be respected. Speeding control can be done during the race by the organizer. The organizer can also put up speed controls based on official and organizers own signposted speed limits. Speed controls are secret.

Penalty will be as follows:

Exceeding of 1-5 km/h the maximum speed:	50 seconds penalty
Exceeding of 6-10 km/h the maximum speed:	100 seconds penalty
Exceeding more than 10 km/h of the maximum speed:	150 seconds penalty
Exceeding more than 15 km/h of the maximum speed:	exclusion from the rally

4.4 Service on the car

It is allowed to change parts of the car during the rally. The official approved weight of the car must not be reduced with more than 2 %.

Sealing parts must not be changed during the race without approval from the Chief Scrutineer. Pushing or towing of the car is forbidden during the race, except if necessary in case of bringing the car back on road, away from the road or move it to an area advised by the organizer after brake down.

Under risk of penalty, which may go as far as exclusion, crews are forbidden to :

- deliberately blocking the passage of competing cars or preventing them from overtaking.
- behaving in an unsportsmanlike manner, themselves or their assistance team.

Charging/refueling is only allowed at times and places and with the advised equipment.

Charging/refueling is detailed described in art. 5.4.

4.5 Service Car

Competitors are not allowed to have their own service vehicle at the stages and tests. These service vehicles can only help with repairs at pauses and serviceparks before cars are going into overnight parc ferme.

The organizer will provide with one brake down vehicle during the race, which will follow after last competitor in the rally. The Electric cars **must** carry the charger in their own car, except a 400 V "quick-charger" which is available from the organizer. The competitors are not allowed to receive any help moving the car (neither towing nor pushing). If the car stops only the competitors themselves can push the car.

4.6 Safety

4.6.1 Cars must be in conformity with the road laws:

- Safety belts
- dipped headlights and driving lights,
- stop lights,
- flashing lights,
- warning lights,
- 1 yellow safety jackets with retro-reflective device,
- warning triangle.

5 Running of the Rally

Competitors will have a roadbook which contains a detailed description of the rally. All competitors must follow these directions. Not following the road book will entail a penalty (1800 seconds) at the discretion of the stewards.

5.1 Drivers Briefing.

There will be at drivers briefing before the start of the rally. This will be held at HQ, Scandic Hamar, Tuesday 7th June at 10:30. It is recommended that at least one of the Crew members attend this briefing. If the car is entered as a Team Name Entrant. (See art. 3.2) one person representing the team the whole rally is recommended to attend the briefing.

5.2 Official Time

The competitions Official Time will be available at the rally office before start each day. The competitors can at every TC compare their clocks with the organizer official time.

5.3 Start

The competitors shall be at the start no later than 10 min before their own starting time. The cars will start with 1 minute gap according to the organizers starting list. Depending on different conditions the 1-minut gap can increase. The starting time will be written on the timecard. Late arrival to the rally or start at a day entails a penalty of 10 seconds for each minute lateness. Cars with more than 15 minutes lateness will not be allowed to start.

Competitors starting the rally or a day late shall have their exact starting time marked on the time card.

Competitors shall make sure that their time is written on the time card at every TC in right order. Incorrectness will be penalized at the discretion of the stewards. Ideal time between two TC' is given on the time card.Hour and minutes are to be written as: 00.00 – 23.59. Only spent minutes will be written.

5.4 Refueling and charging

Electric cars: There will be one contact:

- 16 A / 230 V / single phase
- 32 A / 230 V / single phase
- 400 V / according to the Chademo standard

The competitors are not allowed to connect or disconnect the charging unit themselves.

Charging time will be registered.

The person responsible for charging is Sverre Brennhovd (judge of fact).

Electrical charging:

Tuesday 7 th :		No charging from the organiser, all cars must be full charged before start from start day 1 to Gjøvik, 94,2 km from Gjøvik to Hamar, to end of day1, 50,7 km
Wednesday 8 th :	Hamar :	from start day 2 to Hunderfossen, 88,0 km from Hunderfossen to end of day2, 92,6 km
Thursday 9 th :	Hamar:	from start day 3 to Våler, 52,6 km from Våler to end of day3, 149,5 km

Hydrogen Cars: Only refuel in 700 bar. All refuelling will be arranged by organiser.

Hydrogen cars refuel in:

Tuesday 7 th :		No fuelling from the organiser, all cars must be full tanked before start, distance to refuel, 144,8 km
Wednesday 8 th :	Hamar:	from refuel Hamar to refuel Hamar, 180,6 km
Thursday 9 th :	Hamar:	from refuel Hamar to finish, 202,2 km

5.5 General Provisions – Stages

5.5.1 Road Sections

On the road sections drivers follow regular traffic pattern; this is accounted for in the time schedule provided by the organizer. Road sections are conducted either on ideal or maximum time.

If an ideal time is provided, drivers should add this to the starting time issued at TC, and must reach next TC at the right minute. E.g.: If starting time is 09.17, and provided ideal time for the stage is set to 1 hour 12 minutes, ideal time at next TC is 10.29. Arrival next TC then must be between 10.29.00 – 10. 29.59.

If a maximum time is provided, drivers must arrive next TC before maximum time expires. E.g.: If starting time is 13.45, and provided maximum time is 57 minutes, drivers should arrive at next TC within 14.42.59.

Penalty points: Early arrival at TC is 10 seconds per started minute, delayed arrival 10 seconds per started minute, limited to 150 seconds.

5.5.2 Regularity stage

Regularity test sections are organized on roads open to public traffic. The crews must complete the regularity test sections at an average speed imposed by the organizer. The non respect of these rules may lead to the exclusion from the race.

A sign with two chequered flags will be set up at after the finish line of a regularity test section, thus indicating to the crew that he has completed this regularity test section. Secret controls are not indicated.

Penalty seconds on secret controls: 0,1 second per every tenth of a second deviation from ideal time, limited to 30 seconds. Missing secret control will be penalized with 50 seconds.

5.5.3 Hill Climb and Test Stage

The purpose of these stages is to drive as fast as possible from start to finish. These tests will be held at tracks or closed roads.

Drivers start in stand-by mode, and after crossing a finish line made up of a pair of cones they must be able to stop their vehicle in the finish area.

Time spent in minutes, seconds and tenths of a second, will be added to all other time penalties.

Drivers failing to complete the stage will be awarded the maximum penalty.

The maximum penalty will be provided at the time card.

Penalty seconds:

0,1 second for every tenth of a second spent;

2 second per cone touched by vehicle;

4 second for every cone passed on the wrong side

5.5.4 Auto slalom

The purpose of auto slalom is for the competitor in the shortest possible time to maneuver the car through a course with speed-reducing barrier.

Drivers start in stand-by mode, and after crossing a finish line made up of a pair of cones they must be able to stop their vehicle in the finish area.

Time spent in minutes, seconds and tenths of a second, will be added to all other time penalties.

Drivers failing to complete the stage will get maximum penalty. The maximum time will be provided at the time card.

Penalty seconds:

0,1 second per every tenth of a second spent during the stage;

2 second per cone touched by vehicle;

4 second per cone passed on the wrong side.

5.5.5 Start on a test stage, auto slalom or hill climb will be as follow:

When the competitor has stopped at the start control, the marshal writes the starting time on the time card (times and minutes). He will give the card to the competitor and countdown 30" – 15" – 10" and then the 5 last seconds one by one. The car must then start immediately.

Competitors who not start within 20 seconds after given start signal will be penalized with the slowest time + 30 seconds.

Jump start is penalized with 30 seconds.

5.5.6 Cancellation or stop of a test

If, for some reason, a test stage, hill climb or auto slalom must be stopped before all cars has finished, the remaining participants will be given, the average time of those who have driven the stage. (normal rounding).

Decision regarding this can only be made by the Stewards after being briefed by the Clerk of the Course about the reasons for the stop.

Competitors causing a stop of the rally may not benefit of this and their time will be given by decision of the stewards.

5.6 General Provisions – Controls

5.6.1 General

All controls; time- and passage controls, start and finish controls, regroup controls are marked with control signs (see Appendix II).

Start of the control-zone will be marked with a warning sign "Kontroll 100 m". The next sign is "Kontroll".

All control zones is under the parc ferme regulations (see art. 5.9).

Participants are not allowed to stay longer than necessary to implement the necessary control procedures.

Competitors will be excluded from the competition if:

- They arrive the control zone from another direction than the described in roadbook.
- They arrive a time control they already have been to.

The crew is responsible for their ideal time but are in title to see the official clock at the control. The marshals are not allowed to provide any information regarding their idealtime. The control posts will be open 15 minutes before arrival of 1st competitor and will be closed 15 minutes (allowed time of lateness) after last cars idealtime

5.6.2 Passage Controls

At manned controls the marshals will stamp or sign the timecard as soon as the timecard is delivered by the crew without taking into account the time. Secret passage controls may occur. Missed controls will be penalized with 40 seconds. The controls must be registered in correct order.

5.6.3 Time Controls

TC are specified in the Road book. The start of the control is signed with a "Kontroll 100m" sign. The competitor shall wait before the warning sign for their minute if early arrival or ideal time, TC in. If maximum time or late arrival TC in, they shall drive into the control zone. Time of arrival will be automatically registered between "Kontroll 100 m" and the "Kontroll" sign and rounded down to full minute. Early and late arrival at TC will be penalized with 10 seconds per minute, limited to 150 seconds, ref Art. 5.5.1.

Missing start control associated to a TC control will not be penalized. Deviation between given start time and actual start time will be penalized with 10 seconds per minute. Competitors who fail to pass the last time control of the day will be excluded from the rally.

5.6.4 Secret time controls

During regularity test there will be secret time controls . These time controls will not be indicated in the Road Book and not marked. The time will be registered with tenths of a second at passing. Penalty for early or late passing will be 1 second per second or 0,1 second per tenth of a second limited to 30 seconds.

Missing control will be penalized with 50 seconds.

5.7 Regrouping Controls/pauses

Regrouping Controls may be set up during the rally (e.g. in connection with charging/refueling). On their arrival at these regrouping controls, the crews hand their time card to the Post Marshal. They receive instructions as to their restart time.

The purpose of these regroupings is to reduce the intervals which may occur between crews. It's the competitors responsibility to be at the next time control (TC out after regrouping) at correct given time.

5.8 Incorrect route

Competitors shall continue the rally from the last registered open time control, this also if the competitors has missed controls as a result of incorrect driving from the given route.

5.9 Parc Ferme

Cars are subject to "Parc Fermé" rules after entering the start control zone, at the end of each day (The Vikingship, Hamar) and immediately after the time control of Oslo arrival, and this until the result's proclamation.

From the time they enter a control area (“Kontroll” 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” regulations, any intervention (repair, servicing/refuelling) is strictly prohibited and will result in a penalty of 1800 seconds.

5.10 Catching up

Crew who, for technical reasons, has missed during a day a time control or a passage control (which can be secret), can be re-admitted to the following day. They will be given a penalty of 1800 seconds. Crews who want to restart must, no later than 30 minute before publication of start list for the next day, inform in written the Clerk of the Course.

Each case will be decided by the Stewards of the Meeting who may order the car to be subject to a scrutineering check.

Catching-up is not applicable the last day.

5.11 Time keeping and Result system

Timing is GPS based. Competitors will be running with GPS loggers that log position and time every second. Registration of time controls and passages are based on the GPS log. Missing GPS registration in a control means losing control. This includes passage controls and stop controls. Participants are responsible for the sufficiently accuracy of their own clocks.

6 Administrative Check In and Scrutineering

Any crew taking part in the Rally must attend the planned administrative and scrutineering checks in accordance with the Rally timetable.

6.1 Administrative checks

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

- Driving license for each member of the crew
- Drivers’ competition license or “Regularity Rally Driving Permit” for each member of the crew. These «Regularity Rally Driving Permits» are issued during the administrative checks of the event.
- Team (Entrant. See art. 3.2) must present a list of who will be the Crew at all time during the rally. If change of crew the Entrant must perform an administrative check-in no later than 30 minutes before start of the first car each day.
- 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).

6.2 Scrutineering

- Conformity of the car with the Norwegian Highway Code
- Advertising in accordance with the regulations,
- Presence of plates and competition numbers
- Charger must be presented for electrically powered vehicles supplied by battery

6.3 Mini Rally

Administrative check-in and scrutineering will take place at “Rådhuskaia” between 15:00 - 15:30.

7 Penalties

7.1 Exclusion

- Art. 4.1.1 More than 15 minutes lateness to the rally start or start at a day
- Art. 4.3 Traffic regulations, exceeding speed, more than 15/h of the max. speed
- Art. 4.4 Blocking the passage or behaving in an unsportsmanlike manner: Possible exclusion: at the discretion of the stewards
- Art. 5.3 More than 15 minute lateness to start
- Art. 5.5.2 Not respecting the given average speed
- Art. 5.6.3 Fail to pass the last time control

7.2 Time penalties

- Art. 4.1.1 10 sec for each minute lateness.
- Art. 4.3 Infringement of Traffic regulations, exceeding speed (see art.)
- Art. 5.3 Late arrival to the rally start or start at a day: 10 sec. for each minute
- Art. 5.5.1 10 sec. for every minute early or late arrival;
- Art.5.5.2 0,1 sec. per one tenth of a sec. deviation from ideal time. Max. 30 sec. per control
- Art.5.5.3. 0,1 second per one tenth of a second spent during the stage
 - 2 second per cone touched by vehicle
 - 4 second per cone passed on wrong side
- Art.5.5.4 0,1 second per tenth of a second spent during the stage
 - 2 second per cone touched by vehicle
 - 4 sec. per cone passed on wrong side
- Art. 5.5.5 More than 20 sec. lateness to given start: slowest time + 30 sec.
 - Jump start: 30 sec.
- Art. 5.6.2 Missed passage controls; 40 sec.
- Art. 5.6.3 Missed time controls; 150 sec.
 - Deviation between given and actual start time: 10 sec. per minute
- Art. 5.6.4 Missed secret control: 50 sec.
 - Early or late secret control: 1 sec. per sec.
- Art. 5.6.5 Early and late arrival: 10 sec per started minute deviation between real arrival time and ideal time
- Art.5.9 Violation against Parc Ferme regulations: 1800 sec.
- Art. 5.10 Catching up: 1800 sec.

8 Classifications and Prizes

The final classification will be published at 18:00 and the prize giving will take place at 18:30, both at Amundsen Bryggeri & Spiseri, Stortingsgt 20, Oslo

8.1 Mini rally

The final classification will be published at 18:00 and the prize giving will take place at 18:30, both at Amundsen Bryggeri & Spiseri, Stortingsgt 20, Oslo

Prizes are awarded to the three best drivers and co-drivers in each class. If two or more competitors in the same class finish on the same total time, the vehicle with the best result from the first stage will be judged first. If two or more competitors are still equal, the results from second, third, fourth stages and so on will be used to judge between competitors.

9 Final checks and protests

The final check will take place at as soon as possible after the end of the rally.

Cars subject to final checks (decision by the Stewards and announced to the Competitor concerned at the finish TC) must have one crew representative present at the final check.

9.1 Protest and Appeal fee

Protest fee: NOK 1000,-

Appeal fee: NOK 5000,-

9.2 Additional fee

For a protest involving a clearly defined part of the car (engine, transmission, steering, braking system, electrical installation, bodywork etc.): NOK 3000,-

Timetable

ZERO RALLY 2011

Version 4: 2011 - 05 - 15

TC/SS	Section/SS	Arr time	Dep time	*** DISTANCE ***			**TIMING**	
				Total km	SS-km	RS-km	Target time	KpH
Start	Hamar Vikingskipet		13.00	32,10	0,00	32,10	00:38	50,68
TC1A	Kroksrud	13.38						
REG 1	Dalby		13.41	4,42	4,30	0,12	00:06	44,20
TC1B	Skredshol	13.47	13.49	32,61	0,00	32,61	00:39	50,17
TC2A	Elvedal in	14.28						
SS 2	Elvedal Gokart Racing		14.31	1,02	0,91	0,11	00:02	30,60
TC2B	Elvedal ut	14.33	14.35	3,17	0,00	3,17	00:10	19,02
TC3A	Austby	14.45						
REG 3	Nordenga		14.48	10,98	10,82	0,16	00:15	43,92
TC3B	Kjellsrud	15.03	15.05	9,85	0,00	9,85	00:17	34,76
TC3C	Gjøvik Charging in	15.22		0,00	0,00	0,00	02:15	0,00
TC3D	Gjøvik Charging out		17.37	0,09	0,00	0,09	00:05	1,08
TC4A	Gjøvik autoslalom in	17.42						
SS 4	Autoslalom		17.45	0,40	0,35	0,05	00:02	12,00
TC4B	Gjøvik autoslalom out	17.47	17.49	49,46	0,00	49,46	01:00	49,46
TC5A	Hamar Vikingskipet autoslalom in	18.49						
SS 5	Autoslalom		19.00	0,65	0,60	0,05	00:05	7,80
TC5B	Hamar Vikingskipet autoslalom ut	19.05	19.07	0,08	0,00	0,08	00:05	0,96
TC5C	Hamar Vikingskipet in	19.12						
Total Zero Rally Day 1				144,83	16,98	127,85	05:39	
TC5D	Hamar Vikingskipet		8.30	41,79	0,00	41,79	00:51	49,16
TC6A	Bynstua	9.21						
REG 6	Biskopåsen		9.24	11,38	11,23	0,15	00:17	40,16
TC6B	Avset	9.41	9.43	2,89	0,00	2,89	00:11	15,76
TC7A	Brøttum st	9.54						
REG 7	Bergseng		9.57	9,28	9,13	0,15	00:14	39,77
TC7B	Bårdseng	10.11	10.13	22,65	0,00	22,65	00:32	42,47
TC7C	Hunderfossen Charging in	10.45		0,40	0,00	0,40	04:00	0,10
TC7D	Hunderfossen Charging out		14.45	19,16	0,00	19,16	00:29	39,64
TC8A	Lillehammer hillclimb in	15.14						
SS 8	Lysgårdsbakken Hillclimb		15.17	1,24	1,06	0,18	00:02	37,20
TC8B	Lillehammer hillclimb out	15.19	15.21	17,51	0,00	17,51	00:24	43,78
TC9A	Mesnali	15.45						
SS 9	Ringsaker		15.48	32,09	31,88	0,21	00:43	44,78
TC9B	Nybygda	16.31	16.33	22,19	0,00	22,19	00:30	44,38
TC9C	Hamar Vikingskipet	17.03						
Total Zero Rally Day 2				180,58	53,30	127,28	08:13	
TC9D	Hamar Vikingskipet		7.30	25,39	0,00	25,39	00:31	49,14
TC10A	Rokoskogen	8.01						
REG 10	Militærvegen		8.04	6,28	6,10	0,18	00:09	41,87
TC10B	Sagstua	8.13	8.15	19,10	0,00	19,10	00:25	45,84
TC11A	Våler Racing in	8.40						
SS 12	Våler Racing		8.43	1,85	1,17	0,68	00:10	11,10
TC11B	Våler Charging in	8.53	8.55	0,00	0,00	0,00	04:00	0,00
TC11C	Våler Charging out		12.55	10,23	0,00	10,23	00:16	38,36
TC12A	Vesterhaugen	13.11						
REG 12	Sør-Odalen		13.14	28,75	28,64	0,11	00:39	44,23
TC12B	Knapper	13.53	13.55	109,89	0,00	109,89	02:10	50,72
TC13A	Oslo	16.05						
SS 13	Oslo Autoslalom		17.00	0,67	0,60	0,07	00:02	20,10
TC13B	Oslo	17.02	17.04					
FINISH	Oslo	17.04						
Total Zero Rally Day 3				202,16	36,51	165,65	08:22	
				144,83	16,98	127,85	05:39	
				180,58	53,30	127,28	08:13	
				202,16	36,51	165,65	08:22	
Total Zero Rally 2011				527,57	106,79	420,78	22:14	

Appendix II:

Controlsigns



Calibration for
for trip metres



Warning sign
control zone



Passagecontrol
with stamp



End of control