



START PROGRAM EVS VIKING RALLY 11th -13th MAY 2009

The Organizers, Royal Norwegian Automobiles Club (KNA), Norwegian Car Racing Association (NBF), ZERO, Hynor, Norstart and the EVS 24 Committee. Wishes welcome to EVS VIKING RALLY 2009 11th to 13th May. The rally is organized in accordance with International Sporting Regulations (ISR), The Norwegian Sports Regulations (NSR) and Regulations for the event.

Description of the competition

EVS Viking Rally 2009 is an international rally for hydrogen cars, electric cars and plug in-hybrid cars. Starting in Oslo and finishing in Stavanger, it consists of transport stages and special stages; the latter are run either on track or road and include regularity tests, hill race stages, acceleration tests and auto slalom.

Competition length:

Hydrogen Cars: 743,34 km

Electric Cars: 641,48 km

Plug in-hybrid Cars: 743,34 km

Minirally: 69,55 km

Transport stage

In this stage drivers follow a «regular» traffic pattern; this is accounted for in the time schedule provided by the arranger. In addition to announced check points during start and finish where time controls (TCs) are conducted, drivers could encounter additional control(s) or «regularity stages». Transport stages are conducted either on ideal or maximum time. If an ideal time is provided, drivers should add this to the starting time issued at TC Start, and must reach TC Finish at the right minute, handing in their time registration card to staff there.

E.g.: If starting time is 09.17, and provided ideal time for the stage is set to 1 hour 12 minutes, registration cards should be handed in at TC Finish between 10.29.00 – 10. 29.59.

If a maximum time is provided, drivers must hand in registration cards at TC Finish before maximum time expires.

E.g.: If starting time is 13.45, and provided maximum time is 57 minutes, drivers should arrive at TC Finish within 14.42.59 to avoid having penalty points added to their cards.

Penalty points: Premature arrival at TC Finish check points is awarded 20 «points» per minute, delayed arrival 10 points per minute. The maximum point penalty for each stage is 300 points.

Auto slalom

This stage is performed in a track fenced in by traffic cones carrying markers that provide drivers with directions. Each driver will get a map of the slope where cones, buildings and topographic formations are highlighted. Drivers start in stand-by mode, and after crossing a finish line made up of a pair of cones they must be able to stop their vehicle in the finish area.

Penalty points:

1 point awarded per second used during the stage;

2 points per cone touched by vehicle;

4 points per cone passed on the wrong side. Drivers failing to complete the stage will be awarded the maximum penalty.

The maximum time will be provided at the time card.

Regularity stage

It is only hydrogen cars and plug in hybrid cars that will drive Regularity stage.

The purpose of this stage is to follow an average speed provided by the arranger. Each driver's speed is measured at open and hidden check points not announced in advance. The stage has participants start individually, and ends at an open check point where drivers are told to stop and their finish time registered.

Penalty points:

1 point is awarded per second of deviation from ideal time. Maximum penalty awarded per check point is 100 points.

Hill or track race

Performed on a limited road stretch where measures limiting participants' maximum speed are sometimes introduced.

Penalty points:

1 point per two second spent;

10 points per deviation from the course set by arrangers. Drivers failing to complete the stage will be awarded the maximum penalty. The maximum time will be provided at the time card.

Acceleration test

Drivers start in stand-by mode and drive for 201 meters, finishing when passing between a pair of traffic cones.

Penalty points:

1 point per second spent.

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

Check points

Open time check points, start and finish points during reliability stages and additional check points are all marked with signs saying «KONTROLL » in black writing on green background.

Arriving at check points drivers must always stop to ensure their time is registered and their registration cards are signed or stamped. Starting points for each stage are all marked with signs saying «START» in black writing on green background; finish lines are marked accordingly with «MÅLFLAGG».

All open checkpoints, as well as start and finish points during regularity stages, are highlighted on maps and described in drivers' manuals. Open and additional check points could be situated indoors. For obvious reasons, hidden check points on regularity stages are not highlighted on maps or in manuals.

Samples of all types of check point signs can be observed in the secretariat during check in.

Opening times for each check point is provided in the road book. Drivers starting or arriving at a check point outside its opening time will be awarded the maximum penalty for the stage.

There will be a Drivers briefing at Quality Hotel 33, Økern, Oslo Sunday the 10th at 18:00. One person from each team must attend this meeting.

Officials

Clerk of the Course: Erling Hagen
Ass. Clerk of the Course: Stein Otto Andersen
Ass. Clerk of the Course: Stig Rune Kjersli
Chairman of the Stewards: Roar Forgaard
Stewards: Svein Magne Øksnevad
Arild Antonsen

Judges of fact: Øyvind Grimsmo
Sverre Brennhovd
Bjørn Wold
Tobias Kederer

Programme before start

Sunday 10th :

14:00 – 17:00 Administrative check-in, Quality Hotel 33, Økern
14:00 – 17:00 Scrutineering, Statens Vegvesen, Risløkka
18:00 Drivers briefing Quality Hotel 33, Økern
19:00 Optional briefing for codrivers regarding Road Books- / signs and map.

Monday 11th Statoil Økern:

08:45 At the latest, all competitors must attend in the start area with cars
09:00 Line up, follow the marshalls instructions
09:30 Opening of the Hydrogenstation, Økern, Oslo
10:15 All competitors ready in the “start line”
10:30 Start of the rally, 1st car,

Administrative check-in and Scrutineering

Competitors must complete administrative check in before Scrutineering. At administrative check-in the competitors will receive maps, road books, competition number, bulletins and information. Competition number must be at the car before scrutineering.

Competition number

Your competition number is according the entrylist enclosed.

Event secretariat

Sunday 10 th	13:00 – 17:00	Quality Hotel 33, Økern. Room nearby the reception
Monday 11 th	07:30 – 08:30	Quality Hotel 33, Økern, the reception area.
Monday 11 th	17:30 – 20:30	Quality Hotel & Resort Skjaergarden, Stathelleveien 35, Langesund, reception area.
Tuesday 12 th	07:30 – 09:30	Quality Hotel & Resort Skjaergarden, Stathelleveien 35, Langesund, reception area.
Tuesday 12 th	19:15 – 20:30	Rosfjord Strandhotell, 4580 Lyngdal, reception area.
Wednesday 13 th	07:00 – 08:00	Rosfjord Strandhotell, 4580 Lyngdal,

reception area.
Wednesday 13th 16:00 – 19:30 Stavanger Forum Main entrance area

The secretary of the rally, Vera Bakke Andresen will be available at phone number:
+4741905454.

Timecard

It is each competitor's responsibility to take care of their timecards. Lost timecards are equal to out of competition. The timecards will be collected at the last TC of each day.

Official Time

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

Service vehicle

Competitors are not allowed to have their own service vehicle. The organizer will provide with one service vehicle during the race, which will be available on every stage. The Electric cars must carry the charger in their own car.

The competitors are not allowed to receive any help moving the car (neither towing or pushing). If the car stops only competitors themselves can push the car.

Refuelling and charging / Control of energy used

Plug-in Hybrid cars: The distance for judgement in the "lowest energy consumption" competition is Oslo – Egersund. The petrol tank will be sealed at scrutineering and after every refuelling. Plan for refuelling must be arranged with the Clerk of the Course at Administrative Check-in on Sunday 10th May. This for registration for judgement in the "lowest energy consumption".

Electric cars: The distance for judgement in the "lowest energy consumption" competition is Oslo – Klepp (last charging). The person responsible for charging is Sverre Brennhovd (judge of fact). There will be one contact (16 A) per competitor available at every charging place unless a special agreement was made with the organiser prior for registration. The competitors are not allowed to connect or disconnect the contacts themselves. If this being done and the charging not registered, the competitor is out of judgement in this competition. Only organizers electric meter is to be used.

Hydrogen Cars: The distance for judgement in the "lowest energy consumption" competition is Oslo – Egersund (last refuelling). The responsible persons for refuelling are Bjørn Wold and Tobias Kederer (judge of facts). Refuelled Kg is being registered.

Hydrogen cars refuel in:

Monday 11th : Oslo, Drammen, Revetal, Porsgrunn,

Tuesday 12th: Grimstad

Wednesday 13th: Egersund.

Electrical charging:

Monday 11th : Revetal

Tuesday 12th: Harebakken, Kristiansand.

Wednesday 13th: Egersund, Klepp

and every night.

Persons in charge of refuelling and charging are appointed as Judge of fact (Bulletin no.1) and protest concerning their judging will not be taken into consideration.

Results, Prizegiving and Prizes

The final results will be published at 13th of May 18:30

The prizegiving will take place at 13th of May 19:45 in Stavanger Forum.

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

Competitor relation officer

See attached information and program

Insurance

The Norwegian Traffic Damage Act is enforced.

Traffic Insurance

All cars participating in the rally must have a valid obligatory traffic insurance towards third parties. In Norway the "Green Card" (International Motor Insurance Card) system is applied. For cars coming from countries outside the Green Card system and EEA-countries, a Nordic frontier insurance must be taken at the border.

Traffic insurance guarantees competitor's cover for civil responsibility towards third parties on road sections.

Accident Insurance on special stages (hill climb, regularity, auto slalom)

The organiser will issue third party insurance cover valid on special stages for all cars. Competitors and organizers property is excluded.

Insurance Amounts

The maximum compensation in case of third party damage is unlimited (personal damage).

Maximum compensation regarding organiser liability insurance is NOK 10 000 000 per each damage (property damage).