



ECONova rally Adriatic

**Trieste (I), Portorož/Piran (SVN), Gorizia (I)
23rd - 25th of March 2017**

ECONova Cup Regularity type for vehicles in conformity with the Technical Regulations posted on www.econova.exert

ECONova Cup 2017

Organiser

S Rally
Strmi pot 3
1000 Ljubljana
www.econova.expert

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ECONova Rally Adriatic

1.	PROGRAMME – IMPORTANT INFORMATION
	<p>Publication of Regulation: 13 March 2017</p> <p>Entries, opening: Suterday, 11. February 2017, 12:00</p> <p>Entries, closing: Wednesday, 20. March 2017, 24:00</p> <p>Publication of participants' list: Thuersday 23. March 2017, 13:00, www.econova.expert, Piazza Unita d'Italia 1, Trieste</p> <p>Distribution of Road Book: Wednesday, 15. March 2017, 20:00, www.econova.expert</p> <p>Competitors' and Officials' briefing: Thursday, 23.3.2017, 13:00, Piazza Unità d'Italia, Trieste</p> <p>Administrative and Technical Checks: Thursday, 23.3.2017, from 8:00 to 12:00, Piazza Unità d'Italia, Trieste</p> <p>Posting of Starting List: Thursday, 23.3.2017, at 13:00, Piazza Unità d'Italia, Trieste</p> <p>1st Car start: Thursday, 23.3.2017, at 14:01, Piazza Unità d'Italia, Trieste</p> <p>Posting of First Leg Unofficial Results: Thursday, 23.3.2017, at 21:00, Hotel Bernardin Portorož</p> <p>1st Car finish: Saturday, 25.3.2017, at 15:46, Piazza Unità d'Italia, Trieste, 17:46, Park Ferme: Tartinijev Trg, Piran</p> <p>Posting of Provisional Results: Saturday, 25.3.2017, at 18:00; Portorož/Piran; Hotel Bernardin</p> <p>Prize-Giving Ceremony: Saturday, 25.3.2017, at 19:00; Portorož/Piran; Hotel Bernardin</p>

2.	ORGANISER
	<p><u>Organiser's Data:</u> Društvo S Rally</p> <p>Address: Strmi pot 3, 1000 Ljubljana, Slovenia</p> <p>Contact: Primož Lemež</p> <p><u>Other information:</u></p> <p>Website: www.econova.expert</p> <p>Telephone +386 41 211 121, e-mail: econovacup@gmail.com,</p> <p>NOTE: The Entry form must be submitted to the above address by e-mail addresses above, and must be received strictly within the time period referred to in the programme.</p>

3.	CORRECT TITLE OF THE EVENT
3.1	The name: ECONova rally Adriatic is the "Correct Title" of the event.
3.2	Entrants and other interested parties should use the "Correct Title" in all correspondence and references to this event.

4.	ORGANISING COMMITTEE AND OFFICIALS
4.1	Organising Committee
	<p>President: Primož Lemež</p> <p>Member (01): Radovan Arnold</p> <p>Member (02): Uroš Blažica</p> <p>Member (03): Darko Pahor</p>
4.2	Officials
	<p>a) Stewards – president Igor Golob</p> <p>b) Clerk of the Course: Primož Lemež</p> <p>c) Secretary of the Event: Kati Rozman - SVN</p> <p>d) Chief Timekeepers: Elio Negas – GRC / Vicenco Čikeš - HRV, Lic No. CCKF S 0154 DELTA TIMING-ZAGREB</p> <p>e) Chief Results Officer: Tihomir Dorić - HRV, Lic No. CCKF N 1423 DELTA TIMING-ZAGREB</p>

5.	TITLES ELIGIBILITY
5.1	<u>It is not FIA event</u>
5.2	Other titles
	<p>- ECONova Rally Cup 2017 for:</p> <ul style="list-style-type: none"> • Category II: Electrically powered converted, modified and prototype vehicles • Category III: Electrically powered series production vehicles • Category IIIA: Electrically powered Series Production Vehicles for daily use • Category VII: Hybrid electrical vehicles • Category VIIA: Plug in hybrid and range extender electrical vehicles • Category VIII: Other alternative energy vehicles

6.	VEHICLES ELIGIBLE TO PARTICIPATE
6.1	Vehicles (Technical Regulations for ECONova Rally Cup)
	All vehicles must be in conformity with the ECONova Technical Regulations.
6.2	Wheels and Tyres
	<p>In cases in which the vehicle is originally supplied with a spare wheel, this must, as a matter of obligation, be kept on board for the entire event. The vehicle must also, again as a matter of obligation, be equipped with all items and tools originally supplied by the manufacturers for use on public roads such as the jack or the repair set for tyres.</p> <p>The tyres must be of the same size as those the manufacturers have foreseen for the normal use of the car. The maximum permissible tyre pressure is that specified by the manufacturers in the vehicle's maintenance manual or in any other official document, for use with the fully loaded vehicle.</p>

7.	GENERAL CONDITIONS
	<p>The event will be organized in conformity with:</p> <p>The present Supplementary Regulations.</p> <p>The Organizing Committee will ensure that the event complies with all the rules and regulations stated above, and that the event has received all the required administrative authorizations.</p> <p>Having registered, each entrant – as well as the crew and any other person involved in the entry – is deemed to have understood, and to have agreed to comply with, the requirements of each of the above regulations and prescriptions, thus undertaking a commitment to respect all of these rules. Each entrant declares that the only competent jurisdiction for facts and disputes deriving from the organization of this event and/or the execution of the competition is that provided by the Panel of Stewards, with the exception of the right of appeal as foreseen by EConova rules.</p> <p>No amendments shall be made to the present regulations after the beginning of the time period for receiving entries without the unanimous agreement of all competitors already entered, or by decision of the Stewards for reasons of “force majeure” or safety.</p>

8.	OFFICIAL NOTICE BOARD
	The official notice board for the publishing of Notices, Bulletins and Results will be displayed in the following places and for the following time periods:
8.1	From: Wednesday, 15 February 2017, web site: www.econova.expert
8.2	From: Thursday, 23 March 2017, Piazza Unità d'Italia, Trieste and Portorož/Piran; Hotel Bernardin HQ
8.3	From: Friday, 24 March 2017; Kongresni trg Ljubljana, Portorož/Piran; Hotel Bernardin
8.4	From: Saturday, 25 March 2017 from 17:30, Portorož/Piran; Hotel Bernardin HQ

9.	BASIC CHARACTERISTICS OF EConova RALLIES
	<p>The purpose of EConova Rallies is to promote the new technology of vehicles designed to conserve energy and to emit the smallest possible quantities of pollutants and CO₂. It is also aimed at encouraging drivers to change their driving habits, giving priority to the protection of the environment and the sustainability of the transport sector through the use of electricity as their vehicle's propelling energy source.</p> <p>In the EConova Cup there are two main, and distinctive, fields of competition for which a combined classification is published and submitted to the EConova; on the basis of this, the EConova Rally Cup points are allocated. There is also a secondary field of competition, which is not obligatory and is at the Organizer's discretion, namely the evaluation, through EConova index tests, of eco-driving techniques and/or the energy conservation achieved by the competitors.</p> <p>One of the main fields of competition for which EConova Rally Cup points are allocated is the evaluation of the competitors' capability to respect accurately the time schedule of the whole event as planned by the Organizer. This is expressed in the form of consecutive “ideal times” for the movement of the cars from one Time Control to the next Time Control. Any “early” or “late” arrival is penalized. The other main field of competition, which is also very important for the final combined</p>

	<p>General Classification, is the evaluation of the Crew's capability to drive through all the "Regularity Stages" at a steady and exact obligatory speed (or speeds), respecting all the terms imposed for this purpose by the Supplementary Regulations and its Bulletins. In practice, the EConova Rally Cup events are quite similar to the well-known sporting rallies (speed rallies) in which the same field of competition for the accurate movement of the vehicles from one Time Control station to the next also exists. The only difference is in the other field of competition in which instead of the speed "special stages" (against the clock) of the sporting rallies we have "regularity stages" (in conformity with the clock) competition.</p> <p>The "eco-driving techniques" and/or the "energy conservation EConova index" tests (<i>which are not obligatory, and could be of interest to the Organisers or to the ASN</i>) are an evaluation of the competitors' capability to drive the whole itinerary of the event using their best eco-driving techniques and trying to consume the smallest possible amount of energy. These are also fields in which the manufacturers can test and demonstrate their new technologies aimed at a lower consumption of energy.</p> <p>It is important to emphasise that EConova Rallies are not "speed" events and that, consequently, there is no need for any specific safety equipment for the participating vehicles and crews. All Electric (EV's), Plug in Hybrid (PHEV's), Range extended hybrid (EREV's), and Fuel Cell (FCEV's) vehicles, and <u>all other cars with alternative energies</u>; officially registered for driven usage on public roads are eligible to participate in the event, under exactly the same conditions as when driving in everyday use.</p>
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10.	DESCRIPTION OF THE EVENT
10.1	Itinerary and layout
	<p>Leg 1 – 23.3.2017 Trieste – Koper – Gažon – Šared – Padna – Koper – Dekani – Gračišče – Brest – Vodice – Jelovice – Socerb – Piran</p> <p>- 119,52 km</p> <p>- 2 Regularity Stages 35,66 km</p> <p><i>1 Recharging point only electric vehicle with a range of less than 160 km (15 min/car)</i> All charging of electric vehicles on stages will be held on fast charging stations - 50 kW</p> <p>Overnight in the Park Ferme charging 230V</p> <p>Leg 2 – 24.3.2017 Piran – Črni kaj – Brest – Jelovice – Postojna – Cerknica – Rakitna – Ljubljana – Rakitna – Cerknica – Unec – Postojna – Jelovice – Brest – Zazid – Dekani – Portorož/Piran</p> <p>- 281,95 km</p> <p>- 4 Regularity Stages 97,06 km</p> <p><i>3 Recharging points (15, 20 and 15 min/car)</i></p> <p>Leg 3 – 25.3.2017 Portorož/Piran – Koper – Črni Kal – Kozina – Divača – Dolenja vas - Štorje – Kodreti – Dobravlje – Vrtovin – Nova Gorica – Gorizia – Oslavia – San Floriano del Collio – Groina – Peteano – Visintini – Trieste – Piran</p> <p>- 171,64km</p> <p>- 2 Regularity Stages 20,42 km</p> <p><i>1 Recharging point (15 min/car)</i></p> <p>Total distance: 726,25 km</p> <p>Total number of Regularity stages 8</p> <p>Total distance of Regularity stages: 153,14</p>

GPS Coordinates		
Start	N 45°39'02,1" E 013°46'01,0"	Trieste
Refueling point 1	N 45°32'24,5" E 013°43'35,3"	OMV Koper
Start of Regularity stage 1	N 45°31'30,0" E 013°43'50,7"	Šalara - Korte
Recharging point	N 45°32'24,5" E 013°43'35,3"	Recharging point only for electric vehicle with a range of less than 160 km (15 min)
Start of Regularity stage 2	N 45°26'46,1" E 013°59'17,0"	Brest – Jelovice
Finish of Leg 1	N 45°31'42,4" E 013°34'05,0"	Piran, Tartinijev trg
Start of Leg 2	N 45°31'42,4" E 013°34'05,0"	Piran, Tartinijev trg
Start of Regularity stage 3	N 45°26'46,1" E 013°59'17,0"	Brest - Jelovice
Recharging point	N 45°46'53,5" E 014°12'08,1"	Postojnska jama, Postojna
Start of Regularity stage 4	N 45°49'18,7" E 014°23'53,7"	Selšček-Iška vas
Refueling point 2	OMV Postojna, Titova cesta 12, 6230 Postojna	
Recharging point	N 46°03'00,1" E 014°30'09,4"	Kongresni trg, Ljubljana
Start of Regularity stage 5	N 45°55'56,3" E 014°30'57,2"	Iška vas-Selšček
Recharging point	N 45°47'37,1" E 014°19'34,0"	Postojnska jama, Postojna
Start of Regularity stage 6	N 45°29'53,2" E 014°00'17,1"	Jelovice-Brest
Finish of Leg 2	N 45°31'42,4'	Piran, Tartinijev trg
Recharging point Hydrogen	E013°34'05,5"	

Start of Leg 3	N 45°31'42,4' E 013°34'05,5"	Piran, Tartinijev trg
Start of Regularity stage 7	N 45°45'36,6" E 013°56'15,5"	Griže-Kritinovica
Start of Regularity stage 8	N 45°49'58,5" E 013°50'35,7"	Šmarje-Veliko Žablje
Refueling point	N 45°56'27,8" E 013°38'26,7"	OMV, Ulica Angela Besednjaka 8, 5000 Nova Gorica
Recharging point	N 45°56'43,3" E 013°34'13,4"	Piazza Vitoria, Gorizia
TC San Floriao	N 45°57'32,6" E 013°36'46,2"	
TC Peteano	N 45°53'38,7" E 013°32'26,0"	
Finish of Leg 3	N 45°39'02,1" E 013°46'01,0"	Piazza Unita d'Italia, Trieste
Parc Ferme	N 45°31'42,4" E 013°34'05,0"	Piran, Tartinijev trg

	<p>The detailed layout of the event, the exact distances from Time Control to Time Control and the corresponding ideal times, the exact starting points and finishing points of the Regularity Stages and the obligatory steady speed for each one of them, as well the Regrouping and Parc Fermé area locations will be clearly indicated in the Road Book of the event, in which the obligatory itinerary roads to be followed by the competitors are also indicated. The Road Book of the event should be considered as an Appendix to the present Supplementary Regulations.</p> <p>Any deliberate and certified deviation from the itinerary as it is indicated in to the Road Book will be penalized by exclusion from the event.</p> <p>The distances indicated in the Road Book are considered as accurate and correct and no protest may be lodged against this accuracy. The length of the itinerary that will be taken into account for the energy consumption and "Eco-driving" tests calculations is the one referred into the Road Book.</p>
10.2	Calibration of the Distance Meters
	<p>A specific road section of a length between 3 km and 8 km, suitably prepared and marked, will be provided to participants, together with the Road Book, for the sole purpose of the accurate calibration of their distance meter, in order to bring themselves into line with the distance meter used by the Organizers during the Road Book measurements.</p>

11.	ADMINISTRATIVE CHECKS
11.1	For the administrative checks, the participants must make available all documents required by the present regulations and/or by the valid traffic code. These include competition licences, the crew's identification documents, the vehicle registration documents, the driving licences and the vehicle's insurance documents.
11.2	Entry fees, and any additional expenses at the participant's request, should ideally be paid in full and in advance; otherwise these must be settled in full during the administrative checks.
11.3	Only after having passed the administrative checks will each entry be considered as a participant, and thus authorized to proceed to the next stage, i.e. scrutineering.

12.	SCRUTINEERING
12.1	The scrutineering will take place before the start of the event, at the time and place specified in the programme. Additional technical checks can be also carried out during the event, at the Stewards' request. Specific parts of each vehicle will be checked and verified for compliance with the requirements of the ECONova regulations.

13.	RUNNING OF THE EVENT
13.1	Nature of the event
	The ECONova Rally Adriatic is an Regularity event. Each competitor will collect penalty points from the "Regularity Stages" and from the road connecting the sections (Time Control penalties) in accordance with the present Supplementary Regulations and the Bulletins, which may be issued at a later stage.
13.2	Crew
	Each crew comprises one driver and one co-driver. The driver and co-driver may exchange roles freely during the event provided that both are holders of the necessary driving and competition licences (see Article 16.2). It is the Organiser's choice to accept crews consisting of one driver and one navigator. Navigators should also hold a competition licence but it is not mandatory that they hold a driving licence. <u>No other passengers are admitted on board.</u> In case of any unauthorized change of a member of the crew, the vehicle will be excluded.
13.3	Start, Finish, Results
13.3.1	The start signal for the event will be given Thursday, 23.3.2017, Piazza Unità d'Italia, Trieste The first car will start at 14:01, The starting sequence will follow the participation number and the cars will start at one-minute intervals.
13.3.2	The first Leg will be constituted by 2 Regularity Stages and 1 charging stop. The second Leg will be constituted by 4 Regularity Stages, 3 Regroupings and 3 charging stops The third Leg will be constituted by 4 Regularity Stages and 1 charging stop. A preliminary timetable is In Annex.

13.3.3	<p>Preliminary unofficial results will be published at the end of the first and second Leg.</p> <p>Provisional, Official and Final results will be published on the official notice board at the end of the event, as mentioned in the programme.</p>
13.4	Time Card
13.4.1	At the start of the Rally, each crew will receive a Time Card showing the times allowed to cover the distance between two consecutive Time Controls. This card will be returned to the Organisers at the end of the first and second Leg and will be taken again at the start of the second and third Leg, at the end of which, it will be finally returned to the Organisers. The Time Card is considered as an Appendix to the present regulations.
13.4.2	Each crew is solely responsible for its Time Card.
13.4.3	The Time Card must be made available for inspection on demand, especially at control posts, where it must be presented in person by a member of the crew for stamping.
13.4.4	The loss of the Time Card will result in exclusion, as will any correction of, or amendment to it, unless this has been approved by the appropriate marshal.
13.4.5	The Regularity Stages starting Control Points will refer to the information contained in the Time Card.
13.4.6	<p>The crew has the sole responsibility for submitting the Time Card at the various controls (see Art. 13.4.3 above) and also for checking the accuracy of the timing stamps administered by the Time Control marshals on the Time Card.</p> <p>Failure to check in with a stamp in one Time Control station, or in one Time Control station of a Regrouping, or at one Time Control station at the finish of a Leg, or in one Passage Control Station, will result in exclusion from the event.</p>
13.4.7	<p>It is, therefore, up to the crew to submit its Time Card to the marshals at the correct time and to check that the time has been entered correctly.</p> <p>The post marshal is the only person permitted to enter the time on the Time Card and this must be done by hand or with a stamp.</p>
13.5	Traffic
	<u>The event will take place on roads open to normal traffic.</u> If some sections of the itinerary use roads closed to normal traffic, a specific mention of this will be made in the Road Book. Competitors will have to run exclusively on the roads indicated in the Road Book and must respect the traffic code regulations on pain of a penalty, which may go as far as exclusion from the event.
13.6	Traffic jams, accidents, obstructions
	Any bottlenecks, accidents or obstructions on the roads will be overcome by the participants by their own means, with full respect to the traffic rules, and there will not be any time period of neutralization for this kind of incident.
13.7	Repairs
	Repairs are permitted at any time throughout the rally, except in those cases expressly prohibited by a provision in the regulations as, for example, in the Parc Fermé or in other places.
13.8	Unsportsmanlike behaviour
	At the risk of a penalty, which may go as far as exclusion from the event, crews are prohibited from:

	<ul style="list-style-type: none"> - Deliberately blocking the passage of competing cars or preventing them from overtaking; and/or - Behaving in an unsportsmanlike manner. <p>This applies to the crews, as well as to their service teams.</p>
13.9	Parc Fermé
	<p>During the overnight stay between the first/second daily Legs, and second/third daily Legs the cars will remain in the Parc Fermé area, which they will enter as soon as they arrive at the end of the daily Legs.</p> <p>In the Parc Fermé areas, the cars will remain locked and under the supervision of the Organisers.</p> <p>It is not permitted for any car to be moved from this area without the permission of the responsible marshals.</p> <p>Should any repairs be necessary, the Organisers must be notified and the marshals will supervise the repair work, upon the completion of which the car will again be locked.</p> <p>This also occurs after the arrival of the vehicles at the finish of the third daily Leg, which is also the finish of the event.</p> <p>After the arrival of the vehicles at the finish of the event, they will remain in the Parc Fermé area under the supervision of the Organisers until the 30-minute time period for submitting protests has expired.</p> <p>Only the Stewards are authorized to declare the Parc Fermé over and release the vehicles.</p>
13.10	Maximum permitted delay in a Time Control
	<p>The maximum total permitted delay for a vehicle to be present at a Time Control station is thirty (30) minutes later than its ideal time.</p> <p>This total delay is referred to each daily Leg.</p> <p>Any car passing one minute more than this maximum total permitted delay is considered as having found this Time Control station closed and, consequently, is excluded from the event.</p> <p>It is necessary to make absolutely clear that every minute of delay in one Time Control station will reduce by one minute the maximum total permitted delay for all the remaining Time Control stations of the same daily Leg. For example, a delay of 2 minutes in Time Control 2, plus a delay of 1 minute in Time Control 4 and plus a delay of 3 minutes in Time Control 7 means that for all the remaining Time Controls, of the same daily Leg, the maximum total permitted delay is now only 24 minutes because the initial 30 minutes have already been reduced by $2+1+3 = 6$ minutes.</p>
13.11	For the protection of the natural environment
	<p>All persons involved in an ECONova Rally Regularity event are required to demonstrate their serious concern for environmental protection by avoiding acts or omissions which would in any way disrupt or contaminate the surrounding areas or generate unnecessary noise.</p> <p>Precautions to be taken include the following:</p> <ul style="list-style-type: none"> - Consider, and reduce, the environmental impact when involved in an ECONova Rally Cupevent, before, during and after the event. This also includes ancillary activities. - Use eco-labelled products, in all activities, if possible. - Before taking part, plan how to act to prevent environmental accidents.

	<ul style="list-style-type: none"> - Organisers, marshals and participants should not throw away or leave on site any objects or materials, such as bottles and metal or plastic packaging materials, leftover food, spare tyres, old spares, etc., along the entire itinerary of the event. The general rule is the obligation to leave the spaces from where we move or where we stand cleaner than we found them. - We should avoid causing unnecessary noise by sudden acceleration or hard braking or by using the horn of the car unnecessarily. - The pollution of the spaces around us from liquids of any kind, such as oils, fuels, etc. when refuelling and during any repairs of vehicles, is absolutely prohibited. - All vehicles should adhere strictly to the legislation regarding noise standards in force in the country of the event. - The personnel manning the Time Control stations or Passage Control stations should have a sufficient quantity of waste collection bags and, on their departure from the point of operation, not leave behind any object or material used for the execution of their duties, such as labelling strips, plates, all kinds of auxiliary materials, and food waste and packaging. - In the Regrouping Areas, Particular attention should be paid to maintaining the cleanliness of the space and to garbage collection. In these spaces specifically, the rule that we leave the area cleaner than we found it should be strictly applied. <p>Any environmentally harmful liquids or fuels that may have leaked during the refuelling and repair of the vehicles must be collected in a suitable container and the polluted space cleaned with care.</p>
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14.	REGULARITY STAGES, TIME CONTROL STATIONS AND PENALTY POINTS
	<p>The Regularity Stages are indicated in the Road Book and are placed along some of the itinerary road sections, between two consecutive Time Control stations. These will take place on roads that are open to public traffic. The crews must cover the total length of each Regularity Stage, driving their vehicles at a “steady” speed (or speeds) imposed by the Organisers. In cases in which, for any reason, this speed has to be reduced or a momentary stop has to be made, these losses must be recovered as soon as possible, without making any breach of the traffic rules, and their average speed must be brought back to the exact level of the imposed “steady” speed. The start point and the finish point of each Regularity Stage should be clearly marked in the Road Book (also with GPS coordinates) in which the exact distances between these points should also be indicated. Additionally, but not as a matter of obligation, the location of these points could be also be marked on the roadside by means of standardised FIA signs. One or more intermediate secret Timing Control points will be located along of each Regularity Stage, and the timing accuracy for the calculation of the achieved average speed will be at least 1/10 of a second. On the basis of the exact distances that separate these secret Timing Control points and the corresponding time readings of the vehicle “passing’s”, the achieved average speed will be calculated either between the Timing Control points or from the start point of the Regularity Stage up to each one of them, and any divergence from the obligatory “steady” speed will be penalised in accordance with the penalty scale below. Instant speed measurements by the use of a “police type” radar speedometer are not an acceptable method for the purpose of regularity stages penalty points’ allocation. The use of pressurised pipes for the triggering of the secret timing equipment is also not acceptable.</p> <p>The timing equipment used for the secret timing Control points will be: Regularity pace generator – chronometer RGP1 will be used. Every competing car will be equipped with a small self-powered transponder which activates the control station at the exact time when the car is passing in front of the control station as resulted by a sophisticated system of highly directional</p>

	<p>internal electronic antenna and the electronic software which narrows the reception slot in a slim line perpendicular to the control station position.</p> <p>After the passing of the last car a marshal will collect control stations (located at the timing line) with all the recorded date. Data from Control station will then be downloaded to data collector box and then data collection box will be connected to the computer and results will be downloaded.</p> <p>The exact distances between the starting points of the Regularity Stages and the corresponding secret Timing Control points must be listed in a confidential document, a copy of which will be handed over by the Clerk of the Course to the Chairman of the Panel of Stewards before the start of every daily Leg. On the basis of this document, and of the secret Timing Control print-outs, any dispute regarding the accuracy of the imposed penalizations can be settled by the Stewards.</p> <p>The planning of the event must provide a system according to which the entries of the participating vehicles into Regularity Stages should be regulated in equal time spaces from one vehicle to the next, ranging from 30 seconds up to 2 minutes.</p> <p>Regularity Stage penalty points for every 1/10 of a second divergence from the ideal time (which will correspond to the exact distance between the corresponding Regularity Timing points and the “steady” speed imposed by the Organizer) are equal to one (1) penalty point. Any kind of on-board chronometer or other similar instrument or any kind of GPS device is permitted.</p>
<p>14.1</p>	<p>Description of the Time Controls procedure</p>
	<p>The event will be started by the starting flag signal given to competitor No 1, in front of Time Control No 1 station (Time Control 1). All other competitors will follow the first car, starting at one-minute intervals.</p> <p>The participating vehicles will move from one Time Control to the next Time Control strictly following the itinerary indicated in the Road Book. All Time Controls shall be indicated in the Road Book and also at the actual position by FIA-approved standardised signs. The stopping time within any Time Control area is limited to the time needed to carry out the control operations. Time Controls shall be ready to function at least 30 minutes before the scheduled time of the arrival of the first car. Unless the Clerk of the Course decides otherwise, they will cease operating after the scheduled time of the arrival of the last car plus 30 minutes, which is the maximum total permissible delay. The check-in procedure begins at the precise moment the cars pass the Time Control area entry sign. Between the Time Control area entry sign and the location of the control post, the car is forbidden to stop or to be driven at an abnormally slow speed. The actual timing and its recording on the Time Card corresponds to the exact moment at which the Time Card is handed by the crew to the Time Control station marshals. For zero (0) road penalty points, this moment must correspond to the exact minute of the target time or to the minute preceding it. For example, if the target arrival time is 11h34m, the Time Card must be given to the marshals at any time between 11.33.01 and 11.34.59. Outwith these times, the competitor will receive road penalty points for early arrival equal to sixty (60) penalty points per minute or fraction of a minute. For late arrival equal to ten (10) penalty points per minute or fraction of a minute. When a Time Control is followed by a start control for a “Regularity Stage”, the following procedure shall be applied: the Time Control marshal will enter in the Time Card the arrival check-in time of the car to the Time Control station and also the “provisional” start time for the “Regularity Stage”, which is at least one minute after the arrival check-in time.</p> <p>Where two or more cars arrive at a Time Control station in the same minute, their provisional start times for the “Regularity Stage” will follow a sequence of one-minute intervals, in the order of their arrival in the Time Control. Having completed the Time Control procedure, each car must be driven to the point where the starting marshal for the “Regularity Stage” is located.</p>

	<p>At this point, the car will receive the starting signal at the exact moment the minute of its “provisional” starting time begins. If necessary, the starting marshal can change this “provisional” starting time and a new starting time can be entered in the Time Card, endorsed by the starting marshal’s signature. For example, if the entered “provisional” starting time for the Regularity Stage is 11h32m, the starting marshal will give the starting signal at exactly 11h32m00s. Should an unexpected obstacle make the car’s start difficult or dangerous at this moment, the starting marshal will change it to the next minute, i.e. 11h33m00s (or later), making an endorsement in the Time Card, and will give the starting signal exactly at this new time. The car must depart immediately and as soon as possible it must reach the “steady” speed imposed for this Particular Regularity Stage; after this, the car must move continuously, keeping this speed steady until the end of the “Regularity Stage” as marked in the Road Book and possibly indicated at the roadside by the FIA-approved standardized signal.</p>
14.2	Table of penalties
	<ul style="list-style-type: none"> - For every one tenth (1/10) of a second divergence from the calculated correct time of the car’s movement from one Regularity Timing Control point to the next along the Regularity Stage: One (1) Penalty point (Art. 14). - For every minute or fraction of a minute early arriving at a Time Control station: Sixty (60) Penalty Points (Art. 14.1). - For every minute or fraction of a minute late arriving at a Time Control station: Ten (10) Penalty Points (Art. 14.1). - Where the check-in delay in one Time Control station or the accumulated delays in some or all of the Time Control stations of the same daily Leg exceed 30 minutes: Exclusion from the event (Art. 13.10). - Failure to check-in at one Time Control station or at one Regrouping Time Control station or in the finish of a Leg Time Control station: Exclusion from the event (Art. 13.4.6). - For a no-show at the start of a Regularity Stage or any deliberate deviation from the Road Book itinerary: Exclusion from the event (Art. 10.1 and 14.1). - Where an attempt is made to receive or to communicate information regarding the positions of the secret timing posts along the Regularity Stages: Exclusion from the event (Art. 14.3). - For the unauthorized change of a member of the crew: Exclusion from the event (Art. 13.2). - For loss of the Time Card or for making a correction/amendment on its records: Exclusion from the event (Art. 13.4.4). - For deliberately blocking the road or for unsporting behaviour: Penalty at the Stewards’ discretion, going as far as exclusion from the event (Art. 13.8).
14.2.1	Rectification of the penalty of exclusion in particular cases
	<p>The excluded participants in application of:</p> <ul style="list-style-type: none"> - Article 10.1 for deviation from the itinerary; - Article 13.4.6 for failure to check in at one Time Control (other than the Time Controls of the end of the daily Leg or of the end of the event); - Article 13.10 for being exceeded the maximum permitted delay in one Time Control; and - Article 14.1 for a no-show at the start of a regularity stage; <p>are entitled to be included in the classification of the day and/or the final classification of the event under the following terms, all of which should be valid cumulatively</p>

	<p>a) Rectification can be applied only once and for only one daily Leg.</p> <p>b) Rectification is not applicable in respect of Time Control stations of the end of a daily Leg or at the end of the event.</p> <p>c) Rectification will applied only in cases in which the competitor has arrived at all Time Control stations at the end of the daily Legs and at the end of the event; this must be within the maximum permitted time period and with the car completely in competing condition ready to pass the full arrival procedures and/or checks as applied to all other competitors.</p> <p>d) The number of penalty points for the competitor who is classified in application of the rectification procedure will be the sum of the penalty points scored by him during the successfully executed Leg, or Legs, plus the penalty points scored by the worst-classified competitor in the failed Leg, increased by 10%.</p> <p><u>Examples:</u></p> <p>i) Participant No. X missed a Time Control during the first Leg. According to the Supplementary Regulations he should be excluded from the race. Should he arrive at the Time Control station at the finish of the first Leg, and be in time and in perfectly competing condition, he is entitled to start the second Leg, being classified in the first Leg with the penalty points scored by the worst-classified competitor increased by 10%</p> <p>ii) Participant No. Y, during the second Leg, arrives at a Time Control station after the maximum permitted delay has expired. According to the Supplementary Regulations he should be excluded from the race. If this participant arrives at the Time Control station at the finish of the event, in time and in perfectly competing condition, he is entitled to be included in the final classification with the penalty points scored in the first Leg plus the penalty points scored by the worst-classified competitor in the second Leg, increased by 10%</p>
14.3	Any competitor who uses any signalling device or makes any other kind of attempt to indicate, or receive advice about, the position of a hidden Regularity Timing Control station will be excluded.
14.4	Vehicles will be classified on the basis of the sum of penalty points accumulated from the Regularity Stages and from the "Connecting Sections" (Road Penalties). The vehicle with the fewest total penalty points will be in the best position.
14.5	Dead Heat
	Where cars have the same number of points, the relative position will be determined according to the Regularity Stages results by a comparison of the most first places, most second places and so on; otherwise the cars involved will stay in the same position.

15.	ENERGY CONSUMPTION INDEX CLASSIFICATION
	In Article 6.2 of the Technical Regulations governing the ECONova Rally Cup will be observed.
15.1	Scrutineering and refuelling procedure for vehicles participating in Energy Consumption Index Classifications
15.1.1	Charging and Refuelling
	For participants competing ECONova Rally Cup, any recharging and/or refuelling outside the officially designated areas <u>is strictly forbidden on pain of exclusion from these classifications.</u> This is valid for all vehicles admitted to the ECONova Rally Cup as referred to in Article 6 above.

	<p>As a general principle, at the beginning of the event, during the scrutineering, those competitors with vehicles powered by liquid fossil fuels and gaseous fuels (i.e. hydrogen) must present their vehicles with the tank in reserve quantity of fuel and must provide for the refuelling under the supervision of a designated officer.</p> <p>The tank will be sealed and any other refuelling during the event will take place only under the supervision of a designated officer.</p> <p>Any infringement of this rule will result in a penalty, which may go as far as exclusion from the event. At the end of the event (or the Leg depending on the distance), during the last scrutineering, the fuel tank and the gaseous tank must be filled up with the corresponding fuel and the quantities needed for this topping-up will be measured and documented by the officials, exactly as was done during the event when refuelling with gaseous fuel.</p>
<p>15.1.2</p>	<p>Electric Vehicles (BEV) / Plug-In Hybrid Vehicles (PHEV) / Range Extended Electric Vehicles (EREV)</p>
	<p>The competitors must submit their vehicles for scrutineering before the start with the traction batteries fully charged (BEV). They must make available documentation proving the maximum energy capacity of the main battery pack.</p> <p>The factory supplied on-board charging system for the propulsion battery pack will be sealed.</p> <p>In the case of Range Extended Electric Vehicle (EREV) or Plug-in Hybrid Electric Vehicles (PHEV), the tank of fuel should be presented in reserve quantity and will be filled up and sealed by the scrutineers as provided by the above Art. 15.1.1 above.</p> <p>For the Energy Consumption Index Classification, the capacity of the battery pack (or its utilized part, if the measurement is feasible) plus the possible intermediate quantities of energy received in recharging stops (or/and refuelling stops for Plug-in Hybrids (PHEV)) will figure out the total energy consumed.</p> <p>At the end of the event, the battery packs of the Electric Vehicles (BEV) or the Plug-in Hybrid Electric Vehicles (PHEV) will either not be recharged, and the battery packs will be considered as fully discharged or, for greater accuracy, will be recharged and the necessary energy for a complete recharge will be measured.</p> <p>In the first case, it is the responsibility of the competitor to arrive at the finish of the event with the battery pack almost empty.</p>
<p>15.1.3</p>	<p>Charging (BEV / PHEV)</p>
	<p>The organising committee will supply for recharging electric power:</p> <ul style="list-style-type: none"> • Recharging points: See Article 10.1. • Voltage / Amperage supplied: 280 – 450 VDC / 120 A • Type of sockets: Design werk MDC44, socket CHAdeMO / CSS Typ1 / CSS Typ2  <p>The diagram shows a central black charging station with a digital display and a 'VDC' indicator. To its left, three red connectors are labeled 'CSS 16', 'CSS 17', and 'CSS 65'. To its right, three connectors are labeled 'CSS Typ 1', 'CSS Typ 2', and 'CHAdeMO'. A blue and white charging cable is also shown. To the right of the station is a large, grey, industrial-style charging unit on wheels with a digital display and various cables.</p>

	<u>NOTE:</u> The number of sockets in every recharging point as well as the energy supplied must be sufficient to connect all entry vehicles, plus 10% in case of malfunction of any of the sockets.
15.1.4	Distance
	At the start and the finish of the event, the indications of the total-kilometre counters will be recorded and the number of kilometres run will be calculated and confirmed. Should there be a difference between this distance and the distance obtained from the Road Book, the latter shall be the one taken into account for the calculation of the Energy Consumption classifications.

16.	ENTRY PROCEDURE AND FEES
	<p>The amount of the entry fee is fixed for each crew comprising two people (driver and co-driver, or driver and navigator):</p> <p>a) With the optional advertising proposed by the Organiser: 600 EUR</p> <p>b) Without the optional advertising proposed by the Organiser and for manufacturer teams: 2.500 EUR</p> <p>The Organizer will provide the participants with material and services as referred to in Art. 16.9.4 below.</p>
16.1	Refund Entry Fee
	<p>Entry fees will be refunded in full:</p> <ul style="list-style-type: none"> - If the entry is not accepted. - If the event is cancelled.
16.2	Crew documents
	<p>A crew comprises one driver and one co-driver, or one driver and one navigator. Both must be a holder of the following documents:</p> <ul style="list-style-type: none"> ✓ Driving licence according to the entered vehicles (not applicable for the navigators only) ✓ ECONova licence ✓ Vehicle document permitting its free circulation on public roads. ✓ Should it be applicable, a vehicle document required in Art. 6.1.c above. ✓ Vehicle valid insurance certificate in accordance with the traffic Code.
16.3	Entry Form
	<p>Any person, or legal entity, wishing to participate to the event must submit to the Event secretariat, a properly filled-in and signed entry form (see Appendix 1), together with all other requested documents, photos, etc. before Monday, 20. March 2017, 24:00</p> <p>The Entry Forms must be submitted to the official organiser's address as referred to into the relevant paragraph in page 1.</p> <p>Details of the crew members must be confirmed at least 7 days before the administrative checks. A crew member may be replaced only before the administrative checks and this must be approved by the Organiser.</p> <p>Only the Stewards of the event can approve the replacement of any crew member after the publication of the participant's list. A car may be replaced only if approved by the Organiser and accepted by the Stewards of the event.</p>

16.4	The Organisers will inform the applicants of the acceptance, or not, of their entry applications by e-mail or fax, at the latest two (2) days after receipt of the completed and financially settled application.
16.5	The Organisers reserve the right to reject any entry application at their discretion.
16.6	The field for participation is limited to a total of 80 entries. All entry forms received after the above number of vehicles has been accepted will be entered on a reserve list.
16.7	The minimum number of entered cars is: 10 cars. If this number is not reached, the event will be cancelled.
16.8	The Organisers must have a third party liability insurance contract covering the event, in accordance with the national laws. The amounts covering the various risks will follow the same scale as is valid for traffic accidents. Insurance coverage for third party liability of the participating vehicles, as required by the traffic code in order to drive legally on public roads, is an obligation of the participants and the validity of their contracts will be checked during the administrative control. <u>It should be noted that the event is not a race event; it takes place on public roads open to public traffic and the Traffic Code in force is fully respected.</u> Consequently, the ordinary insurance contract which is obligatory for vehicles driving on the public roads in the Organiser's country is valid.
16.9	Advertising Promotion and Publicity
16.9.1	Official Supporter
	The organisation of the event is supported by ECONova , the logos of which must, as a matter of obligation, be displayed on the competition numbers and on any other promotional material intended to be placed on vehicles. Optional advertising material can be proposed by the organisers as follows: - will be defined on 20.3.2017
16.9.2	Entrants' Supporters
	Any participant who is supported by a commercial firm, the any Electric or Oil trademarks of which will be displayed on his car or on the crew's clothing, is obliged to declare this to the Organisers, requesting their approval at the time the entry form is submitted. The reasoning behind this is the avoidance of any advertising of products or services that are not in line with the aims of the event or, more generally, with the motor sport targets and/or the limitations defined by the ECONova.
16.9.3	Event Publicity
	By entering the event, all participants authorize the Organisers to make free use, in event reports and press releases, of their names, as well the names of their team members and their vehicle's data. They also declare their consent in respect of any publicity material that may be issued by the Organisers in which reference may be made to their names and their car's data.

16.9.4	<p>The Organisers will provide the participants with various material and services as follows:</p> <ul style="list-style-type: none"> - Road Book - Supplementary Regulations - Competition numbers - Crew identification cards - Proposed optional advertising material - Free accommodation tickets for the overnight stay (23rd, 24th and 25th (double bad room)! - Dinner and breakfast - Invitation for the Official Dinner and Prize-Giving Ceremony. <p>Add any other material or service rendered.</p>
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17.	SPECIFIC TERMS – RALLY PLATES
17.1	The submission of the entry form will constitute the proof that the entrant and the crew members have agreed to respect all the regulations applicable to the event.
17.2	<p>Any amendment or addition to these regulations, as well as any clarification or information essential to the participants that is issued after the publication of the Supplementary regulations, will be communicated by officially numbered and dated Bulletins or Informative Announcements.</p> <p>These will be distributed to all participants, who will sign their acknowledgement, and will then be posted on the Official Notice Board.</p> <p>Where this procedure is impossible to apply, because of the circumstances, the Organisers will do their best to inform all the participants using any available means.</p>
17.3	<p>Any issue not prescribed in these regulations is subject to the decisions of the Stewards of the Event.</p> <p>During the administrative checks, the Organising Committee will provide each crew with two (2) rally plates and their competition numbers, which must be displayed on the cars in an area covering 60 cm x 60 cm, or an equivalent circular area, and should be clearly displayed on each side of the car.</p>
17.4	Competition Numbers
	<p>Participants will be allocated their participation numbers during the administrative check and these should remain intact and clearly visible throughout the event. The side doors signs bearing the competition number will also contain the name of the event and the logos of the Organisers and Sponsors.</p> <p>An Appendix to the present regulations will specify the correct places of the vehicle on which this indicative and advertising material should be posted.</p>

18.	GENERAL CLASSIFICATION, ECONOVA RALLY CUP POINTS, OTHER CLASSIFICATIONS – AWARDS
18.1	ECONova Classifications
	<p>The following classifications will be submitted to the ECONova Rally Cup points:</p> <ul style="list-style-type: none"> - Regularity Tests - Road Penalties - Fuel consumption index

	<ul style="list-style-type: none"> - Final Classification – Drivers, Co-Drivers, Teams and Manufactures. <p>The classification statements must contain the name and the date of the event; the first name, surname and nationality of Competitors, Drivers and Co-Drivers; the Vehicle Manufacturer as should be listed in the Manufacturers' Cup classification; and the Road penalty points, the Regularity Stages penalty points and the sum of penalty points.</p>
18.2	ECONova Rally Cup points allocation
	In the ECONova Rally Cup, points will be allocated according to the scale: 1 st – 25 pt, 2 nd – 18, 3 rd – 15, 4 th – 12, 5 th – 10, 6 th – 8, 7 th – 6, 8 th – 4, 9 th – 2, 10 th – 1
18.3	Other Classifications
	<ul style="list-style-type: none"> - ECONova Rally Cup for: <ul style="list-style-type: none"> - Category II: Electrically powered converted, modified and prototype vehicles - Category III: Electrically powered series production vehicles - Category IIIA: Electrically powered Series Production Vehicles for daily use - Category IV: Electrically powered lightweight vehicles - Category V: Electric single-seaters - Category VI: Racing sports prototypes - Category VII: Hybrid electrical vehicles - Category VIIA: Plug in hybrid electrical vehicles, and range extender vehicles - Category VIII: Other alternative energy vehicles - Energy Consumption Index for all categories!
18.4	Cups / Trophies
	<p>For final Classifications as stated in Art. 18.1 above, Cups / Trophies will be awarded to at least the three first placed competitors (Driver and Co-Driver).</p> <p>The trophies are of free design, but should reflect the importance of the Event. They will be provided by the Organizer and must show:</p> <ol style="list-style-type: none"> a) The ECONova Rally Cup official logo. b) The official name of the event and/or the title sponsor's logo. c) The driver's position. <p>Should there is an Energy Consumption Index classification, there would be a minimum of three (3) Cups or other awards for the three firsts.</p> <p>The organizer is free to include special trophies.</p>

19.	PROTESTS / APPEALS
19.1	The amount of the protest fee is 5.000 EUR
19.2	Protests against the preliminary official results of the Event must be lodged, in writing, in accordance with the prescriptions set in the ISC with the Clerk of the Course within 30 minutes of the moment of their posting on the official notice board. Upon the expiration of this time period, the preliminary results become final.
19.3	Every protest is eligible to be examined by the Stewards of the Event only if it is accompanied by the aforementioned protest fee defined in Art. 19.1. above, which is not refundable should the protest fail to be upheld.

19.4	Appeals can be lodged in accordance with the National Sporting Code is not possible.
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20.	APPLICATION AND INTERPRETATION OF THE REGULATIONS
	<p>The Clerk of the Course is responsible for the application of these regulations during the event. Any case not provided for herein will be judged by the Stewards of the event, who are the only persons authorised to take such a decision.</p> <p>In case of a dispute over the interpretation of the regulations, the English text will prevail.</p>

APPENDICES THAT SHOULD BE ATTACHED	
	<ul style="list-style-type: none"> - APPENDIX 1 – Entry Form - APPENDIX 2 – Itinerary Maps - APPENDIX 3 – Road Book (Will be distributed in accordance with the programme) - APPENDIX 4 – Time Card and First Car Time Schedule (Will be distributed in accordance with the programme) - Any other Appendix issued by the Organiser
ONLINE SUBMISSION	
	Entry Form: http://emobility.si/submission/

ITINERARY							
Leg 1 - Thursday, 23.03.2017							
TC RT	Location	SS km	Liasion Distance	Total Distance	Target Time	Average Speed	1. Car Due
TC 1	Trieste - Start						14:01
PC 1	OMV Koper						
TC 2	Šalara		26,83	26,83	60	26,83	15:01
RT 1	Šalara-Korte		16,97				
TC 3	Koper - Park Ferme in		10,85	27,82	60	27,82	16:01
	Regruping OMV Koper - Recharging - 10'						
TC 4	Koper - Park Ferme out				10		16:11
TC 5	Brest		35,72	35,72	60	35,72	17:11
RT 2	Brest-Jelovice		18,69				
TC 6	Piran - Park Ferme in (early check in allowed)		46,12	64,81	90	43,21	18:41
	Total-Leg		35,66	119,52	280	33,39	

Section 1

Leg 2 - Friday, 24.03.2017							
TC RT	Location	SS km	Liasion Distance	Total Distance	Target Time	Average Speed	1. Car Due
TC 7	Piran - Park Ferme out						08:01
TC 8	Brest		46,20	46,20	70	39,60	09:11
RT 3	Brest-Jelovice	18,69					
PC 2	OMV Postojna						
TC 9	Postojnska jama - Park Ferme in		57,50	76,19	120	38,10	11:11
	Recharging - 75'						
TC 10	Postojnska jama - Regrouping out				75		12:26
TC 11	Selšček		21,92	21,92	35	37,58	13:01
RT 4	SIšček-Iška vas	29,85					
TC 12	Ljubljana - Regrouping in		15,64	45,49	70	38,99	14:11
	Recharging - 95'						
TC 13	Ljubljana - Regrouping out				95		15:46
TC 14	Iška vas		16,07	16,07	25	38,57	16:11
RT 5	Iška vas-Selšček	29,86					
TC 15	Postojnska jama - Regrouping in		21,95	51,81	80	38,86	17:31
	Recharging - 90'						
TC 16	Postojnska kama - Regrouping out				90		19:01
TC 17	Jelovice		57,10	57,10	90	38,07	20:31
RT 6	Jelovice-Brest	18,66					
TC 18	Piran - Park Ferme in (early check in allowed)		45,57	64,23	90	42,82	22:01
	Total-Leg	97,06	281,95	379,01	840	39,07	

Section 2

Leg 3 - Saturday, 25.03.2017							
TC RT	Location	SS km	Liasion Distance	Total Distance	Target Time	Average Speed	1. Car Due
TC 19	Piran - Park Ferme out						09:01
TC 20	Griže		64,57	64,57	85	45,58	10:26
RT 7	Griže-Kritinovica	13,76					
TC 21	Šmarje		7,53	21,29	35	36,50	11:01
RT 8	Šmarje-Veliko Žablje	6,66					
PC 3	OMV Gorica						
TC 22	Nova Gorica - Park Ferme in		28,32	34,98	45	46,64	11:46
	Recharging - 120'						
TC 23	Nova Gorica - Park Ferme out				120		13:46
TC 24	Gorizia		3,76	3,76	10	22,56	13:56
TC 25	Peteano		24,92	24,92	40	37,38	14:36
TC 26	Trieste - Finish		42,54	42,54	70	36,46	15:46
	Total-Leg	20,42	171,64	192,06	405	37,52	
	Total-Rally	153,14	573,11	726,25	1.525	36,66	

Section 3

Road Book

Day 1

<https://www.MapFab.com/map/mobile/e74/ECONova-Adriatic-1.1>

<https://www.MapFab.com/map/mobile/e78/ECONova-Adriatic-1.2>

<https://www.MapFab.com/map/mobile/e8A/ECONova-Adriatic-1.3-RT1>

<https://www.MapFab.com/map/mobile/e8E/ECONova-Adriatic-1.4>

<https://www.MapFab.com/map/mobile/e8I/ECONova-Adriatic-1.5-RT2>

<https://www.MapFab.com/map/mobile/e8M/ECONova-Adriatic-1.6>

Day 2

<https://www.MapFab.com/map/mobile/e8U/ECONova-Adriatic-2.1>

<https://www.MapFab.com/map/mobile/e8c/ECONova-Adriatic-2.2-RT3>

<https://www.MapFab.com/map/mobile/e8g/ECONova-Adriatic-2.3>

<https://www.MapFab.com/map/mobile/e8k/ECONova-Adriatic-2.4>

<https://www.MapFab.com/map/mobile/e8o/ECONova-Adriatic-2.5-RT4>

<https://www.MapFab.com/map/mobile/e80/ECONova-Adriatic-2.6>

<https://www.MapFab.com/map/mobile/e88/ECONova-Adriatic-2.7>

<https://www.MapFab.com/map/mobile/e9A/ECONova-Adriatic-2.8-RT5>

<https://www.MapFab.com/map/mobile/e9E/ECONova-Adriatic-2.9>

<https://www.MapFab.com/map/mobile/e9I/ECONova-Adriatic-2.10-RT6>

<https://www.MapFab.com/map/mobile/e9M/ECONova-Adriatic-2.11>

Day 3

<https://www.MapFab.com/map/mobile/e9Q/ECONova-Adriatic-3.1>

<https://www.MapFab.com/map/mobile/e9Y/ECONova-Adriatic-3.2-RT7>

<https://www.MapFab.com/map/mobile/e9c/ECONova-Adriatic-3.3>

<https://www.MapFab.com/map/mobile/e9g/ECONova-Adriatic-3.4-RT8>

<https://www.MapFab.com/map/mobile/e9k/ECONova-Adriatic-3.5>

<https://www.MapFab.com/map/mobile/e9o/ECONova-Adriatic-3.6>

<https://www.MapFab.com/map/mobile/e9s/ECONova-Adriatic-3.7-RT9>

<https://www.MapFab.com/map/mobile/e9w/ECONova-Adriatic-3.8>

<https://www.MapFab.com/map/mobile/e90/ECONova-Adriatic-3.9-RT10>

<https://www.MapFab.com/map/mobile/e94/ECONova-Adriatic-3.10>

<https://www.MapFab.com/map/mobile/e98/ECONova-Adriatic-3.11>