

3^e ÉDITION

TROPHÉE DES ALPES

DU 9 AU 13 SEPTEMBRE 2018

REGULATIONS

The International Alps Rally from which we draw our inspiration was created by Albert Rousset in 1931 then stopped during the war. At the Liberation his passion for automobile competition comes back and the idea to organize the Alps Cup is born.

Back in the days, there wasn't anything left : neither gas nor tire, only antique cars which escaped from destruction, not that simple, even more so since one need authorisations and coupons for everything! However, the Alps Cup is inaugurated in 1946, with little means but with great fanfare, the history of modern rallies starts.

The adventure of the Alps Cup lasted for 24 editions until 1971. It was organized with courage and tenacity by the Automobile Club Marseille Provence.

Today the Alps Trophy means to be the proud descendant of this heroic period of the pioneers of motive sports.

Patrick Zaniroli
Rally's Organizer



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PROGRAM

FROM JANUARY 1st to MARCH 31st, 2018: Reduced entry fee enrolments and Team Discount

FROM APRIL 1st to June 30th, 2018: Standard entry fee enrolment

FROM JUNE 30th, 2018: Please Contact Us

Administrative checks will be conducted in Cavalaire-sur-Mer at Maison de la Mer on Sunday, September 9th, 2018 from 9.00 am. to 4.00 pm.

Technical checks will be conducted in Cavalaire-sur-Mer at Esplanade Ste Estelle on Sunday, September 9th, 2018 from 9.00 am. to 5.00 pm.

At the end of the checks the vehicles will be placed in a closed park until the end of the briefing at 7.00 pm.

A **briefing** will take place in Maison de la Mer at **6.00 pm** on Sunday, September 9th, 2018

Sunday, September 9th, 2018: Scrutineering

Monday September 10th, 2018: 1st Stage: Cavalaire – Briançon – XXX kms

Tuesday September 11th, 2018: 2nd Stage: Briançon - Megève - XXX kms

Wednesday September 12th, 2018: 3rd Stage: Megève - Gap - XXX kms

Thursday September 12th, 2018: 4th Stage: Gap - Cavalaire - XXX kms

Award ceremony will take place on **Thursday September 12th, 2018** in Cavalaire. It will be followed by a closing celebratory dinner included in your entry fees.



ART. 1 – ORGANISATION

The Association Sportive Automobile Auto Verte (07/33), with the support of the F.F.S.A., organises a road regularity event for classic cars entitled “3rd Trophée des Alpes”. This event will consist of 4 laps and will be opened to all crews with cars commercialised until 1993, model year.

This rally will be held in compliance with:

- The FIA's International Sports Code
- The present regulations and eventual addendums
- The traffic rules of the countries crossed by the rally

This rally received the licence to organize Nr 500 delivered on **June 26th 2018** by the FFSA

The present regulation could be modified if necessary. Each modification will be announced by a numbered and dated addendum; they will immediately be part of the race regulation. The race marshals must sign any addendum announced after the beginning of the administrative checks. Competitors must accept it by signing, except if it's not possible during the Rally.

Organisateur Technique

The A.S.A. Auto Verte has entrusted the technical organisation of the rally to Patrick Zaniroli Promotion Company
1-14 Avenue du 1er Mai – ZI Saint Joseph – Le Meeting – 04100 Manosque - France
Tél : +33 (0)4 92 82 20 00 - Fax : +33 (0)4 92 82 20 34 - e-mail : info@zaniroli.com - Web : www.zaniroli.com
Relations Participants & Press Relations – Viviane Zaniroli

1.1P. : Officiels de l'épreuve

Chairman of the event: José PERROT – Licence n°6570 - ASA 15/04

Clerk of Marshals: Elisabeth PERROT – Licence n° 6567 - ASA 15/04

Marshal in charge of the respect of the average speed: Patrick ZANIROLI - Licence n°1319 - ASA 07/33

Competitor relations: Sylvie SCHMIT – Licence n° 36488 - ASA 07/29

Chief Scrutineer: Daniel CASOLARI – Licence n° 187421 - ASA 07/45

Rankings: José BAILLY – JB Times Concept / **Timing:** TRIPY

Stage Opening: Alain LOPES

1.2P. : Administrative Checks

The administrative checks will take place on Sunday, September 9th, 2018 from 9:00 am to 5:00 pm in Cavalaire.

Each competitor will be emailed a summons with the exact time at which they must present themselves. The call times will also be available on our website.

The crews and their cars must be present for check-in and inspections at the time and place stated in the summons, complete with all the documents and specific equipment detailed hereunder.

All crew members must present the following documents:

- **Standard driver's licence** (required for drivers only)
- **Licence 2018:** For french, International driver and co-driver licence, or International regularity driver and co-driver licence. For foreigners from U.E, is a National Competitor Driver licence or a national Regularity Driver Licence issued by their ASN
- **If you don't have any licences, organization could deliver a licence for the event directly during the administrative checks. But that does not include insurance underwriting for foreigners**
- **Medical Licence** for « no cons-indications to driving » is mandatory in order to allow you participation to the event. (Voir votre médecin généraliste avant l'épreuve)
- **Authorization to race abroad**, delivered by the National Federations for the non-European Union competitors.
- **Written permission** to compete in the Trophée des Alpes rally **from the owner of the vehicle**, if it is not the property of a crew member.
- **Department of Motor Vehicles/official registration document** for the vehicle
- **Green card/insurance certificate, valid** for the duration of the event and for the countries travelled through

Le concurrent s'engage à présenter les originaux des papiers demandés, aucune photocopie ou attestation de perte ou de vol ne seront acceptées, sous peine d'un refus de départ.

1.3P : Technical Checks

Technical checks will be conducted in Cavalaire on Sunday, September 9th, 2018 from 9.00 am. to 5.00 pm.

It will be a general check and will focus on main safety aspects, such as:

- Seatbelts (if provided by the manufacturer)
- Tyres (sufficient tread depth)
- Fire extinguisher 2kg
- Battery mounting
- Hazard warning triangle
- Safety Fluo Jacket : one per crew member
- Noise
- Lighting

Start may be refused to any car lacking adequate safety guarantees. Car could be excluded, if an excessive noise is controlled during the race. In which case, the organiser will keep the entry fees.

At the end of the checks the vehicles will be placed in a closed park until the end of the briefing at 7.00 pm.

It is advised to present to the Chief Scrutineer:
- FIA authorisations.

These documents are optional, but vehicles not in possession of FIA authorisation papers will not have any defence in case of objection about the technical compliance.

1.4P : Authorized instruments

All mechanical or electronic metres are permitted.

You are free to choose the number and type of stopwatch you'd like to use, example: ATB calculator, Blizz Timing Speed, Blizz Timing C200 (non-exhaustive list).

Modern bucket seats, which do not conform to the style of the vehicle's original era, are allowed in the vehicles.

Autre équipement :

Only tyres that are road legal and bare the mention "DOT" or "E" on the side will be admitted.

Competition tyres that have the "road illegal" mention on their sides are prohibited.

At the end of the checks, a briefing will be organized at 6.00pm at the Maison de la Mer in Cavalaire. On this occasion a written briefing will be given to each crew.



ART.2 INSURANCE

Pursuant to the provisions of article 5 of the decree of October 18th, 1955, and the order of October 20th, 1956, decree 58-1430 of December 23rd, 1958, and the implementing texts, the organiser has taken out a public liability insurance policy to cover itself and competitors against bodily injury or material damage caused to spectators, third parties or competitors - only, as regards the latter, for events not exclusively involving the private use of public roads - in the event of accident, fire or explosion occurring during the sporting event or the trials scheduled in the official programme thereof.

By participating in this rally, each participant acknowledges to take its full responsibility in case of accident during the event. The Organization shall in no event be liable for facts not dependent on infrastructure or personnel under its management. Each participant declares that the vehicle and its users are covered by a valid insurance policy at the time of the event, and the date of settlement of any premium for this insurance. The organization also can not be held liable for damages or thefts on the vehicles during the event, or caused by the installation of regulatory adhesives.

ART.3 – DRIVERS AND NAVIGATORS

3.1P : Entry / Enrolments

Any person wishing to take part in the event should send an application for entry (with full address, telephone number, etc.) to the event Secretary's office at the following address:

PZP - 1-14 Avenue du 1er mai - ZI Saint Joseph – Le Meeting - 04100 Manosque – France

ESSENTIAL: To be valid, applications must be accompanied by the amount of the corresponding rights on the date of registration.

- By the mere fact of entry, any crew taking part in the event agrees without reservations whatsoever to abide by the general rules and the specific regulations governing the event.
- Details regarding the second crew member may be filled until June 30th, 2018.
- Crew members and/or vehicles can be changed, with the organisers' permission and approval, up until the final check-in/verifications.
- Brand or club teams can request participation in the ranking "by team" up until the close of technical and administrative checks. **Each team should include 3 to maximum 5 vehicles.**
- The winning team will be determined by adding together the 3 best results.

3.2P : Licences

The Trophée des Alpes is presently conducted under the aegis of the FFSA; contestants are required to obtain a licence delivered by their national ASN in order to participate. Those who do not already have such a license can register for an "event license" during administrative checks (cost €50 per person). This licence can be delivered to the foreigners. **The licence form will be downloadable on our website, and will have to be given COMPLETED at the administrative checks. The form will have to be given with a medical certificate (a copy is available on the last page of this regulations document).**

3.3P : Competitors

The maximum number of competitors is set at 120 vehicles

CLOSURE OF REGISTRATIONS:

As 120 vehicles have entered, or June 30th, 2018 at the latest.

3.4P : Entry Fees

1 / Marked Down Entry Fee: From January 1st to March 31st, 2018: 2000 €

2/ Normal Entry Fees: From April 1st to June 30th, 2018: 2300 Euros

The Entry Fees include:

For a 2-people crew and their vehicle

- The general organisation of the rally, the sports and logistic supervisory
- Procurement of the national and local permits
- The open bar at the end of each stage
- The Award Ceremony and the celebratory dinner for 2 persons
- The mandatory insurance guaranteeing the civil responsibility of the contestants and the organisation
- team
- Race equipments (2 car door numbers, 2 rally plates, road-books)
- A welcome gift for each member of the crew
- The rental of the Tripy GPS
- The lunches during 4 days

Conditions for cancellation

To be taken into consideration, all cancellations must be reported in writing (by post or fax).

In case of cancellation, and taking into account reservations and down payments made previously to the various establishments, as well as work already completed by the organization, reimbursement requirements are as follows:

For a cancellation before April 30st, 2018: 500€ of the amount paid will be forfeited.

From May 1st to June 30th, 2018: 1000€ of the amount paid will be forfeited.

From July 1er juillet 2018 : 100% of the amount paid will be forfeited.

Entry by Team composed of 3 cars: Any registration of at least 3 vehicles, at the most 5, forming a Team, sent to us in the same mail, with the respective crews' payments, will conclude in 200€ discount per car.

3.5P : Crew

Any crew could be composed of one driver and one or two co-drivers. Co-drivers must be 15 years old minimum.

3.6P : Start positions

On the 1st day, the starts will be given in the numerical order and the next days, the starts will be given according to the ratings of the day before, with the high speed first, then the intermediate, and finally the low speed. The start orders will be communicated to the competitors by Text Message and will be posted each evening at the PC Course which will be open until 9:00 pm. At the stages, the contestants will have to join the start zone from their hotel, half an hour before their ideal start time.

3.7P : Race numbers

Numbers 1 to 20 will be given regarding the results of 2017's Trophée des Alpes. The following numbers will be given in the order the enrolments arrived and the average speed categories.

3.8P : Road Book

Road Books will be given every morning half an hour before your ideal starting time.



ART.4 - ELIGIBLE VEHICLES & EQUIPMENT

4.1P : Eligible cars

Date of the first license plate, allocated in the hereafter groups

- Group 2 : from 1946 to 1955
- Group 3 : from 1956 to 1963
- Group 4 : from 1964 to 1971
- Group 5 : from 1972 to 1983
- Group 6 : from 1984 to 1993

Each Group will be divided in 4 Classes:

- Class 1 : 0 to 1300 cm³
- Class 2 : 1301 to 1600 cm³
- Class 3 : 1601 to 2000 cm³
- Class 4 : Over 2000 cm³

4.2P : Average speed

- Cars from 1946 to 1955 : Low speed average
- Cars from 1956 to 1971 : Intermediate speed average except for vehicles of 2000 cm³ and above which will be on average high
- Cars from 1972 to 1993 : High speed Average except for vehicles below 2000 cm³ which can choose the intermediate average speed

All vehicles must be conformed to traffic laws. The organizer reserves the right to refuse the start to any car that does not match the criteria of the event (time, status, compliance, etc.). **Vehicles up to 1300cc, in any groups, will be handicapped with 0,80 multiplying coefficient for each penalty's point. (except for rotary and turbo engine)**

MANDATORY EQUIPEMENT

- A valid Fire 2 Kilos extinguisher
- Seat belts if the vehicle has the corresponding anchor bolts - the harness is recommended
- Fluorecent Vests - 1 per crewmember
- 1 Safety Triangle

4.3P : Mechanical Issue

In case of breakdown, you will be able to take another vehicle, after the agreement of the marshals and events officials. Penalty will be 300 seconds.

4.4P : Assistance

PERSONAL ASSISTANCE

The organization does not take into account the assistance vehicles

For the duration of the event repairs and refuelling are freely permitted outside regularity test (at lunch and stages arrival). Assistance vehicles are not allowed to be at the start of regularity test to avoid cluttering the road. Any assistance that do not respect these instructions may result in disqualification of the assisted vehicle. **For those who wish, it will be possible to buy the assistance cartographic book for the price of 100 €.**

SWEEPER CAR

The organisers will arrange for assistance, composed of 2 mechanics, 1 car, and 1 trailer, to be at the crews' disposal throughout the event. In the case of a breakdown, the organisers may provide assistance for the vehicle, and will be able to transport it to the nearest garage. In the case of a serious breakdown, the competitor may rejoin the rally at the start of the following stage but will be subject to penalties for those controls (CH, CP, and RS) missed or skipped.



ART.5 - ADVERTISING

According to FFSA regulation, crews may freely display any advertising on their cars provided that it:

- Does not violate laws regarding advertising
- Does not detract from the historical character of the car

Organizer advertising will be :

- Circular plates on both doors (obligatory) for race numbers and organizer partners, diameter are 50cm
- 2 plaques rallye (obligatoires) à apposer à l'avant et à l'arrière du véhicule en vertical

Any crew not abiding by these rules, will get a 100 seconds penalty and €100 fine for the 1st infraction. 2nd infraction: penalty of 200 seconds et €200 fine. 3rd infraction: exclusion from the event.

If you don't want to apply the advertising on your car, you have the possibility of buying them for 100% of the enrolment's price, that is to say 2000 € to 2300 €.

5.1P : Image Rights

1 / By accepting the present rules, terms and conditions for the Princesses' Rally, hereinafter referred to as the Event, all those participating in said Event, hereinafter referred to as Competitors, do hereby (personally as well as for their teammates, companions, companies, equipment suppliers and sponsors – hereinafter referred to as Partners) unequivocally authorize the Organizers to record, reproduce and represent their vehicle (including the branding/markings) as well as their names, voices images and/or biographies and to make note of their participation in the Event by any/all means, whether that be to promote the Event and its Organizers, and/or to increase media coverage thereof.

2 / 2. By accepting the present rules, terms and conditions, the Competitors guarantee protection for the Organizers against any sort of complaint from his/her Partners regarding the Organizers' use and/or reproduction of their brands, markings, names, voices, images and/or biographies as well as any summaries of their participation in the Event.

3 / The very foundation of motor sports, from a personal aspect, being to showcase the Competitors' performances as well as that of all those who assist the Competitors by providing services, funding and support, the Organizers will make every effort to exercise their right freely and actively ensure maximum media coverage of the Event, the Competitors and their Partners/Sponsors. The Organizers can thus not be attacked for such exposure, unless a Competitor and/or his/her Partners/Sponsors specifically request in advance and in writing to remain anonymous.

4 / The Competitors and/or their Partners/Sponsors who would like to create/capture images and/or texts etc. of the Event for their personal use must submit a written request to the Organizers in advance and include the purpose of

such. The Organizers have the right to refuse anything such creations that could be considered averse to the Event's promotion or that might exceed the legal limits of freedom of expression.

5 / By accepting the Event rules, terms and conditions, the Competitors also accept that all the intellectual property rights (author's rights, brand/trademark rights, copyrights etc.) related to the images, texts, quotes and other Event, Competitor and/or Partner/Sponsor renderings belong entirely to the Organizers (and/or their authors if the latter received approval from Organizers or were asked to create such material by the Organizers). The Competitors must therefore refrain from using or reproducing such material for any other purpose than strictly personal ends.

6 / Any violation of the rights and obligations set forth herein can be the subject of legal proceedings initiated by the Organizers and/or the authors of the texts, images, comments and/or other captures of the Event, the Competitors or their Partners/Sponsors, particularly in regards to the legal provisions (articles L.335-2 and L.335-3 of the Intellectual Property Code) that define infringement or, conversely, the Organizers' claims for justice based on unfair competition, but certainly not limited to this point.



ART.6 – SITES & ROUTE

6.1P : Description of the routes

The event will be divided into 4 stages

Since the itinerary must remain secret, reconnaissance missions are prohibited

Crews must strictly follow the itinerary; marshals could check your way, at any time with the Tripy GPS

The non-respect of the itinerary or having other notes than the ones of the organizer could involve penalty or exclusion.

The non-respect of the itinerary of the liaison sections could involve a 180 points penalty.

The crews will have to carry average tables

6.3P : Time Card

Each crew will receive a time card. The crews alone are responsible for their time cards. The time card must be available for inspection on request, at any time, but particularly at the check points where it must absolutely be presented by a crew member in order to be endorsed. Unless approved by the steward in charge, any alteration or amendment of the time card may result in exclusion. The absence of a stamp or failure to hand in the time card at a passage or time control will incur a penalty. The time attributed for covering the distance between two consecutive check points will be noted on the time card. Losing a time card will involved a 60 points penalty.

6.4P : Traffic

During the entire duration of the event, crews must strictly follow French rules of traffic circulation and in speeds recommended on the road book. The possible speed limit exceedings can be controlled every each evening by the reading of Tripy.

- At the entrance of each dwelling or area deemed «at risk», a check of the Road book will show «Radar Zone»
- and the maximum speed permitted by the organization. Any excess will cause an alert to the PC Race by Tripy,
- and will result in penalties.
- The road book shows you an input box that area or the speed limit is 30 km / h.
- After this you need to respect a 30km/h average.
- The Tripy GPS fix takes into account your actual speed up the check out radar area, and transmits it to PC race
- **During Liason routes, You will constently be monitored by your Tripy GPS in order to respect the speed regulations of the French traffic law.**
- **In case of infringement of the Tripy in areas mentioned «radar» on the road book, the following penalties will be applied every day:**

Overpassing From 0 ti 10 Km/h	Overpassing over 10km/h
1st infraction 30 pts	1st infraction 100 pts

2nd infraction 50pts	2nd infraction 200pts
3rd infraction 100 points	3rd infraction Exclusion

All times over 10% under the maximum average set by the organizers will lead to a penalty which can go as far as exclusion from the event.

Crews are also forbidden, at the risk of being penalized or even ejected from the event, from the following:

- Intentionally blocking passage or preventing passing/overtaking
- Behaving in an unsporting manner

All event official, besides the Marshals/Stewards, are considered judges, and as such in a position to note any type of infraction.

Unfair, unsporting, incorrect, fraudulent, operations from a crew or non-assistance to an accidental car will be judge by the marshals. They could vote for a penalty as far as an expulsion.



ART.7 – COURSE OF THE RALLY

7.1P : Start and Arrival

At the start:

The ideal starting time will be indicated on each crew's time card. Any delay by a crew in presenting itself for the start of the event or of a stage, through its own fault, will incur a penalty of 1 point per minute (maxi: 30 points). For a delay of more than 30 minutes, crews may be refused the right to start.

The route followed in this event will be divided into 4 stages

Each of them split into several different types of sections:

Liaison section: Section of the route between two controls or simple regrouping locations, subject to no regularity control. The time set to cover them will take into account any possible traffic difficulties to encourage competitors to drive with care.

Regularity Zone (ZR): Section of route between two time controls to be covered in a set amount of time corresponding to the averages of up to 50 km/h. The minimum length of a ZR (Regularity Zone) is of 2 km. **If a Regularity Test (SR) runs through a populated area, the average set speed will be 30 km/h.** The finish lines for intermediary time checks are not indicated in the road-book and will be recorded by the Tripy GPS placed in each vehicle by the organizers. On each ZR, **first arrival will be at least 600 meters (0,37 miles) from the start.** Then, there will be anywhere along the Test till the finish of this one.

At the Arrival:

Each stage arrival will be materialised at the CH in the gathering park by an arrival arch where the contestants will be greeted.

There, they will find:

- 1 bar Open jusqu'à l'arrivée du dernier concurrent
- 1 PC course centre de calcul
- Les panneaux d'affichage et d'information

7.2P : General provisions regarding controls

Official timing for the rally will be TRIPY GPS time.

Every checks, this include time controls (CH), passage controls (CP), starts of a regulaty sectors are indicated by standardized icons, approved by the FIA.

The check points will open 15 minutes before the ideal time of passage of the first crew.

They will close 15 minutes after the ideal time of passage of the last crew.

Crews must follow all instructions from all officials in charge of a check point.

7.3P : Passage Controls (CP)

Passage controls, secret or not, are designed to verify that the crews are following the scheduled route.

The race stewards at these controls will merely stamp/sign the time card when it is presented to them, without indicating the time of passage. The lack of such a visa for any check point will result in a penalty. **The Tripy GPS placed on board each vehicle provides ongoing tracking and respect for the set itinerary.**

7.4P : Time Controls (CH)

Time controls are open controls marking the limits of a regularity section. Their purpose is to check that crews respect the average speed imposed for each regularity section.

At these time controls, the race steward in charge notes the time of presentation on the crew's time card. Crews may await their ideal time out front in of the sign indicating the entrance to the control zone.

The ideal arrival time is determined by adding the time allocated for covering the liaison section to the departure/start time for that section.

Crews run no risks of penalties for advance arrivals if the time at which the car enters the control zone corresponds to the ideal minute check-in time, either of the one who precedes it.

During these inspections, each day, participants will be allowed a total maximum of 15 minutes late check in without being penalized (for getting gas, busy traffic) in order to avoid taking unnecessary risks on the open road.

FOR EXAMPLE:

- A crew that must arrive at a control at 18h58 will be considered to be on time if it presents itself between:
18h58 min.00 sec. and 18h58 min.59 sec.
- Each minute's difference with respect to the ideal time of presentation will be penalized as follows:
 - Late arrivals: 1 point per minute or fraction of a minute with a maximum of 30 points.
 - Early arrivals: 2 point per minute or fraction of a minute with a maximum of 60 points.
- Lack of a time control or arrival check point visa after the maximum authorized delay will be penalized: 120 points

At some Time Control, at the end-of-stage time controls and at lunchtime, crews will be allowed to check in early without incurring penalties.

7.5P : CH for starts of Regularity Test (DZR)

These controls will be located either directly at the morning or afternoon stage start, or at the end of a liaison section. In this case, a time of 2 minutes will be allotted between the end of the liaison CH and the control of the regularity start. At the start of a regularity test, the road steward in charge of this post will note the departure time for this RT on the crew's time card, **which will correspond to the start time for the following liaison section; then he will signal the start for the team at the time noted on the time card.**

7.5.1P : « SELF START » Process

The time to take into account for your departure in «Self Start» is the liaison end time that you calculated and indicated on your Logbook, according to your speed category.

Example : Departure time for ZR 5 : 14h40'00''

Be careful to always leave the full minute for the Tripy.

If you arrive late compared to your ideal time, so as not to disturb the departure of competitors who point to their time and the ideal minute, you must leave:

Between 2 cars at 30 seconds accurate

Example : 14h40'30 '' instead of 14h40'00'' the computer center will manage the departures taken at 00 sec or 30 sec

7.6P : CH missed and conditions for remaining on the race

For all missed CH, competitors will be penalized with 120 seconds.

If a driver does not complete an RT, he can still continue the rally, but will be penalized with 360 seconds for each RT not completed, as well as the CH start if he does not check-in there.

If a crew interrupts their participation in the rally at any point, for whatever reason, they can rejoin the event later, taking all the penalties set forth in these rules and regulations, for each and every control missed (CH, CP, and RT arrival). To be allowed to rejoin the start of a stage, the competitors will have to present themselves at the starting line 30' prior to the ideal start time of the last competitor, and submit their log book and time card from the last completed check-in to the steward in charge of that post.

They will be authorized to rejoin the rally if their vehicle still meets all required security standards set forth by the scrutineering guidelines. Their start time will then be determined at the steward's discretion.

Failure to check in at the last CH of the rally, will incur the exclusion from the event.

7.7P : Regularity Tests on road

Regularity tests are actually sections of the open roads, not reserved for private use. Maximum caution is therefore advised with regard to non-rally vehicles (bikes, pedestrians, tractors, trucks) and when travelling through villages.

Likewise, any delays on an RS caused by another road occupant, or to overcome another competitor, or as a result of being momentarily "stuck" in the middle of the road, will be considered as an "unavoidable incident", and therefore will not incur any change in the competitor's recorded time.

The minimum length of a ZR (Regularity Zone) is 3 km.

Ranking based on times achieved by each crew will be established as followings:

For each second or fraction of a second under the ideal time: 2 penalty points will be added to the time

For each second or fraction of a second over the ideal time: 1 penalty point will be added to the time

Starts' of Regularity Zone will be given by a Marschall or as a «Self Start»

EXAMPLE :

If the set average speed is supposed to be 45 km/h

And the length of the Regularity Zone is 5.1 km

And the ideal timing has been set at 6 min. 48 sec.

If the time taken is 6 min. 59 sec. = 11 seconds late = 11 penalty points to the time

If the time taken is 6 min. 31 sec. = 17 seconds early = 34 penalty points added to the time

The maximum penalty points attributed on a Regularity Test is 120 points for late or early arrivals.

Each arrival point that you missed will be penalised by 300 points.

The average speed set by the organizer can change several times on the same ZR, depending on the type and condition of the roads used and the regulations enforced there.

The organizer can set up intermediary time checks, at his own discretion, at any point on the Regularity Sections.

At the start of each ZR, the road-book will indicate the maximum length of the section.

On each ZR (Regularity Zone), first arrival will be at least 600 meters (0,37 miles) from the start. Then, there will be anywhere along the Test till the finish of this one. All arrival points of Z.R. will be taken into account for the classification, with the exception of 1 Joker per day within a limit of 60 points.

In case of car crash, you responsibility could be involved, you must stop to complete a report, even in ZR, otherwise you might be disqualified

7.8P : Interruption of a regularity test

If a test is blocked by a contestant: it is a "race incident" which won't lead to any points taken off, except in case of an accident.

If a regularity test is completely stopped before the passing of the last contestant, by an exterior to the race event, a rating will be able to be made for the competitors who were not able to go through this section under normal race conditions. The competitors who have been blocked, will get points matching the time average made by the last three competitors who went under normal race conditions.

7.9P : Enclosed Parking Rules

The cars will only in an enclosed park on Sunday 9th at night, from the final control of the scrutineering to 7:00 pm
Each night of a stage, there will be a safe car park (non mandatory) every night, each crew is free to take its car to their hotel.



ART.8 – PROTESTS

In compliance with the article 9.2 of the FFSA general regulations, there is no admissible complaint in a rally running on open roads. If you have a sports problem during one of the stages, you can inform a chairman with the by completing the Query Form place at the end of each road-book.



ART.9 – RANKING

The Regularity ranking will be determined by adding together the times obtained at the various controls and added to any other penalties.

There will be no general classification for all groups, except for the top 3 overall

3 trophies will be given on the arrival podium to the 3 best performers, every group taken together

The crew with the smallest total will be proclaimed winner of the overall ranking, the next will be second and so forth. In case of a tie, preference will be given to crews with:

- 1 - The smallest engine
- 2 - The oldest car



ART.10 - AWARDS

The awards ceremony will be held during a diner at the Cavalaire's Salle des Fêtes, September 14th 2017 at 7:30 pm.

It is possible to invite people of your entourage to this evening against the sum of 90 euros / person - In the limit of the places available and on reservation before the departure of the event

10.1P : Award Ceremony

- 2 Cups for each crew of the top 3 overall
- 1 Cup to the 1st 3s of each groupe
- 1 cup to the 1st of each category in each group: 1300 – 1600 – 2000 - +2000 cm3
- 3 Trophies to the top "team"
- 3 Trophies to the crews of the first "Nation"
- 3 Cups for special awards to be decided by the organisation
- 1 Cup to the top female crew
- 1 Cup to the top mixed crew

PENALTIES SUMMARY CHART

List of Violations	Art. n°	Exclusion	Points Penalties	Penalty Decisions Event Officials' Judgment
Failure to present required documents at administrative verifications	1.2P			Start = refused
Vehicles not conforming to technical verifications/scrutineering	1.3P			Start = refused Entry fees forfeited
Excessive noise	1.3P	X		
Switch vehicles during the rally	4.3P		300	
Violation of the Assistance regulations	4.4P	X		
Absence of the official Organizers' advertising 1st violation 2nd violation 3rd violation	5P	X	100 200	
Non respect of the itinerary	6.1P	Can go as far as	180	
Possession of notes other than those provided by the organisers	6.1P	X		
Unauthorized change on the time card	6.2P	X		
Loss of the day's time card	6.2P		60	Subject to verification of actual passage at all check points
Missing visa at a CH	6.2P		120	
Repeated early arrivals at the RT	6.3P	Can go as far as		
Unsportsmanlike, improper or fraudulent behaviour	6.3 P	Can go as far as		
Failure to assist someone who has had an accident	6.3 P	Can go as far as		
For each minute early check-in at a CH	7.4P		2	Maximum 60 points
For each minute late check-in at a CH	7.4 P		1	Maximum 30 points
Missing visa for the final CH of the rally	7.6P	x		
Missing a ZR arrival point	7.7P		300	
For each second late check-in at a ZR	7.7P		1	Maximum 120 points
For each second early check-in at a ZR	7.7P		2	Maximum 120 points

GPS timing and tracking device «Tripy-R»

DESCRIPTIF DU GPS Tripy-R

Durant les contrôles techniques, votre véhicule devra être équipé d'un système GPS de marque TRIPY, qui contrôlera en permanence votre parcours, votre vitesse et qui enregistrera les points de chronométrage.

Ce système est composé de :

1. un GPS TRIPY-R (largeur: 12 cm; hauteur: 8 cm; profondeur avec velcro: maximum 3 cm)
2. un câble d'alimentation pour raccorder le Tripy-R au câble d'alimentation de votre véhicule (longueur : environ 2m)
3. quatre morceaux de velcro de fixation permettant de coller le Tripy-R au pare-brise.



Pendant les contrôles techniques, le GPS Tripy-R, sera posé et vérifié par un technicien.

INSTALLATION DANS LE VEHICULE

Installation du câble d'alimentation électrique par vos soins :

Vous devrez équiper votre véhicule d'un câble d'alimentation électrique qui permettra d'alimenter le GPS Tripy-R. Ce câble d'alimentation électrique (6V ou 12V) doit être branchée en direct de la batterie du véhicule sans passer par un coupe circuit afin de fournir une alimentation permanente 24/7. Le câble doit avoir les caractéristiques suivantes:

- La connexion d'alimentation que vous fournissez devra être réalisée à l'aide d'un câble composé de deux conducteurs d'une section d'environ 1 mm².
- Le pôle positif (+) sera différencié par un conducteur rouge et devra être protégé par un fusible de minimum 1 Ampère installé au plus proche du départ batterie. Nous vous conseillons un porte fusible automobile comme sur la photo ci-dessous (éviter les fusibles tubulaire en verre qui sont peu fiable).
- Votre câble d'alimentation arrivera dans l'habitacle à proximité immédiate du pare-brise côté co-pilote où sera installé Tripy-R à l'aide d'un velcro.
- A son extrémité côté habitacle, votre câble d'alimentation devra être équipé d'un connecteur mâle en T équipé de deux cosses plate femelle 6,3mm (description ci-après)
 - Connecteur de marque Würth composé d'un boîtier mâle en T en plastique blanc et de deux cosses plates femelles 6,3mm X 8mm.
 - Boîtier plastique mâle : Würth ref 0555 100 23
 - Cosses plates femelle 6,3mm avec ergot : Würth ref 0558 991 7
- Attention de bien respecter la position du positif et du négatif sur le connecteur comme indiqué sur la photo ci-dessous.



Boîtier mâle / Male housing



Cosses femelle / Female blades



Porte fusible automobile / Automotive fuse holder

Control and Time keeping GPS device « Tripy-R »

GPS DESCRIPTION

During scrutineering, your vehicle shall be equipped with a TRIPY GPS, which permanently checks your itinerary, checks your speed and accurately records the time at checkpoints.

This system is composed of:

1. a TRIPY-R GPS device (width: 12 cm; height: 8 cm; depth including scratch: approx. 3 cm)
2. a power cable to connect Tripy-R device to the power cable of your vehicle (cable length : approx 2m)
3. Four pieces of scratch to stick the Tripy-R to the windshield



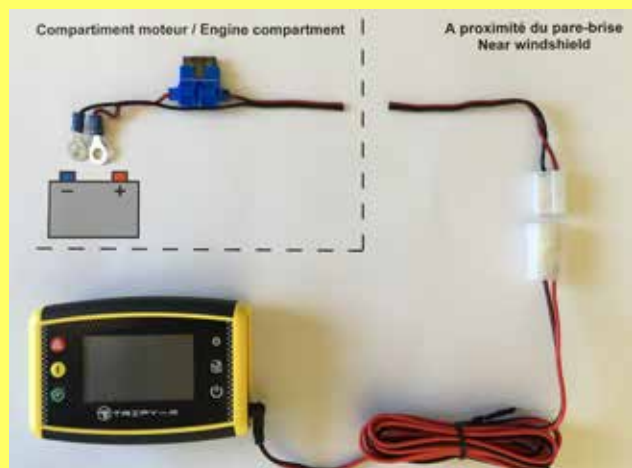
During technical inspection, the Tripy-R GPS device will be installed & checked by a technician.

VEHICLE ARRANGEMENT

Installing electrical power supply cable through your care:

Fit your vehicle with an electrical cable in order to supply the Tripy-R GPS system. This electrical cable (6V or 12V) must be connected directly from the vehicle's battery in order to provide a continuous power supply (24/7). The cable must comply to the following technical specifications:

- The power supply connection you must provide will be made with a cable consisting out of two conductors with an approx 1 mm² section.
- The positive + (indicated by a red conductor) must be protected by a 1 Ampere fuse installed as near as possible from the battery. We advice you to use quality automotive fuse (avoid tubular glass fuses that are unreliable)
- Your power cable must arrive in the cockpit, near the windscreen, co-pilot side, where the Tripy-R GPS will be installed using scratch.
- In the cabin, the end of your power cable must be terminated with a male 2 way « T » cable connector housing fitted with two 6,3 mm female blades connectors (connector technical description here below).
 - Würth connector composed of two parts : a white male « T » connector housing and two female 6,3mm blades connector of 6,3mm
 - White T connector housing : Würth ref 0555 100 23
 - Female blade connector of 6,3mm : Würth ref 0558 991 7
- Please take care to place positive wire at the right position in the connector as shown on picture below.



Vous pouvez trouver ces connecteurs dans les boutiques Würth outillage (souvent avec des quantités minimum de 10 pièces).

Le connecteur est également disponible à la pièce chez AES (<https://www.autoelectricsupplies.fr>) sous la référence 050107 (paire de boîtiers plastique mâle et femelle) et 050203 (cosses femelles à sertir 6,3mm avec ergot).

Cette alimentation doit être **PERMANENTE, 24H sur 24H**, pendant toute la durée du rallye, y compris dans les parcs fermés. La consommation du GPS Tripy-R est très faible et ne risque pas de décharger la batterie du véhicule.

Position du GPS Tripy-R dans le véhicule :

- Lors de la pose du GPS Tripy-R, le technicien positionnera l'appareil dans la bande supérieure du pare-brise de votre véhicule comme illustrée ci-dessous. Vous pourrez choisir l'emplacement qui vous convient le mieux à l'intérieur de cette zone. Aucun autre emplacement n'est autorisé (vide poche, vitres latérale etc...).



- La face arrière du GPS Tripy-R doit obligatoirement se trouver contre le pare-brise (la face avant avec l'écran vers le pilote/co-pilote).
- Aucun autre équipement électronique ne peut se trouver à moins de 50cm du GPS Tripy-R.
- Le câble d'alimentation du Tripy-R (2m de long) sera connecté à l'une de ses extrémités au câble d'alimentation permanente que vous aurez préparé (comme expliqué précédemment) et à l'autre extrémité dans le GPS Tripy-R (côté droit comme illustré sur la photo en première page). Vous devez donc prévoir de quoi fixer ce câble afin qu'il ne pende pas et qu'il ne vous gêne pas.

Une fois le matériel installé et testé :

Une fois le matériel totalement installé par le technicien Tripy, il ne peut en aucun cas être débranché ni quitter le véhicule et ce, jusqu'à l'arrivée finale. L'organisateur étant susceptible de réaliser des communications radio avec les équipements Tripy-R de jour comme de nuit, si un véhicule ne répond pas et que l'on se rend compte que c'est parce que le matériel Tripy-R a été débranché ou retiré du véhicule, ou mal alimenté, le concurrent sera pénalisé.

CAUTIONNEMENT / RESTITUTION

Durant les contrôles administratifs, nous vous demanderons de remplir un document de caution garantissant la restitution du système GPS à la fin du Rallye.

Le montant du cautionnement est de 500 €.

A la fin de l'épreuve, le système GPS Tripy-R et son câble d'alimentation devront être restitués aux techniciens Tripy ou aux relations concurrents. En cas d'abandon en cours d'épreuve, le système GPS Tripy-R pourra être restitué aux Relations Concurrents présents dans les Parcs Fermés de début et de fin d'étape. Dans tous les cas, la restitution du système GPS devra être effectuée à l'organisateur au plus tard 5 jours après la fin de l'épreuve. Au terme de ce délai, le matériel sera considéré comme non remis et fera l'objet d'une facturation dans les conditions définies ci-dessus.

You can find these connectors in Würth tooling shops (often with minimum order quantities of 10 units).

This connector is also available by one unit at AES (<https://www.autoelectricsupplies.com>) - reference 050107 (kit of male + female plastic housing) + reference 050203 (female blades 6,3mm).

This power supply must be **PERMANENT, 24 h/day**, for the duration of the whole rally, including when the vehicle resides in the Parc Fermé at the end of the stages. Tripy-R GPS consumption is very low and is not likely to discharge the vehicle battery.

Locating the Tripy-R GPS inside the vehicle :

- When installing the Tripy-R GPS, the technician will place the device in the upper area of the windshield (allowed area shown in green in the picture below). Inside this allowed area, you can choose the location that suits you best. No other location is allowed (stowage compartment, side windows etc ...).



- The rear side of the Tripy-R GPS must be positioned on the windscreen (the front side with the LCD screen toward of the driver / co-driver).
- No other electronic equipment can be within 50cm of the Tripy-R GPS.
- The Tripy-R power cable (length =2m) will be connected to the permanent power cable you have prepared (as explained above) and to the other end on the Tripy-R GPS (right side as shown on the photo on the first page). You must therefore foresee something to hook the cable on the windshield post so that it does not risk hanging and disrupting you during the rally.

Once the GPS system has been installed and tested:

Once the Tripy-R GPS system has been completely installed and tested by the technician, it may not be disconnected and taken away from the car until after the arrival of the final leg. The organizer must be able to communicate by radio with the Tripy-R equipment during day and night. Whenever a vehicle does not respond because the Tripy system was disconnected or removed from the car, or incorrectly powered, the competitor will be penalized.

DEPOSIT / RESTITUTION

During administrative checks, we will ask you to fill in a deposit form to guarantee restitution of the Tripy GPS system at the end of the Rally.

The amount of the deposit is 500 €.

The Tripy-R GPS system and his power cable must be returned to Tripy or to the competitor's relation officers at the end of the Rally. Upon withdrawals during the Rally, the GPS system may be returned to the Competitor's Relation Officers who are in the Parc Fermé at the beginning and the end of each leg. Under all circumstances, the return of the GPS system must be made to the organizer not later than 5 days after the end of the Rally. At the end of this period, the equipment shall be considered as « not returned » and shall be invoiced according to the above-mentioned conditions.

MEDICAL LICENCE

French or foreign competitors who are not in possession of a competition license or a valid regularity for the year 2018 and issued by their motor sports association may apply to the organization, a «Title of participation in event.»

This license will be issued on site the day of the administrative checks by ASA Auto Verte.

To obtain this license valid for the duration of Snow and Ice Rally, they must provide a medical certificate signed by a doctor of their choice or medical certificate types below::

The undersigned

Doctor

Living in:

Certifies having examined M

Which presents no cons-indications to driving.

Made in:

Date:

Signature and stamp doctor





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