

RALLYE INTERNATIONAL VERT de MONTRÉAL Édition 2011  
September 30 - October 1-2, 2011

Part of FIA Alternative Energies Cup

**A – ORGANIZER**

Art. 1 –ORGANIZING CLUB

1.1 This rally is organized by Association des Amateurs de Sport Automobile Inc, (AASA) in collaboration with Énergie Mobilité Alternative du Canada (ÉMAC), under FIA and ASN Canada FIA sanction.

ASN Canada FIA visa permit for this event is 11-014  
FIA visa permit for this event is 11CEA300911

Art. 2 – NAME AND TYPE OF EVENT

2.1 The name of the event is:

RALLYE INTERNATIONAL VERT de MONTRÉAL Édition 2011

2.2 This event is an international competition that is part of FIA Alternative Energy Cup. This rally is a coefficient 2 rally, run on public roads and made of regularity tests. It is made up of a single route that shall be run by all cars. This regularity rally is reserved for vehicles using alternative energies and which are road legal in Québec. The results taken into account for the FIA Energy Cup final standings will be related to the Regularity Tests.

However, the Rallye International Vert de Montréal will also publish results including a Consumption Index and establish winners by virtue of these standings. In addition, an overall standing will be created by combining the Regularity and Consumption standings (see article 27)

2.3 This event will count toward the following FIA Alternative Energies Cup championships:

- FIA Alternative Energies Cup - Driving and Co-driving Tests events cat IIIA for daily use electrical models.
- FIA Alternative Energies Cup - Driving and Co-Driving Tests events cat VII - VIII for hybrid electrical models and other alternative energy vehicles.
- FIA Alternative Energies Cup-Manufacturers Cup cat IIIA - VII - VIII.

2.4 The rally will have an approximate total distance of 600 km and will be comprised of seven legs over three days during which will be run seven regularity tests. The start interval between each car will be one (1) minute. The route as well as checkpoints are indicated on the timecards and the route book.

2.5 French is the official language of the rally.

## Art. 3 – SANCTIONING

This rally will be run in conformity with the International Sporting Code, the FIA Alternative Energies Cup Regulations, the Sporting Regulations for Driving Tests Events, the Technical Lists Regulations and these Supplementary Regulations.

## B – ORGANIZING COMMITTEE

### Art. 4 CORRESPONDANCE ADDRESS

Rallye Énergie Alternative du Canada inc.  
417, rue St-Nicolas, Suite 202  
Montreal, Quebec  
H2Y 2P4  
Telephone : (514) 604-4343  
Fax:  
Website : [www.rallye-alternative.com](http://www.rallye-alternative.com)  
E-mail : [info@rallye-alternative.com](mailto:info@rallye-alternative.com)

### Honorary President

Roger Peart – President of ASN Canada FIA

### Executive Committee

President:	Peter Duncan
Administration:	Yvon Beausoleil
Media and Public Relations:	Johanne Lépine
Business Dev & Sponsorship:	François Décarie Lou Cantin
Technical Consultant:	Yvon Lanthier
Sport Consultants:	François Monath Michel Poirier-Defoy

### Officials

Clerk of the Course:	Michel Poirier-Defoy
Routemaster:	Michel Auger
Technical Director:	Yvon Lanthier

### Sporting Commission

President:	Bruno Moretti (ITA)
Stewards:	Alain Bergeron (CDN) Donald Leblanc (CDN)

### Technical Commission

FIA Technical Delegate:	Mario Bonifacio (ITA)
Director:	André St-Pierre (CDN)

Competitors' Relations Officer:	Pierre Racine (CDN)
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Calculations and classification:	Jean-Georges Marcotte
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## C – SCHEDULE

Monday August 1, 2011	Entry opening date and publication of the Regulations
Monday August 22, 2011	Official entry opening
Friday September 23, 2011	Entry closing date (end of reception dates for complete and paid entries –as per postage stamping)
Monday September 26, 2011	Confirmation of selected cars Starting order
Thursday September 29, 2011	Temporary Headquarters, McGill College Street
12:00 PM	HQ opening Participants' Registration according to the established schedule - Administrative and technical checks Distribution of official documents and plates to competitors on appointment
01:00 PM	- Scrutineering, sponsored and manufacturers' entries only - Car fuelling and fuel tank sealing - Set up in Parc Fermé
07:30 PM	Opening Cocktail
Friday September 30, 2011	
08:00	First meeting of the Sporting Commission
09:00 AM to 10:00 PM	Temporary Headquarters, McGill College Street, Downtown Montréal
09:00 AM	- Participants' registration on appointment Posting on the official notice board of the teams allowed to start, and the starting order - Administrative and technical checks Distribution of official documents and plates to competitors on appointment
10:00	- Scrutineering, all other participants - Car fuelling and fuel tank sealing - Set up in Parc Fermé
12:00 PM	Information Meeting for competitors (optional)
03:00	End of registration
03:30	End of scrutineering and fueling Meeting for service teams
04:00	- Mandatory meeting for all participants and presentation of Officials Competitor Relations Officer becomes available
05:00	End of Parc Fermé
06:00	Official Start of the Rally (in convoy) First Leg
06:45	Start of Regularity Test N°1 « Circuit Gilles-Villeneuve »

07:30	End of Regularity Test N°1 « Circuit Gilles-Villeneuve »
08:00	End of First Leg Parc Fermé
09:00	Second meeting of the Sporting Commission
09:00	Participants' light snack and cocktail Posting of preliminary results – First Leg

**Saturday October 1, 2011**

7:00 to 08:00 AM	Breakfast
08:15	End of Parc Fermé
08:30	Opening of starting zone Day 2 – Start of Second Leg including 1 Regularity Test
10:30	End of Second Leg, Service Area 1, Lachute
11:45	Start of Third Leg, including one Regularity Test
01:45 PM	End of Third Leg, Service Area 2, Lachute
03:00	Start of Fourth Leg, including one Regularity Test
05:15	End of Third Leg, Downtown Montreal
05:30	Parc Fermé Competitor Relations Officer becomes available
05:45	Third meeting of the Sporting Commission at HQ
06:30	Cocktail Dinner Buffet
08:00	Posting of results from Legs 1, 2, 3 and 4, List of competitors to start Fifth Leg, and Starting Order

**Dimanche, 2 octobre 2011**

06:00 to 7:30 AM	Breakfast
07:45	End of Parc Fermé and opening of Starting zone
08h00	Day 3 – Fifth Leg including 1 Regularity Test
10h15	End of Fifth Leg – Service Area 3, Saint-Hyacinthe
11h30	Start of Sixth Leg, including one Regularity Test
01h00 PM	End of Sixth Leg – Service Area 3, Saint-Hyacinthe
02h00	Start of Seventh Leg, including one Regularity Test
03h30	End of Seventh Leg. Technical Procedures, Boucherville Fuelling and weighing of the cars. Regrouping Zone.
05h00	Regrouping and convoy to McGill College St.
05h30	End of rally, McGill College St. Parc Fermé Competitor Relations Officer becomes available
07h00	Fourth meeting of the Sporting Commission Hotel Sheraton, Montreal Awards Ceremony End of Parc Fermé Posting of results

## **D –GENERAL PROVISIONS**

### **Art. 5 –ELIGIBLE VEHICLES**

5.1 The vehicles shall conform to the FIA Technical Regulations and be licensed for use on the Québec routes.

5.2 The vehicles shall conform to one of the following categories:

III – Electrically powered vehicles

IIIA - Electrically powered series production vehicles for daily use

Vehicles from categories II, III and IIIA will be grouped (Nissan Leaf, Mitsubishi iMiEV)

VII – Hybrid Electrical Vehicles (Honda Insight, Toyota Prius)

- Fossil fuel + electrical

- Bio fuel + electrical

VIII –Other alternative energy vehicles

1. Any vehicle with a thermal engine using a fuel which consists of less than 15% of commercially available petrol fuel, e.g. E85. The tolerance ranges from 15% to 35%, such as E85 to E65.

Naphtha or diesel containing biofuel of more than 50%, according to the type of concentration of biofuel.

2. Any vehicle with a thermal engine that uses fuel containing less than 50% of commercially available diesel fuel.

A vehicle powered by a single gas fuel

A vehicle powered by gas and liquid fuels

A hydrogen-powered vehicle

A vehicle powered half by hydrogen and half by another fuel

A vehicle powered by fuel cells

A vehicle powered by renewable fuels (Bio ethanol, bio diesel.)

Vehicles of categories VII and VIII will be grouped in one single category with a single classification, as for vehicles of categories III and IIIA.

5.3 Fuelling zones will be indicated in the routebook. They are located in precise fuelling areas and are mandatory. A specific fuelling procedure shall be established for any vehicle that has less than 100 km autonomy for class III and less than 600 km for any other. The cars to start will be determined by the organizing committee who will be sole judge to accept or deny entries without having to justify its decision.

### **Art. 6 –ELIGIBLE CREWS**

6.1 Any crew shall be composed of a driver and a co-driver, both carrying a valid driver's permit. Both must travel in the car during the whole rally, or be disqualified.

6.2 Each crew member must either:

- hold a driver's competition or regularity license, valid for 2011, issued by an ASN member of FIA. In the case of foreign competitors, an authorization from their ASN will also be needed.

- request for the duration of the event a "Regularity rally driver's permit", delivered by ASN Canada FIA before the start, during registration. This permit will be subject to an \$80 fee to be paid with the entry fees and will not be refunded in case of withdrawal. The license form is to be found in Addendum IV.

6.3 An honorary membership card from the AASA Club will be given to each crew member applying for a Regularity Rally Driver's permit. There is a Regularity Rally Driver Form at the end of this document. It can also be found on [www.rallye-alternative.com](http://www.rallye-alternative.com).

#### Art. 7 –ENTRY FORMS

7.1 Any person wishing to take part in this regularity rally must send an entry form duly completed to the Rally Secretariat before September 23, 2011.

Details concerning the crew members may be presented during registration. A crew member may be replaced at the latest during registration with the organizer's consent. Only the Sporting Commission may authorize the replacement of all crew members. A car may be replaced only if approved by the organizer.

A photocopy of the car registrations and ID papers and photos (4 x 4 cm) of the driver and co-driver must be attached to the entry form.

7.2 By submitting an entry form, all participants agree to abide by these regulations.

#### Art. 8 –ENTRY FEES – WITHDRAWAL

8.1 For a 2-person crew, the entry fee is

- 1) if the entrant is a person,  
- \$425 for each one of the two crew members
- 2) if the entrant is a company,  
- \$750 for each one of the two crew members.

8.2 Payment by cheque must be made in Canadian currency to Rallye Énergie Alternative. In case of withdrawal before September 23, 2011, 20% of the entry fee will be retained by the Organizer. In case of withdrawal after September 23, 2011, the entry fee will not be refunded. Cheques will be cashed in upon receipt of the entry and will be refunded should the entry be refused.

8.3 Entries will be confirmed on September 23, 2011, at the latest.

8.4 Entry fee include:

- 1) General liability insurance from ASN Canada FIA
- 2) Rally plates and numbers
- 3) Souvenirs of the event
- 4) Friday snack and lunch
- 5) Friday evening cocktail
- 6) Saturday morning breakfast
- 7) Saturday evening cocktail
- 8) Sunday evening post-event cocktail and award ceremony

8.5 Official accommodations: participants must make their own hotel reservations. See Addendum V.

**Hôtel Sheraton Centre-ville**

1201, boul. René Lévesque Ouest, Montréal, QC

Tel : (514) 878 – 2000

Réf. : Rallye énergie alternative

## Art. 9 - INSURANCE

9.1 Each vehicle to start the rally must be insured in conformity with the Québec Highway Safety Code.

9.2 In conformity with the general Canadian regulations on events and sporting competitions using public roads, the organizing committee will take a general liability insurance ASN Canada FIA insurance provider. This insurance policy protects the organization and its representatives, as well as non-participating people.

## Art. 10 –SUPPLEMENTS

10.1 The provisions of these regulations may be amended if necessary. Any amendment or additional provision will be announced on supplementary information bulletins, both dated and numbered, which will be an integral part of these regulations.

10.2 Any bulletin issued after the opening of registration must be signed by the Sporting Commission.

10.3 These supplements will be posted at Rally Headquarters and on the Official notice board. Furthermore, they will be directly communicated to the participants, who will have to sign to acknowledge receipt, unless it physically impossible during the course of the rally.

## Art. 11 –APPLICATION AND INTERPRETATION OF THE REGULATIONS

The Clerk of the Course is responsible for the application of these regulations during the rally. Any case not provided for herein will be judged by the Sporting Commission, the only persons authorized to take such a decision. In case of dispute over the interpretation of these regulations, French text will prevail.

## **E –COMPETITORS' RESPONSABILITIES**

### Art. 12 - CREWS

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

12.2 A specific sheet, considered as the "identity card", bearing recent identity photos (4 x 4 cm), the signatures of the crew members and the car specifications, must be affixed on the inside left side, for the entire duration of the Rally. This document must be legible from outside the car.

### ART. 13 –STARTING ORDER – PLATES – NUMBERS

13.1 All the starts will respect a one (1) minute interval between cars in the sequence determined by the Clerk of the course and approved by the Sporting Commission.

13.2 During the administrative checks, the Organizing Committee will provide each crew with 2 green official rally plates bearing the words "Rallye International vert de Montréal", the competitor's number and the year 2011, written in white.

13.3 The official rally plates should be fixed to the front and rear of the car in a visible position. They should not cover, even partially, the car's license plate. In case of

withdrawal, or exclusion, the competitor must remove his rally plates and cross out or remove his competition number.

A penalty of 300 points could be applied if a plate or race number is lost.

The numbers, in black on white background, will be affixed on the 2 front doors. (See Addendum A.)

#### ART. 14 –TIME CARDS

14.1 At the start of each Leg, each crew will receive a time card showing the times allowed to cover the distance between 2 time controls. This card is to be handed in at the check-in control on each leg and replaced by a new one.

14.2 The crew is responsible for its time card.

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

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

#### ART.15 –TRAFFIC – REPAIRS – TIRES - ASSISTANCE

##### 15.1 a) Highway Code

For the entire duration of the Rally, the crews must strictly observe Québec traffic laws, mainly the Québec Highway Code.

##### b) Wheels and tires

Only tires bearing the “DOT” sign on their sides will be accepted. Maximum tire pressure must not exceed the Manufacturer’s prescription printed on the side of the tire. The tire size is that defined by the manufacturer for the considered model and homologated by the national authorities. The spare tire may be that supplied by the manufacturer or of the same size as those mounted on the vehicle on a rim of the same size. Only one spare tire will be permitted for the whole event and it should be firmly fixed in the vehicle. Maximum tire pressure must not exceed the Manufacturer’s prescription printed on the side of the tire. In case of puncture, a crew may continue with a spare tire and repair the punctured tire or replace it with a similar tire as soon as possible. The replacement of the tire should take place outside a control zone or the Parc Fermé.

15.2 Repairs are free throughout the rally, outside of Parc Fermé and control zones. If a vehicle is involved in an incident within a regularity sector, only its crew may intervene with tools and parts available on board and without outside help. Outside help is permitted outside regularity sectors. A vehicle may be towed or pulled only to get back on the road.

On each car, the fuel-filling apparatus (tank and/or batteries) will be sealed by Marshals after scrutineering, (Thursday or Friday), until the end of the rally. Competitors who will need to refuel must advise the Clerk of the course before the start of the rally.

15.3 Under the risk of penalty, which may go as far as exclusion, crews are forbidden to deliberately block the passage of competing cars or prevent them from overtaking; behave in an unsportsmanlike manner; behave in a way that affects the event. Only the Sporting Commission can accept protests and set penalties.

15.4 Each crew must show up at scrutineering on the day and time that have been assigned to them with half a full tanks at most. The fuel in the tank may be analyzed. A scrutineering marshal will fill and seal the tank at scrutineering.

#### ART. 16 - ADVERTISING

16.1 Advertising is free but:

- the area surrounding each competition number, the top of the windshield (20 cm at most) and front and rear bumpers are reserved for the organization advertising and should not be in contact with any other material.
- Tobacco and alcohol advertising are forbidden.
- Driver and co-driver names may appear only once on each side of the car, in an area not exceeding 10 x 40 cm (See Addendum I).

16.2 The Organizer's advertising which will be affixed on the cars participating in the "Rallye International vert de Montréal" will be announced in a bulletin.

#### ART. 17 – SAFETY

17.1 It is mandatory that the vehicles be fitted with

- safety belts
- low and high beams
- brake lights, flashing lights and emergency lights
- horn

17.2 Each car will also carry:

- an homologated fire extinguisher (minimum 5BC), in working condition, bearing an expiry date of less than 2 years,
- a hazard warning triangle.

### **F- RUNNING OF THE RALLY**

#### ART. 18 - START

18.1 The starting interval between each car is one (1) minute. The start is given in conformity with the schedule.

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

18.3 For the whole Rally, the official time will be that posted at the start and finish of each Leg on the official notice board.

18.4 The routebook will be available at registration.

#### ART. 19 –GENERAL PROVISIONS AND CONTROLS

19.1 –Passage controls and time controls

19.1.1 Passage controls

- The Marshals in charge of these controls must simply stamp and/or sign the time card without mentioning the time of passage as soon as the crew hands in the card.
- The lack of an entry at a passage control will entail a penalty of 1,000 points.

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

#### 19.1.2 Time controls

- At these controls, the Marshal writes on the card the time at which the car crosses the control. The target check-in time is obtained by adding to the starting time the time allowed to complete the road section.
- The crew does not incur any penalty for early arrival if the vehicle enters the control zone during the target check-in minute or the minute preceding it.

Ex: Time allowed to complete the section      40 minutes  
Starting time                                              10 h 12'  
Target check-in time                                    10 h 52'  
Time of entrance in the control zone between 10 h 51' 00" and 10 h 52' 59"

- The crew is responsible for calculating his target check-in time.
- There is no penalty for early arrival only for the final Leg check-in control.
- The difference between the ideal time and the actual check-in time will be penalized. The calculation will be done at the second (e.g.: 1 minute late or early = 60 points penalty).

#### 19.2 Regularity tests sections

19.2.1 The average speed list for regularity tests sections will be given during registration.

19.2.2 The organizer may set up, at his own discretion, intermediate time checks anywhere in a regularity test section. These intermediate time checks will not figure in the routebook.

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

19.2.4 Timing will be done to the second. For each second before or after the target time at this point (based on the distance from the start and the imposed average speed), a one-point penalty will be imposed.

19.2.5 Regularity test sections are organized on roads open to public traffic. The crews must complete the regularity test sections at an average speed imposed by the organizer. Not abiding by these rules may lead to exclusion from the rally.

19.2.6 The finish line and any intermediate time checks will not be indicated. An "end of control area" sign will be set up after the finish line (end) of a regularity test section, thus indicating to the crew that it has completed this regularity test section.

19.2.7 Odometer calibration will be defined in a supplementary bulletin and will match the measure obtained with a GPS system.

#### 19.3 Measure material

Vehicles may be equipped with a calibrated distance odometer other than the one originally installed. GPS are allowed.

#### 19.4 Refuelling

19.4.1 No refuelling is authorized for hybrid and bio fuel vehicles, during Legs, under penalty of exclusion from the rally. Plugable electrical hybrid vehicles don't need a sealed energy counter on board.

19.4.2 For fuel cell vehicles, only the organizer's refuellings are authorized.

Their exact location will be communicated in a bulletin.

In case of infringement, a penalty of 1,000 points will apply.

19.4.3 For electric battery powered vehicles, consumption will be measured. Recharging will be scheduled and will take place under the scrutiny of a of a scrutineering marshal. Electrical vehicles shall be fitted with a sealed energy counter on board or on the generating element. The competitor is responsible for its installation and, in case of dispute, he shall prove its validity. Refueling in electricity out of the scheduled zones shall be supervised by a scrutineering marshal. Penalty for refueling out of the scheduled zones or without the presence of a scrutineering marshal will receive a 2,000 point penalty.

19.4.4 In case of waiting at the Organizer refuelling locations for fuel cell and electric battery-powered vehicles, this waiting time will be deducted from the target time of the section. There will be time controls at the entrance and exit of these zones.

19.4.5 Any other vehicle that cannot complete the event (600 km) may be submitted to a fuelling protocol in agreement with the technical director, before entering Parc Fermé on Saturday October 1.

19.4.6 Before final scrutineering and entering Parc Fermé, vehicles will be fuelled by a marshal under the supervision of the technical director. Fuel in the tank will be analyzed. Later on, the tank will be filled so that fuel becomes visible in the fuelling tube. The filler cap will be installed and sealed by the marshal. This procedure will be repeated every time the vehicle will refuel and at the end of the event.

#### 19.5 Withdrawals – Returning to the rally

19.5.1 If a crew interrupts the event at any time by leaving the set route and misses a control, he will be excluded from the rally, unless he informs the Clerk of the Course of his intention to continue the event. In this case, the crew will be penalized of 1,800 points and its estimated consumption will correspond to the worst consumption of its category increased by 10%. Otherwise, the competitor shall turn in his timecard to an official and inform the Clerk of the Course.

19.5.2 Furthermore, this crew must check in at the end of the leg time control within 30 minutes following its theoretical target time, engine running and without any outside help.

19.5.3 Any vehicle which has withdrawn, returning to the rally, may do so inasmuch as the Clerk of the Course and the Sporting Commission have approved it.

#### ART. 20 - PARC FERMÉ

20.1 Cars are subject to “Parc Fermé” procedures after registration and scrutineering, until the start, and immediately after the time control at the end of the first leg. The same procedure will apply at the end of the fourth and seventh legs.

20.2 Cars are subject to “Parc Fermé” procedures from the time they enter a control zone (yellow sign) and until they leave it (end of control zone sign).

While a car is subject to “Parc Fermé” procedures, any intervention (repair / servicing, etc.) is strictly prohibited and will result in a penalty of 1,800 points for each infringement. Any refueling will be done according to the directions of the technical marshals.

20.3 At the end of the rally, Parc Fermé procedures will cease 30 minutes after the posting of official results.

### **G –REGISTRATION AND SCRUTINEERING**

#### ART. 21 –BEFORE THE START

21.1 Any crew taking part in the Rallye International vert de Montréal must attend the planned registration and scrutineering procedures in accordance with the day and time set for each car in the Rally schedule

## 21.2 Registration

Administrative checking before the start will be general. The following original papers must be presented:

- driving license for each crewmember,
- Type D FIA international licenses,
- the vehicle's official documents as required by the national laws of the country where the car is registered (registration card),
- proof of car insurance.

## 21.3 Scrutineering

- conformity to the highway code (Art. 14.1.c and Art. 16), advertising in accordance with the regulations,
- presence of plates and competition numbers, sealing of fuel cap,
- where applicable, connecting up of the equipment measuring electric consumption (for electric battery-powered vehicles).
- conformity to the category stated on the entry form.

21.4 The Organizer may refuse any car that would be different from the one mentioned in the entry form. In this case, the Organization will keep the global entry fee.

21.5 The Organizer may run any scrutineering check during the event.

## ART. 22 –FINAL CONTROL

22.1 Upon arriving at the finish, the car will enter Parc Fermé.

22.2 The Organizer may have Scrutineers carry out conformity controls of the cars.

## **H - CLASSIFICATION - AWARDS - PROTESTS**

### ART. 23 - CLASSIFICATIONS

23.1 There will be an FIA classification.

The following results will count towards FIA Alternative Energies Cup points:

- A classification in the Regularity Tests for Categories III and IIIA group of vehicles  
Vehicles in Categories III et II will be admitted only if they are authorized to drive on public roads and will score points only for the Category IIIA Trophy.
- A classification in the Regularity Tests for Categories VII and VIII group of vehicles

Rallye International Vert de Montréal classifications:

- A classification the Consumption Test for Categories III and IIIA group of vehicles
- A classification in the Consumption Test for Categories VII and VIII group of vehicles
- A combined classification in the Regularity and Consumption Tests for each category of vehicles, that is to say III and IIIA; VII and VIII.

For a total of 5 classifications.

23.2 Penalties will be expressed in points. Consumption will be considered in the classification.

The ratio consumption/weight will be expressed in kWh/kg, the conversion being done according to the type of fuel used. The table will be based on the data from the FIA Alternative Energies Cup Regulations.

### System to determine the Energy Consumption Index (IC)

For all types of energy, the measurement unit will be determined in kW/h, based on equivalences (shared by the scientific community) and presented in the following table:

	kcal/l	Wh/l	kcal/kg	Wh/kg	Approximate value	
					Wh/kg	Wh/l
Petrol (AVG et AUTO)	7.650	8.895,95	10.400	12.095,30	12.100	8.900
Pure Benzol	8.400	9.769,20	9.600	11.164,80	11.200	9.770
Ethanol (100%)	5.200	6.047,60	6.550	7.617,65	7.700	6.050
Methyl Alcohol 100%	3.600	4.186,80	4.500	5.233,50	5.300	4.200
Motor Petroleum	8.200	9.536,60	-10.000	11.630,00	11.700	9.540
Gas Oil and Naphtha (Diesel fuel)	8.500	9.885,50	-10.100	11.745,30	11.900	9.890
Biodiesel (*)						

	kcal/m <sup>3</sup>	Wh/ m <sup>3</sup>	Wh/kg	Wh/l	
Methane	8.300	9.852,90	13.044	=====	13.000
Propane - Butane (mix)	24.000	27.912	12.296	6.731	12.800
LPG (GPL) **	26.000	30.238	13.321		
Natural Gas	1.000	1.163	1.011	=====	1.225
	1.400	1.628,20	1.416		
Hydrogen	2.795	3.250,50	2.826,80	33.333	33.333

(\*) The indices are calculated according to determined values obtained during scrutineering. These values vary according to the concentration of bio-diesel used.

\*\* LPG is measured in litres

### Energy Consumption Index (IC)

To determine a classification in energy value, the following formula will be used:

$$IC = (ITE + RE) / W^* km$$

The lowest consumption index (IC) determines the winner.

These abbreviations mean:

IC = Consumption Index

ITE = - Initial Theoretical Energy (kWh) – In the case of electric vehicles, this value is expressed in discharge rate (C1). This information must be contained in an official document supplied by the battery manufacturer. (See Battery Information Form.) For all other vehicles, it is mandatory to present a document that mentions the fuel and/or the energy used.

During the event or scrutineering, fuel may be sampled for later analysis. For this sampling, the vehicle must have on board during the event at least three (3) liters of this fuel.

RE = Calorific Energy, formulated in Wh according to the volume of fuel returned at the end of the event (notwithstanding whether the fuel is of gaseous or liquid type).

The Calorific Energy of the fuels used during the event by a vehicle running on bi- or multi-fuel must contain at least 80% in other energy, out of the total energy used. Otherwise the vehicle will be excluded either from the FIA Regularity classification or Consumption classification.

W = the total weight of the vehicle (kg) ready to go and as measured during scrutineering, including the crew, luggage, cargo and passengers, if such is the case.  
Km = the total number of kilometers run according to the routebook.

23.3 The winner in each category will be the competitor with the least points.

#### 23.4 Team classification

The team that will score the lowest total when adding the penalties from its best three teams will be the winner of this classification.

23.5 In case of a tie, the winner will be the team with the lowest penalties in consumption.

### ART. 24 - AWARDS

24.1 FIA classification: two trophies for the winning crew.

24.2 The rest of the awards and trophies will be posted at the start.

### ART. 25 –AWARD CEREMONY

The award ceremony will take place during the closing night, on Sunday, October 2.

### ART 26 – PROTEST – APPEAL

26.1 Inquiry: Competitors may submit an inquiry to the organizer through the Competitor Relations Officer at the latest 30 minutes after the arrival at parc fermé at the end of each day as per ASN rally standards.

26.2 Protest: The right to protest lies with a competitor and protests are governed by Chapter 12 of the International Sporting Code. A protest must be accompanied by a \$200 fee (Cdn). This fee may only be returned if the protest is upheld.

26.3 Appeal: The right to appeal a sentence or other decision pronounced on them by the stewards of the meeting. An appeal must be accompanied by a \$2000 fee (Cdn).

## ART 27 – Overall classification

The following procedure will be used to determine the overall classification:

Results from Regularity Tests and Consumption Tests will be combined towards a single final classification for all competitors, and thus a single podium ceremony.

The overall classification will be determined in the following way:

A) From the compilation of the Regularity Tests, each competitor will be given points corresponding to his general classification. For example, 1 point for the first one, 2 for the second, and so forth.

B) From the compilation of the Consumption Test, each competitor will be given points corresponding to his general classification. For example, 1 point for the first one, 2 for the second, and so forth.

The overall classification will be determined by adding the ranking in each type of test. The winner will be the one with the lowest total. Refer to the following example:

<b>Vehicle</b>	<b>Regularity Tests Ranking</b>	<b>Consumption Test Ranking</b>	<b>Total</b>	<b>Final</b>
# 21	1	3	4	1
# 14	4	2	6	2
# 07	2	5	7	3
# 04	5	4	9	4

## ART 28 – Tie Breaker

### 28.1 Regularity Tests (TR) classification

To break a tie between competitors who have scored the same number of points in the Regularity Tests, the method will be:

According to the greatest number of 1<sup>st</sup> positions, 2<sup>nd</sup>, etc. in the Regularity Tests of the event.

If the tie still holds, the winner will be determined by his ranking in the last Regularity Test.

### 28.2 Consumption Test (TC) classification

To break a tie between competitors who have scored an identical consumption in the Consumption Test, the method will be:

By calculating the consumption index to the next decimal. For example:

<b>Vehicle</b>	<b>Index</b>	<b>Next Decimal</b>	<b>Ranking</b>
# 21	5,4	5,42	1
# 14	5,4	5,46	2

28.3 In case of a tie in the overall classification, the winner will be the competitor with the lowest consumption penalty.

Addendum 1  
Car numbers and rally plates

Addendum II  
Entry & Waiver Form – Rallye International Vert de Montréal 2011

Addendum III  
Regularity License Application Form

## Addendum IV

### Hotel and Receptions

#### **Quartier Général : rue McGill College**



#### **Hôtel Sheraton Centre-ville**

1201, boul. René Lévesque Ouest, Montréal, Québec

Tel : (514) 878 – 2000

Réf. : Rallye énergie alternative