

**FIA OBSERVERS REPORT FOR REGIONAL CHAMPIONSHIP RALLIES**  
**Management Summary**

Name of the Rally: Sliven Rally  
 Dates: 02-04.09.2011  
 FIA Regional Rally Championship: European Rally-cup East coeff 10  
 Name of the Observer: Jan Sandström

SUBJECT	No. of evaluations available					Subject Points score	Coeff.	Total points for subject
	No. of evaluations made							
	5	4	3	2	1			
1. General Organization	49	49	56	56	56	184	1.5	276
		18	36	2				
2. Itinerary – Infrastructure	49	49	58	58	58	188	1.5	282
		2	16	34	6			
3. Documents – Printed Matter	17	17	35	35	35	107	1.0	107
		4	29	2				
4. Safety	38	38	46	46	46	143	2.5	359,5
		8	35	3				
5. Media	20	20	20	20	20	64	1.0	64
		4	16					
6. Technical	30	30	35	35	35	100	1.5	150
		2	28	3	2			
Totals	2	52	178	16	2			
<b>Total points score</b>							<b>1238,5</b>	

**POSITIVE ELEMENTS – ABOVE AVERAGE**

- The base for the rally with everything within walking distance is superb, as is the hotel itself.
- The SSS, used for the first time, has great possibilities. As it was it was very good PR for our sport.
- The layout of the route is exemplary, even the reversing of some stages worked out perfect.
- The ambiance is great in this rally, everybody is working in the same direction and are very helpful.
- The support from the police and local government is fully given.

**AREAS IN NEED OF IMPROVEMENT**

- The Road Book can be made better.
- Scrutineering must be done in a secluded area, before and after the rally.
- Checking of the implementation of the Safety arrangements must be improved.
- Positioning of timekeepers must be correct.
- For the Start/Finish flags must be on display.
- SP should be on tarmac, as it was loose earth at bit of rain would have made a mess out of it.

**ADDITIONAL NOTES AND COMMENTS**

- This Organizer face two problems, first of all, the economic situation forcing eventual competitors out, the second problem is his geographical position in his region. In spite of this the event was with all needed ingredients, no flags mind you, but as if there were the normal 45-50 competitors. A great effort in bad times.

**Report Details**

<b>1. ORGANIZATION</b>					
<b>1.1. General Organization</b>					
	5	4	3	2	1
1.1.1. General assistance provided to teams, crews and FIA officials and others by the organization before the event		<b>X</b>			
1.1.2. Administrative checks and documentation			<b>X</b>		
1.1.3. General assistance provided during the event to teams, crews, FIA officials etc.			<b>X</b>		
1.1.4. Distribution of bulletins and other material			<b>X</b>		
1.1.5. Official Notice Board – well sited, large enough, material displayed in due time			<b>X</b>		
1.1.6. Partial results shown on a separate notice board			<b>X</b>		
<b>Remarks:</b> 1.1.1: Everything was taken care of and the beforehand information was coming in good time.					

<b>1.2. Venue, accommodation, official formalities</b>					
	5	4	3	2	1
1.2.1. Suitability and convenience of the location where the rally was based		<b>X</b>			
1.2.2. Suitability and quantity of hotel rooms and social facilities		<b>X</b>			
1.2.3. Formalities for the import and re-export of cars and equipment			<b>(X)</b>		
<b>Remarks:</b> 1.2.1/2: A big and very modern hotel was the base for the rally and meals could be had on the grounds of the hotel, reducing travel time during the event. The hotel could provide accommodation for all participants. 1.2.3: In the end there were only national drivers in the rally.					

<b>1.3. Promotion</b>					
	5	4	3	2	1
1.3.1. Pre-event promotion			<b>X</b>		
1.3.2. Promotion during the event			<b>X</b>		
1.3.3. Relations with government and municipal authorities		<b>X</b>			
1.3.4. Relations with the police and other forces		<b>X</b>			
1.3.5. Media coverage before, during and after the event			<b>X</b>		
1.3.6. Popularity of the event with the crews		<b>X</b>			
1.3.7. General popularity and reputation of the event			<b>X</b>		
<b>Remarks:</b> 1.3.3/4: Exceptionally good even if the police had to be paid dearly. 1.3.5: This rally has been run under the same leadership for so many years, this guarantees the level of quality and makes the competitors feel at home.					

1.4. Headquarters					
	5	4	3	2	1
1.4.1. Suitability of the location of the Rally HQ, ease of access from other locations		X			
1.4.2. Various areas and rooms in close proximity to each other		X			
1.4.3. Well guarded access to all areas, checking of credentials and identifications				X	
1.4.4. Suitable facilities, equipment, communications and working conditions		X			
1.4.5. Convenient dedicated car parking for senior officials near the Rally HQ		X			
1.4.6. Suitable location and adequate size of the Stewards room			X		
1.4.7. Direction signs to various areas, general signage			X		
1.4.8. Help desk provided for the crews and teams			X		
1.4.9. Public information facilities, efficiency and service			X		
<b>Remarks:</b> The HQ, being inside the hotel, was set up very well, there were no guards at the the entry's but otherwise everything was perfect.					

1.5. Timekeeping					
	5	4	3	2	1
<b>A - Equipment used</b>					
1.5.1. At the TCs			X		
1.5.2. At the SS starts, system used (automatic / manually activated)			X		
1.5.3. System used to detect jump start		X			
1.5.4. System used at the flying finish (automatic / manually activated)		X			
1.5.5. Method used to record and transmit times to the Stop control and to Results Center		X			
1.5.6. Synchronization of clocks at various locations			X		
1.5.7. Correctness of timers with official time			X		
1.5.8. Back-up timing systems available in case of breakdown			X		
1.5.9. Competence, experience and performance			X		
1.5.10. Position				X	
1.5.11. Sufficient number for efficient performance			X		
<b>Remarks:</b> 1.5.3: Jump starts were checked identically over all stages, marked lines on the road and photo cells. 1.5.4: Automatic to the stop and an extra clock at the FF. 1.5.5: Automatic 1.5.10: On SS 2 the time keepers were 40 meters after the FF, if manual times had been needed this would have been very bad.					

1.6. Results					
	5	4	3	2	1
1.6.1. Speed of transmission of SS times to the Results center			X		
1.6.2. Speed of transmission of other times and penalties to the Results center			X		
1.6.3. Publication of SS times, speed, distribution			X		
1.6.4. Distribution of unofficial times on the route			(X)		
1.6.5. Speed of publication of partial classifications at end of each Section/Leg etc.			X		
1.6.6. Use of the Internet to provide results and other information – speed and content		X			
<b>Remarks:</b> 1.6.6: Uploaded every minute					

1.7. Officials					
	5	4	3	2	1
1.7.1. Competence, experience and performance of the Clerk of the Course		X			
1.7.2. Competence, experience and performance of the Secretary of the Rally			X		
1.7.3. Competence, experience and performance of the Ch. Medical Officer and team			X		
1.7.4. Competence, experience and performance of the Ch. Safety Officer			X		
1.7.5. Competence, experience and performance of the Chief of Results and team			X		
1.7.6. Competence, experience and performance of the Competitor Relations Officer(s)			X		
1.7.7. Competence, experience and performance of the Ch. Scrutineer and team			X		
1.7.8. Competence, experience and performance of the Ch. Media officer and team		X			
1.7.9. Competence, experience and performance of the Stage Commanders			X		
1.7.10. Competence and performance of the marshals on the route and elsewhere			X		
<b>Remarks:</b> 1.7.1: The CoC has his event in his hands 1.7.8: He is really good!					

1.8. FIA Requirements					
	5	4	3	2	1
1.8.1. Documentation and all paperwork provided by the organization in due time			X		
1.8.2. Passes and identification stickers provided for free passage			X		
1.8.3: Secretary of the stewards – used to rally duties, fluent in English/French.		X			
1.8.4. Vehicle provided for FIA Observer, appropriate for conditions, equipped with calibrated trip meter, GPS, rally radio, driver available		X			
<b>Remarks:</b> 1.8.3: Worked out to be a loan from Rally Bulgaria, he is one of the best. 1.8.4: Car perfect, driver very good and a translator with great knowledge of rallying made my job enjoyable and easy.					

## 2. ITINERARY – INFRASTRUCTURE

### 2.1. Start

	5	4	3	2	1
2.1.1. Suitability of the location		X			
2.1.2. National flags of the competing nations displayed				X	
2.1.3. FIA flag displayed				X	
2.1.4. FIA Regional Rally Championship logo displayed			X		
2.1.5. Presence of VIPs and dignitaries		X			
2.1.6. Presence of spectators		X			
2.1.7. Overall quality and presentation (including shows, speaker etc.)		X			

**Remarks:**

At a big Sport Stadium with room for the many spectators that were there, sitting high up being able to see everything, no flags but with the VIP's there and very well arranged.

### 2.2. Finish

	5	4	3	2	1
2.2.1. Suitability of the location		X			
2.2.2. National flags of competing nations displayed				X	
2.2.3. National flags of the three winning crews and manufacturer displayed				X	
2.2.4. FIA flag displayed				X	
2.2.5. Awards presented to three winning crews on a podium			X		
2.2.6. National anthem of winning crew and manufacturer played			X		
2.2.7. Presence of VIPs and dignitaries			X		
2.2.8. Presence of spectators		X			
2.2.9. Overall quality and presentation (including shows, speaker etc.)		X			

**Remarks:**

Same place, same number of spec's, same no flags but fewer VIP's.

### 2.3. Road Sections (Liaisons)

	5	4	3	2	1
2.3.1. Lengths of the Road Sections between SSs		X			
2.3.2. Ease of passage through built-up areas		X			
2.3.3. Breakdown of the route, average speeds			X		
2.3.4. Proximity of the SSs to the Service Park			X		
2.3.5. Rhythm of the event		X			

**Remarks:**

A nice layout of the stages gave the Competitors time enough to relax between the stages. Passing through the villages was no problem and in/out from Sliven itself was very easy. All in all an event with really good rhythm.

2.4. Special Stages					
	5	4	3	2	1
2.4.1. Sporting interest and challenge		X			
2.4.2. Average speeds			X		
2.4.3. Lengths of the SSs			X		
2.4.4. Stage delayed due to safety concerns or for other reasons			X		
2.4.5. Stage cancelled due to safety concerns or for other reasons			X		
2.4.6. Evaluation of the SSs in terms of safety			X		
<b>Remarks:</b> The Special stages were all in mountains but differed in character and width of road. Very demanding but fair.					

2.5. Service Facilities					
	5	4	3	2	1
2.5.1. Compliance with the Championship regulations			X		
2.5.2. Suitable locations – sufficient size		X			
2.5.3. Suitable locations – surface and working conditions				X	
2.5.4. Suitable separate entry/exit for service vehicles, control and checking			X		
2.5.5. Suitably sited entry and exit TCs to avoid congestion			X		
2.5.6. Safety, sanitary and communications facilities available			X		
2.5.7. Facilities to channel and control public access and movement in the SPs			X		
2.5.8. FIA signs used in accordance with the regulations			X		
2.5.9. Overall quality and efficiency			X		
<b>Remarks:</b> 2.5.2: 200 meters from the HQ but remote enough to avoid too many spectators, spacious. 2.5.3: Surface mainly gravel.					

2.6. Reconnaissance					
	5	4	3	2	1
2.6.1. Suitable programme			X		
2.6.2. Suitability of the paperwork for controlling reconnaissance			X		
2.6.3. Quality of the marshalling and monitoring during reconnaissance			X		
2.6.4. General arrangements, radio and midstage points marked			X		
2.6.5. Methods used to monitor for illegal reconnaissance			X		
<b>Remarks:</b>					

2.7. Shakedown					
	5	4	3	2	1
2.7.1. Shakedown SS representative of the rally SSs			(X)		
2.7.2. Within reasonable distance of the rally base			(X)		
2.7.3. Suitability of the return route from the finish to the start			(X)		
2.7.4. Suitability and convenience of the area allocated for service vehicles			(X)		
2.7.5. Timekeeping at the start and finish the same as used for the rally			(X)		
2.7.6. Quality of the marshalling and general control			(X)		
2.7.7. Overall quality and efficiency			(X)		
<i>Remarks:</i>					

2.8. Super Special Stage (If there is one)					
	5	4	3	2	1
2.8.1. Sporting interest and challenge			X		
2.8.2. Spectators attendance	X				
2.8.3. General organization (parking, catering, sanitary facilities, public address system etc.)	X				
2.8.4. Overall quality		X			
<i>Remarks:</i> A first for this rally. Situated in the middle of Sliven and a bit of mickey-mouse type. A very big audience with most of them having their first taste of rally cars being driven in earnest. Really good.					

2.9. Re-Start					
	5	4	3	2	1
2.9.1. Provision for recovery of cars in stages			X		
2.9.2. Cars placed in the Parc Fermé in time			X		
2.9.3. Overall control and supervision of application of Re-start rules			X		
<i>Remarks:</i>					

2.10. Alternative Routes					
	5	4	3	2	1
2.10.1. Clarity of the maps or route diagrams showing alternative routes		X			
2.10.2. Clarity and accuracy of the direction diagrams and distances.		X			
2.10.3. Efficiency of the information provided for the alternative routes if they were used.		X			
<i>Remarks:</i> 2.10: Almost perfect!					

### 3. DOCUMENTS – PRINTED MATTER

#### 3.1. Road Book

	5	4	3	2	1
3.1.1. General presentation			X		
3.1.2. Layout, contents, compliance with standard requirements			X		
3.1.3. Clarity and accuracy of the route direction diagrams				X	
3.1.4. Extent of the information provided			X		
3.1.5. Accuracy of the distances shown			X		
3.1.6. Clarity and accuracy of the start, finish and Service Park diagrams			X		
3.1.7. Clarity and usefulness of the control photographs or other means of identification			X		
3.1.8. Clarity and content of stage maps or route diagrams			X		

**Remarks:**

3.1.3: Much of the information could be left out. Thickness of road indicated was not representative.

#### 3.2. Rally Guide – Service Book

	5	4	3	2	1
3.2.1. Compliance with standard requirements and content			X		
3.2.2. Presentation, clarity and print quality			X		
3.2.3. Clarity and accuracy of the diagrams showing arrival and departure routes to SPs			X		
3.2.4. Clarity, accuracy and content of SP layout diagrams			X		
3.2.5. Clarity and accuracy of the route diagrams and distances			X		
3.2.6. Rally Guide published on the rally website in due time			X		
3.2.7. Rally Guide distributed to all key event and FIA officials in due time			X		

**Remarks:**

#### 3.3. Time Cards

	5	4	3	2	1
3.3.1. Compliance with standard layout and usage			X		
3.3.2. Separate time cards for each Section and Leg			X		

**Remarks:**



3.4. Regulations					
	5	4	3	2	1
3.4.1. Contents in conformity with RRCSR App. II.1			X		
3.4.2. Draft sent to the FIA in due time			X		
3.4.3. Contents in conformity with corrections proposed by the FIA observer			X		
3.4.4. Presentation, clarity and print quality/size			X		
3.4.5. Printed and published on the rally website in due time			X		
<i>Remarks:</i>					

3.5. Other standard documents					
	5	4	3	2	1
3.5.1. Entry Form			X		
3.5.2. Entry List, list of starters etc.			X		
3.5.3. Partial and final classifications			X		
3.5.4. Bulletins			X		
3.5.5. Stewards agendas, minutes, decisions etc.			X		
<i>Remarks:</i>					

3.6. Maps					
	5	4	3	2	1
3.6.1. Quality and clarity of the overall route maps		X			
3.6.2. Quality and clarity of the SS maps		X			
3.6.3. Quality and clarity of the evacuation and bypass route maps		X			
<i>Remarks:</i> Really good maps, all of them.					

3.7. Passes, Plates					
	5	4	3	2	1
3.7.1. Passes well presented, clear and of good quality, color coded			X		
3.7.2. Sample boards displayed at all appropriate locations				X	
3.7.3. Correct allocation			X		
3.7.4. Recognition, understanding, control by event marshals, security staff etc.			X		
3.7.5. Quality of signage used to identify various areas at HQ and adjacent locations		X			
<i>Remarks:</i> 3.7.2: Not really 3.7.5: Big and clear.					

## 4. SAFETY

### 4.1. Safety Plan

	5	4	3	2	1
4.1.1. Compliance with the standard model requirements and contents			X		
4.1.2. Presentation, clarity and print quality		X			
4.1.3. Spreadsheet with km and safety measurements for each Special Stage			X		
4.1.4. Map with safety measurements for each Special Stage			X		
4.1.5. Spectator and other special (especially dangerous!) areas with individual separate sketches			X		
4.1.6. Suitability of starting times for safety and opening cars, officials etc.			X		
4.1.7. Extent to which the Safety Plan was implemented during the rally				X	

**Remarks:**

4.1.2: All safety measures were presented on big Google maps with marshals, taping and control areas marked. This paired with photos for clarification. Very good. Positions for police and radios were marked on the road.  
 4.1.7: The implementation was not 100%.

### 4.2. Emergency vehicles and manpower

	5	4	3	2	1
4.2.1. Ambulances – location, equipment, medical teams		X			
4.2.2. FIVs – location, equipment, medical and intervention capability			X		
4.2.3. Fire fighting capability – location, suitability for rapid transit of SSs			X		
4.2.4. Rescue/medical helicopter – availability for rapid intervention			(X)		

**Remarks:**

Good ambulances with perfect equipment and doctors, nice.

### 4.3. Safety cars, Course opening cars

	5	4	3	2	1
4.3.1. Number and effectiveness of the safety cars ahead of the opening cars			X		
4.3.2. Course opening cars (minimum of two at all times) effectiveness			X		
4.3.3. Schedules and timings in the Safety Plan adhered to during the rally			X		
4.3.4. Use of time cards, SS start and finish procedures			X		
4.3.5. Clearly defined tasks			X		
4.3.6. Opening cars equipped with lights, sirens and PA system – system usage				X	
4.3.7. Regular contact with rally HQ			X		

**Remarks:**

4.3.6: No, this was used by the safety cars going ahead of the road opening cars.

4.4. Safety for the crews					
	5	4	3	2	1
4.4.1. Car-by-car monitoring of progress through the SSs, efficiency and effectiveness of the system used				X	
4.4.2. Emergency exit points clearly shown in the Safety Plan, Road Book, ease of identification on site		X			
4.4.3. Emergency exit route clear for immediate use		X			
4.4.4. Instructions for and use of SOS signs			X		
4.4.5. Joining roads, tracks, physically blocked and guarded. Gates locked etc			X		
4.4.6. Hospitals on alert identified in the Safety Plan and Road Books			X		
4.4.7. Capacity for immediate intervention in case of an emergency			X		
4.4.8. Crew reaction and comment to safety provisions in place			X		
4.4.9: Suitable seeding of entry list compared to results Leg 1			X		
<b>Remarks:</b> 4.4.2/3: Yes including Google map drawings in the road book. Always open and guarded by the police.					

4.5. Safety for the public					
	5	4	3	2	1
4.5.1. Efforts made to inform and educate the public about spectator safety before the rally			X		
4.5.2. "No Go" areas taped, guarded and with appropriate signs			X		
4.5.3. Spectator areas clearly marked, controlled and if necessary physically protected (Tyres, straw bale walls, crash barriers etc.)		X			
4.5.4. Sufficient numbers of police/marshals with warning whistles, PA systems etc. to control and, if necessary, to move spectators to safe areas.		X			
4.5.5. Official Program and other printed material give clear and comprehensive spectator safety information and advice, parking and 'NO GO' areas, maps etc.			X		
<b>Remarks:</b> 4.5.3/4: This was very impressively done. Lots of marshals and police.					

4.6. Equipment used for controlling the rally					
	5	4	3	2	1
4.6.1. Suitability and effectiveness of marshals, officials tabards and other means of identification of key personnel. (Tabard colors according to the recommendations of App. H, at least for radio posts)			X		
4.6.2. Suitability and effectiveness of protection of timing marshals from the weather			X		
4.6.3. Protection of timing equipment, photo cells etc. from accidental movement			X		
4.6.4. Control sites clearly marked and protected by fencing or tape, well guarded		X			
4.6.5. Detour pathways to divert the public away from control sites		X			
4.6.6. FIA signs used in accordance with the Regulations			X		
4.6.7. Safety and rescue vehicles and crews in close proximity to the SS start with clear access to the route and under immediate control of the Stage Commander and/or Rally Control			X		
<b>Remarks:</b> 4.6.4/5: Very well done, there were only at one point where a detour pathway was not prepared due to practical reasons, otherwise very good.					

4.7. Communications					
	5	4	3	2	1
4.7.1. Permanent communication between the C of C and each Stage Commander, SS intermediate and safety points and SS finish/stop control			X		
4.7.2. Communication possibilities with SS intermediate points by Stage Commander			X		
4.7.3. Communication between Rally Control and Safety/Medical chiefs			X		
4.7.4. Communication possibilities between Rally Control and Service Parks, refuel, tyre marking points etc.			X		
4.7.5. Communication between Rally Control and safety and opening cars			X		
4.7.6. Communication between Rally Control and FIA officials			X		
4.7.7. Communication between Rally Control and field Safety chiefs, Results teams etc.			X		
<b>Remarks:</b>					

## 5. MEDIA

### 5.1. Media Facilities

	5	4	3	2	1
5.1.1. Suitability, location and size of the main Media Centre		X			
5.1.2. Media accreditation process			X		
5.1.3. Facilities and technical assistance available at the main Media Centre			X		
5.1.4. Suitable opening hours of the Media Centre			X		
5.1.5. Media car parking			(X)		
5.1.6. Knowledge and competence of the staff		X			
5.1.7. Passes, identity badges and photographers/TV vests			X		
5.1.8. Information provided before the event			X		
5.1.9. Information available during the event – content and speed of receipt			X		
5.1.10. Use of the Internet as a communications tool			X		
5.1.11. General attitude and behavior of media personnel along the route			X		
5.1.12. Media positions at start and finish of the rally – provisions by the organizer		X			

*Remarks:*

### 5.2. Pre event Press Conference

	5	4	3	2	1
5.2.1. Suitable location			X		
5.2.2. Preparation			X		
5.2.3. Attendance			X		
5.2.4. Interest and value of the discussion and questions asked			X		

*Remarks:*

### 5.3. Post event Press Conference

	5	4	3	2	1
5.3.1. Suitable location			X		
5.3.2. Preparation			X		
5.3.3. Attendance			X		
5.3.4. Interest and value of the discussion and the questions asked		X			

*Remarks:*

## 6. TECHNICAL

### 6.1. Scrutineering, marking and sealing before the rally

	5	4	3	2	1
6.1.1. Suitability of the location			X		
6.1.2. Suitability of the working conditions and equipment provided (lifts, tools etc.)			X		
6.1.3. Check-in procedure in accordance with published timetable, well controlled			X		
6.1.4. Sufficient number and competence of the scrutineers			X		
6.1.5. Sufficient time allowed for all checks to be carried out			X		
6.1.6. Smooth flow of cars, provision for several cars to be checked at the same time			X		
6.1.7. Well protected and guarded access					X
6.1.8. Provision for media presence in reserved and guarded area				X	

Remarks:

### 6.2. Tyre marking and checking

	5	4	3	2	1
6.2.1. Tyre marking zone located immediately after the refuel zone			X		
6.2.2. Sufficient manpower to avoid delay			X		
6.2.3. Tyre mark checking zone located near Service Park arrival TC			X		
6.2.4. Sufficient manpower to avoid delay			X		
6.2.5. FIA signs used in accordance with regulations			X		

Remarks:

### 6.3. Parcs Fermé

	5	4	3	2	1
6.3.1. Suitability of the locations, close to the start and finish points and the Service Park		X			
6.3.2. Convenient locations for Regrouping Parcs Fermé		X			
6.3.3. Well guarded and protected				X	
6.3.4. Control of entry/exit of the crews			X		

Remarks:

### 6.4. Refueling zones

	5	4	3	2	1
6.4.1. Located at the exit from the Service Park			X		
6.4.2. Convenient entry and exit points			X		
6.4.3. Protection, exclusion of unauthorized persons			X		
6.4.4. Surface conditions, protection from the weather				X	
6.4.5. Adequate fire fighting facilities, suitable extinguishants			X		
6.4.6. FIA signs used in accordance with the regulations			X		
6.4.7. Warning signs prominently displayed			X		

Remarks:

6.5. Remote service, refueling, tyre change (if used)					
	5	4	3	2	1
6.5.1. Compliance with the regulations			X		
6.5.2. Suitable location, size, surface, working conditions			X		
6.5.3. Adequate marshalling, fire fighting capability etc.			X		
6.5.4. Hygienic facilities available nearby			X		
6.5.5. Overall quality and efficiency			X		
6.5.6. Warning signs prominently displayed			X		
<i>Remarks:</i>					

6.6. Scrutineering after the rally					
	5	4	3	2	1
6.6.1. Suitable location			X		
6.6.2. Efficiency of the system used to move the cars from the finish PF under supervision			X		
6.6.3. Sufficient time allowed to carry out the required checks			X		
6.6.4. Suitable working conditions and equipment (lifts, tools etc.)			X		
6.6.5. Well guarded and controlled access					X
<i>Remarks:</i>					

PHOTO No	DESCRIPTION

## STATISTICS

Name of the Rally:

Dates:

FIA Regional Rally Championship:

Number of cars

CLASSES	ENTERED	STARTED	FINISHED
1			
2	4	4	2
3	2	1	0
4			
5	1	0	0
6	4	2	1
7			
8	3	2	1
9	7	7	3
10			
Total	21	16	7

FIA Priority

FIA A	-	-	-
FIA B			
other	21	16	7

Nationality of the crews entered

GEO	2	0	0
BGR	19	16	7

Special Stage details

Longest Special Stage – No. 14	19,98 km
Shortest Special Stage – No.1	1,86 km
Fastest Special Stage – No. 15	125,5 km/h
Slowest Special Stage – No. 1 (SSS)	58 km/h

Route details

LEG	ROAD SECT. Km.	SP. STAGE km.	TOTAL km.	SS % OF LEG	% OF TOTAL SS
Day 1	155,70	118,48	274,18	43,21	51,44
Day 2	187,09	111,85	298,94	37,42	48,56
TOTAL	342,79	230,33	571,26	40,32	100.0 %