

ANNEX # 3 : GENERAL REGULATIONS REGULARITY RALLIES PHILPA

NOTICE-DESCRIPTION OF THE RALLY AS PER ARTICLE # 1 OF THE REGULATIONS

1.1 Meteora, “54th International Rally PHILPA” 05 - 07 June 2026

1.2 FIVA Premiere Event, Registration No: FPR 116/2026

1.3 Regularity Rally. Categories:

a) **Regularity**, average speed required.

Age coefficient is being applied according to F.H. FILPA Regulations:

For every 1/10th of a second early, in relation to the ideal time, the crew will receive 0.1 penalty points.
For every 1/10th of a second late, in relation to the ideal time, the crew will receive (0.1 x Coefficient) penalty points.

Each crew's coefficient is calculated using the following formula:

$$\text{COEFFICIENT} = \frac{(\text{YEAR} - 1900) \times (0,3 \times \text{DISPLACEMENT} + 0,7)}{100 \times 1000}$$

The resulting coefficient will always be rounded down to the second decimal place.

e.g., For a 1975 vehicle with 1580 c.c., the resulting coefficient is 0.8805 and is rounded to 0.88.

The **maximum value** the coefficient can take is 1.00 and the minimum is 0.75.

e.g., For a 1995 vehicle with 2500 c.c., the resulting coefficient is 1.3775, which then becomes 1.00.

The use of the COEFFICIENT **applies only to the calculation of lateness penalties** at the various Regularity Test (RT) timing points. All other penalties (Time Control (TC) penalties and administrative penalties) will be applied without the use of a coefficient.

The maximum penalty per timing point within a Regularity Test (RT) is 60 points.

The maximum total penalty per Regularity Test (RT) is 300 points.

A table for the coefficient calculation is provided below:

| Year \ cc | 900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | 2400 | 2500 | 2600 | 2700 | 2800 | 2900 | 3000 |
|-----------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 1995 | 0,92 | 0,95 | 0,97 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 |
| 1994 | 0,91 | 0,94 | 0,96 | 0,99 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 |
| 1993 | 0,90 | 0,93 | 0,95 | 0,98 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 |
| 1992 | 0,89 | 0,92 | 0,94 | 0,97 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 |
| 1991 | 0,88 | 0,91 | 0,93 | 0,96 | 0,99 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 |
| 1990 | 0,87 | 0,90 | 0,92 | 0,95 | 0,98 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 |
| 1989 | 0,86 | 0,89 | 0,91 | 0,94 | 0,97 | 0,99 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 |
| 1988 | 0,85 | 0,88 | 0,90 | 0,93 | 0,95 | 0,98 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 |
| 1987 | 0,84 | 0,87 | 0,89 | 0,92 | 0,94 | 0,97 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 |
| 1986 | 0,83 | 0,86 | 0,88 | 0,91 | 0,93 | 0,96 | 0,98 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 |
| 1985 | 0,82 | 0,85 | 0,87 | 0,90 | 0,92 | 0,95 | 0,97 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 |
| 1984 | 0,81 | 0,84 | 0,86 | 0,89 | 0,91 | 0,94 | 0,96 | 0,99 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 |
| 1983 | 0,80 | 0,83 | 0,85 | 0,87 | 0,90 | 0,92 | 0,95 | 0,97 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 |
| 1982 | 0,79 | 0,82 | 0,84 | 0,86 | 0,89 | 0,91 | 0,94 | 0,96 | 0,99 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 |
| 1981 | 0,78 | 0,81 | 0,83 | 0,85 | 0,88 | 0,90 | 0,93 | 0,95 | 0,98 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 |
| 1980 | 0,77 | 0,80 | 0,82 | 0,84 | 0,87 | 0,89 | 0,92 | 0,94 | 0,96 | 0,99 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 |
| 1979 | 0,76 | 0,79 | 0,81 | 0,83 | 0,86 | 0,88 | 0,90 | 0,93 | 0,95 | 0,97 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 |
| 1978 | 0,75 | 0,78 | 0,80 | 0,82 | 0,85 | 0,87 | 0,89 | 0,92 | 0,94 | 0,96 | 0,99 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 |
| 1977 | 0,75 | 0,77 | 0,79 | 0,81 | 0,83 | 0,86 | 0,88 | 0,90 | 0,93 | 0,95 | 0,97 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 |
| 1976 | 0,75 | 0,76 | 0,78 | 0,80 | 0,82 | 0,85 | 0,87 | 0,89 | 0,91 | 0,94 | 0,96 | 0,98 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 |
| 1975 | 0,75 | 0,75 | 0,77 | 0,79 | 0,81 | 0,84 | 0,86 | 0,88 | 0,90 | 0,93 | 0,95 | 0,97 | 0,99 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 |
| 1974 | 0,75 | 0,75 | 0,76 | 0,78 | 0,80 | 0,82 | 0,85 | 0,87 | 0,89 | 0,91 | 0,93 | 0,96 | 0,98 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 |
| 1973 | 0,75 | 0,75 | 0,75 | 0,77 | 0,79 | 0,81 | 0,83 | 0,86 | 0,88 | 0,90 | 0,92 | 0,94 | 0,97 | 0,99 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 |
| 1972 | 0,75 | 0,75 | 0,75 | 0,76 | 0,78 | 0,80 | 0,82 | 0,84 | 0,87 | 0,89 | 0,91 | 0,93 | 0,95 | 0,97 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 |
| 1971 | 0,75 | 0,75 | 0,75 | 0,75 | 0,77 | 0,79 | 0,81 | 0,83 | 0,85 | 0,88 | 0,90 | 0,92 | 0,94 | 0,96 | 0,98 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 |
| 1970 | 0,75 | 0,75 | 0,75 | 0,75 | 0,76 | 0,78 | 0,80 | 0,82 | 0,84 | 0,86 | 0,88 | 0,91 | 0,93 | 0,95 | 0,97 | 0,99 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 |
| 1969 | 0,75 | 0,75 | 0,75 | 0,75 | 0,75 | 0,77 | 0,79 | 0,81 | 0,83 | 0,85 | 0,87 | 0,89 | 0,91 | 0,93 | 0,95 | 0,97 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 |
| 1968 | 0,75 | 0,75 | 0,75 | 0,75 | 0,75 | 0,76 | 0,78 | 0,80 | 0,82 | 0,84 | 0,86 | 0,88 | 0,90 | 0,92 | 0,94 | 0,96 | 0,98 | 1,00 | 1,00 | 1,00 | 1,00 | 1,00 |
| 1967 | 0,75 | 0,75 | 0,75 | 0,75 | 0,75 | 0,75 | 0,77 | 0,79 | 0,81 | 0,83 | 0,85 | 0,87 | 0,89 | 0,91 | 0,93 | 0,95 | 0,97 | 0,99 | 1,00 | 1,00 | 1,00 | 1,00 |
| 1966 | 0,75 | 0,75 | 0,75 | 0,75 | 0,75 | 0,75 | 0,75 | 0,77 | 0,79 | 0,81 | 0,83 | 0,85 | 0,87 | 0,89 | 0,91 | 0,93 | 0,95 | 0,97 | 0,99 | 1,00 | 1,00 | 1,00 |
| 1965 | 0,75 | 0,75 | 0,75 | 0,75 | 0,75 | 0,75 | 0,75 | 0,76 | 0,78 | 0,80 | 0,82 | 0,84 | 0,86 | 0,88 | 0,90 | 0,92 | 0,94 | 0,96 | 0,98 | 1,00 | 1,00 | 1,00 |
| 1964 | 0,75 | 0,75 | 0,75 | 0,75 | 0,75 | 0,75 | 0,75 | 0,75 | 0,77 | 0,79 | 0,81 | 0,83 | 0,85 | 0,87 | 0,88 | 0,90 | 0,92 | 0,94 | 0,96 | 0,98 | 1,00 | 1,00 |
| 1963 | 0,75 | 0,75 | 0,75 | 0,75 | 0,75 | 0,75 | 0,75 | 0,75 | 0,76 | 0,78 | 0,80 | 0,81 | 0,83 | 0,85 | 0,87 | 0,89 | 0,91 | 0,93 | 0,95 | 0,97 | 0,98 | 1,00 |
| 1962 | 0,75 | 0,75 | 0,75 | 0,75 | 0,75 | 0,75 | 0,75 | 0,75 | 0,76 | 0,78 | 0,80 | 0,82 | 0,84 | 0,86 | 0,88 | 0,89 | 0,91 | 0,93 | 0,95 | 0,97 | 0,98 | 0,99 |
| 1961 | 0,75 | 0,75 | 0,75 | 0,75 | 0,75 | 0,75 | 0,75 | 0,75 | 0,75 | 0,75 | 0,75 | 0,77 | 0,79 | 0,81 | 0,82 | 0,84 | 0,86 | 0,88 | 0,90 | 0,92 | 0,93 | 0,95 |
| 1960 | 0,75 | 0,75 | 0,75 | 0,75 | 0,75 | 0,75 | 0,75 | 0,75 | 0,75 | 0,75 | 0,75 | 0,76 | 0,78 | 0,79 | 0,81 | 0,83 | 0,85 | 0,87 | 0,88 | 0,90 | 0,92 | 0,94 |

b) **Touring**, fewer kilometers, no Special Stages,

1.4 The insurance cover policy is valid from Friday 5th June 00:00 until Sunday 7th 23:59.

1.5 **Entry fee for a 2-members crew:**

Regularity: PHILPA Members: € 360 Non PHILPA Members: 440€

Touring: PHILPA Members: € 330 Non PHILPA Members: 410€

The entry fee includes event's insurance coverage, the prize giving ceremony and dinner, organization and satellite timekeeping expenses, awards & event's memorabilia, event's insurance cover.

2-night accommodation at the 4* Divani Meteora Hotel: 340€

1.6 The final day for submitting the Entry Forms is **Monday, May 25th 2026**. The Entry Form must be accompanied by full payment and copies of driving license, insurance policy and a copy of the FIVA/FIA card of the vehicle. In case of cancellation before **25th May 2026**, 50% of the fee will be refunded.

1.7 Trophies:

A. General Classification "REGULARITY"

- To the first winners, to the driver the silver-plated horn, to the co-driver a cup.
- To the 2nd and 3rd winners of the General Classification.
- To the first foreign crew.
- To the first women crew.
- To the crew with the best performance with a less than 1.000 c.c. engine vehicle
- To the 1st, 2nd and 3rd winners of the FIVA categories B, C, D, E (joined categories/prizes)

Categories F, G, H & I, are classified based on their engine displacement according to the following classes:

- **Class I:** up to 1,300 c.c.
 - **Class II:** 1,301 c.c. – 2,000 c.c.
 - **Class III:** 2,001 c.c. and over
- Wankel or Turbo engines are classified in the class immediately above their nominal displacement.

B. Award: To the oldest car of the event

1.8 Eligible in participating are vehicles manufactured until 1996 and "young-timers", manufactured until 2006.

Notes:

- 1) Trophies will be awarded to the first, second, and third-placed crews of each class, provided that more than three crews have officially started. In the event that 3 or fewer crews start, trophies will be awarded to the first and second-placed crews only. If 2 or fewer crews start in a specific class, then all classes within that category will be merged, and a single set of awards will be presented based on the vehicle age category.
- 2) Trophies may change according to the final participation list.
- 3) The crews awarded with General Classification trophies, will not receive Category awards as will be awarded to the next finishing crews.
- 4) In the event of a tie between microcars they will be classified in the results according to their age category.

- 5) Crews participating with “**Youngtimer**” vehicles will be awarded in a separate classification as they are excluded from both general classifications.
- 6) During the Technical Inspection the vehicles will be inspected for:
Insurance, driving license, Emergency Triangle, Fire extinguisher, First aid kit.

Each entrant participates under his/hers responsibility. The entrant must make sure that the participating vehicle is in good working order, insured and has road assistance. The organizers, the Federation and PHILPA are not responsible in case of an accident or an injury during the event. The participants must have a fair knowledge of the current laws concerning the Historic Vehicles.

Organization Committee:

Event's President: Petros Matsoukis

Clerk of the Course: George Kaioglou

FIVA Steward: Janko Uratnik

National Steward: Christos Chatzikonstantinou

Liaison: Danae Santamouri

Technical Scrutineer: Marianina Papanikolaou

Public Relations: Spyros Grigoratos

Organization Committee: Christos Chatzikonstantinou, Apostolos Lakasas, Dimitris Harilaou, Kostas Grekas

Results: Anube Sport