

Targa Fleet Management



Fondazione Targa Florio



# EC3 TARGA

## GREEN PRIX - TARGA FLORIO

Alternative Energies Cup - Mediterranean Eco Challenge  
www.palermoaci.it



### 18 – 19 – 20 October 2009 SUPPLEMENTARY REGULATIONS

#### PROGRAMME

Tuesday 8 september 2009	<b>Publication of Regulations</b> Web-site <a href="http://www.targaflorio.org">www.targaflorio.org</a>
Thursday 10 september 2009	<b>Opening date for entries</b>
Monday 5 october 2009	<b>Closing date for entries</b>
Wednesday 7 october 2009	<b>Publication of the entry list</b> Web-site <a href="http://www.targaflorio.org">www.targaflorio.org</a>
Friday 9 october 2009 <b>Belvedere - Termini Imerese</b>	from 9:00 to 16:00 <b>Distribution of Road Book</b>
Friday 9 october 2009 <b>Belvedere - Termini Imerese</b>	from 9:00 to 16:00 <b>Administrative checks</b>
Friday 9 october 2009 <b>Belvedere - Termini Imerese</b>	from 9:30 to 16:30 <b>Technical Scrutineerings</b> At the end entry to "Parc Fermè"
Friday 9 october 2009 <b>Belvedere - Termini Imerese</b>	to 18,00 <b>List of crews admitted to start and exact start times.</b>
<b>3ª ECOTARGA – GREEN PRIX – I Leg</b>	
Saturday 10 october 2009 <b>Belvedere - Termini Imerese</b>	at 08:00 <b>Competitors' Briefing</b>
Saturday 10 october 2009 <b>Belvedere - Termini Imerese</b>	at 08:30 <b>Entry into the Starting Park</b>
Saturday 10 october 2009 <b>Belvedere - Termini Imerese</b>	at 09:00 <b>Start of the 1st Competitor for the Regularity and the Consumption Test – I Leg</b>
Saturday 10 october 2009 <b>Autodromo Pergusa - Enna</b>	at 17:00 <b>Arrival of the first Competitor I Leg and Parc Fermè</b>
<b>3ª ECOTARGA – GREEN PRIX – II Leg</b>	
Sunday 11 october 2009 <b>Autodromo Pergusa - Enna</b>	at 9:00 <b>Start of the 1st Competitor for the Regularity and Consumption Test - II Leg</b>
Sunday 11 october 2009 <b>Autodromo Pergusa - Enna</b>	at 12:00 <b>Arrival of the first Competitor II Leg and Parc Fermè</b>
Sunday 11 october 2009 <b>Autodromo Pergusa - Enna</b>	at 14:30 <b>Posting of Regularity, Consumption and Absolute Classifications</b>
Sunday 11 october 2009 <b>Autodromo Pergusa - Enna</b>	at 16:00 <b>Prize giving Ceremony</b>
Ubicazioni ALBO UFFICIALE DI GARA	<u>Cefalù</u> : Hotel Costa Verde <u>Pergusa</u> : Autodromo



## I - ORGANIZATION AND PARTICULAR CONDITIONS

### 1.1 - Definition

The **Automobile Club di Palermo**, with the patronage of the **Environment Ministry** and of the **FIA Foundation**, in cooperation with **Promo1, Fondazione Targa Florio and Ente Autodromo di Pergusa**, organises the **3<sup>rd</sup> ECOTARGA – GREEN PRIX**

#### FIA Driving Tests:

- **Energy Consumption**
- **Road and circuit Regularity**

#### Purpose of the event:

The purpose of this Event is the promotion of environmentally friendly and commercially suitable Alternative Energies powered vehicles. In line with the pioneering nature of Automobile Sport, countless technical concepts are tested through competition.

This Event is intended to demonstrate to the public the performance of these vehicles and thus their suitability for everyday use.

The Regularity and the Energy Consumption Test are two different typologies of the FIA Driving Tests Events. Entrants obtain a single score deriving from the absolute classification (combined, regularity and consumption, see Arts. 9.1 and 9.2.) The score is valid for the FIA title CSAI titles relative to Electric Vehicles Category IIIA - Hybrid Vehicles cat. VII and other Alternative Energies vehicles cat. VIII . It will also be made a test on vehicle emissions (conducted by the TEXA, recognized by the FIA), but it does not contribute to the absolute combined classification.

National Sporting Authority : **C.S.A.I.**

C.S.A.I. visa n. \_\_\_\_\_

FIA visa n. \_\_\_\_\_

### 1.2 – Organizing Committee

**Automobile Club di Palermo – Viale delle Alpi & - 90144 Palermo – Phone: +39091300468 Int.7 Fax: +39091300472 – e.mail: [segreteria.ACPA@integra.aci.it](mailto:segreteria.ACPA@integra.aci.it)**

President: **Antonio Marasco**

Members: **Salvatore Lo Presti**  
**Gianfranco Mavaro**

### 1.3 – Honour Committee

**Stefania Prestigiaco**

Environmental Ministry

**Raffaele Lombardo**

President of the Sicily Region.

**Giovanni Avanti**

President of the Regional Province of Palermo

**Bruno Moretti**

President of the Alternative Energies FIA Commission

### 1.4 – GENERAL CONDITIONS

This event will be organised in conformity with the International Sporting Code (and its annexes), with the Sporting Regulations of the FIA Alternative Energies Cup, with the requirements of FIA driving test regulations, with the prescriptions stated in the National Sporting Regulations applicable to FIA rules and with this Supplementary Regulation.

The Organising Committee will ensure that the event has all the required Administrative Authorisations. Owing to the inscription, each entrant as well as his driver, eventually his principal, his person in charge, is deemed to know and to comply with the requirements of the C.S.A.I. National Sporting Regulations, of the present Supplementary Regulations and of the International and National Sporting Code and Regulations, binding himself to respect and to let respect all the applicable regulations. He renounces the appointment of arbitrators or other jurisdictions for facts deriving from the organisation of the event and/or the carrying out of the competition, acknowledging as only competent jurisdiction the C.S.A.I., with the exception of the right of appeal as foreseen by FIA Regulations.

He releases Organisers, C.S.A.I. and the owner and/or manager of those routes hosting the event itinerary, as well as the Italian Aci Clubs, Organisms being part of the

organisation, from any third party responsibility for physical and/or material damages suffered by the entrant/driver, staff, goods and other people.

### 1.5 – Admitted Vehicles

The following Categories of vehicles in conformity with the FIA Technical Regulations are admitted :

- Category IIIA Electrical vehicles for daily use  
All the other vehicles (categories I, Olympia Class, II, III, IV, V&VI) are admitted only if they are authorized to travel on public roads. In this case, these vehicles will be included in Cat. IIIA and therefore a single classification will be drawn .
- Category VII&VIII  
Category VII Hybrid electrical ; Category  
Category VIII Other alternative energy vehicles:
  - a) Mono fuel vehicles powered by gaseous fuels.
  - b) Poly fuel vehicles powered by gaseous and liquid fuels.
  - c) Mono fuel vehicles powered by hydrogen.
  - d) Bi-fuel vehicles powered by hydrogen and another fuel.
  - e) Fuel cells vehicles.
  - f) Bio-fuel powered vehicles.

For all these vehicles and for the hybrid ones (Cat.VII) for the assignment of FIA and CSAI scores, a single classification will be drawn.

As vehicles, are intended all the motorized means (cars, motor-cycles, karts, trucks, tricars, with mass inferior to 35 quintals) that can move without external energetic helps.

All the above mentioned categories must be regularly approved and registered according to the community rules or authorized to run on public soil. These vehicles should have the R.C.T. insurance cover, which has to be still effective.

### 1.6 Officials of the Event

President of the Panel	<b>Lars Edvall</b>	S	Appointed by FIA
Member	<b>Marco Messina</b>	I	17591
Member	<b>In Attesa di Nomina</b>		
Clerk of the Course	<b>Marco Cascino</b>	I	31353
Technical Delegate	<b>Georg Brasseur</b>	A	Appointed by FIA
Technical Member	<b>Gregorio Meli</b>	I	23655
Technical Member	<b>Francesco Tomaselli</b>	I	23568
Technical Member	<b>Pino Nicola</b>	I	103271
Scrutineer	<b>Calogero Di Mino</b>	I	228368
Administrative Scrutineer	<b>Davide Orlando</b>	I	210241
Administrative Scrutineer	<b>Luigi Geraci</b>	I	220928
Administrative Scrutineer	<b>Alfredo Geraci</b>	I	220926
Administrative Scrutineer	<b>Sabella Pietro</b>	I	237381
Secretary of the Meeting	<b>Giuseppina Sansone</b>	I	21964
Timekeepers	<b>F.I.Cr. Sezione di Palermo</b>	I	
Head of the Timekeepers	<b>Corrado Barrera</b>	I	
Marshals	<b>A.C. Palermo – Agrigento – Messina – Trapani</b>		

## II - ELIGIBILITY

## **2.1 FIA titles for which the Event counts**

FIA Alternative Energies Trophy with the following titles:

FIA Alternative Energies Trophy for Drivers Cat. III A electric vehicles for daily use

FIA Alternative Energies Trophy for Drivers Cat. VII & VIII – hybrid and other Alternative Energies vehicles

FIA Alternative Energies Cup for the Constructors Categories IIIA , VII & VIII.

## **2.2 National titles for which the Event counts :**

Italian Alternative Energies Championship and CSAI Cup for Drivers Cat. III A and electric vehicles for daily use.

## **2.3 Description of the Event**

### **2.3.1 – Generalities.**

The **ECOTARGA – GREEN PRIX** is a energy consumption test and a regularity test Vehicles will start from Palermo with the arrival in Pergusa (Enna) trough roads open to the public circulation. Entrants will have to run following an itinerary, given in the Road Book, under pain of a penalty which may go as far as exclusion. The starting order will be established by the organiser taking into account the characteristics of the vehicles. It is not enable the protest against the starting list. The start's interval between each vehicle will be of one minute.

During the whole race entrants will have to strictly comply with the rules of the road, under pain of a penalty which may go as far as exclusion .

For this purpose, secret check points will be established in spots, in order to check the respect of the rules of the road and the right course.

All distances given in these regulations must be considered conventional and accepted by the entry of the Event. Protests against these lengths are not admitted. All vehicles will have to pass the time and transit controls and reach the arrival T.C. with their own vehicle, under pain of a penalty which may go as far as exclusion.

After 20 minutes from the theoretic time of the transit of the last entrant or when all the entrants have passed by, the T.C. will be closed.

### **2.3.2 – Load – Crew**

“The weights transportable by each and every vehicle cannot overcome the limits settled by the Manufacturer; those limits can be found in the vehicle transportation document or other official document of the latter. No compliance to those measures shall imply a fine established by the Stewards of the Meeting that may also lead to the race exclusion of the vehicle.

In order to make the transportable weights of each vehicle of the VII & VIII categories uniform, the following limits shall be applied:

- -à private vehicles and promiscuous vehicles: up to 5 people (if allowed by the manufacturer)
- -à commercial vehicles: up to 2 people + 240 KGS

**Personal baggage is also allowed up to maximum 10 kg for each passenger.**

Weights transported by commercial vehicles and personal baggages must be placed in the apposite holds made available by the Manufacturer and shall be fastened in order not to cause any danger. Fastenings that will be judged not appropriate by the exam of the Scrutineers, will result in the download of the weights.

### **2.3.2.1 – TYRES PRESSURE**

During the whole event, the tyre pressure must be equal to the values indicated by the Manufacturer in respect of the vehicle weight as it will be detected during the scrutineerings. Disregarding such dispositions will result in a fine that may go up to the exclusion of the race.

### **2.3.3. – Jam, accidents, obstructions**

In case of bottlenecks, accidents or obstructions of roads, these will be go over by their own by the participants with respect of the circulation rules and there will not be any neutralization.

#### **2.3.4. – Panne**

In case of a technical breakdown, the vehicle may be repaired, but it has to start again from the same spot where the failure occurred.

#### **2.3.5. – Vehicles and document check**

Before the Event drivers and vehicles have to submit to administrative check and scrutineerings according to the Organizing Committee requirements.

#### **2.3.6. – Technical data**

Competitors have to produce a declaration describing technical data of vehicle, directly provided for by the manufacturer (usage and maintenance card, technical catalogues).

#### **2.3.7 – Starting Park, Parc Fermè**

30 minutes before the start, vehicles must enter the starting park. In this area no recharging of batteries or refuelling are permitted. At the end of the 1<sup>st</sup> stage and after the race, vehicles must enter in the Parc Fermè for technical checks.

#### **2.3.8 – Race numbers.**

The Organisers will supply each vehicle with an identification number that must be maintained perfectly readable for the duration of the test.

For this reason competitors with vehicles, must reserve on both sides (front doors) and in front of the vehicle an area of 45 cm. base, high 30 cm.

#### **2.3.9 – Points allotment**

The allocation of points for the FIA Alternative Energies Cup and Trophy for Drivers of Category IIIA, for Manufacturers' Cup and for the CSAI Alternative Energies Cup for Drivers of Category IIIA, will be established on the base of the following classifications:

- **A general Classification for Energy consumption test**
- **A general Classification for the Regularity test**

#### **The points established in Article 4 of the FIA Alternative Energies Cup Regulations will be awarded for each TEST**

All Categories of vehicles, on the basis of these classification, can score points for the CSAI Cup and the FIA Trophy of the Category IIIA. As for the FIA Driving Tests, in fact, all vehicles, independently of the belonging Category, are considered vehicles of Category IIIA, vehicles of daily use.

### **2.4 – Description of the Regularity Test (RT).**

#### **2.4.1 – Regularity Test on the open roads:**

There will be 3 Regularity Stage in which the competitors must cover a certain distance at an imposed average speed in kilometres per hour, **timed at 1/100** of second.

The imposed average speed is written in the Time Schedule (attached IV A).

Any competitor who use any signally device to indicate or receive advice of the position of a Regularity Control will be excluded. Competitors must maintain along the Regularity Stage a speed as closed as possible to the imposed average speed.

#### **2.4.2 - Regularity test in circuit (RT)**

2.4.2.1 - Description of the Circuit

2.4.2.2 - The test will take place on the circuit of Pergusa – Enna

2.4.2.3 - The length of the truck is: 4,950 km..

2.4.2.4 - The direction is Clockwise.

2.4.2.5 - The length of the test is of. 24,750 km. (5 laps) for all categories.

#### **2.4.3 - Description of the RT in circuit**

For this test is required a Crew composed by one driver and one navigator. Driver must run 5 laps of the circuit at an imposed average speed in kilometres per hour (km/h). The imposed average speed will be communicated to each competitor, at the start, by the Clerk of the Course. The length of the circuit must be considered conventional and

accepted by the entry of the event. Protests against this distance is not admitted. Each lap will be considered a Regularity Test timed at 1/100 of a second. In case of **Dead Heat** will be take into account the result of the 1<sup>st</sup> lap, than the 2<sup>nd</sup> etc.

The start's interval between each vehicle will be established by the Clerk of the Course Competitors should maintain along the Regularity test, a speed as close as possible to the imposed average speed

#### **2.4.2 - Penalties:**

##### **Time Control (T.C.)**

For every minute (or fraction) of early or late arrival

**100 points (with a maximum of 3000)**

Omission of a T.C.

**Penalty from 3000 points to the exclusion from the classification**

##### **Passage Control (P.C.)**

Omission of a P.C.

**Penalty from 3000 points to the exclusion from the classification**

##### **Regularity Test (R.T.)**

Each 1/100 of second early or of lateness with reference to the ideal time will be penalized with

**1 point (with a maximum of 3000)**

Omission of a R.T. will be penalized with

**Disqualification**

##### **Maximum Time**

Transit before a T.C. with a delay equal or higher to 10 minutes.

**Disqualification**

Transit before a T.C. with a delay equal or higher to 15 minutes

**Disqualification**

##### **Briefing**

Failure to attend the Briefing before the race

**100 points**

##### **Distance**

Running without following the Road Book

**Disqualification**

Checking in the opposite way

**Disqualification**

Checking using external helps

**Disqualification**

##### **Vehicle configuration**

Changing the vehicle configuration

**Disqualification**

### **2.5 Description of the Energy Consumption Test**

Competitors must present the vehicles at the start fully refuelled and/or with charged batteries.

All energies' containers will be sealed at the scrutineering before the start.

At the end of the test, all energies' containers (with the exception of the electric vehicles) will be fully refuelled and the correspondent value of chemical energy, expressed in kW/h, will be counted.

#### **2.5.1 - Consumption Test in open roads**

Drivers must follow the itinerary described in the Road Book including the Regularity Stages, respecting the T.C. and the average speed established.

#### **2.5.2 - Consumption Test in circuit**

This test will take place Sunday 20 October 2009 in the circuit of Pergusa. For this test is required a Crew composed by one driver and one navigator. Start's interval between each vehicle will be of 1 minute. Drivers must cover several time the length of the circuit for a maximum time of 3 hrs. Elapsed 3 hrs. drivers have to run until the end of the current lap.

In order to avoid that vehicles proceed deliberately too slowly, entrants will try to maintain an average speed as much as possible to that imposed which will be advised during briefing. Such a speed will be established on the basis of vehicle specifications.

Ascertainment of significant deviation from the imposed average may entail, in Stewards' opinion, penalties to the extent of disqualification.

## **2.6 – Description of the Energy Consumption Test – Scrutineerings**

### **2.6.1 – Electric Vehicles.**

Electric vehicles must recharge batteries in the stated areas and always under supervision of a Technical Scrutineer

Before the start they will be weighed with no passengers aboard and no baggages, and thereafter at full load (passengers and baggages). Competitors must submit their vehicles for technical scrutineers before the race with the traction batteries fully charged. Electric vehicles must recharge or replace the battery pack or a part of it exclusively in the stated recharging areas and always under supervision of a marshal. During charging, the energy taken from the network, will be measured. At the end of the event, electric vehicles will not be recharged, and the batteries will be considered fully discharged. For the energy consumption (CI) classification. The theoretical energy contained in the original batteries (ITE), plus the energy charge during the event will be calculated. In occasion of the technical scrutineerings before the race, competitors with vehicles Cat. III A will have to show the plant with the indication of the electrical equipment of the vehicle and the scheme of the power electrical circuit.

### **2.6.2 – Hybrid Electrical Vehicles (plug in)**

At the start, Technical Scrutineers will have to determine the quantity of electric power accumulated in batteries, that will be added to the other kinds of energy that will be used.

### **2.6.3 – Hydrogen vehicles**

Vehicles propelled by hydrogen must provide by themselves, if necessary, to the refuelling or topping off under supervision of a Scrutineers.

### **2.6.4 – Charging and refuelling**

Any recharging and refuelling out of the Established Areas, are strictly forbidden under pain of disqualification.

### **2.6.5 – Liquid or gaseous refuel procedure**

All vehicles powered by liquid or gaseous must fuel only in controlled areas determined by Organizers.

Each refuel must be performed with the vehicle placed on a perfectly flat surface and under the supervision of an appointed marshal.

All vehicles powered by liquid or gaseous fuels will have to refuel only in the controlled areas established by Organizers. Each refuelling must be performed with the vehicle unloaded from weights, occupants and luggage's, placed on a perfectly flat surface and under the supervision of a designated officer.

For refuelling at the beginning and at the end of the Consumption Test, the following procedure will be applied :

#### 1) Gasoline or diesel-fuelled vehicles

At the beginning of the Consumption Test, all competitors must lead their vehicles in the refuelling area with the tank containing the fuel in quantities not exceeding one third of its capacity. The first complete refuel must be made only by an appointed marshal who will perform the procedure. Then the competitors will have to get in line so that the same marshal can perform the second refuelling immediately after the end of the first serie.

The amount of this second refuel will be noted on competitor form and will be taken into account in the final consumption calculation.

At the end of Consumption Test, vehicles must be leaded in the service station in which the appointed marshal will perform a single refuel with the same method used in the first series of the initial refuel.

#### 2) Bio-fuelled vehicles

At the beginning of the Consumption Test, all vehicles with the tank completely empty must enter the refuelling area, where they will be refuelled, a vehicle at a time, in a time

not exceeding 10 minutes, under the supervision of the appointed marshal who will check if the tank is empty or "short of petrol".

He will perform sampling to verify the nature of bio-fuel and checking the documentation in the original copy supplied by the competitor. These vehicles should only use one type of fuel.

At the end of the Consumption Test will have to be led to the refuelling area, where an appointed marshal that will provide at refuelling not exceeding 10 minutes.

### 3) Vehicles fuelled with gaseous fuels GPL and Metano (LPG e CNG)

At the beginning of the Consumption Test vehicles will enter the refuelling area with tanks filled with not more than one third of their capacity, and will be refuelled by an appointed marshal.

At the end of the Consumption Test the same procedure will be performed.

## **2.6.6 TECHNICAL SCRUTINEERS**

### **Before the race - Vehicle Weighing**

All the vehicles fuelled with liquid or gaseous fuels, will have to be refuelled by a designated marshal, who will write down the amount of fuel injected, will seal all the fuel tank and the engine bonnet, will weigh the vehicle and its weigh will have to correspond to the one of the technical features of the vehicle. Such weight should still be the same as that found in the various and successive weightings. This weighing does not include passengers on board and no baggages.

A second weighing will be performed with all the occupants and their baggages on board and this configuration must be maintained for the entire duration of the event and will determine the weight to be used for the final consumption calculation. Any violation of this provision will bring to the exclusion from the classification.

The same procedures will be carried out at the end of the Consumption Test.

### **2.6.7 – Ballast**

Any kind of ballast that alters the weight of the vehicle is strictly forbidden. Failure to comply with this provision will involve the application of a penalty which may go as far as disqualification.

### **2.6.8 – System to establish energy consumption index (CI)**

Energy consumption will be established with the following methodology.

This system can be applied to every category, independently from the kind of propulsive energy which is utilized. The following system cannot provide data of absolute value, nevertheless such data can be considered reliable enough in order to fix a scale of consumption.

**For all energies, the unit of measurement of consumption will be expressed in kW/h on the base of the following equivalencies: (shared by the Scientific Community) :**

	kcal/l	Wh/l	kcal/kg	Wh/kg	Appoximate Value Wh/kg	Wh/l
Petrol (AVG and AUTO)	7.650	8.895,9 5	10.400	12.095,30	12.100 8.900	
Motor benzol (pure)	8.400	9.769,2 0	9.600	11.164,80	11.200 9.770	
Ethanol (100%)	5.200	6.047,6 0	6.550	7.617,65	7.700 6.050	
Methyl alcohol 100%	3.600	4.186,8 0	4.500	5.233,50	5.300 4.200	
Motor petroleum	8.200	9.536,6 0	-10.000	11.630,00	11.700 9.540	
Gas oil and Naphtha (Diesel Fuel)	8.500	9.885,5 0	-10.100	11.745,30	11.900 9.890	
Biodiesel (*)						
	kcal/m <sup>3</sup>	Wh/l/m <sup>3</sup>	Wh/kg	Wh/Liter		
Methane	8.300	9.852,9 0	13.044	=====	13.000	
Propane-Butane (mix) LPG (GPL)	24.000 % 26.000	27.912 % 30.238	12.296 % 13.321	6.731	12.800	
Illuminating gas	3.800	4.419,4 0	6.905	=====	6.900	
Producer gas (gas generator)	1.000 % 1.400	1.163 % 1.628,2 0	1.011 % 1.416	=====	1.225	
Hydrogen	2.795	3.250,5 0	2.826,80	33.333	33.333	

(\*) Index will be calculated according the values found out in the Technical Scrutineerings, and can change depending on the type of concentration of bio-fuel actually used.

### 2.6.9 – Maximum Gross Vehicle Weight (GVW)

"GVW" will be calculated with the following formula;

$$GVW = Wv + WI$$

**GVW** = the maximum vehicle mass as defined by the vehicle manufacturer, including occupants and load

**Wv** = weight of the vehicle in running order

**WI** = weight of the occupants and load

These weights will be measured during the scruteenering.

### 2.6.10 – Energy Consumption Index (CI)

The energy consumption index will be calculated with the following formula:

$$\text{Electric Vehicles : CI} = (ITE + RE) / (D \times GVW)$$

$$\text{Other Vehicles : CI} = RE/D \times GVW$$

**CI** = Consumption Index - the lowest index value establishes the best result

**ITE** = Initial Theoretic Energy (kWh). For electric powered Vehicles this value must be

expressed at a discharge rate C1 and has to be provided by an official document (that the competitor will have to show during the scrutineerings) issued by the accumulator manufacturer. (see Batteries data Form).

For the other vehicles a document issued by the manufacturer with the certification of fuel type and the type of energy used will have to be shown.

During the event or during scrutineering a fuel sample will be taken for further analysis. For this motive, during the event, the vehicle must always have at least three litres of this fuel on board.

**RE =** Recharged energy: Caloric energy expressed in Wh of the amount of fuel refuelled after the event (independent of the type of liquid or gaseous fuel)

**GVW =** Maximum Gross Vehicle Weight

### **2.6.11 – Technologies and Energies**

Competitors must declare in the entry form which of the following technology and energies they utilise:

Elettrico / Electric

Ibrido / Hybrid

Celle a Combustibile/ Fuel Cells

Energia Solare / Solar powered

Motori a Combustione Interna / Internal Combustion Engines

Benzina / Petrol containing ecological additives in measure superior to 50% (\*)

Nafta / Diesel containing ecological additives in measure superior to 50% (\*)

Metano / NGV

GPL / LPG

Combustibile Biologico / Bio-fuel

Idrogeno / Hydrogen

(\*)Definition of vehicles fuelled with Bio-fuel (FIA Technical Regulation- Art.2.9.A )

Vehicles that employ any kind of thermic engine, fuelled with fuels which respect the environment, such as, for example, vegetable oils, methanol or ethanol, coming from plants of renewable cultivations, synthetic fuels derived from manufacturing processes which use energy sources, such as solar power etc. The production/utilization cycle of these kinds of fuels must not increase the quantity of CO<sub>2</sub> released in the atmosphere.

Competitors that use bio-fuels such as Ethanol or Biodiesel are required to submit the appropriate documentation showing the features of fuel. Any differences found during scrutineering will bring to a penalty which may go as far as exclusion.

These energies must respect the principles mentioned above in the definitions of vehicle Categories VII and VIII as defined in Articles 2.9 and 2.9a of the FIA Technical Regulations.

Competitors may enter vehicles based on different technologies, however the Organisers reserves the right to refuse their participation.

### **2.6.12 – Technical form for traction batteries**

Competitors have to enclose to their application the technical form for traction batteries.

Such form is available on the FIA site [www.fia.com](http://www.fia.com) then selecting

*FIA/Sport/Regulations/Alternative Energies Cup/TechnicalRegulations, Appendix 2.*

## **III - ENTRY FORMS**

**3.1** Any competitor wishing to take part in the:

**3<sup>rd</sup> ECOTARGA – GREEN PRIX**

***must be holder of the following documents:***

► Each crew must consist of at least 2 components, except for electric vehicles that can have just one component. they must hold any grade of international FIA licence for drivers or a FIA licence grade D issued by a NSA affiliated to FIA, valid for this event only.

- ▶ During the administrative checks, competitors without licence, may obtain a temporary CSAI card at the price € 20,00.
  - ▶ Driving licence according to the entered vehicle
  - ▶ Vehicle valid third party liability insurance coverage.
- The entry form (See Appendix I-a & I-b) duly completed must be sent to the Event Secretariat.

### **3<sup>rd</sup> ECOTARGA – GREEN PRIX**

#### **within 12 p.m. – 5 October 2009**

Should the application be sent by fax, originals must reach the Organiser at least three days before the beginning of scrutineerings.

#### **3.2 – The entry form must be accompanied by:**

The manufacturer's certification for vehicles of Category IIIA (see Appendix 1 of FIA Technical Regulations)

The authorisation according to Article 70 of the Code, for foreign competitors (not member of the European Community)

## **IV - ENTRY FEES-INSURANCE**

### **4.1 - Sum of the entry fees:**

€ 200.00 for each crew (€ 150.00 per le motorcycles) (fill enclosed forms I a and I b)

The entry application will only be accepted if accompanied by the total entry fees or by a receipt issued by the competitor's National Sport Authority.

The entry form written in all its part, must be send to **A.C.S. (AUTOMOBILE CLUB SERVIZI) srl PALERMO, Viale delle Alpi 6 – 90144 Palermo Tel +39091300468 int. 3- fax +39091300472, Banca Nuova Ag. 0892, Via Sciuti – Palermo – IBAN: IT22Y0513204609892570199487 del 5 Ottobre-2009.**

The entry fee includes:

Buffet on the way

Official Rally Plate

Race numbers

Road Book

Gadgets

**ENTRIES WITHOUT ENTRY FEES WILL NOT BE VALID**

### **4.2 - Entry fees will be refunded in full**

If the entry will not be accepted.

If the Event will be cancelled.

### **4.3 - Description of the insurance cover**

The Organisers have taken out a Third Party liability insurance according to the national laws. There is not liability insurance for personal injury or damage, between drivers.

Vehicles participating to the Green Rally have to have their own Third Party liability insurance coverage valid for the route circulation.

### **4.4 – Advertising**

Details concerning advertising: advertising is free with the exception of spaces for competition numbers and spaces reserved to the Organization. Vehicles cat. motorcycle will cut advertising, depending on the available space (see Appendix II.)

## **V - REPAIRS AND CHANGING OF PARTS**

### **5.1 - Interventions**

Exceptionally work on sealed parts and substitutions of damaged batteries may be permitted at the discretion of the Panel of the Stewards, under supervision of a Scrutineer. For energy classification, the theoretic energy of each changed battery as stated in the

passport and in the batteries technical form, must be added to the charged energy from the main.

## **VI - SCRUTINEERINGS - ADMINISTRATIVE CHECKS**

**6.1** - Competitors must present to the Administrative Checks the documents indicated at Article 3.1 and to the Scrutineering the road licence of the vehicle as well as any official document published by the manufacturer, as price-lists and optional referred to different models and usage manuals.

## **VII - DRIVERS' SAFETY EQUIPMENT**

**7.1** - No safety equipment (crash helmet, flame-resistant clothing etc.) is required for the drivers and passengers.

## **VIII - PROTESTS - APPEALS**

**8.1** Sum of the protest fee set by the C.S.A.I.: € 500.00

**8.1.1** If the protest requires the dismantling and the reassembly of different parts of a car, the claimant must pay an additional deposit established by the Stewards.

**8.2** Sum of the Appeal fee

**8.2.1** Sum for a national appeal fee (C.S.A.I.): € 3000.00

**8.2.2** Sum for an international appeal fee (FIA): € 6000.00

## **IX - CLASSIFICATIONS**

### **9.1 ABSOLUTE GENERAL CLASSIFICATION:**

The "Regularity Test" and "Consumption Test" Absolute General Classification for the score award for FIA and CSAI Cup and Trophy either for endothermic or electric vehicles, will be determined as follows:

Results obtained from a final classification on "Regularity Tests" (**RT**): Every competitor should be score with a number of points equivalent to its final position, i.e. 1 to the first, 2 to the second, and so on.

Results obtained from a final classification on "Consumption Tests" (**CT**): Every competitor should be score with a number of points equivalent to its final position, i.e. 1 to the first, 2 to the second, and so on.

The final results of the events for Podium and Points for the FIA Alternative Energies Cup will be the result of convening the two previously mentioned tables in the order resulting from the lowest amount of point to the highest, (i.e. Winner of the event the competitor having less amount of points by adding the results obtained in A and B above, and so on.)

### **9.2 Dead Heat (ex aequo):**

#### **Classifications Regularity Test**

The rule for deciding between drivers who have scored exactly the same points total shall be according to the great number of first place, than second places, etc., achieved in the classifications of the Regularity Stages of the Event.

#### **Classification Consumption Test**

The rule for deciding between drivers who have scored exactly the same Consumption Index (C.I.) shall be according to the lowest C.I. calculating decimals, centesimal etc.

#### **Combined Classification FIA Alternative Energies Cup (RT + CT)**

The rule for deciding between drivers who have scored exactly the same points total shall be according to the best result achieved in Consumption classification

Example

**Classification - Regularity Test**

Position	Race Number	RT Points
1	8	1
2	9	2
3	11	3
4	6	4
5	13	5
6	12	6
7	10	7
8	3	8
9	4	9
10	5	10
11	7	11
12	2	12
13	1	13

**Classification - Consumption Test**

Position	Race Number	CT Points
1	6	1
2	8	2
3	2	3
4	3	4
5	7	5
6	12	6
7	11	7
8	1	8
9	4	9
10	10	10
11	13	11
12	5	12
13	9	13

**Classification FIA Alternative Energies Cup**  
*Combined Results Regularity Test + Consumption Test*

Position	Race Number	RT Points		CT Points		Total Points	FIA AE Cup
1	8	1	+	2	=	3	10
2	9	4	+	1	=	5	8
3	11	3	+	7	=	10	6
4	3	8	+	4	=	12	5
5	12	6	+	6	=	12	4
6	2	12	+	3	=	15	3
7	9	2	+	13	=	15	2
8	7	11	+	5	=	16	1
9	13	5	+	11	=	16	0
10	10	7	+	10	=	17	0
11	4	9	+	9	=	18	0
12	1	13	+	8	=	21	0
13	5	10	+	12	=	22	0

Consumption Test Classification for each category of vehicle group, for prizes determination :

- “Electric” Category IIIA
- “Hybrid, Electric and Bio-fuels” Category VII & VIII
- “Gaseous” Category VIII Mono-fuel + Poly-fuel
- “Hydrogen” Category VIII Mono and Bi-fuel
- “Fuel Cells” Category VIII
- “Bio-fuels” Category VIII

## **X – PRIZES**

- 10.1** Honour Prize to the first 3 vehicles in the “General Absolute Classification“ Category VII & VIII
- 10.2** Honour Prize to the first 3 vehicles in the “General Absolute Classification“ Category IIIA
- 10.3** Honour Prize to the first vehicle in the “Regularity Classification“ and to the first in the Energy Consumption Category VII & VIII
- 10.4** Honour Prize to the first vehicle in the Regularity Classification and to the first in the Energy Consumption Category IIIA
- 10.5** Honour Prize to the first vehicles of the subcategories of point **9.3**
- 10.6** “Coppa delle Dame” to the women’s crew first in the General Absolute Classifications Category VIII & VIII and IIIA

Il Dirigente del Servizio  
Attività Sportive ACI

**Marco Ferrari**

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Il Legale Rappresentante  
dell’Ente Organizzatore

**Antonio Marasco**

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**MODULO D'ISCRIZIONE  
ENTRY FORM  
I / a**

**N. VETTURA**

**SCUDERIA / TEAM**

<b>Nome / Name</b>	
<b>Nazionalità / Nationality</b>	
<b>Indirizzo postale / Postal adress</b>	Via
	Cap – Località – Provincia
<b>Nr. telefono / Phone n°</b>	
<b>Nr. Fax / Fax n°</b>	
<b>Indirizzo e-mail / E-mail adress</b>	@
<b>ASN di appartenenza/Issuing ASN</b>	

**CARATTERISTICHE DELLA VETTURA – CAR DETAILS**

<b>Marca / Make</b>		<b>Modello / Model</b>	
<b>Anno di fabbricazione Year of manufacture</b>		<b>Categoria Category</b>	
<b>Paese di immatricolazione Country of registration</b>		<b>Energia Utilizzata Energie Utilisée</b>	

<b>1° CONDUTTORE / FIRST DRIVER</b>		<b>CO - PILOTA / CO - DRIVER</b>	
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<b>Cognome Family name</b>		<b>Cognome Family name</b>	
<b>Nome First name</b>		<b>Nome First name</b>	
<b>Data di nascita Date of birth</b>		<b>Data di nascita Date of birth</b>	
<b>Indirizzo postale Postal adress</b>	Via – Cap – Località – Provincia – Stato	<b>Indirizzo postale Postal adress</b>	Via – Cap – Località – Provincia – Stato
<b>Nr. telefono Phone n°</b>		<b>Nr. telefono Phone n°</b>	
<b>Nr. cellulare Mobile phone n°</b>		<b>Nr. cellulare Mobile phone n°</b>	
<b>N.fax fax n°</b>		<b>N.fax fax n°</b>	
<b>Indirizzo e-mail E-mail adress</b>	@	<b>Indirizzo e-mail E-mail adress</b>	@
<b>N° licenza Competition licence</b>		<b>N° licenza Competition licence</b>	
<b>ASN di appartenenza Issuing ASN</b>		<b>ASN di appartenenza Issuing ASN</b>	
<b>N° Patente di guida Driving licence n°</b>		<b>N° Patente di guida Driving licence n°</b>	
<b>Rilasciata da (nazione) Country of issue</b>		<b>Rilasciata da (nazione) Country of issue</b>	

**PESO DEL VEICOLO – WEIGHT OF THE VEHICLE**    kg \_\_\_\_\_



**MODULO D'ISCRIZIONE  
ENTRY FORM  
I / b**

**N. VETTURA**

**TASSE D' ISCRIZIONE – DROITS D'ENGAGEMENT – ENTRY FEES**

**€ 150.00 + IVA per moto**

**€ 200.00 + IVA per vettura**

**€ 150.00 + VAT for motorcycles**

**€ 200.00 + VAT for vehicles**

Modalità di pagamento / Paid by

**Assegno / Chèque** (intestato a / payable: **AUTOMOBILE CLUB PALERMO**.)

**Bonifico bancario / Virement bancaire:** IBAN IT 89 P 01020 04792 000000004979 Banco di Sicilia –  
Tesoreria Enti – Filiale 21/26 Palermo

**Altro / Espèces** \_\_\_\_\_

**DICHIARAZIONE DI SCARICO DI RESPONSABILITA'**

*Accetto senza riserva i termini del Regolamento dell'ECOTARGA – GREEN PRIX e particolarmente le disposizioni relative all'assicurazione di cui ho preso atto della descrizione così come l'entità delle garanzie. Ho preso nota che è mio dovere sottoscrivere un'assicurazione individuale complementare che a favore della mia persona e dei miei beni. Sollevo Automobile Club Palermo, i suoi rappresentanti e il suo personale da ogni responsabilità per qualsiasi danno corporale, materiale o altro che possono capitare alla mia persona e / o ai miei beni e che non sono indennizzabili dalle assicurazioni sottoscritte dall'organizzatore in occasione dell'ECOTARGA – GREEN PRIX.*

**DECLARATION OF INDEMNITY**

*I accept without reserve the terms of the ECOTARGA – GREEN PRIX Regulations and in particular its insurance provisions and scope of coverage. I understand that I should take out any additional insurance that I consider appropriate covering my own personal injuries and property damage. I hereby agree to indemnify and hold harmless the Automobile Club Palermo, its representatives and staff for any liability in respect of personal injury property and other damage suffered by me, arising out of the competition and which would not be covered by the insurance taken out by the Organisation for the ECOTARGA – GREEN PRIX.*

*Con la mia firma, dichiaro che tutte le notizie contenute su questo modulo di impegno sono corrette. Inoltre, ho preso conoscenza ed approvo integralmente i termini e le condizioni scarico delle responsabilità qui contenuti ed io accetto tutti i termini legati alla mia partecipazione a questa prova.*

*Acknowledgement and agreement By my signature I declare that all the information contained on my entry for is correct and that I fully understand and agree to the terms and conditions of the above indemnity and that I accept all the terms and conditions relating to my participation in this event.*

**Firma Concorrente  
Signature of Entrant**

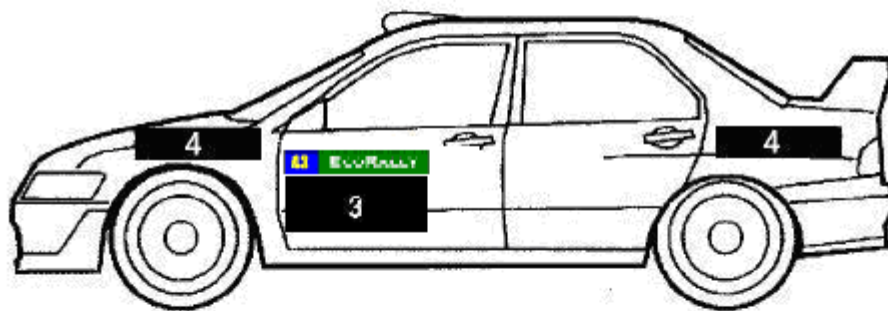
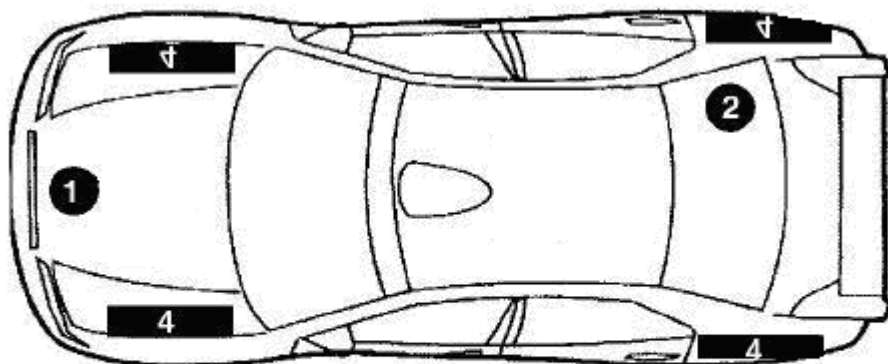
**Firma 1° Conduttore  
Signature of 1st driver**

**Firma Co-Pilota  
Signature of Co-driver**

**ALLEGATO III / APPENDIX III**



**NUMERI GARA -TARGHE GARA - PUBBLICITA' OBBLIGATORIA ORGANIZZATORE  
RACE NUMBERS – COMPETITION PLATES – ORGANISER’S COMPULSORY  
ADVERTISING**



- 1 Targa della gara  
*Competition Plates*
- 2 Numeri di gara  
*Competition numbers*

- 3 } Pubblicità dell'Organizzatore  
*obbligatoria*
- 4 } *Obligatory publicity of the  
Organization*

**ALLEGATO IVA / APPENDIX IVA**



**Tabella dei Tempi e delle Distanze Test di Regolarità  
Time Schedule Regularity Test**

Settore Sector	C.O. T.C.	P.M./P.C.	LOCALITA' - LOCATION	DISTANZA - DISTANCES		MEDIA		TEMPO - TIMES			ORARIO TEORICO h:m:s
				Parziali km	Settore km	Totale km	Prove km/h	Settore km/h	Prove m:s,dc	Settore h:m:s	
<b>I TAPPA - I LEG</b>											
<b>1ª SEZIONE - SECTION 1</b>											
1	0 C.T. 1 1		Belvedere Termini Imerese - Partenza I Tappa/Start I Leg Cerda - Controllo a Timbro 1 S.S. 120		0,00 26,80	26,80	26,80		1:00		9:00 10:00
2		P.M. 1 P.C. 1 P.C. 2	<b>Start Vincenzo Florio 1</b> Fine P.M. 1 Vincenzo Florio / Inizio P.C. 1 Fine P.C. 1 / Inizio P.C. 2 Vincenzo Florio Fine P.C. 2 Vincenzo Florio	14,80 0,05 0,07	12,14 27,06 53,86	22,20 25,71 25,20	27,06	40:00,00 0:07,0 0:10,0	1:00		11:00
3	2		S.P. 9 bis <b>Start Antonio Pucci 1</b> Fine P.M. 2 Antonio Pucci / Inizio P.C. 3 Fine P.C. 3 / Inizio P.C. 4 Antonio Pucci Fine P.C. 4 Antonio Pucci	7,20 0,05 0,07	14,08 21,40 75,26	24,00 30,00 22,91	36,69	18:00,00 0:06,0 0:11,0	0:35	2:35	11:35
<b>2ª SEZIONE - SECTION 2</b>											
4	2a 2b		Campofelice di Roccella - Riordino IN/Regrouping IN Campofelice di Roccella - Riordino OUT/Regrouping OUT	0,20	75,46				0:20	2:55	11:55
5	2b C.T. 2 3		Campofelice di Roccella - Riordino OUT/Regrouping OUT Cerda - Controllo a Timbro 2 S.S. 120	23,43	98,89		25,56		0:55	3:50	12:50
6		P.M. 3 P.C. 5 P.C. 6	<b>Start Vincenzo Florio 2</b> Fine P.M. 3 Vincenzo Florio / Inizio P.C. 5 Fine P.C. 5 / Inizio P.C. 6 Vincenzo Florio Fine P.C. 6 Vincenzo Florio	14,80 0,05 0,07	18,60 117,49	22,20 30,00 21,00	24,80	40:00,00 0:06,0 0:12,0	0:45	4:35	13:35
<b>3ª SEZIONE - SECTION 3</b>											
7	3a 3b		Caltavuturo - Riordino IN/Regrouping IN Caltavuturo - Riordino OUT/Regrouping OUT	0,20	117,69				1:25	6:00	15:00
8	3b 3c		Caltavuturo - Riordino OUT/Regrouping OUT Autodromo di Pergusa - Arrivo I Tappa/Finish I Leg	68,56	186,25		34,28		2:00	8:00	17:00
<b>II TAPPA - II LEG</b>											
<b>4ª SEZIONE - SECTION 4</b>											
9	4 P.C. 8 P.C. 9 P.C. 10 P.C. 10		Pergusa - Autodromo <b>Start P.C. Autodromo 1</b> Fine P.C. 7 / Inizio P.C. 8 Autodromo Fine P.C. 8 / Inizio P.C. 9 Autodromo Fine P.C. 9 / Inizio P.C. 10 Autodromo Fine P.C. 10 Autodromo	4,95 4,95 4,95 4,95	24,75 211,00	42,43 42,43 42,43 42,43	35,36	0:07,0 0:07,0 0:07,0 0:07,0	0:42	8:42	9:42

**ALLEGATO IVB / APPENDIX IVB**

**Tabella dei Tempi e delle Distanze Test di Consumo**  
**Time Schedule Consumption Test**

<b>ECOTARGA - GREEN PRIX</b> <b>Tabella dei Tempi e delle Distanze - Time Schedule</b> <b>10-11 ottobre 2009 / 10-11 October 2009</b>									
Settore Sector	C.O. T.C.	LOCALITA' - LOCATION	DISTANZA DISTANCES		MEDIA	TEMPO TIMES		ORARIO	TEORICO h:m:s
			Settore km	Totale km		Settore km/h	Settore h:m:s		
<b>I Tappa - I Leg</b>									
<b>1^ SEZIONE - SECTION 1</b>									
1	0	Belvedere Termini Imerese - Partenza I Tappa/Start I Leg		0,00				9:00	
	1	Cerda - Controllo a Timbro 1	26,80	26,80	26,80	1:00	1:00	10:00	
2	1	S.S. 120							
	2	S.P. 9 bis	27,06	53,86	27,06	1:00	2:00	11:00	
3	2	S.P. 9 bis							
	2a	Campofelice di Roccella - Riordino IN/Regrouping IN	10,45	64,31	25,08	0:25	2:25	11:25	
<b>2^ SEZIONE - SECTION 2</b>									
4	2a	Campofelice di Roccella - Riordino IN/Regrouping IN							
	2b	Campofelice di Roccella - Riordino OUT/Regrouping OUT	0,20	64,51		0:30	2:55	11:55	
5	2b	Campofelice di Roccella - Riordino OUT/Regrouping OUT							
	3	S.S. 120	23,43	87,94	25,56	0:55	3:50	12:50	
6	3	S.S. 120							
	3a	Caltavuturo - Riordino IN/Regrouping IN	18,60	106,54	24,80	0:45	4:35	13:35	
<b>3^ SEZIONE - SECTION 3</b>									
7	3a	Caltavuturo - Riordino IN/Regrouping IN							
	3b	Caltavuturo - Riordino OUT/Regrouping OUT	0,20	106,74		0:30	6:00	15:00	
8	3b	Caltavuturo - Riordino OUT/Regrouping OUT							
	3c	Autodromo di Pergusa - Arrivo I Tappa/Finish I Leg	68,56	175,30	34,28	2:00	8:00	17:00	
<b>II Tappa - II Leg</b>									
<b>4^ SEZIONE - SECTION 4</b>									
9	4	Pergusa - Autodromo						9:00	
	5	Pergusa - Autodromo	135,00	135,00	45,00	3:00	11:00	12:00	