



## REGULATIONS

The Alpine Challenge is a leisurely activity for all those who look for a sporty event but with no speed aspect. This rally has a ranking with a winner but is in NO WAY a race. In no circumstances speed is a relevant factor for the final ranking

### PROGRAMME

**From 1st January to 15th April 2010** : registrations

For late comers, please contact us at +33 (0)4 50 94 89 71 or by mail at : [info@alpinechallenge.ch](mailto:info@alpinechallenge.ch) in case of cancellations.

**Administrative check**: The day before the start from 1 pm onwards

**Technical check** : after the administrative check

**The start** will take place on said date at 9 am for the first team.

Ranking and price distribution will be after dinner on the last day of competition

### ORGANISATION

#### Definition

The sportive association « The Alpine Challenge Club » organises a regularity event over three days called **The Alpine Challenge**.

This event is ruled conforming:

- The International code of the FIA,
- The present rules and eventual addenda,
- The driving rules of the French « Code de la Route ».

#### TECHNICAL ORGANISATION

The technical organisation is set by the sportive association « The Alpine Challenge Club » 135 route des Gravannes 74140 F – Veigy Foncenex Tél : +33 (0)4 50 94 89 71 - Fax : +33 (0)4 50 94 89 71 e-mail: [info@alpinechallenge.ch](mailto:info@alpinechallenge.ch) - web: [www.alpinechallenge.ch](http://www.alpinechallenge.ch)

Relations Participants & Relations Presse – Didier Barthe

#### Officiels de l'épreuve :

Event director: Didier Barthe – Licence n°3061 –

President of the board: David Churchill

Member of the Board: Gillian Churchill

Member of the Board: Leika Takemura

Relations with participants: Didier Barthe

Technical Commissar: Norbert Terrettaz

Results and timing: Mario Bertoncini

#### Categories

1. Pre war vehicles
2. Vehicles from 1945 to 1963
3. Vehicles from 1964 to 1980

## Administrative check

The administrative check will take place the day before departure in a place which will be indicated at a later date.

Each team will show up complete with the car and the administrative documents and equipments as indicated underneath. The co driver will be aged of at least 18.

**Each team will present the following valid documents in original :**

- National driving licence for the driver only.
- Authorisation of the owner to participate to the event if he is not part of the team.
- V5 or corresponding car identification document
- Insurance certificate (Green card)

**Only original documents will be accepted, no photocopy or theft certificate will be accepted  
The absence of original documents will cause a departure refusal.**

## Technical check

The technical check before the start will be general and verify some important safety points such as :

- Safety belts (if mounted by manufacturer)
- Tires (sufficient depth of design)
- Fire extinguisher
- Car height
- Battery fastening
- Safety triangle
- Exhaust noise, lights, spare wheel and general state of maintenance.

The start would be denied to any vehicle which does not show a sufficient level of safety. In this case the deposit will be retained by the organization.

If you have one, show the technical attendant either

- Your "passport for regularity events" delivered by your national classic car federation
- Your FIA passport

These documents are not compulsory but those who do not have it will not be defensible if sued for technical non conformity.

## Authorised instruments

### Electronic equipments and accessories

Tripmaster: only mechanical instruments are authorized as : HALDA TRIP, TWIN MASTER, GEMINI, HEMO TRIP-TAELLER, BELMOGTWIN, RETROTRIP 2 et 3, VH TRIP ... non-exhaustive list.

It is forbidden to have electronic devices to calculate time and/or distance. Any device of satellite positioning such as GPS is prohibited. Only cellular phone without hand free set are authorized on board.

Digital display device are forbidden and the presence of such device will cause the exclusion of the vent. Only exception two chronometers having only a time management function will be allowed and can be fixed on the dashboard.

Any calculating and measuring electronic device is prohibited even though they do not need to be connected onto the car such as : ATB, Blizz Timing Speed, Blizz Timing C200, ... non-exhaustive list.

### **Unexpected controls will be performed**

Modern racing seats and harnesses even though no corresponding to the construction era of the vehicles are authorised.

### Wheels and tires :

Only tires conforming the road usage of the local are authorised. They must bear the sign « DOT » or « E » on their flange.

**Using competition tires not allowed for the road traffic is prohibited.**

**A pair of snow chains fitting the wheels is compulsory and will HAVE TO BE SHOWN at the technical check**

**NB : We shall be particularly attentive on the quality of the tires and vehicle height which might alter the starting list.**

## COMPETITORS AND PILOTS

### Registrations

- Any person who wants to participate to the Alpine Challenge must send a registration form to the secretariat of the Alpine Challenge Club » 135 route des Gravannes 74140 F – Veigy Foncenex Tél : +33 (0)4 50 94 89 71 - Fax : +33 (0)4 50 94 89 e-mail: info@alpinechallenge.ch
- The administration must receive the registration requests within 15th April 2010. Co drivers details can be fulfilled at a later stage but latest at the administrative check.
  - One member of the team or even the car can be changed until before the checks with the agreement of the Organisation. To be valid, the deposit must have been paid.
  - The organisation can refuse a request of registration. Within 8 days after receipt of the request, the interested party will be advised in writing.
  - When signing the registration form , the members of each team taking part to the event accepts without restriction the present rules and the successive addenda.

The maximum number of registration is limited to 50 cars.

### Registration fees

For non French residents the deposit of €350 or £ 300 has to be remitted to the bank account mentioned here below

- **Registration fees cover :**

- **For a team of two persons and their vehicle :**

- The organisation fees for the event
- The logistic and management
- A basic technical assistance
- The local and national authorisations
- A liability insurance coverage for classic regularity rallies.
- Two side numbers, two rally plates and a road book

For those taking the full fare solution

- Two hotel nights in at least two stars hotels
- Lunches and dinners for the three days

- **Payment conditions:**

- Either with a French check to the order of « The Alpine Challenge Club »
- Or by bank transfer to :  
Diharbi Company SA, mention « Alpine Challenge »:  
Bank: UBS SA, Geneva  
IBAN: CH65 0024 0240 4631 3201 M  
BIC: UBSWCHZH80A

### CLOSURE OF REGISTRATION :

As soon as the number of accepted registration reaches 50 and latest 30 days before the start.

- **Conditions of cancellation**

If cancellation occurs more than 30 days before departure, refund of 90% of deposit

From 30 to 20 days before start, refund of 70 %

From 19 to 10 days before start, refund of 50 %

Less than 10 days before departure, no refund

- **Insurance**

Conforming legal prescriptions, the organisation concluded an insurance contract covering accidents, fire and explosion risks toward third parties during a regularity event. Participants on their side must conclude a liability insurance covering the car and the passenger. As any further coverage is free, we leave to anyone's personal judgment to cover any other aspects. We must pinpoint that a European extension must be taken to cover the French territory.

All car must conform the French « Code de la route »

Your participation is at your own risks and perils. The event takes place on open roads and the organization is liable ONLY for the points listed in the present document.

## SITES AND COURSE

### Description of the course

The course is divided in three legs of 120 to 200 miles per day. The legs stop at Les Arcs (Savoie), Serre Chevalier (Hautes Alpes) and finish at Challes les Eaux (Savoie)

- Every morning a road book will be distributed 15 minutes before the start of each team. It will contain the daily programme.
- Each day 3 regularity zones (ZR) will be covered, the rest of the course will be timed.
- Morning first departure at 9 am and then minute by minute.
- The dead time of arrival at the leg finishing point will be indicated each morning. Arrival later will cause elimination for the leg.

### Traffic

During the whole Challenge, drivers must comply strictly with the local traffic rules. Any team, not respecting these rules will be penalized as per the flowing scheme to the goodwill of the board of the event :

- 1<sup>st</sup> infraction : 700 points of penalty
- 2nd infraction : 3000 points of penalty
- 3rd infraction : elimination of the event

Furthermore, it is strictly forbidden maturing penalties and even elimination:

- To intentionally block another participant or prevent him to overpass,
- To have an anti sportive behaviour

**All officers will act as judge of facts and therefore authorized to report any type of inadequate behaviour.**

## REGULARITY STAGES

### Some memory refreshing

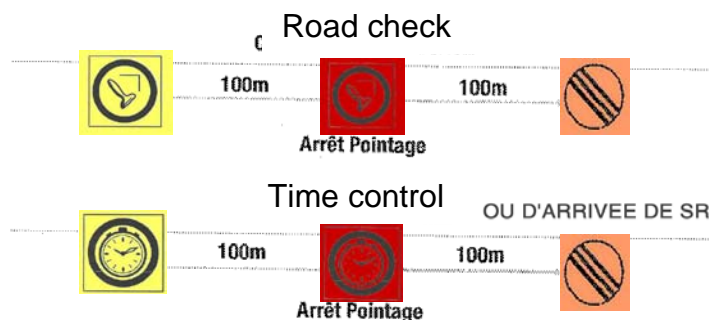
The starting time is set for each team at a precise time (within a determined minutes, later will mature penalty points). You must follow a precise course described in the road book. During the leg, three regularity zone (ZR) will take place. On a regularity zone you better start at the 0 second of your minute, follow the itinerary of the road book and maintain a precise average speed and finally arrive as close as possible of the ideal time of the ZR. You must drive very precisely neither too fast nor too slow. After the end of the ZR you proceed according to the road book up to the end of the section where you must clock within a precise minute.

### Penalties reminder

- **Time control :**
  - Per minute or fraction of a minute late at a time check : 10 points/minute, max 100 points
  - Per minute or fraction of minute early at a time check : 20 points/minute, max 200 points
  - Absence de visa à un CH : 100 points
- **Regularity zone (ZR) :**
  - Per second late on the ideal time : 1 point/second max 120 points
  - Per second early on the ideal time : 2 points/second max 240 points
- The course between to time controls has to be covered in a determined time corresponding to an average speed inferior to 50 Km/h (i.e. 30 mph). The minimum distance of a regularity zone is 2 km. **If an inhabited zone is located in the regularity zone, an average of 30 km/h (20mph) will be imposed in that area.**

- **CONTROLS – GENERAL DISPOSITIONS**

- All controls, i.e. time controls, passage controls, start, finish will be indicated with the following panels :



- Each team **MUST** present themselves to these controls in the correct position and in the correct direction. Missing these controls will be penalized.
- Check points will be active 15 minutes before the passage of the first car. They will close 30 minutes after the official passage time of the last car.
- Teams have to follow the instructions given by the marshals of a check point.

- **ROAD CONTROLS (CP) – TIME CONTROLS (CH)**

**CONTROL BOOK**

Each time has a control book which has to be kept preciously during each leg. It is distributed each morning with the departure time and the filled in step by step either by the co-driver or the marshals.

**ROAD CONTROLS**

- **Road controls are meant to verify that participants follow the exact course. They can be visible or secret.**

At manned visible check, marshals stamp your control book as soon as presented by the car but no time indication is marked. Falling to have all marks will mature penalties. If control checks are not manned, you have to indicate in the correct box the sign you see along the road.

**EXAMPLE :**

- A car which should check at a time control at 18h58 will be considered on time if it check between 18h58 min.00 sec. and 18h58 min.59 sec.
- Any difference between the indicated time of control and the actual time of check exceeding the above limits will be penalized as per the following rules :
  - 10 points per minute or fraction of minute late with a maximum of 100 pts
  - 20 points per minute or fraction of minute early with a maximum of 200 pts.
- Absence of a control mark or arrival later than the limit time a penalty of 180 pts

**SAFETY : On a day, each team will have a credit of 30 minutes for late arrival without penalty. This is meant to take into account, traffic jams, refuelling, and avoid dangerous driving and speeding on open roads.**

- On the start line the marshal with indicated on the control book your departure time which will be used to calculate the arrival time at the next time control. **The car will start at the exact indicated time.**

**Falling time control and conditions to continue the leg**

- As already indicated a missed time control will cost 180 points.
- If you have to stop for any reason and can start again, you have to call the organisation and indicate the situation which will tell the procedure to be followed.

- **Road average speed**

- The participants must drive at an average speed which will depend on the category they belong to :
  - Low average speed : 30 to 40 km/h (20 to 25 mph) for pre war vehicles
  - Intermediate average speed: 35 to 45 km/h (22 to 28 mph) for vehicles from 1945 to 1963
  - High average speed: 40 to 50 km/h (25 to 30 mph) for vehicles from 1964
  - Inhabited areas : 30 km/h (20 mph)
- **Example** : Imposed Average speed :45 km/h
- Length of the regularity zone : 5,1 km
- Ideal time : 6 minutes 48 sec.
  - 1. Actual time: 6 min. 59 sec. = 11 seconds late = 11 penalty points
  - 2. Actual time : 6 min. 31 sec. = 17 seconds early = 34 penalty points
- The organisation can indicated several timing sections on any point of the regularity zone The average speed will therefore change several time within a regularity zone. The average speed can also change to adapt to the road and weather conditions and the local regulations
- At the start of each regularity zone, the road book will indicate the length of the zone.
  - The finish lines are indicated neither on the road book nor on the road. Only the end of zone sign will be on the side of the road



### Safety

- **The regularity zones or sectors are on open roads i.e. other users are on the road, therefore the highest caution is recommended towards these other users and particularly when crossing inhabited areas.**
- In the same way, a loss of time due to any normal road user or by another participant which blocks the road will be considered as a « fact of race » which will not give right to any compensation and will not alter the final time of the participant.

### Interruption of a regularity zone

- When a regularity zone is definitively stopped before the last car a forfeit time will be given to the car which could not start and a ranking will be finalized.
- The forfeit time will be based on the results of the last three car which could go through before the stop of the regularity zone.
- The participant(s) which caused the stop will get the maximum time planned for the sector(s)

### **COMPLAINS**

- The director of race is responsible to enforce the present rules and addenda during the event.
- Any complain against the director of race will be transmitted to the sportive marshal for instruction.
- Any disloyal maneuver, incorrect or fraudulent action of a team will be reported to the director of race who will decide of the level of penalty to be applied.
- As it is a friendly event, no complain will be retained.

## **• TABLE OF PENALTIES**

Recapitulation panel of penalties	Art. n°	Elimination	Penalties points	Penalties points to the judgment of the race committee
No presentation of the required document at the administrative check	1.3P			No start
Vehicle refused at the technical check	1.3.3P			No start Loss of deposit
Excessive noise	1.3.3P	X		
Presence on board of any device to measure, calculate average speed, distance, etc..	1.3.13	X		
Presence on board of a GPS	1.3.13	X		
Retirement of a member of the team	3	X		
Late payment				Surcharge

	3.1.11			
1 <sup>st</sup> infraction to driving rules	7.6P		700 points	
2 <sup>nd</sup> e infraction to driving rules	7.6P		3000 pts	
3 <sup>rd</sup> infraction to driving rules	7.6P	X		
Disloyal or anti sportive manoeuvre	7.6P 7.6P	Up to X		
Non assistance to person in danger/ accident	7.6P	Up to X		
Rectification of control book without visa	12	X		
Per minute or fraction of minute ear at a time control	17.2P		20 points.	Maximum 200 points
Par minute or fraction of minute late at a time control	17.2P		10 points	Maximum 100 points
Non respect of a regularity zone control point	17.4P		180 points	
No visa at the last time check of the day	17.4P		1000 points	
Per second late on a regularity zone	19.1P		1 point	
Per second early on a regularity zone	19.1P		2 points	

## ADDENDA

The dispositions of the present rules can be modified in case of need. Any modification or supplementary disposition will be announced by numbered addenda which be full part of the present rules. Any addendum issued after the administrative check will be signed by the sportive marshal(s). They will be on the official bulletin board. Furthermore they will be directly advised to the competitors who will acknowledge.

## RANKING

The final classification will be obtained by adding all penalties matured during the three days. The team with the smallest number of penalty points will win the Alpine Challenge.

## PRIZES AND SOUVENIRS

The winner of each category will receive a prize  
A souvenir will be addressed to each team

## ASSISTANCE

For simple problems, the common solidarity of the participants and of the organisation is to be accounted for. For more serious problems, join a European rescue organisation will make your life much more serene.

Read and approved

Date et signatures of both team members

The text of the French version makes reference