



DRAFT REGULATIONS WAITING FOR APPROVAL

DETAILED PROGRAMME

PROGRAMME

Thursday July 20th 2023

12.00 Opening for participation request

Friday September 15th 2023

20.00 Closing for participation request

Friday September 22nd 2023

20.00 Publishing of Admitted List (website)

Thursday September 28th 2023

20.00 Publishing of Entry List (website)
Deadline for sending technical and sporting checks documents

Tuesday October 10th 2023

15:00 – 20:00 Accreditation Centre Opening Time – San Marino Outlet Experience

San Marino Sport Domus Multieventi “Rallylegend Village”

15:00 - 20:00 Collection of sporting documents (road book regulations, car stickers, official communications, written briefing) - Administrative Checks

Wednesday October 11th 2023

08:30 – 20:00 Accreditation Centre Opening Time

San Marino Sport Domus Multieventi “Rallylegend Village”

8:30 - 12:00 Collection of sporting documents (road book regulations, car stickers, official communications, written briefing) - Administrative Checks

15:00 – 20:00 Press Room Opening Time

09:00 – 23.30 Reconnaissance of Special Stages “ (max 2 passages per Special Stage in 2 days)

Thursday October 12th 2023

08:30 – 20:00 Accreditation Centre Opening Time

San Marino Sport Domus Multieventi “Rallylegend Village”

08:30 – 22:00 Rallylegend Village Opening Time

08:00 – 16:30 Reconnaissance of Special Stages “ (max 2 passages per Special Stage in 2 days)

San Marino Sport Domus Multieventi “Rallylegend Village”

12:00 First Meeting of the Stewards

13:00 Posting of list of cars to be submitted to possible pre rally Scrutineering

14:00 “21° Rallylegend” opening Press Conference

15:00 – 16:00 pre rally Scrutineering on the chosen cars

16:30 Posting of Admitted List and Starting Order for Special Stage 1

Rallylegend Village

17:30 **Legend Parade** Presentation of invited crews

20.30 – 23.30 **Legend Night Stage**



Friday October 13th 2023

08:30 – 20:00	Accreditation Centre Opening Time
San Marino Sport Domus Multieventi “Rallylegend Village”	
08:30 – 24:00	Rallylegend Village Opening Time
10:00 – 14:30	Shakedown “I Laghi” San Marino (RSM)
<i>With the following schedule</i>	
10.00 – 12.15	session reserved to seeded Rallylegend priority drivers registered to Shakedown
12.15 – 14.30	session open to NON-priority drivers entered to Shakedown registered to Shakedown
San Marino Sport Domus Multieventi “Rallylegend Village”	
12:30 – 15:00	Compulsory entrance of cars to the Starting Park into Olympic Stadium
15:30 – 18:30	Walkabout inside the Olympic Stadium (visit of the Starting Park)
18:30	Start Day 1
23:15	Finish Day 1
02:00	Posting of Results of Day 1 and Starting Order for Day 2
03:00	Time limit to enter the cars in park fermé

Saturday October 14th 2023

08:30 – 18:00	Accreditation Centre Opening Time
San Marino Sport Domus Multieventi “Rallylegend Village”	
07:30 – 08:30	Cars enter in parc fermé without penalties
8:30 – 23:30	Rallylegend Village Opening Time
09:00 – 12:00	Walkabout inside the Olympic Stadium (visit of the Starting Park)
11:00 – 12:15	Exhibitions on Special Stage “The Legend”
13:00	Start Day 2
19:00	Finish Day 2
22:00	Posting of Results of Day 2 and Starting Order for Day 3
23:00	Time limit to enter the cars in park fermé

Sunday October 15th 2023

08:00 – 11:00	Accreditation Centre Opening Time
San Marino Sport Domus Multieventi “Rallylegend Village”	
07:00 – 08:00	Cars enter in park fermé without penalties
08:00 – 16:00	Rallylegend Village Opening Time
08:00 – 09:45	Walkabout inside the Olympic Stadium (visit of the Starting Park)
08:30 – 09:15	Exhibitions on Special Stage “The Legend”
10:00	Start Day 3
14:30	Finish Day 3 – Prize-giving ceremony at the Rallylegend Village Podium
16:00	Final Classification Posting



SUPPLEMENTARY REGULATIONS

RALLYLEGEND HISTORIC

INTRODUCTION

FAMS - San Marino Automobile Federation - is the only body recognized as National Sporting Authority as a Federation associated with the FIA - International Automobile Federation - and with the CONS (National Olympic Committee of San Marino).

FAMS is the owner of the automobile sporting power on the national territory that comes from the FIA and which is recognized by law.

FAMS is the National Sporting Federation recognized by the CONS for automobile sports and carries out the activity of the Sporting Federation according to its own organisation discipline.

FAMS carries out its activity as a Sporting Federation for automobile sport in San Marino through the Sporting Bodies that are responsible for exercising and managing sporting power in full legislative, regulatory, financial autonomy in accordance with the provisions of the CONS regulations.

Jurisdictional power is devolved to the Sports Justice Bodies referred to in the CONS Regulation and the Regulations of FIA International Sporting Justice.

1. GENERAL DISPOSITIONS

Rallylegend Historic is a rally event reserved for historic cars on invitation. The Organizer, at its sole discretion, will decide the criteria for admission to the Rally. The rally is registered in the National Calendar of the Events with Authorized Foreign Participation 2023 as a rally without validity. This regulation is in conformity to the standard FIA General Prescriptions applicable to Historical Rallies unless specifically reported below. For the correct interpretation of these Regulations, the Italian version will be binding.

2. ADMITTED CARS

2.1 In accordance with the provisions of article 12.1 "Categories and Classes of Admitted Cars" of the FIA 2023 Regulations Sporting Historic Rally Championships cars built up to 31/12/1985 belonging to the following Periods (art.3.2 Appendix K FIA International Sporting Code 2023) will be admitted:

- E up to 31/12/61
- F/G1 1/1/62 – 31/12/69
- G2/H1 1/1/70 – 31/12/75
- H2/I 1/1/76 – 31/12/81
- J1 1/1/82 – 31/12/85

The cars belonging to categories J1 must comply with original homologation form.

2.2 The cars will be registered in the following classes, regardless of their origin period/group/class:

- Class H1 up to 1300 cc.
- Class H2 from 1301 to 1600 cc
- Class H3 from 1601 to 2000 cc
- Class H4 over 2000 cc

2.2.1 Required documents

The car must have a FIA Historic Passport (HTP) or national technical passport or original homologation form.

Regardless of what foreseen by previous provisions, the organiser keeps the faculty of rejecting at his own final judgment the entry of cars that do not reflect the spirit of the event in their technical features.

This decision should not be justified.

2.3 SAFETY FEATURES OF THE ADMITTED CARS

2.3.1 Anti-rollover safety structures /roll cage (ROPS)

a) Cars belonging to period E:

The installation of ROPS as required by the following legislation is recommended, with the exception of cars equipped with ROPS at the origin. These cars must have as a minimum a ROPS conform to the specifications used on the car when it was used in the competitions of its period.



If a structure is used:

- A one-piece pipe with regular curvatures without wrinkles, undulations or cracks in the walls should be used for the main structure.
- The rear or front bracing (s) must be fixed at the top of the main structure or in the case of two bracing, starting from the top it must not be lower than one third of the distance from the top to the base of the upright, it must form an angle not exceeding 60° with respect to the horizontal and on the opposite side must be fixed to a solid point of the chassis.
- It is mandatory that if the ROPS is installed on an open car, this must at all times be at least 50mm above the helmet of the driver and co-driver.
Compliance with the above regulations is therefore not mandatory, but any structure mounted on a car must be safe.

b) Cars belonging to F period and subsequent:

A roll cage assuring an adequate protection level is mandatory. This structure must be built according to the specifications given here:

1. The rear (or front) bracing (s) must be fixed at the top of the main structure or if there are two, starting from the top. It must not be lower than one third of the distance from the top to the base of the upright, it must form an angle not exceeding 60° with respect to the horizontal and on the opposite side it must be fixed to a solid point of the chassis.
2. It is mandatory that if the ROPS is installed on an open car, this must at all times be at least 50mm above the helmet of the driver and co-driver.
3. A one-piece pipe with regular bends with no wrinkles, undulations or cracks in the walls shall be used for the main structure. The extensions added above the main structure to increase the height are prohibited unless they are covered by a ROPS certificate issued by the FIA or an ASN.
4. In areas where the drivers' helmets may come into contact with the ROPS, and where it is physically possible, a protective covering conforming to FIA 8857-2001 type A must be installed - See Technical List no. 23 "Padding for protection of safety cage approved by the FIA". The points of the ROPS which may come into contact with the bodies of the drivers must be protected with a flame-resistant coating.
5. When a ROPS is installed, it is allowed to move the fuse box and/or, except in Group N, to modify or remove the rear seats from the car to allow the structure set up.
6. The pipes must not carry fluids or other objects inside them. The ROPS must not improperly obstruct the entry and exit of the driver and co-driver.
7. The ROPS uprights can encroach into the crew space, passing through the car's dashboard and panels, as well as through the rear seats.
8. A ROPS of aluminium alloy following the period specifications must be replaced by a steel structure identical in design and construction to the original in accordance with valid Appendix "J".

2.3.2 Fire-extinguisher

All cars have to be equipped with at least one hand fire extinguisher compliant with art. 253.7.3 of the Appendix J of the existing CODE FIA. In addition to the hand fire extinguisher for the cars from Period J1 it is compulsory a homologated FIA extinction system, in compliance with Art 253.7.2 of Appendix J.

2.3.3 Head protection system and seat belts

All cars from Period F and following with a roll cage must be equipped with seat belts in accordance with FIA Standard No.8854/98 or No.8853/98 or FIA No 8853-2016. For cars built from the period G2 and following the use a head retention system equipped with seat belts corresponding with this system is recommended.

2.3.4 Seats

The original front seats of the GT, T, GTS and TC cars of the periods F (1/1/1962) and following, can only be replaced with seats conform to the specifications of the Period or with a complete seat system with FIA homologation.

For other Periods, these seats are highly recommended.

2.3.5 Tanks and fuel system

- a) For all cars of Period E, the fuel tanks MUST be a standard tank, or an approved tank or an FT3 safety tank. It is recommended to fill the tanks with safety foam conforming to the American Military Specifications MIL-B-83054 (shielding material) or "DSTOP" anti-explosion systems.
- b) For all cars from Period F to J the tank is free but must be filled with safety foam in conformity with the American Military Specifications MIL-B-83054 (shielding material) or "D-STOP" anti-explosion systems. The maximum capacity of the tanks foreseen in the Period must not be exceeded.



- c) All safety tanks must comply with the requirements of Art. 253.14 of Annex J in force (Safety Fuel Tanks Approved by the FIA). They are mandatory for rally cars that have the fuel tank positioned inside the cockpit. A non-flammable, waterproof box must surround the fuel tank and its filling openings. A transparent, closed window made of non-flammable material must be installed in the protection of the tanks, easily accessible and removable only with the aid of tools, in order to allow checking of the validity date of the tank.
- d) Fuel systems without electric or mechanical pump must have a clearly marked circuit closure device.
- e) On cars that use a fuel other than petrol, for example methanol, there must be a fluorescent orange disc with a diameter of 75 mm on each race number plate. It is recommended the "Pantone 15-1354 TC Orange Crush" colour orange use.
- f) No rapid fuel sample system is mandatory for historic cars.
- g) When a car is equipped with a fuel cap that protrudes from the body, the filler neck must be equipped with a non-return safety valve fitted between the cap and the tank as close to the tank as possible. All the caps of the quick release tanks (Monza type) that protrude from the shape of the bodywork must be equipped with an auxiliary device to prevent accidental opening.
- h) Any non-pressurized fuel piping that crosses the passenger compartment must be adequately protected and, if not made of metal, must be made of fire-resistant material and suitable for the fuel. Pipes through which fuel is supplied under pressure in any position must, if not of metal, be of fire-resistant material and appropriate for the fuel and in addition:
 - in vehicles with injection engines, they must comply with art. 253.3.2 of Annex J in force;
 - in other cars they must have a minimum bursting pressure of 100 psi (0.69MPa)The pipes can only be connected by means of screw fittings or fittings approved by the manufacturers.

2.3.6 Helmets The use of FIA homologated helmets is compulsory for both crew members.

2.3.7 Clothing During special stages crew members must wear safety protection clothes with FIA homologation (flame resistant overall, balaclava, gloves, etc.).

2.4 All competitors and crews' members must sign a declaration in which they take responsibility for:

- conformity of the car with the technical and safety characteristics.
- the use of safety clothing protections.

2.5 Upon decision of the Steward following Scrutineers signaling, cars not complying with safety measures will not be admitted. Protests and/or appeals on this matter are not allowed.

2.6 The use of "test" plates and vehicles with temporary registration is not allowed.

3. CHARACTERISTICS OF THE EVENT

- 3.1** The 20th RALLYLEGEND will take place during the days 12/13/14/15 October 2023, starting with the "Eberhard Time Challenge" on Thursday 12th October. Rally start on Friday 13th October and final arrival on Sunday 15th in San Marino. Total length of the course Km. 285, n. 13 special stages, total length Km. 88, n. 25 Time Controls. The attached Schedule of the Itinerary is part of these Regulations (Appendix 2).
- 3.2** Reconnaissance of the route is admitted after road-book and reconnaissance form withdrawal following the times indicated in the programme.
 - 3.2.1** Reconnaissance of the special stages is authorised only on road homologated cars and in the full respect of the road code. 2 passages for each single stage are allowed. "Relay" cars preceding recce cars and radio connections on recce cars are forbidden. On reconnaissance cars, the presence of passengers together with the crew is allowed.
 - 3.2.2** Reconnaissance made in the period before authorised reconnaissance or out of their schedule will be considered a very serious infringement and will imply the immediate exclusion from the entry list without any reimbursement of the entry fee.
 - 3.2.3** Reconnaissance rules and road code infringements found by police, FAMS/ACI Sport Officials or by organisation staff will be punished both with money sanctions (minimum fine € 500,00) and with time penalties (60 seconds) to be added to the final time. This sanction will be imposed by the Clerk of the Course, without right of appeal.
 - 3.2.4** In case of serious infringements, the competitor can be remitted to his National Sporting Authority following the licence's nationality. Payment of the sanctions indicated under this article will need to be made before the start of the race; otherwise, the competitor will not be admitted to the rally.
 - 3.2.5** From the moment of the publication on the official event website of the regulations and of the rally map, the organiser will check the rally course through people with written proxy released by the organiser. Any reconnaissance not allowed can be notified also through personal acknowledgement by the checking staff or verification of plates connected for ownership or simple use to entered competitors or competitors holding a sporting licence. In this case, the organiser will report the facts to FAMS for the due provisions.



3.2.6 – Service

No service park will be organised. Service operations on cars during the rally can be carried out 500 metres before or after every Special Stage start/finish. **From 00.01 a.m. of Thursday 12th October 2023 to the end of the event is absolutely forbidden, the stop of service vehicles**, support cars or caravans of the competitors in via Rancaglia, Strada La Ciarulla, Via Costa del Bello, Strada Bulumina and in the immediate surroundings of the San Marino Sport Domus Multieventi in Serravalle (rally headquarter), except with special authorization of the Organizing Committee. Infringements to this rule will cause forced removal of the vehicles parked with expenses charged to the owner and a fine of 1.000,00 Euro charged to the competitor involved.

3.2.7 Service between the Rally Days

3.2.7.1 At the end of each Day the cars must be driven to the Park Fermé inside the Olympic Stadium of Serravalle at the following times:

- at the end of Day 1 before 03:00 of Saturday October 14th 2023
- at the end of Day 2 before 22:00 of Saturday October 14th 2023

3.2.7.2 If it is not possible to respect these times, the cars will be able to enter the parc fermé WITHOUT PENALTY inside the Serravalle Stadium (RSM) the next morning at the following times:

- Saturday October 14th 2023 from 07:30 to 08:30
- Sunday October 15th 2023 from 07:00 to 08:00

3.2.7.3 Any delay of Park Fermé entry scheduled times, as shown at art. 3.2.7.2, will be sanctioned with penalties at Stewards discretion.

4. COMPETITORS AND DRIVERS

4.1 The event is entered in the FAMS National Calendar of the Events with Authorized Foreign Participation.

Competitors and drivers with FAMS, ACI Sport and license issued by a ASN authorised by FIA will be admitted.

Foreign competitors and drivers (with the exception of drivers with ACI Sport license) must have the authorization of their ASN (the National Sporting Authority that issued the license). The absence of the document is an infringement of art.2.3.10 and 3.9.4 of International Sporting Code and implies sanctions to the Organizers.

According to the car entered in the rally, the drivers must be holders of a sporting license of the degree provided for by their ASN (or D1 issued by the FAMS for the event) and hold a driving license and a medical sporting certificate for rallies.

5. ENTRIES

- Entries to the event must reach the Organizing Secretariat of “21st Rallylegend” Zeromille at FAMS Via Giangi, 66 47891 Dogana - Republic of San Marino Tel. +39 368 8030873 before 20.00 of Friday 15th September 2023.
One 3/4th picture of the car must be sent with the entry form. Acceptance of the registration is bound to the type and characteristics of the car declared in the registration form. Any difference from what declared or changes to the car after the publication of the entry list may result in exclusion from the rally.
- Entry fee is € 1.600,00.** The entry fee includes services during the rally, meals, gadgets and law taxes. Entry fees of competitors not admitted to the rally will be reimbursed after the event at the latest within 30th November 2023.
- A fee of € 200.00 is set for the shakedown for a maximum of four passages**
- A total number of 160 crews are admitted to the event, by the organisation discretion, among all the competitors that will have regularly sent entry forms completely filled in. The following competitors will have priority:
 - Competitors entered with foreign crews.
 - Competitors entered with sporting history-valued cars which can be demonstrated by pictures, reportages, declarations of the past drivers etc.
 - Competitors entered with original-livery cars.
- The Organizing Committee declines all liability for any infraction of laws or regulations caused by the competitor who will suffer all consequences towards competent authorities.
- The Organising Committee declines liability for any accident caused to competitors and crews during the whole duration of the event, even in case of natural disaster, riots, demonstrations, vandalism etc. or any damages to the crews or the entered car. All consequences (material, legal or sporting) must be suffered by the competitor.



6. SCRUTINEERINGS

- a) At the moment of Road Book issuing, each participant must handle a declaration certifying the compliance of the safety clothing and the compliance of the safety devices of their car. This form can be downloaded on the rally website.
- b) The Scrutineers, on demand of the Stewards, will carry out random checks at the time indicated in the programme as "technical checks". The summons for these checks will be communicated through the virtual notice board at 13:00 on Thursday 12 October 2023 upon decision of the Stewards. During the pre-rally Scrutineering system, clothing, helmets must not be presented.

7. TIRES

- 1 All cars entered and participating in the 21st Rallylegend must compulsorily be equipped for the entire duration of the event and shakedown with PIRELLI tyres, homologated according to current FIA regulations with free cutting.
- 2 Four racing tyres must be purchased from the dealer indicated by PIRELLI: GUALANDI RACING Strada degli Angariari, 9 – 47891 Falciano (RSM) Phone +378 963259 Mobile +39 335 5642135 email info@gualandiracing.sm. It is not compulsory to use these tires during the race.
- 3 For the entire duration of the event, 2 to 4 PIRELLI stickers must be applied to the cars, positioned at the corners of the car as indicated by the Organizer.
- 4 Rally Officials will check the use of PIRELLI tires during the event. A car mounting or transporting NON PIRELLI tires during the rally and shakedown will be immediately excluded from the rally without the possibility of readmission with the Formula Super Rally Legend.

8. STARTING ORDER – PLATES NUMBERS

The rally numbers will be allocated by the Organizing Committee.

The Starting sequence will be **Legend Stars – Rally**

The Starting Order of Day 2 will be same of Day 1.

The Starting Order of Day 3 Heritage and Rally will follow the Classification, with possible repositioning of the Rallylegend priority drivers at Race Control discretion. Competitors are invited to check the Starting Order published at 21.30 on Saturday October 14th 2023.

9. EVENT RUNNING - CONTROL PROCEDURES – SPECIAL STAGE – SUPER RALLYLEGEND FORMULA - CHICANES

Time Controls

The target time to drive the distance between two time controls will be printed on the Time Card.

All controls: time controls, start, finish, stop control will be pointed out by FIA standard panels.

The beginning of the control zone will be indicated by a yellow control warning panel, the control point will be shown by a red panel. The end of the control zone, some meters forward, will be shown by a final beige panel with three black stripes.

All control zones (zones between the first yellow warning sign and the final beige board) are considered as parc fermé. It is strictly forbidden, under pain of exclusion from the rally, to enter a control zone from a different direction from that foreseen by rally itinerary.

Control procedure

1. Control procedure begins at the moment the car passes through the control zone entry panel and ends at the moment the car passes through the end of control area panel. Within this area, any action on the car is strictly forbidden.
2. Between the yellow entry panel and the control point (red panel) the crew is forbidden to operate rear manoeuvres. Infractions remarked by the post marshals will be sanctioned up to the exclusion from the classification.
3. The passage time will be the minute when the crew will pass the control time line.
The timekeeper will write on the timecard the real time of passage in hours, minutes and seconds.
The ideal time is the time obtained adding the target time of the sector to the starting time from it.
4. Any difference between the real time and the ideal time will be penalised as follows:
5. For delay - 10 seconds for each complete minute.
6. For early check in - 1 minute for each complete minute.
7. The passage time written on the timecard is the arrival time at the starting time of the following sector.



8. The maximum delay time at a time control is 15 minutes. The crew that will pass a time control point 15 minutes late with respect to the last crew regularly passed, will be considered excluded.
9. Each crew will receive a timecard on which the target times to run the different sectors and the special stages will appear.

Special Stages

- 1 The start will be given at the minute.
- 2 The Special Stage start will be given to the car stopped on the starting line with the engine on.
- 3 When the car with the crew on board will stop at the start control, the timekeeper, after registering the start time on the time card, will return it to the crew and will announce aloud -30", -15", -10" and the last 5" one by one. At the "GO" ("VIA") signal the car will have to leave immediately.
- 4 Stopping on the starting line for more than 20 seconds will be penalised with 60 seconds penalty. A delay of more than one minute will not be accepted.
- 5 The Jump Start will be penalised by a 10" penalty to be added to the special stage time together with the seconds anticipated by the competitor.
- 6 Finish of special stage will be flying and calculated by a photocell or by manual timekeeping system.
- 7 The time will be calculated at the tenth of the second.
- 8 The competitor must stop at STOP Control to allow the registration on the time card of the special stage time and any penalty.

Jump Start at Special Stage Start

A Jump Start and in particular a Start before the timekeeper or the traffic light has given the starting signal, will be penalized as follows:

- 1st infraction: 10 seconds penalty
- 2nd infraction: 1 minute penalty
- 3rd infraction: 3 minutes penalty

Chicanes

All chicanes are indicated on the asphalt during reconnaissance by yellow varnish, signaling the extreme part of each barrier. The voluntary jump of a chicane or of one barrier, will entail the following for the responsible driver:

- 20 seconds penalty for the first infraction
- 60 seconds penalty for the second infraction
- 120 seconds penalty for the third infraction
- The exclusion from the rally for the fourth infraction

Interruption of a Special Stage

When a special stage is interrupted or stopped for any reason, each crew affected will be allocated by the Clerk of the Course a time which is judged the fairest.

The time can be allocated even if a single crew has run the special stage in normal racing conditions.

Only the Clerk of the Course can apply this provision after receiving the report of the Marshals charged of the special stage control with the explanation of the reasons that produced to the interruption (or delay).

The times allocated will be taken into consideration for the calculation of the special stage classification only after the issuing of the Clerk of the Course notification.

No crew which is solely or jointly responsible for stopping a stage may in any case benefit from this measure.

Therefore, the time achieved will be assigned to them if this time exceeds the time allocated to the crews who did not normally run due to the interruption.

The provisions concerning the interruption of the Special Stage can also be applied to crews who have suffered a delay following their intervention to remove an obstacle in the event of obstruction of the route and/or to give aid in the event of an accident, and subsequently have completed the special stage, even if it has not been definitively interrupted.

To the crews who have regularly taken the start of the Special Stage but due to the interruption they have not been able to complete the special stage, the Clerk of the Course will allocate a time to reach, from the stop control, the following time control. The starting time of the new sector, between the stop control and the following time control, will be registered on the time card at the stop control.

Special Stage The Legend

Starting Procedure

- a) When the car, with the crew on board, stops in front of the starting line, the timekeeper will announce loudly



-20", -15", -10" and the last 5" one by one. At the "GO" signal the car must start immediately.

b) At the STOP control on the competitor's Timecard will be registered the actual Special Stage starting time, the finish time and the special stage time. The Special Stage starting time registered at the STOP Control is also the starting time of the Sector in which the Special Stage is included.

Signalization

Marshals will use a WAVING BLUE FLAG to warn the drivers of an overtaking speeder car arriving. The driver must allow the overtaking at the first occasion, if necessary, driving slower. Infractions will be sanctioned upon information of the Clerk of the Course at the Stewards' discretion.

Overtalking other cars

In some parts of the Special Stage **OVERTAKING IS FORBIDDEN** as shown in the attached map. Infractions will be sanctioned upon information of the Clerk of the Course at the Stewards' discretion.

Super-Rally-Legend Formula

1. The crews withdrawn during a day will be allowed to start the following day. Competitors will need to present a written request to the Clerk of the Course to take part to the Super-Rally-Legend Formula 60 minutes before each day's partial unofficial results posting. The car must enter the parc fermé 60 minutes before the start of the first crew of the following day, to be submitted to the Scrutineers and found in conformity with safety and technical rules.
2. If a competitor retires after the last Special Stage, in order to be readmitted with the Super-Rally Formula, he will be considered as having not run the last Special Stage.
3. In order to be included back again into rally, the following penalties are foreseen, for each special stage not run:
 - a penalty of 3 minutes.
 - a penalty of 5 seconds for every kilometre on the whole length of the non-finished/not run special stage (rounded up to) compared to the best time of the belonging class or to the class immediately higher, if the class is made up of one crew only.

10. SHAKEDOWN

All competitors can run a test with rally cars (shakedown) on Friday October, 13th 2023 starting at 10.00 am to 14.30 in San Marino (RSM) by "I Laghi" with the following schedule:

- 10.00 – 12.00 session reserved to seeded Rallylegend priority competitors
- 12.30 – 14.30 session open to all competitors entered to Shakedown

The route is about 2.400 meters. A maximum number of 4 passages is allowed.

The shakedown fee is € 200,00 (VAT included), to be paid with the entry fees.

11. STARTING PARK

The crews, once they have passed pre-rally scrutineering, will drive their cars to the starting park inside the Olympic Stadium of Serravalle, following the Road Book, on Friday October 13th 2023 from 12.30 to 15.00.

Late entrance to the starting park will be sanctioned at Stewards' discretion upon Race Control communication.

12. RESULTS – FINAL SCRUTINEERINGS

Penalties will be given in time. The final classification will be obtained by adding the times of the special stages to the penalties in time obtained during the rally.

In case of ex-equu, the competitor with the best time in the first special stage will be proclaimed winner. If this is not enough, the times of the second, third stage etc. will be taken into consideration.

A final classification including all the Historic cars will be published and class classifications.

Sunday 16 October 2023 at the end of the rally the cars must be available for possible scrutineering decided ex officio or on 5protest until 30 minutes after the posting time of final results.

During these 30 minutes the competitors must be available by phone.

Cars and/or competitors found not at disposal of the race control will be excluded from the rally with report to the FAMS for any further penalisation. Cars can be submitted to controls concerning safety at any moment of the event.



13. ADVERTISING

Advertising on the cars will be limited to a total 50x14 cm. below and above the competition numbers.
On those cars on which sides the above mentioned advertising cannot be fixed, it is allowed to fix them on the immediate sides on the right or on the left of the competition numbers.

14. PROTESTS – APPEALS

All protests must be presented in written form to the Clerk of the Course with the sum of € 1.000,00, which will not be refunded if the protest will be judged even partly inapplicable.

Appels must be lodged in conformity with FIA International Sporting Code.

For any appeal to FAMS, appeal fee of € 3.000,00.

15. PRIZES - CUPS

The following prizes are foreseen:

- from the 1st to the 3rd of the general classification
- to the first three classified crews of each class
- to the 1st lady's crew

16. GENERAL PRESCRIPTIONS

The event is organized in conformity with the International Sporting Code and its appendix.

With the entry the competitor:

- Declares to know, committing himself to respect and make respect - the International Sporting Code and its appendixes, FAMS prescriptions and these special regulations.
- Recognises FAMS as National Sporting Authority.
- Renounces to carry on with arbiters or other judges for facts arising from the organisation or the running of the event.
- Declares to withdraw from any responsibility FAMS, the Organizers, the officials, the road owners in case of accidents occurred to himself, the crew members and employees or in case of material damages.

16. APPENDICES

Attachment to these regulations

- 1 - Organisation – Rally Officials
- 2 - Schedule of the itinerary - not published
- 3 – WRC Regulations
- 4 - CLASSIC Regulations
- 5 - LEGEND STARS Regulations
- 6 - Map of Special Stage “The Legend”
- 7 - “Legend Time Challenge” Regulations - not published
- 8 – Map of “Legend Time Challenge” - not published
- 9 - Running of Special Stage “Misano” - not published
- 10 – Map of Special Stage “Misano” - not published

ZEROMILLE srl

FAMS Approval

AU x/2023 issued on x/x/2023



APPENDIX 1 – ORGANISATION - OFFICIALS

ORGANISATION - RALLY OFFICIALS

ORGANISATION

Organisation ZEROMILLE Srl “21st RALLYLEGEND” lic. F.A.M.S. n° 515
Via Rive delle Seriole, 4 – 47893 Borgo Maggiore - Republic of San Marino

ORGANISING SECRETARIAT:

At F.A.M.S. Via A. Giangi, 66 – 47891 Dogana (Republic of San Marino)
Phone +378 -909053 – Mobile +39 368 8030873

RALLY HEADQUARTER

Multieventi Sport Domus, via Rancaglia 30 - Serravalle - Republic of San Marino

OFFICIAL NOTICE BOARD

On line Notice Board App Sportity - Password **RL2023**

MAIN OFFICIALS

Stewards: – Chairman

Clerk of the Course: Mauro Zambelli
Deputy Clerk of the Course: Guido Novembrini

Secretary of the Meeting: Valeria Ravalli
Secretary to the Stewards:

FAMS Delegate Scrutineer Marino Zonzini
Scrutineers Giorgio Zonzini
Marcello Valentini

Assistant Scrutineers

Competitors Relation Officers Nunzio Iozza

ASN Safety Officer:
Chief Medical Officer: Dott. Antonio Morri
Timekeeping: Federazione Cronometristi Sammarinese
Chief Official: Giorgio Guerra
Results: Giorgio Guerra
Marco Barilari

Road Marshals: FAMS / ACI Sport
Press Officer: Leonardo Todisco Grande

Team Decarcerazione
Servizio Radio RDS



APPENDIX 3 - WRC REGULATIONS

Reference for what is not mentioned in these regulations is the “Special Regulations Rallylegend Historic”.

1. ADMITTED CARS – CARS’ SAFETY DEVICES

1.1 Admitted Cars

- Cars group RC1N built from 01.01.1997 to 31.12.2023
- Cars group RC2N
Within this group, R5/Rally 2 cars will be admitted in a maximum number of 15 and N5 cars in a maximum number of 3. Once the received participation request, the Organizer will confirm at its discretion the approval of the entry
- Cars group RC3N Super 1600 class,
- Cars Group RGT

1.2 Upon decision of the Stewards following Scrutineers report, cars not complying with safety measures will not be admitted. Protests and/or appeals on this matter are not allowed.

1.3 Regardless of what was foreseen by previous provisions, the Organizer keeps the faculty of rejecting at his own final judgment, cars that do not reflect the spirit of the event in their technical features.
Such decision should not be justified.

1.4 SAFETY FEATURES OF THE CARS

- 1 The installation of lower protections is authorized as foreseen by art. 254 6.7.1 of Appendix J FIA 2023.
- 2 It is mandatory to install an engine compartment/passenger compartment fire extinguisher and a handheld fire extinguisher compliant with the requirements of Art. 253.14 of Appendix J (Safety Fuel Tanks Approved by the FIA). Fuel systems without an electric or mechanical pump must have a clearly marked circuit closure device. Drivers who are normally seated in race trim, with their seat belts fastened, must be able to manually control the fire extinguishing system.
3. An intermittent red and white light lamp.
4. Safety cage (roll-cage) in compliance with the requirements of Appendix J FIA 2023.
5. Safety belts in compliance with the requirements of Appendix J FIA 2023.
6. Seats in compliance with the requirements of Appendix J FIA 2023. The FIA rules 8855-1999 and Art. 253.16 Appendix J state that the seats of the driver and co-driver of the vehicles of the N-A-B-R-T Groups participating in all competitions must be original, modified only by adding accessories of the registered brand, or EEC homologated, by the FMVSS or by the FIA without modifications.
7. Main power switch.
8. Approved seats in compliance with the requirements of current Appendix J FIA.
9. Protection of the roll-cage (safety cage). Where the driver's body or helmet may come into contact with the roll-cage, a protective coating approved by the FIA must be used, as required by art. 253.8.4 of Appendix J.
10. Two belt cutters must be permanently on board. They must be easily accessible to the driver and co-driver sitting in their seats and with their seat belts fastened.

1.4.1 Minimum safety requirements for vehicles with expired homologation

As regards the safety measures, the cars must be equipped, at a minimum, with the following devices:

- extinguishing system in compliance with Appendix J.
- FIA homologated seats.
- Fuel tanks in compliance with the requirements of Appendix J in force.
- Safety Cage according to current regulations. Cages reported on homologation form or approved by a National Sporting Authority are allowed with the condition of presenting suitable documentation.

Light alloy or titanium safety cages are forbidden, even if approved. The dismantling of all the saddlery is allowed.

1.5. Helmets and clothing

- 1.5.1 Helmets – The use of homologated FIA helmets is compulsory for both crew members. **“HANS” system is compulsory.**
- 1.5.2 Clothing – Crew members must wear safety protection FIA homologated clothes during special stages running (firefighting overall, balaclava, gloves, etc.)



2. RESULTS

2.1 One single final classification including all the admitted cars will be published.

2.2 The following class classifications will be published:

WRC 1 - Cars built until 31/12/2013

WRC 2 - Cars built from 01/01/2014

R5/Rally 2

R4

KIT CAR 1 cars from 1601 to 2000cc

KIT CAR 2 cars over 2000cc

Super 2000

Super 1600

A8/N4/R4/N5

RGT

3. PRIZES AND CUPS

The following honor prizes will be awarded:

- from 1st to 3rd of General Classification
- from 1st to 3rd classified of each class
- to the first crew of ladies



APPENDIX 4 - CLASSIC REGULATIONS

Reference for what is not mentioned in these regulations is the “Special Regulations Rallylegend Historic”.

1. ADMITTED CARS – CARS’ SAFETY

1.1 Only expired homologation cars of Groups A-N-J2 built from 01.01.86 to 31.12.2002 are admitted. The homologation form will be reference basis (variants included) both for mechanics and for electronics and thus also for any possible supercharging to the year of construction of the individual car. Cars will need faithfully and integrally respect all the original features of the reference model, except for cars belonging for technical characteristics and administrative documents to the GF FAMS Group, which will follow the FAMS technical regulations. Any change to the cars also due to homologation forms’ variants issued after the homologation of the specific car will imply non-admission to the competition.

1.2 Cars will be divided into classes, independently from original groups/classes:

- Class C1 up to 1300 cc.
- Class C2 from 1301 to 1600 cc
- Class C3 from 1601 to 2000 cc
- Class C4 over 2000 cc
- Class C5 4WD cars (any cc. four-wheel drive cars) built until 31.12.1992
- Class C6 4WD cars built from 01.01.1993 until 31.12.2002 (four-wheel drive cars of any cylinder capacity with the exclusion of WRC cars)

1.2 Required documents: Original homologation form and/or technical passport.

1.4 Regardless of what was foreseen by previous provisions, the organiser keeps the faculty of rejecting at his own final judgment cars that do not reflect the spirit of the event in their technical features. Such decision should not be justified.

1.5 SAFETY FEATURES OF THE CARS

- 1 The installation of lower protections is authorized as foreseen by art. 254 6.7.1 of Appendix J FIA 2023.
2. It is mandatory to install an engine compartment/passenger compartment fire extinguisher and a handheld fire extinguisher compliant with the requirements of Art. 253.14 of Appendix J. Drivers who are normally seated in race position, with their seat belts fastened, must be able to manually control the fire extinguishing system.
3. The cars must be equipped with a safety tank.
All safety tanks must comply with the requirements of Art. 253.14 of Annex J in force (Safety Fuel Tanks Approved by the FIA). They are mandatory for rally cars that have the fuel tank positioned inside the cockpit. A non-flammable and waterproof box must surround the fuel tank and its filling openings. A transparent, closed window made of non-flammable material must be installed in the protection of the tanks, easily accessible and removable only with the aid of tools, in order to allow checking of the validity date of the tank.
Fuel systems without an electric or mechanical pump must have a clearly marked circuit closure device.
Relating only to J2 and SERIES PRODUCTION (Prod S) / EVOLUTE PRODUCTION (Prod E) cars, the fuel tank is free but must be filled with safety foam compliant with the American Military Specifications MIL-B-83054 (shielding material) or explosion-proof systems " D-STOP ". The maximum capacity of the tanks originally planned must not be exceeded.
4. An intermittent red and white light lamp.
5. The presence of the roll-cage is compulsory. Cars originally equipped with a roll cage must keep it at least with the same or higher specifications as those that were used in their period. In any case, the use of a roll-cage that guarantees an adequate level of protection is mandatory. Removal of the rear seat from the car is authorized. Aluminium roll cages are prohibited, unless they are an integral and irreplaceable part of the original car structure (e.g. Porsche Carrera 6, 908, 917). In addition, roll cages approved on the homologation form or by a National Sporting Authority on condition of presenting suitable documentation. The seats relating to the homologation of the time shown in the homologation form are also allowed as long as they are in good condition.
6. Safety belts in compliance with the requirements of Appendix J.



7. The original front seats of the of the vehicles of the N-A-B-R-T Groups, participating in all competitions, can only be replaced with a complete seat system with FIA homologation.
8. Main power switch.
9. Protection of the roll-cage (safety cage). Where the driver's body or helmet may come into contact with the roll-cage, a protective coating approved by the FIA must be used, as required by art. 253.8.4 of Appendix J.
10. Two belt cutters must be permanently on board. They must be easily accessible to the driver and co-driver sitting in their seats and with their seat belts fastened.
11. The dismantling of all the saddlery is allowed.

1.6. Helmets and clothing

- 1.6.1 Helmets – The use of homologated FIA helmets is compulsory for both crew members. “HANS” system is compulsory.
 - 1.6.2 Clothing – Crew members must wear safety protection FIA homologated clothes during special stages running (flame resistant overall, balaclava, gloves, etc.),
- 1.7 Upon decision of the Stewards following Scrutineers report, cars not complying with safety measures will not be admitted. Protests and/or appeals on this matter are not allowed.

2. RESULTS

- 2.1 One final classification including all the admitted car will be published.
- 2.2 Class classifications will be published.

3. PRIZES AND CUPS

The following honor prizes will be awarded:

- from 1st to 3th of General Classification
- to the first 3 crews of each class
- to the first crew of ladies



APPENDIX 5 - LEGEND STARS REGULATIONS

Reference for what is not mentioned in these regulations is the "Special Regulations Rallylegend Historic".

1. ADMITTED CARS

- 1.1 Cars built up to the year 2012 (Group A, Group B, Group 4, WRC), are admitted at the discretion of the Organizing Committee, in racing setup, former official cars with original livery, significant cars' model for the history of rallies, including cars with special reputation without an important historical/sporting past and/or sporting homologation. Cars with test plate are admitted. The Organizing Committee can accept special cars built after 2012.
- 1.2 Upon decision of the Stewards following Scrutineers report, cars not complying with safety measures will not be admitted. Protests and/or appeals on this matter are not allowed.
- 1.3 Regardless of what was foreseen by previous provisions, the organiser keeps the faculty of rejecting at his own final judgment cars that do not reflect in their technical features the spirit of the event.
This decision does not have to be justified.
- 1.4 The competitor can enter and submit a maximum of 2 cars to scrutineering, one of which must be declared as starting car. The substitution can be requested to the Clerk of the Course at any moment of the Rally.

2. COMPETITORS AND DRIVERS

- 2.1 Each car can have a crew composed of a driver and more than one co-driver, who can shift on-board of the car. The shift of the co-driver is admitted only at the end of First Leg and must be communicated to Race Control in a written form at least 30 minutes before the posting of the Starting List of following Leg. All co-drivers must hold the necessary requirements foreseen by the Regulations and must be present at the pre-race administrative checks, or he will not be admitted to the event.
The driver must hold a sporting license (or event license issued by FAMS), a medical certification and driving license. The co-driver must hold a sporting license (or event license issued by FAMS), a medical certification.
No underage co-driver will be admitted.
If the driver holds a license of degree D or higher, he must submit a sporting agonistic medical certificate.
- 2.2 The use of homologated FIA helmet complying with Appendix J, of safety belts and the presence onboard of a hand fire extinguisher is compulsory.
- 2.3 FIA safety clothing (flame-resistant overall, balaclava, and gloves also with expired homologation) is compulsory for crew members during the running of special stages. Flame-resistant underwear is not compulsory.
- 2.4 Throughout the running of the whole event, drivers must strictly respect all the rules of the road code and the provisions given by the Clerk of the Course keeping a conscious and careful driving behavior.
They are moreover forbidden to stop their car, drive backwards, reverse their direction, open the doors or obstacle other crews in any way at the control areas marked by the panels of control area start and end. Drivers and co-drivers will have to keep a careful behaviour for themselves, for marshals and particularly for spectators.

3. RUNNING OF THE EVENT

- 3.1 Participants to the event will have to follow all behaviour and running provisions foreseen for the event "Rallylegend".
The Legend Stars section is part of the event without time keeping and final classification. Therefore, the respect of the times of the schedule of the itinerary has the only purpose of keeping in order the cars convoy.
- 3.2 In particular:
 - official ideal times that the drivers will have to respect will exclusively be those indicated in the time card;
 - parc fermé will be only at control points, in the area between the panels of beginning and end of sector.
No parc fermé is foreseen during regrouping controls and at the end of the leg;
 - at the end of the special stages the sector time will not be written on the timecard, only a "passage certification".



4. RE-ADMISSION TO THE RALLY

Crews with maximum delay and crews that did not go through one or more controls can be automatically re-admitted to the start of the following Leg.

If a crew retires from starting Leg 2 or Leg 3, the Race Control must be informed in written at the latest 30 minutes before the following Day Start List posting time.

5. PENALTIES AND OTHER DISCIPLINARY PROVISIONS

5.1 Time control

- for any delay beyond the time limit: up to exclusion

5.2 Timecards

- failure to mark a time control: up to exclusion

- failure handing back at time controls: up to exclusion

- lack of a control stamp (stamp control): up to exclusion

5.3 Other penalties

- for refusal to start at the established hour and order: up to exclusion

- for failed passage at any control: up to exclusion

- for unauthorized stop in control area: up to exclusion

- for passage obstruction and/or damage to other crews: up to exclusion

- for unsporting behavior: from warning to exclusion

- for passage at a control in the opposite or different direction: up to exclusion

- for road code infringement: up to exclusion

- for non-compliance documents during administrative checks: not admitted

- for delay at start of more than 15 minutes: not admitted

- car driven by a different person from driver or co-driver: exclusion

- for lack of a rally number or a plate: fine

- for lack of two or all the rally numbers: exclusion

- for failure to communicate withdrawal to the Race Control: fine

6. PROTESTS

No protests and/or appeals can be presented.

7. RESULTS - PRIZES

The classification is not foreseen.

Award for the most spectacular crew: Rallylegend Stars Trophy