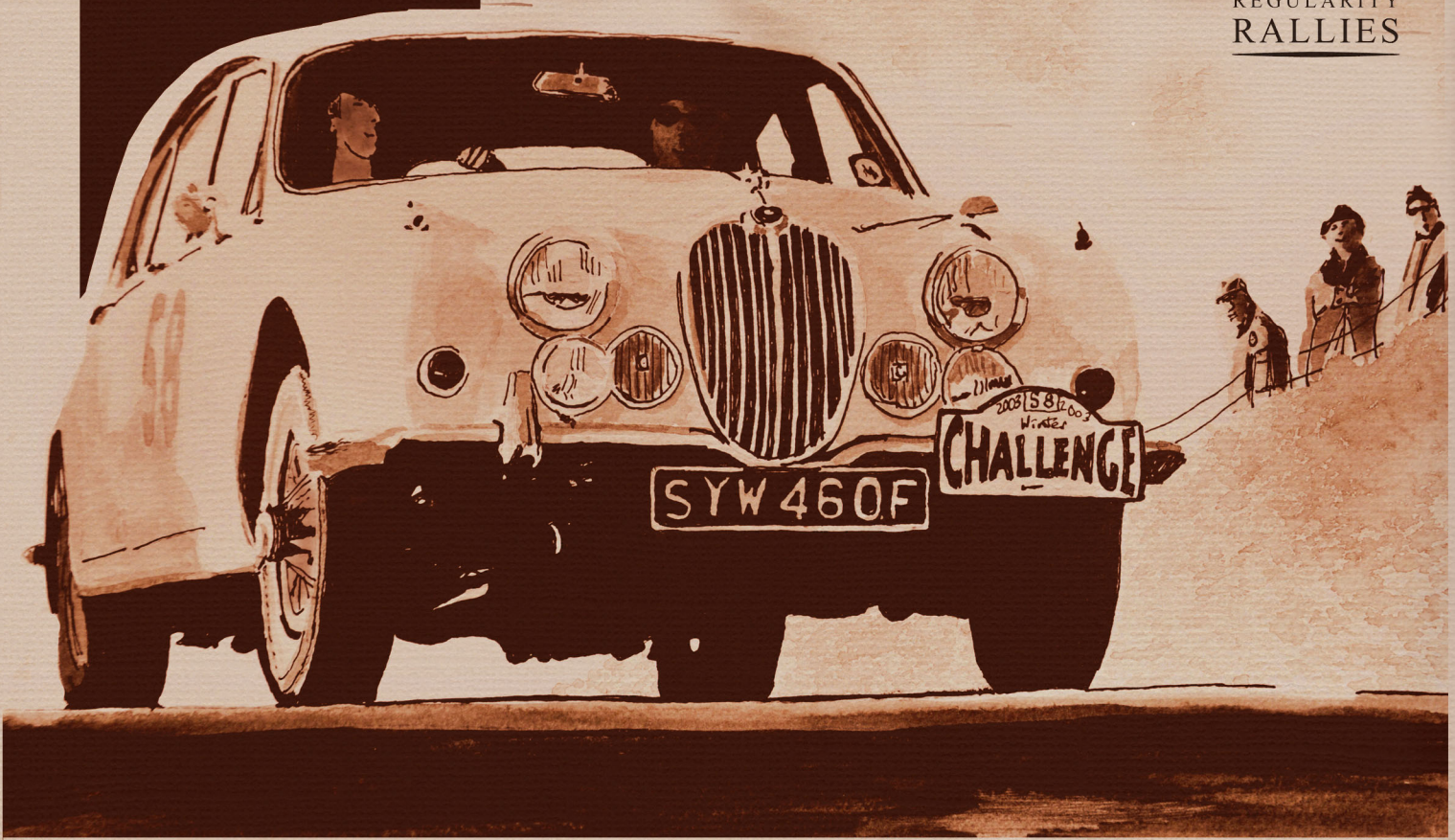


# 2011

CHESTER : NOORDWIJK  
TO MONTE-CARLO



**FIA**  
HISTORIC  
REGULARITY  
RALLIES



19 - 24  
NOVEMBER  
2011

# INTERNATIONAL WINTER CHALLENGE



CLASSIC RALLY ASSOCIATION PO BOX 633 NEWPORT NP20 5ZX GREAT BRITAIN  
E: Mail@ClassicRally.org.uk [www.ClassicRally.org.uk](http://www.ClassicRally.org.uk) T: 00 44 1633 263366

## International Winter Challenge Previous Winners

<b>1990</b>	Adrian Boyd / Johnny Boyd Robin Stretton / Martin Stretton Ron Gammons / Peter King	Daimler SP250 Standard Ten MGA
<b>1991</b>	Ron Gammons / Paul Easter Don Pither / Margaret Pither Kjell Gudim / Arild Antonsen	MGA Austin A40 Volvo 122S
<b>1992</b>	Chris Thompson / Chris Pringle Roger Ealand / Adam Ealand Kjell Gudim / Arild Antonsen	Aston Martin DB4 Volvo PV544 Volvo 122S
<b>1993</b>	Ron Gammons / Paul Easter Stuart Collins / Peter Rushforth Ian Bond / Leonard Wadstein	MGA Volvo 122S Triumph TR2
<b>1994</b>	Nicky Porter / Andrew Bodman Frank Fennell / Kevin Savage Paul Wignall / Jayne Wignall	Mercedes-Benz 220SE Volvo 122S Volvo PV544
<b>1995</b>	Ron Gammons / Paul Easter Neil Wilson / John Buffum Mike Corns / Willy Cave	MGA Porsche 356C Volvo 122S
<b>1996</b>	Monty Karlan / Ake Gustavsson / Torhild Halle Ignacio Sunsundegui / Colin Francis Neil Wilson / John Buffum	Mercedes-Benz 220 Mercedes-Benz 220 Porsche 356C
<b>1997</b>	Ake Gustavsson / Monty Karlan / Torhild Hallre Eddy Van Den Hoorn / Rene Smeets Neil Wilson / John Buffum	Mercedes-Benz 300SE Volvo 122S Porsche 356C
<b>1998</b>	Monty Karlan / Oddvar Moland Frank Fennell / Kevin Savage David McRobert / Mick Briggs	VW 1500 S Volvo 122S Volvo PV544
<b>1999</b>	Bert Dolk / Rob Van der Valk Frank Fennell / Kevin Savage Bart Rietbergen / Ben Roetgerink	Alfa Romeo Sprint Veloce Volvo PV544 Volvo PV544
<b>2000</b>	Frank Fennell / Kevin Savage Bert Dolk / Jan Berkhof Ole Jorgen Jorgensen / Bjarne Koren	Volvo PV544 Alfa Romeo Sprint Mercedes-Benz 300 SE
<b>2001</b>	Jan Ebus / Lester Van der Zalm Stephen Hall / Howard Wilcock John Dresser / Doug Brown	Alfa Romeo Giulia Triumph TR4 Triumph TR3A
<b>2002</b>	Nigel Broderick / Colin Francis Richard Thorne / Bill Granger Paul Merryweather / Mick Briggs	Mercedes-Benz 300SEC Lancia Flaminia Zagato Austin A40
<b>2003</b>	Frank Fennell / Kevin Savage Paul Merryweather / Mick Briggs Nigel Broderick / Colin Francis	Mercedes-Benz 300SE Jaguar S Type Mercedes-Benz 300SEC
<b>2004</b>	Peter Locks / Ann Locks Bert Dolk / Jan Berkhof Horst Deumel / Willy Cave	Morris 1800 Alfa Romeo Giulietta Sprint Porsche 356B
<b>2005</b>	Terry Pickering / Anthony Preston Mickey Gabbett / Michael Jackson Malcolm Pickering / Andy Gibson	Triumph TR3A Alfa Romeo Giulia Sunbeam Tiger
<b>2006</b>	Marcel Geurts / Alfons Geurts Bert Dolk / Jan Berkhof David MacKay / Tony Davies	Mercedes-Benz 280SL Volvo 122S Aston Martin DB6

# WELCOME BACK...

When the Monte-Carlo Challenge was first conceived twenty one years ago, little did we realise that we were creating an event that would leave such a lasting impression on those fortunate to be part of it. Designed to be more than just another event for old cars, the Challenge rightly paid homage to the most famous rally in the world, and the founding fathers of the A.C. de Monaco who started it all off in 1911.

The original Challenge was very special. It recalled with care the atmosphere of the most authentic winter epic, the challenge of driving the worst roads in Europe in the thick of mid-winter, and the satisfaction of surviving and finally descending from the Alpine snow and fog to the brilliant sunshine of the Mediterranean, and the most famous finishing ramp in rallying history.

Unlike many events, mobile phones, radios, service crews, team managers, ice notes, special tyres, in fact all the antiseptic influences of modern rallying commercialism were banned. But adventure and camaraderie there was in abundance - the Monte-Carlo Challenge was unique.

The very nature of the event, and the uncertain weather through which it ran, meant that every car was in with a chance, vintage or classic, big or small, fast or slow, the Challenge was a great leveller. Austin A40's fought for top honours with MG A's, Standard Tens were more than a match for Healey 3000's, Riley 1.5's showed a clean pair of heels to big Mercs. Not only that, a truly International entry, starting from as far flung places as Oslo, Istanbul, Prague or Berlin ensured close competition - often only seconds separated the winners who, more often than not, were not British!

In recent years, we have had many requests to run another Winter Challenge, as it subsequently became known, but have resisted, knowing full well that sometimes one can't turn back the clock. However, with 2011 marking the centenary of the Rallye Monte Carlo, it seemed an appropriate time to resurrect this, the most authentic of all re-creations.

Many of the original team who were involved with those heady, early days are still with us and actively involved in classic rallying. Jeremy Dickson, now director of the CRA, was a marshal on the very first Monte-Carlo Challenge, as was Keith Baud who has been tempted out of retirement to create another carefully researched and lovingly crafted route that are such important features of this memorable event. Bob Rutherford, former Chief Marshal, steps up to fulfil the role of Clerk of the Course whilst results will, as always, be in the safe hands of Chris Bruce. Many of our marshals too, will be familiar faces, people you can count on to give you a warm welcome, even in the depths of a snowdrift.

The International Winter Challenge to Monte Carlo will again be organised with the emphasis on historical authenticity, not just because car modifications are limited to correct period specification, but also in the way we run the actual event for you. How the route is presented, the layout of the time cards, the emphasis on period conduct, the signage, the location of controls in traditional bars and cafes - all will be a step back in time to the Golden Era of Rallying. And of course, the icing on the cake is that the mountain roads of France still provide the most challenging and enjoyable motoring anywhere in the world.

So it's welcome back to duffle coats, silk scarves, flying jackets, thermos flasks, snow chains, tow ropes, fog lights and a shovel on the roof - if you are lucky enough to have a roof! It's welcome back to climbing ice covered passes on skinny tyres in frozen cars with little heating and windscreen washers that don't work too well. It's welcome back to driving all night through empty, snow bound landscapes lit only by the light of a full moon and the feeble spotlights of 50 year old cars. It's welcome back to trusting your navigator as they struggle, with tired eyes and frozen fingers, to follow the demanding route on their maps, and a sigh of relief when you finally find a lonely marshal keeping vigil by the roadside.

But most of all, it is welcome back to competitors past and present who dare to join us on the most authentic winter adventure of them all - The Winter Challenge.

The Old Turinians

*Drawings by Graham Abbott - [www.4aphoto.co.uk](http://www.4aphoto.co.uk)*

# The International Winter Challenge

19<sup>th</sup> – 24<sup>th</sup> November 2011

## Supplementary Regulations

### I - ANNOUNCEMENT

The International Winter Challenge will be organised by Classic Rally Events Ltd as a Historic Regularity Rally under a licence issued by the FIA. The event is run in compliance with the FIA Regulations for Historic Regularity Rallies and will be a round of the FIA Trophy for Historic Regularity Rallies. The Supplementary Regulations, together with any Official Bulletins and other Official Instructions, which may be issued, will form the Event Regulations.

#### FIA VISA No. To be advised

PLEASE NOTE: all motor sport is potentially dangerous. The International Winter Challenge uses roads, tracks and other areas intended to present those taking part with a driving challenge. Under certain conditions the route may be hazardous. Competitors should not enter unless they accept that there is an element of risk to themselves and their car. The onus is on the competitor to drive carefully and safely at all times. The organisers or their representatives accept no responsibility whatsoever for any accident or injury befalling competitors, and do not undertake to provide rescue or assistance of any kind. All competitors will be required to sign the indemnity printed on the entry form and at Documentation.

*The Classic Rally Association would like to thank the FFSA and the départements and communes through which the event passes for their assistance with the organisation of this event.*

### II - PROVISIONAL PROGRAMME

Monday 3 <sup>rd</sup> January 2011	Entries Open
Friday 28 <sup>th</sup> October 2011	Entries Close
Monday 31 <sup>st</sup> October 2011	Official Entry List Published
Saturday 19 <sup>th</sup> November	12:00 – 17:00 – Scrutineering - Chester 12:00 – 17:15 – Documentation - Chester
Sunday 20 <sup>th</sup> November 2011	08:00 – 11:00 – Scrutineering - Noordwijk 08:00 – 11:15 – Documentation - Noordwijk 09:30 – Rally Start – Chester 12:00 – Rally Start – Noordwijk
Monday 21 <sup>st</sup> November 2011	Overnight Halt – Beaune
Tuesday 22 <sup>nd</sup> November 2011	Overnight Halt – Aix-les-Bains
Wednesday 23 <sup>rd</sup> November 2011	Overnight Halt – Digne-les-Bains
Thursday 24 <sup>th</sup> November 2011	Rally Finish – Monte-Carlo 18:00 – Publication of Provisional Results 20:00 – Prize Giving Dinner Overnight Halt, Monte-Carlo



### III - ORGANISATION

#### Article 1: Organisation

Classic Rally Association Events Ltd  
PO Box 633 NEWPORT NP20 5ZX Great Britain  
Tel +44(0)1633 26 33 66 [mail@ClassicRally.org.uk](mailto:mail@ClassicRally.org.uk) [www.ClassicRally.org.uk](http://www.ClassicRally.org.uk)

#### 1.1 - Event Officials

Event Director	Jeremy Dickson
Clerk of the Course	Bob Rutherford
Route Designer / Deputy Clerk of the Course	Keith Baud
FIA Observer	TBA
Steward	Kees Stoel (NL)
Scrutineer	Gerry Brown
Results Officer	Chris Bruce
Timekeeper	Lee Vincent

### IV - GENERAL CONDITIONS

#### Article 2: Format of the Event

2.1 - Event Structure - The rally will cover a total distance of approximately 2800 km, mainly on roads open to the public. The event will include Regularity Sections and Special Tests of driver skill and judgement. Throughout the rally, the maximum required average speed on public road sections other than major trunk routes will be 50 kph.

2.2 - Route Instructions - Will be issued to competitors at least two weeks before the start. These instructions will allow the competitor to plot the route onto the Michelin 1:200,000 road atlas or similar scale maps. Sample instructions are included in Appendix 2. The official map list will be issued in September, this will include details of the IGN 1:100,000 series maps that cover the French section of the route. The maps that cover the regularity sections will be specifically identified within the list. Competitors are not allowed to use printed information from any source other than the maps listed on the official map list. Maps must be used at their original scale, enlargements are not permitted. The use of "large scale" maps and information

downloaded from the internet is NOT permitted. Some parts of the route instructions will be kept secret and this information may include marked maps, these will be issued shortly before the sections are driven. The route, control locations and time allowances will be described in the route instructions, which may be altered by Official Bulletin.

2.3 - Rally Headquarters – A Rally HQ with an administrative office will be established at the start and at the overnight halts and finish.

### Article 3: Eligible Competitors

3.1 - The event is open to crews of two, three or four people. At least two members of the crew must hold full driving licences in order that driving duties may be shared thereby allowing a crew member to rest. If any members of the crew are under the age of 18 they must have their entry countersigned by a parent or guardian.

3.2 - All competitors must be current members of the Classic Rally Association and submission of an entry form will be considered as an application to join. In accordance with FIA Regulations crew members who do not hold a competition licence will be required to apply for a Regularity Rally Driving Permit, this can be done via the Entry Form.

3.3 - By submitting an application to enter the rally, all competitors agree to abide by the Event Regulations, not only to the letter but also in the spirit. A keen awareness of period must form the basis on which competitors prepare their cars and behave on the rally.

*Competitor failing to abide by the spirit of the Regulations  
Any incorrect, fraudulent or unsporting action by a competitor*

*Start Refused / 1 minute up to exclusion*

*Up to exclusion / or fine*

### Article 4: Eligible Vehicles

4.1 - All vehicles must at the date of scrutineering and for the duration of the event be road-legal. They must be safe, roadworthy and must be presented in a condition which reflects credit on the event.

*Car in unsafe or unroadworthy condition  
Bodywork damage, visible rust or corrosion*

*Start Refused*

*Start Refused /*

*1 minute up to exclusion*

4.2 - All vehicles must be of a model manufactured prior to 31/12/1981. Vehicles of a type first manufactured from 1/1/63 to 31/12/81 will compete for class awards ONLY. All vehicles must comply with the following technical regulations for the event.

*Breach of vehicle eligibility requirements*

*Start Refused /*

*1 minute up to exclusion*

4.3 - In the Event Regulations the words 'standard' and 'original' will mean conforming to the standard specification established by the car manufacturer at the time of original volume production. The term 'period' refers to the period of time when the car was a current production model. The word 'model' refers to all variants of the same family of cars and the phrase 'model variant' is used to denote each variation. The word 'homologated' refers to a specification for the model variant entered which was ratified for use in European Championship rallies within period.

4.4 - All entrants must have a Vehicle Identity Form issued by the FIA, FIVA or by a national ASN. A copy of the first page and a photograph of the car will need to be submitted before the closing date for entries.

*Failure to provide vehicle identity form and photograph.  
Any discrepancy on a Vehicle Identity Form*

*Entry Invalidated / £50 fine*

*Start Refused / 1 minute up to exclusion*

4.5 - The entry will be split into classes. Classes will be structured according to the entries received in order to offer the best sporting challenge to the greatest number of competitors. The provisional list of classes is as follows:

Class 1	Pre 1950 Cars
Class 2	Saloons and Sports up to 1300cc – 1950 to 31/12/62
Class 3	Saloons 1301cc to 1600cc – 1/1/50 to 31/12/62
Class 4	Saloons over 1600cc – 1/1/50 to 31/12/62
Class 5	Sports 1301cc to 1650cc – 1/1/50 to 31/12/62
Class 6	Sports over 1650cc – 1/1/50 to 31/12/62
Class 7	Post 62 Saloons up to 1800cc

Class 8	Post 62 Saloons over 1800cc
Class 9	Post 62 Sports up to 1800cc
Class 10	Post 62 Sports over 1800cc

\*Cars in Classes 7, 8, 9 and 10 are only eligible for Class Awards

a) The organisers reserve the sole right to determine: the class of each entry. The final class structure will be confirmed in the Official Entry List.

b) The engine capacity of cars with forced induction will be considered to be increased by one third.

4.6 - All cars must be in standard condition except for modifications specified in these Regulations, which if made must be carried out solely using period-identical designs and materials. All other modifications are prohibited and will be penalised, unless individual approval has been sought and approved in writing from the Rally Office.

4.7 - Cars may be modified to the specification of the latest variant of the same model allowed within the Period. This will then be deemed to be the car's standard specification as if it had been originally manufactured to that specification. Use of components first introduced for commercial use after 01/01/63 will mean that the vehicle is moved into the FIA Period F, G1, G2, H1, H2 or I and will only be eligible for Class Awards.

4.8 - Each and every component used on an entered car must be identical in every way to a component on public sale within period, except for specific non-period items permitted in these Regulations. Cars fitted with prohibited non-period components or otherwise found not to conform to the Event Regulations may be refused permission to start, incur a penalty determined by the Clerk of the Course, placed in another class or in exceptional circumstances be placed in the Class not eligible for overall awards. No entry fees will be refunded nor any other expenses reimbursed to competitors who are refused permission to start.

*Car not conforming to these Regulations*

*Start Refused / Class Transfer*

4.9 - All cars must be equipped with the following safety items:

a) A hand-held fire extinguisher of at least 1.75 litres AFFF or alternatively 2 extinguishers of 0.9 litres AFFF securely mounted inside the car within easy reach of both front-seat crewmembers. If the car is fitted with a plumbed-in system, an additional hand-held extinguisher must be carried so that assistance can be offered to other competitors. No other extinguishant is permitted.

b) First aid kit, warning triangle and towrope

*Car lacking required safety equipment*

*Start Refused*

The following safety items are not mandatory, but are very strongly recommended:

c) For certain vehicles seat belts are not a requirement of current traffic regulations but it is strongly recommended that they be fitted to all competing cars.

d) A windscreen of modern laminated glass.

e) Seats with head restraints designed to reduce whiplash.

f) A rollover bar, hoop or full roll cage.

4.10 - Engine & Exhaust System

a) The position of the engine within the car, its height and distance from the wheel centres, must not be altered from standard. All engine components must be made from period-identical materials and the engine block must be identical to the one originally fitted. Engines may be overbored up to +0.060" without the capacity class of the entry being affected. The stroke of the engine must be standard. The cylinder head must be of the type originally fitted. The number of cylinders, number and position of valves and camshafts, must remain as original. Make and type of pistons, camshafts and timing gears may be changed to any period design. Valve sizes and compression ratios are free. All toothed belt drives are prohibited. No engine may be fitted with non-standard fuel injection or dry-sump lubrication.

b) The inlet manifold, exhaust manifold and system may be changed to any period design. Carburettors may be changed to another period type.

c) All car engines must be adequately silenced. Engines running at 4500 rpm (3000 rpm for pre 1939 cars) must generate less than 98 dB(A) (when measured with the microphone at the same level as the exhaust outlet, at an angle of 45° to it and no more than 0.5m distant). Readings will be taken at pre-event Scrutineering and may be re-taken any time during the event.

*Breach of vehicle technical regulations*

*Start Refused / 1 minute up to exclusion*

## 4.11 - Brakes

- a) Cars not originally fitted with four-wheel hydraulic brakes may be up-rated to four-wheel hydraulic drum brakes using period components. Other braking systems may be upgraded as long as period specification parts are used from another model within the same vehicle manufacturers range.
- b) Friction materials, brake lines and hoses are free. Splitting of the hydraulic system to provide dual-circuit braking is permitted.
- c) A brake servo may be added or removed.

*Breach of vehicle technical regulations*

*Start Refused / 1 minute up to exclusion*

*Fitting of non-period brake calipers*

*2 minutes*

*Fitting of non-period brake discs*

*2 minutes*

*Fitting of adjustable brake balance bar*

*2 minutes*

## 4.12 - Chassis / Underbody, Suspension &amp; Steering

- a) Cars may not be lightened from the manufacturer's standard production weight. The body/chassis unit may be given ancillary strengthening and sump guards, transmission and fuel tank protection plates may be fitted. If there are no obvious towrope attachment points, towing eyes should be provided front and rear. Fuel tank capacity may be changed and additional tanks fitted.
- b) All suspension pick-up points must remain in the standard position and the original suspension system must be retained without additional elements, except that anti-roll bars may be fitted front and rear. Adjustable suspension and any non-standard use of spherical bearings (such as rose joints) are prohibited even if homologated. Lever arm dampers may be replaced with telescopic dampers in which case the damping operation of the lever arm damper (if retained as a suspension link) should be rendered inoperative. Dampers must be of a period design and not have remote reservoirs. The type and material of road springs must remain as standard; spring rates may be changed.
- c) The steering mechanism must operate as originally designed. In some circumstances steering boxes may be replaced with rack and pinion steering where there is a safety issue with the original steering column. Non-standard powered assistance is only permitted using parts fitted by the manufacturer as a production line option for the model.

*Breach of vehicle technical regulations*

*Start Refused / 1 minute up to exclusion*

## 4.13 - Transmission, Wheels &amp; Tyres

- a) The fitment of non-period gearboxes will generally be penalised, cars originally fitted with a three speed box may be fitted with a period four speed box without penalty. A period type of overdrive unit may be fitted to any car without penalty. Clutch springs and friction materials are free.
- b) Cars in the pre 1950 Class must be fitted with wheels of a period appearance. For all other cars the size of wheel may not differ from that originally fitted by more than 1 inch (25.4mm) on nominal diameter and width. The resultant track measurement shall not differ from the original by more than 1 inch (2 inches on Morgan or other cars where no additional inset is possible). Rim widths shall not exceed 6 inches unless a wider rim was fitted as standard to that model. .
- c) All tyres must comply with FIA Appendix K Para 8.4 and must have been designed for road use by the general public.

*Breach of vehicle technical regulations*

*Start Refused / 1 minute up to exclusion*

*Fitment of non-period gearbox*

*2 minutes*

*Fitting of non-standard wheels except as permitted*

*2 minutes*

## 4.14 - Bodywork Interior &amp; Accessories

- a) All structural panels must be of the material provided as standard by the car manufacturer. Minor bodywork modifications in a period style such as bonnet louvres and small-cooling apertures will be allowed. All saloon cars must be fitted with the front and rear bumpers fitted as standard, though any over-riders may be removed. Sports cars may run without bumpers.
- b) The replacement of any original window glass with lightweight plastic material is prohibited except for Sports/GT cars. Seats for all crewmembers may be changed to modern high-back competition seats as long as the seats are finished in a plain colour: bright or multi coloured seats will be penalised. Saloon cars must retain a usable rear seat unless a full roll cage is fitted and the interior trim of all cars must remain substantially intact.
- c) Additional period-style instruments may be fitted and the layout of instruments altered. Electronic clocks with time of day / elapsed time functions may be fitted. There may be no more than two clocks / four displays. Additional distance measuring equipment may be fitted (cf. Article 4.16 for details).
- d) Period-style modification of controls to make them easier to use, such as fitting a fly-off handbrake, a gear lever remote control or extending the accelerator pedal to aid heel-and-toe operation, will be allowed. The fitting of period accessories to improve comfort, convenience or safety is permitted.

*Breach of vehicle technical regulations*

*Start Refused / 1 minute up to exclusion*

#### 4.15 - Electrical System

- a) Cars may be fitted with an alternator. Vehicle polarity may be changed, system voltage increased to a nominal 12-volts maximum and all cars may be re-wired using later materials. The location of the battery may be changed.
- b) The distributor must retain the original drive and location. The trigger for the LT current inside the distributor (mechanical points) may be replaced with one of the simple magnetic or optical systems available. No other modifications are allowed to the distributor and the ignition timing may only be varied by the standard vacuum and/or mechanical means. It is prohibited to use any other method or component to trigger, distribute or time the ignition
- c) All lamps must be of a period design. No more than two auxiliary driving lamps may be fitted, which must not (except for Vintageants) exceed 170mm diameter measured flat across the visible glass face of the lens. Tape or trims may not be used to reduce the visible glass face of a lens. One adjustable roof lamp fitted as a decorative period feature will not be counted in this regulation. A reversing light may be fitted in addition to any reversing lights provided by the manufacturer.
- d) Halogen lamp bulbs may be used provided they comply with current EU lighting regulations which allow 60/55 watt for headlamps and 55 watt for driving lamps. No tinted bulbs are allowed. High intensity gas discharge lamps are strictly prohibited. The actual current consumption of bulbs may be checked at any time during the event. The fitting of a bulb with missing, illegible, or apparently altered markings, or any bulb which tests at a significantly higher consumption to its marked rating, will be penalised as unsporting behaviour.

*Breach of vehicle technical regulations*

*Start Refused / 1 minute up to exclusion*



#### 4.16 - Distance Measuring Equipment

- a) The position of the speedometer on the dashboard may be changed, but it must remain solely mechanically driven from the standard speedometer cable, which must in turn be driven in the original manner. No odometer may be driven from the non-powered wheels unless an original standard fitting for the model. Any additional trip meters must be driven from the standard speedometer cable.
- b) The only electronic distance measuring device that may be fitted is a trip meter with no more than two readouts that display distance information only. The fitment of such an electronic tripmeter will be penalised (Classes 1-6 ONLY). For the purposes of these Regulations, "Retrotrips" are considered to be mechanically operated.
- c) Any electronic or magnetic sensor fitted to a hub or any part of the drive train for any purpose whatsoever is strictly prohibited.

*Breach of vehicle technical regulations*

*Start Refused / 1 minute up to exclusion*

**4.17 - Advertising**

- a) Advertising will be confined to a maximum of one space of 50cm x 14cm along the top of the two competition numbers and two other areas 50cm x 14cm may be authorised for advertising but no advertising is allowed on or above the front and rear screen or the bonnet / boot. Should there be no room to insert the allowed advertising above the competition number, it may be placed adjacent to, but not touching, the number background. The space below the competition number is reserved for the organiser's advertising, the use of which the competitor may not refuse.
- b) The drivers' names and relevant country flag may appear once on each side of the car within the maximum dimensions of 10cm x 40cm. One bona fide club badge may appear on each side of the car within the maximum dimensions of 10cm x 10cm.
- c) The rally plates are reserved for the organisers advertising.
- d) No other graphics or identification may be displayed upon the car (e.g. shark teeth designs, old race stickers, personal messages etc.).

*Breach of Advertising Regulations*

*Start Refused / 1 minute up to exclusion*

**Article 5: Entry Requirements & Fees**

5.1 - Entrants in the International Winter Challenge must ensure that a fully completed and signed entry form, together with the appropriate fee, arrives at the CRA Rally Office before 28<sup>th</sup> October 2011. In signing the entry form, entrants agree to the conditions of the indemnity contained on the entry form. All crewmembers will be required to sign the indemnity at Documentation

*Deliberately false declaration on entry form*  
*Non-payment of entry fees*

*Exclusion*  
*Start Refused*

5.2 - All entries will be strictly by invitation only and in returning a completed entry form competitors are proposing themselves for invitation. Pending this notification each entry remains provisional and acceptance of the entry fee will not be regarded as confirmation of acceptance of the entry.

5.3 - Entry Fees - See entry form. In the event of a third party imposing levies of any type to allow the event to take place that were not originally budgeted for we reserve the right to surcharge the entry fee up to a maximum of 10%.

5.4 - Entry fees will be refunded to any applicant whose entry is not accepted. Fees will also be refunded (less £250) if an entry is withdrawn in writing before 28<sup>th</sup> October 2011. Entry fees will not be refunded for withdrawal after this date.

5.5 - If the event is cancelled, all entry fees less 30% OF THE TOTAL ENTRY FEE PAYABLE will be refunded.

5.6 - Team entries will be accepted for any three cars. One car may be in different teams but the same three cars may not be entered as more than one team.

5.7 - The Organisers will publish provisional entry lists that must be checked for accuracy by all competitors. Competitors should further check the published Official Entry List (which will give the final class structure) and the entry list posted before the start. The Organisers cannot accept responsibility for any errors or omissions after this time.

**Article 6: Insurance**

6.1 - It is the responsibility of competitors to arrange valid insurance covering them against liability for both personal injury to, and damage to the property of, third parties on the public road. The name of the Insurance Company and Policy Number must be provided at the Documentation check. Competitors are strongly recommended to take out personal accident insurance and 'get-you-home' rescue cover.

**Article 7: Supplements to the Regulations**

7.1 - The Organisers reserve the right to change at any time by Official Bulletin the provisions of these Regulations and any other Official Instruction, in order to ensure the proper running of the event. These bulletins may be sent to competitors prior to the event, posted in Rally Headquarters on the Official Notice Board or directly communicated to competitors on the route at any point that all participants are required to visit.

**Article 8: Application and Interpretation of the Regulations**

8.1 - All Rally Officials will be identified by badges and will be considered Judges of Fact for the purpose of ensuring compliance by competitors with any provision of the Event Regulations during the rally.

*Discourtesy, rudeness, threatening or intimidating*

<i>behaviour to a rally official</i>	<i>1 minute up to exclusion</i>
<i>Any act of physical violence directed towards a rally official</i>	<i>Exclusion</i>

8.2 - The Clerk of the Course is charged with the application of the Event Regulations during the rally. Where a range of penalties is given, the Clerk of the Course will decide the exact penalty at his sole discretion.

<i>Any breach of Regulations where penalty may be unspecified</i>	<i>1 minute up to exclusion</i>
---	---------------------------------

8.3 - Any queries, protests or appeals concerning the application of the Event Regulations or the running of the event must be made in accordance with Article 20.

## V - OBLIGATION OF PARTICIPANTS

### Article 9: Competitors Obligations

9.1 - Advance practicing or reconnaissance of the rally route, use of pace notes, use of unauthorised maps or other route finding information on the event are all totally contrary to the spirit of the rally and are STRICTLY PROHIBITED.

<i>Practice or reconnaissance</i>	<i>1 minute up to exclusion</i>
<i>Use of pace notes, unauthorised maps and other route finding information</i>	<i>1 minute up to exclusion</i>

9.2 - The full crew must be on board the car throughout the event, except when the car is stationary or adjacent to a Control.

<i>Breach of crew requirements</i>	<i>1 minute up to exclusion</i>
<i>The carrying of passengers, except in an emergency</i>	<i>1 minute up to exclusion</i>

9.3 - A competing car must not be towed, pushed or transported by another vehicle, except to bring the car back onto the road, or to clear the road.

<i>Improper movement of vehicle</i>	<i>1 minute up to exclusion</i>
-------------------------------------	---------------------------------

9.4 - The competing crew, except for any breakdown assistance the Organisers may provide, must undertake all servicing. Other than that provided by Rally Officials, ORGANISED SERVICE ASSISTANCE IS EXPRESSLY FORBIDDEN. The facilities of roadside garages and service stations may be used providing their services have not been pre-arranged.

<i>Servicing contrary to the Regulations</i>	<i>1 minute up to exclusion</i>
--	---------------------------------

9.5 - During the event certain areas may be declared as Parc Fermé, where working on the car is not permitted. Exceptionally within Parc Fermé a competitor may: a) replace a wheel with a flat tyre by a wheel and tyre carried in the competing car, b) clean lamp glasses, windscreen, windows, identification markings and vehicle registration numbers. Parc Fermé rules will generally apply to a radius of 25m from all Control Points.

<i>Infringement of Parc Fermé rules</i>	<i>1 minute up to exclusion</i>
---	---------------------------------

9.6 - All cars must carry a non porous groundsheet covering the entire area of the underside of the car which must be secured beneath the car at any point indicated in the Route Book.

<i>Failure to carry car groundsheet</i>	<i>Start Refused</i>
<i>Failure to ensure protection by groundsheet of designated car parking area</i>	<i>1 minute up to exclusion</i>

9.7 - No form of satellite navigation, electronic regularity calculator, personal organisers or similar equipment may be accessible within the car. The use of electronic intercoms is not allowed.

<i>Use of prohibited electronic equipment</i>	<i>1 minute up to exclusion</i>
---	---------------------------------

9.8 - Competitors must make every effort to ensure they do not delay other competitors, particularly on regularity sections and special tests. If caught by another car, it is obligatory for drivers to pull over or even stop to let the other car pass

<i>Deliberate baulking or blocking of road</i>	<i>1 minute up to exclusion</i>
--	---------------------------------

9.9 - To protect the smooth running of the rally, it is vitally important that competitors inform the Organisation of any accident

or incident during the course of the event, which involves any other person or property, or any incident attended by a police officer or local authority official. On retirement or at the end of the event all competitors are required to complete a damage declaration form.

<i>Failure to declare to Organisers any incident involving persons or property</i>	<i>1 minute up to exclusion</i>
<i>Failure to declare to Organisers any incident attended by police or local authority official</i>	<i>1 minute up to exclusion</i>

9.10 - It is essential that competitors who retire from the rally during the course of the event ensure that the Rally Secretariat know of their decision to withdraw.

<i>Failure to inform the Organisation of withdrawal from the event</i>	<i>Up to £100 fine</i>
--	------------------------

9.11 - Throughout the event competitors must strictly observe all traffic laws and regulations. Driving at excessive speed or in a negligent manner, or being reported for any driving offence committed during the rally, may be penalised by the Clerk of the Course at his sole discretion.

<i>Contravening traffic laws, excessive speed or negligent driving</i>	<i>1 minute up to exclusion</i>
<i>Behaviour likely to discredit the event or arouse adverse public opinion</i>	<i>1 minute up to exclusion</i>

#### **Article 10: Car Identity & Starting Order**

10.1 - The CRA will supply each entrant with rally plates, which must be securely fixed to the front and rear of the car (without covering the registration number). Competition numbers will be supplied by the organisers and must be attached to the front doors prior to the start and kept clearly visible throughout the event.

<i>Irregularity of vehicle identity</i>	<i>1 minute up to exclusion</i>
---	---------------------------------

10.2 - Competing cars and their crew will be required at the pre start holding area 30 minutes before their due time at CHP 1/1. The starting order for Leg 1 will be at one minute intervals in competition number order. The lowest number will start first. Thereafter the starting order for each Leg will be classification order based on the previous Legs performance. The point used for establishing the restart order will not necessarily be the final control of the Leg. A list of competitors' start times will be posted at Rally HQ at least two hours before the Standard Time for the start of each Leg.

#### **Article 11: Time Cards**

11.1 - Each crew will be issued with a set of Time Cards. Competitors are themselves responsible for the presentation or collection of Time Cards at the various controls, and for the accuracy of the entries made on those cards. The onus of ensuring that all information entered on a Time Card is recorded clearly and legibly in the appropriate place shall rest with the competitor.

<i>Loss of a Time Card by a competitor</i>	<i>1 minute up to exclusion</i>
--	---------------------------------

11.2 - Only the Rally Officials who have made an entry on a Time Card may change it, and then only by scoring out the original entry and making a completely new one which must be re-authenticated by a further signature or stamp. Competitors found to have altered their Time Card will be excluded from the event.

<i>Improper alteration of a Time Card by a competitor</i>	<i>Exclusion</i>
---	------------------

### **VI - DOCUMENTATION & SCRUTINEERING**

#### **Article 12: Documentation & Pre-event Scrutineering**

12.1 - Entrants and all crewmembers must attend Documentation & Pre-event Scrutineering at the designated place with their car and the required paperwork.

Crews must have available at Documentation the following documents:

- a) Confirmation of insurance cover as in Article 6.1.
- b) Full driving licence for first and one other crewmember.

- c) Vehicle registration document, together with written authorisation for use of the car on the event if it is not owned by a crewmember.
- d) Any technical waiver which may have been granted and the originals of any supporting historical evidence the Organisers may have required to be produced.
- Whether or not such documents are checked at Documentation, it remains the sole responsibility of the entrant to ensure all legal requirements are met.

*Breach of Pre-event Scrutineering requirements*  
*Breach of Documentation requirements*

*Start Refused / 1 minute up to exclusion*  
*Start Refused*

12.2 - At Pre-event scrutineering, cars will be checked to verify that they conform to the requirements of FIA Regulations and the Event Regulations.

12.3 - Cars and competitors will be subject to continuous scrutiny during the event and the scrutineer or any Rally Official acting under the authority of the Clerk of the Course may make checks at any time.

*Car or crew found not to conform to*  
*Regulations during the event*

*1 minute up to exclusion*

12.4 - Cars arriving at the final Contrôle Horaire may be required for Post Event Scrutineering. In the event of dismantling being necessary this work will be the sole responsibility of the crew. Refusal to carry out such works will result in exclusion from the event and results classification.

*Car found not to conform to*  
*Regulations at Post-event scrutineering*

*1 minute up to exclusion*

## VII - RUNNING OF THE EVENT

### Article 13: Route Instructions and Navigation

13.1 - Competitors should be aware that any queries or protests concerning the route or other information will only be considered with reference to the official route instructions or marked maps that may be issued by the organisers (Article 2.2).

13.2 - All distances will be measured in kilometres. The accuracy of distances quoted and the timings calculated by the Organisers will not be subject to query, protest or appeal.

### Article 14: Timing

14.1 - The rally will use the traditional system of Scheduled Timing. Competitors must satisfy themselves that they understand enough of the workings of Scheduled Timing to take part in the event. The Standard Time (see Article 15.7) at each Control will be given in the Route Book and on the Time Cards.

14.2 - The official clocks will be deemed to be correct, and competitors should always synchronise their watches with the control clock at the start of each Leg.

14.3 - At most controls the marshals' clocks will be "Liège Timers" which will record and transfer the time of checking-in to a memory chip on the competitors' Time Card.

### Article 15: Controls

#### 15.1 - Types of Control

Control points will be set up to check that crews follow the correct route and comply with the time schedule. At Contrôle Horaires Principal, Contrôle Horaires and timed Contrôle Secrets timing will be to the previous whole minute. At Regularity Timing Points and Test Finishes timing will be to the previous whole second.

All Controls will be ready to function at least 15 minutes before the theoretical due time of arrival of the first car and cease to operate 30 minutes after the due time of the last car.

- a) Contrôle Horaire Principal "OUT" (CHP OUT): Will generally be situated at the start of a Leg.

*Late departure*  
*Early departure*

*30 seconds per minute*  
*1 minute per minute*

*Failure to visit within maximum permitted lateness* 30 minutes

b) Contrôle Horaire Principal "IN" (CHP IN): Will generally be situated at the end of a Leg. Early arrival is permitted subject to Article 15.11. There will be no penalty for lateness up to the maximum permitted lateness (MPL).

*Failure to visit within maximum permitted lateness* 30 minutes

c) Contrôle Horaires (CH): Will have 10 minutes penalty free lateness unless otherwise specified. Lateness, early arrival or failure to visit within MPL will be penalised. Lateness penalties will not exceed the penalty for failing to visit the CH.

*Late arrival (where specified)* 30 seconds per minute

*Early arrival* 1 minute per minute

*Failure to visit within maximum permitted lateness* 5 minutes

d) Contrôle de Passage (CP): Failure to visit during the period that the Control is open will be penalised. Some Contrôle de Passages may be unmanned and proof of passage will be by writing the answer to a question on the Time Card. This should be done immediately in ink and will be checked at the next manned control.

*Failure to visit* 2½ minutes

e) Contrôle Secret (CS): these will be set up at various undisclosed points on the route to check competitors driving behaviour and adherence to route instructions and compliance with Article 15.11. All Contrôle Secrets will be clearly marked with a control board showing a "rubber stamp" symbol or where timing is being carried out a control board showing a "clock" symbol.

*Failure to visit Contrôle Secret* 2½ minutes

*Contravening traffic laws, excessive speed  
or negligent driving* 1 minute up to exclusion

*Behaviour likely to discredit the event  
or arouse adverse public opinion* 1 minute up to exclusion

f) Regularity Start Control (RS), Regularity Timing Point (TP): See Article 16

g) Special Test Start Control (TS), Special Test Finish Control (TF): See Article 17

15.2 - Controls will be sited either by the roadside or within the precincts of cafés, hotels, filling stations or similar clearly identifiable establishments. Official control boards will identify all controls. Where the control is inside a building, a board bearing an appropriate symbol (clock face for a CH and rubber stamp for a CP) on a yellow background will be positioned at the entrance and a board displaying an identical symbol on a red background will be located at the official's table. If the control is outdoors, a board bearing the appropriate symbol on a yellow background will be displayed to mark the beginning of the control area approximately 25m before the actual control location, which will be denoted by a board bearing the identical symbol on a red background. The area between the yellow and red boards is considered "Parc Fermé". In the case of Contrôle Horaires it is permitted to pass this yellow board in the minute preceding the due check in time.

*Failure to follow the instructions of a marshal* 1 minute up to exclusion

15.3 - All Controls (including Contrôle de Passages and Contrôle Secrets) must be visited using the direction of approach and departure implied in the Route Book, marked map or other official instructions. A control visited out of sequence will be deemed not to have been visited. Competitors approaching or leaving a control in a direction other than by the official rally route will incur a penalty. Control formalities can only be carried out if the car and crew is in the close vicinity of the red control board.

*Wrong approach to, departure from,  
visited out of sequence Contrôle Horaire* 5 minutes

*Wrong approach to, departure from,  
visited out of sequence Contrôle de Passage* 2½ minutes

*Wrong approach to, departure from,  
visited out of sequence Contrôle Secret* 2½ minutes

15.4 - Unless the Route Information specifically instructs competitors to the contrary it is forbidden to re-cross, re-enter, reverse through, or otherwise revisit a control, once checking-in has taken place. Competitors contravening this will incur a penalty equivalent to not having visited that control.

15.5 - At a manned Contrôle de Passage the person acting as marshal will simply stamp or mark the Time Card as soon as this is

handed in by the crew as proof of passage without mentioning the time. Cards may also be “chipped” at CP’s using Liege Timers.

15.6 - At a Contrôle Horaire the marshal will mark the check-in time on the Time Card, and where Liège Timers are used “chip” the Time Card. The check-in time corresponds to the exact moment at which a crewmember hands the Time Card to the marshal.

15.7 - Competitors will be due at each Contrôle Horaire at the Standard Time (the time at which a notional car number 0 would be due) plus the number of minutes by which their own start or restart time is later than that of Car 0. This is their Scheduled Time.

15.8 - Competitors late at one Contrôle Horaire may be an equivalent amount late at each subsequent Contrôle Horaire on the same Leg without further penalty, as long as they remain within maximum permitted lateness – 30 minutes. Although not compulsory, making up lateness subject to Article 15.11 is encouraged. Once lateness has been regained it can’t be re-used.

15.9 - Competitors failing to visit one or more controls may book in without further penalty at the next Contrôle Horaire visited, either at their Scheduled Time or they may carry forward all or part of their lateness.

15.10 - Competitors checking in at a control after the specified period of maximum permitted lateness (MPL) will be deemed not to have visited that control. The MPL at any control, and the opening period of any control, may be extended, provided that prior notification has been posted at a preceding control in the sequence.

15.11 - Any crew found to have covered a distance greater than four km between two consecutive Contrôle Horaires in less than three quarters of the time specified by the official time schedule will be penalised. In calculating such penalty any fraction of a minute will be ignored.

<i>Covering a section in less than three quarters of the time allowed between two consecutive Contrôle Horaires more than 4 km apart</i>	<i>5 minutes</i>
<i>Second Offence</i>	<i>5 minutes up to exclusion</i>

## Article 16: Regularity Sections

16.1 - Regularity Sections may be run on public or on private roads and both may be open to ordinary traffic. Timing on all Regularity Sections is to the previous whole second. For those Regularity Sections held wholly on public roads the Regularity Timing Points will be at least 2.5 km apart.

16.2 - Regularity Controls must be visited using the direction of approach and departure implied in the route instructions. A number of Regularity Sections may contain Contrôle de Passages.

<i>Failure to visit, Wrong approach to, departure from Regularity Start Control</i>	<i>5 minutes</i>
<i>Failure to visit, Wrong approach to, departure from Regularity Timing Point Control</i>	<i>2½ minutes</i>
<i>Failure to comply with requirement for a CP within Regularity Section</i>	<i>2½ minutes</i>
<i>Indicating or receiving information relating to the location of a Regularity Timing Point</i>	<i>5 minutes up to exclusion</i>

16.3 - The location of Regularity Start and End of Regularity Section points will be given to competitors in advance.

16.4 - There will be a Regularity Start (RS) Control at the beginning of the section and at least one Regularity Timing Point at an undisclosed location on the route.

16.5 - Competitors who are likely to be kept waiting for more than five minutes at a Regularity Start may request to have their arrival time recorded on their Time Card. The arrival time recorded may not be earlier than the time at which the card is presented. A Delay Allowance will be granted in respect of any difference in excess of five minutes between arrival and actual start time. At the following TC competitors may be late without penalty, to the full extent of their Delay Allowance. Once regained, Delay Allowance cannot subsequently be used.

16.6 - Manned RS Controls will be at the roadside and clearly identified. A board bearing a furlled flag on a yellow background will be positioned at the roadside to mark the beginning of the control area approximately 25m before the actual control location, which will be denoted by a board bearing the identical symbol on a red background.

16.7 - Some Regularity Starts may be unmanned and will be "Self Start". Details of the location will be given in advance and will be at a readily identifiable point. At a preceding control competitors will be told a time at which to start. Any delay preventing a crew from reaching a "Self Start" regularity start by their allocated start time will be regarded as "force majeure" and not subject to any allowance. Failure to visit the control prior to a self start regularity will mean that the Regularity Section will also be deemed not to have been visited.

16.8 - At a manned Regularity Start Control competitors may be started at intervals of no less than 20 seconds and they must draw up to the start line when directed..

<i>Delaying starting by more than 15 seconds or jumped start on Regularity Section</i>	<i>10 seconds</i>
--	-------------------

16.8 - At Regularity Timing Point Controls (TP) competitors must stop astride a "line" adjacent to the red "Stop" Control Board. If a car is already stopped at the TP the second crew must stop immediately behind the car at the control.

<i>Stopping or crawling within sight of a Regularity Timing Point</i>	<i>1 minute</i>
---	-----------------

<i>Reversing into a Regularity Timing Point</i>	<i>5 minutes up to exclusion</i>
---	----------------------------------

16.10- Adherence to a time schedule (Ideal Time) in a Regularity Section will be assessed by comparing the time of arrival at any Regularity Timing Point with the time of arrival at the preceding Timing Point (or Start Time in the case of a Regularity Section with only one timing point).

16.11 - On Regularity Sections competitors will be penalised at each TP.

<i>Each second above or below the Ideal Time at a Regularity Timing Point</i>	<i>1 second</i>
---	-----------------

<i>Maximum penalty at a Regularity Timing Point, if visited correctly</i>	<i>1 minute</i>
---	-----------------

16.12 - Regularity Consistency Tests. There may be Regularity Sections where competitors must complete one initial lap at an average speed within a specified range. They will then be required to complete a specified number of laps at whatever average speed will enable them to record exactly the same lap time as the first lap. No time will be entered on the Time Card and cars may be started at any interval. Competitors must be prepared to start immediately when directed to join the circuit by the marshal.

<i>Failure to attempt test</i>	<i>5 minutes</i>
<i>Each second above or below the required lap time</i>	<i>1 second</i>
<i>Delaying starting by more than 15 seconds</i>	<i>10 seconds</i>
<i>Failure to complete first lap at within specified range</i>	<i>2½ minutes</i>
<i>Failure to complete subsequent lap or laps within specified range</i>	<i>1 minute</i>
<i>Failing to complete the correct number of laps</i>	<i>2½ minutes</i>
<i>Stopping, crawling or any incidents of dangerous driving</i>	<i>2½ minutes</i>
<i>Maximum Test Penalty, if attempted</i>	<i>2½ minutes</i>

16.13 - The Organisers will take every care to ensure the accuracy in the measurement of the section of route upon which the calculation of the "ideal time" is based. However, neither the ideal time nor the distance upon which the calculation has been based will be subject to protest or appeal.

16.14 - Should the normal running of a Regularity Section or Consistency test be stopped the Clerk of the Course may give to each crew which has not been able to drive the section / test in the normal manner a notional time based on the average penalty set up to the moment of interruption.

## Article 17: Special Tests

17.1 - Special Tests may be run to test driver skill and judgement. Test information in the form of a diagram and written instructions will be issued during the event. Each test will have a minimum time (Test Bogey) and a maximum time (normally four x the Test Bogey). All crew members must be in the vehicle during a Special Test. "Walking" the test will be considered as reconnaissance and penalised in accordance with Article 9.1.

17.2 - Competitors who are likely to be kept waiting for more than five minutes at a Test Start may approach the marshal on foot to request to have their arrival time recorded on their Time Card. See Article 16.5 for further details of delay allowance.

17.3 - The Test Start will be identified by a board bearing a furled flag on a yellow background positioned approximately 25m before the Test Start identified by a board with a furled flag symbol on a red background.

17.4 - The Test Finish will be identified by a finish line and "STOP" board at which the time, measured to the previous whole second, will be recorded when the vehicle comes to a complete stop astride the line.

17.5 - Some tests may include "STOP/GO" boxes indicated by four lettered markers forming a box. The sides of each box will be marked by lines on the road (although the lines may disappear with use). Competitors must STOP within the box. After stopping a marshal will hold a "Lollipop" STOP board in front of the vehicle and commence a count down (five .. four .. three .. two .. one .. ), then turn the "Lollipop" to display GO when the competitor may proceed. Additional time will be added for failure to stop correctly within a "STOP/GO" box.

17.6 - Some Tests may include Contrôle de Passage Code Boards. Competitors must stop and write the code on their Time Card in ink before reaching the end of the test.

<i>Failure to correctly record a Code Board</i>	<i>30 seconds</i>
---	-------------------

17.7 - Except for the penalties applied under Article 17.9, Special Tests will be scored on a Class Basis based on the time taken including any additional time penalties. A competitor completing a test in less than the Bogey time will be credited with the Bogey time. Equal times within each Class will receive the penalty of the time placing. e.g. If three competitors tie for second place they will each be penalised 3 seconds, the next crew in third place will be penalised 5 seconds and the fourth place crew 6 seconds. i.e. All crews scoring an equal time will be considered to be "one place".

<i>Best in class</i>	<i>0 seconds</i>
<i>2nd on Test</i>	<i>3 seconds</i>
<i>3rd on Test</i>	<i>5 seconds</i>
<i>4th on Test</i>	<i>6 seconds</i>
<i>5th on Test</i>	<i>7 seconds</i>
<i>6th on Test</i>	<i>8 seconds</i>
<i>7th on Test</i>	<i>9 seconds</i>
<i>8th and over</i>	<i>10 seconds</i>

17.8 - Before applying the class based scoring, additional time will be added to the time taken, for each offence, as follows:

<i>Delaying starting by more than 15 seconds</i>	<i>10 seconds</i>
<i>Striking a course marker</i>	<i>10 seconds</i>
<i>Failure to stop astride or cross a line correctly</i>	<i>10 seconds</i>
<i>Failure to stop correctly within a "STOP/GO" box</i>	<i>10 seconds</i>
<i>Starting before the word "GO" (jumped start)</i>	<i>30 seconds</i>
<i>Failure to correctly record a Code Board</i>	<i>30 seconds</i>
<i>Failure to immediately leave the test finish area</i>	<i>30 seconds</i>

17.9 - An absolute time penalty will be applied for: failing to visit or attempt a test; exceeding the test maximum time including added time penalties; reversing to the test finish stop line or; completing a Wrong Test. A Wrong Test will be given for passing the wrong side of a course marker, missing or making no attempt to stop at a stop astride line or within a "STOP/GO" box or otherwise taking the wrong route. If a crew corrects their mistakes and ultimately completes the test correctly it will not be considered to be a Wrong Test.

<i>Failing to visit a Special Test</i>	<i>2½ minutes</i>
<i>Reversing to the Test Finish Stop Line</i>	<i>2½ minutes</i>
<i>Exceeding test maximum including added time penalties</i>	<i>1 minute</i>
<i>Entering an Out-of-Bounds area</i>	<i>1 minute</i>
<i>Wrong Test</i>	<i>1 minute</i>

17.10 - Should the normal running of a Test Section be stopped for any reasons whatsoever the Clerk of the Course may give to each crew that has been affected a notional time based on the average penalty set up to the moment of interruption.

## VIII - CLASSIFICATION, AWARDS, QUERIES, PROTESTS & APPEALS

### Article 18: Classification & Awards

18.1 - The overall results will be determined by adding together the penalties accrued on the road sections, regularity sections, test sections and any other penalties which may have been incurred. The overall winners will be the crew with the lowest total penalties, the next lowest second and so on. The team awards will be calculated on the aggregated total penalties of the specified three cars, all of which must be classified as finishers. Any ties will be resolved in favour of the crew(s) with better results on the road sections, regularity sections and test sections in that order. If this fails to resolve the tie, cars with lower engine capacity will take precedence.

18.2 - During the event, provisional classifications will be posted on the official notice board at Rally, competitors must check these provisional classifications for accuracy and any query relating to them must be made in accordance with Article 20.1.

18.3 - The provisional final classification will be published as soon as possible after the finish of the event and competitors will have 30 minutes from the announcement that results are posted in which to lodge queries in accordance with Article 20.2. When all outstanding queries have been resolved to his satisfaction, and in the absence of any official protest, the Clerk of the Course will declare the results final.

18.4 - To be classified as finishers a crew must not have incurred a penalty of exclusion.

18.5 - Crews winning an Overall Trophy do not also qualify for a Class Award, which passes to the next highest-placed finisher in that class

### Article 19: Schedule of Awards

Overall Winners	1 <sup>st</sup> Overall – The Turini Trophy 2 <sup>nd</sup> Overall – The Granier Trophy 3 <sup>rd</sup> Overall – The Rousset Trophy
Class Awards	1 <sup>st</sup> , 2 <sup>nd</sup> and 3 <sup>rd</sup> in each class
Mixed Crew Award	The Vercors Vase
Best Newcomers	The Jeunot Trophy
Team Prize	Awards to all crew members
Spirit of the Rally Trophy	The Aix-les-Bains Trophy <i>Awarded to the competitors who have best represented the true spirit of sportsmanship</i>
Against All Odds Trophy	The Soixante-Six Trophy <i>Awarded to the competitors who have shown most determination to finish in the face of adversity.</i>
Concours d'Elegance	The Autosessive Trophy <i>Awarded to the crew and car who have presented themselves and the car in the manner most likely to bring prestige to the event.</i>
Best Dressed Crew	The Vogue Cup <i>Awarded to the crew who have presented themselves in the manner most likely to bring prestige to the event.</i>

### Article 20: Queries, Protests & Appeals

20.1 - Competitors may question any aspect of the running of the event, such as the reason particular penalties have been imposed if this is not immediately clear, or if competitors believe a mistake has been made. All queries must be made in writing only and handed in at a Rally HQ for the attention of the Clerk of the Course. Competitors must submit all queries relating to a Leg within one hour of completing the following Leg. Replies to queries will be available for collection by competitors from the subsequent Rally HQ administration desk.

20.2 - The provisional final classification will be published as soon as possible at the finish of the event and competitors will have 30 minutes from the announcement that results are posted in which to lodge queries.

20.3 - All protests must be lodged in writing and handed to the Clerk of the Course or Event Director together with the sum of £200 that will be returned if the protest is upheld. Protests must be submitted before the results are declared final. The Rally Stewards will hear protests. Any appeal against the decision of the Rally Stewards must be made to the FIA.

## Appendix 1 Summary of Penalties

In the event of any discrepancy between the penalties within the articles and this summary the article penalty will be applied.

	<b>Eligible Competitors</b>	
3.3	Competitor failing to abide by the spirit of the Regulations	Start Refused / 1 minute up to exclusion
	Any incorrect, fraudulent or unsporting action by a competitor	Up to exclusion / or fine
<b>4</b>	<b>Eligible Vehicles</b>	
4.1	Car in unsafe or unroadworthy condition	Start Refused
	Bodywork damage, visible rust or corrosion	Start Refused / 1 minute up to exclusion
4.2	Breach of vehicle eligibility requirements	Start Refused / 1 minute up to exclusion
4.4	Failure to return Honesty Declaration Form before entries close	Entry Invalidated / £50 fine
	Any discrepancy on an Honesty Declaration Form	Start Refused / 1 minute up to exclusion
4.8	Car not conforming to these Regulations	Start Refused / Class Transfer
4.9	Car lacking required safety equipment	Start Refused
4.10	Breach of vehicle technical regulations	Start Refused / 1 minute up to exclusion
4.11	Breach of vehicle technical regulations	Start Refused / 1 minute up to exclusion
	Fitting of non-period brake calipers	2 minutes
	Fitting of non-period brake discs	2 minutes
	Fitting of adjustable brake balance bar	2 minutes
4.12	Breach of vehicle technical regulations	Start Refused / 1 minute up to exclusion
4.13	Breach of vehicle technical regulations	Start Refused / 1 minute up to exclusion
	Fitment of non-period gearbox	2 minutes
	Fitting of non-standard wheels except as permitted	2 minutes
4.14	Breach of vehicle technical regulations	Start Refused / 1 minute up to exclusion
4.15	Breach of vehicle technical regulations	Start Refused / 1 minute up to exclusion
4.16	Breach of vehicle technical regulations	Start Refused / 1 minute up to exclusion
4.17	Breach of Advertising Regulations	Start Refused / 1 minute up to exclusion
<b>5</b>	<b>Entry Requirements and Fees</b>	
5.1	Crew not fully paid-up members of the Classic Rally Association	Start Refused
	Deliberately false declaration on entry form	Exclusion
	Non-payment of entry fees	Start Refused
<b>8</b>	<b>Application and Interpretation of Regulations</b>	
8.1	Discourtesy, rudeness, threatening or intimidating behaviour to a rally official	1 minute up to exclusion
	Any act of physical violence directed towards a rally official	Exclusion
8.2	Any breach of Regulations where penalty may be unspecified	1 minute up to exclusion
<b>9</b>	<b>Competitors Obligations</b>	
9.1	Practice or reconnaissance	1 minute up to exclusion
	Use of pace notes, unauthorised maps or other route finding information	1 minute up to exclusion

9.2	Breach of crew requirements	1 minute up to exclusion
	The carrying of passengers, except in an emergency	1 minute up to exclusion
9.3	Improper movement of vehicle	1 minute up to exclusion
9.4	Servicing contrary to the Regulations	1 minute up to exclusion
9.5	Infringement of Parc Fermé rules	1 minute up to exclusion
9.6	Failure to carry car groundsheet	Start Refused
	Failure to ensure protection by groundsheet of designated car parking area	1 minute up to exclusion
9.7	Use of prohibited electronic equipment	1 minute up to exclusion
9.8	Deliberate baulking or blocking of road	1 minute up to exclusion
9.9	Failure to declare to Organisers incident involving persons or property	1 minute up to exclusion
	Failure to declare to Organisers incident attended by police or local authority official	1 minute up to exclusion
9.10	Failure to inform the Organisation of withdrawal from the event	Up to £100 fine
9.11	Contravening traffic laws, excessive speed or negligent driving	1 minute up to exclusion
	Behaviour likely to discredit the event or arouse adverse public opinion	1 minute up to exclusion
<b>10</b>	<b>Car Identity and Starting Order</b>	
10.1	Irregularity of vehicle identity	1 minute up to exclusion
<b>11</b>	<b>Time Cards</b>	
11.1	Loss of a Time Card by a competitor	1 minute up to exclusion
11.2	Improper alteration of a Time Card by a competitor	Exclusion
<b>12</b>	<b>Documentation and Pre-event Scrutineering</b>	
12.1	Breach of Pre-event Scrutineering requirements	Start Refused / 1 minute up to exclusion
	Breach of Documentation requirements	Start Refused
12.3	Car or crew found not to conform to Regulations during the event	1 minute up to exclusion
12.4	Car found not to conform to Regulations at Post-event Scrutineering	1 minute up to exclusion
<b>15</b>	<b>Controls</b>	
15.1		
a) Contrôle Horaire Principal "OUT"	Late departure	30 seconds per minute
	Early departure	1 minute per minute
	Failure to visit within maximum lateness	30 minutes
b) Contrôle Horaire Principal "IN"	Failure to visit within maximum lateness	30 minutes
c) Contrôle Horaires	Late arrival (where specified)	30 seconds per minute
	Early arrival	1 minute per minute
	Failure to visit within maximum lateness	5 minutes
d) Contrôle de Passages	Failure to visit (cf. Article 16.2)	2½ minutes
e) Contrôle Secrets	Failure to visit Contrôle Secret	2½ minutes
	Contravening traffic laws, excessive speed or negligent driving	1 minute up to exclusion
	Behaviour likely to discredit the event or arouse adverse public opinion	1 minute up to exclusion
15.2	Failure to follow the instructions of a marshal	1 minute up to exclusion
15.3	Wrong approach to, departure from, visited out of sequence Contrôle Horaire	5 minutes
	Wrong approach to, departure from, visited out of sequence Contrôle de Passage	2½ minutes
	Wrong approach to, departure from, visited out of sequence	2½ minutes

	Contrôle Secret	
15.11	Covering a section in less than three quarters of the time allowed between two consecutive Contrôle Horaires more than 4 km apart. Second Offence	5 minutes 5 minutes up to exclusion
<b>16</b>	<b>Regularity Sections</b>	
16.2	Failure to visit, Wrong approach to, departure from Regularity Start Control	5 minutes
	Failure to visit, Wrong approach to, departure from Regularity Timing Point Control	2½ minutes
	Failure to comply with requirement for a CP within Regularity Section	2½ minutes
	Indicating or receiving information relating to the location of a Regularity Timing Point	5 minutes up to exclusion
16.8	Start delayed by more than 15 seconds or jumped start on Regularity Section	10 seconds
16.9	Stopping or crawling within site of a Regularity Timing Point	1 minute
	Reversing into a Regularity Timing Point	5 minutes up to exclusion
16.11	Each second above or below the Ideal Time at a Regularity Timing Point	1 second
	Maximum penalty at a Regularity Timing Point, if visited correctly	1 minute
16.12	Failure to attempt test	5 minutes
	Each second above or below the required lap time	1 second
	Start delayed by more than 15 seconds	10 seconds
	Failure to complete first lap within specified range	2½ minutes
	Failure to complete subsequent lap or laps within specified range	1 minute
	Completing incorrect number of laps	2½ minutes
	Stopping, crawling or any incidents of dangerous driving	2½ minutes
	Maximum Test Penalty, if attempted	2½ minutes
<b>17</b>	<b>Special Tests</b>	
17.7	Best time in class on a test	0 seconds
	2 <sup>nd</sup> on Test	3 seconds
	3 <sup>rd</sup> on Test	5 seconds
	4 <sup>th</sup> on Test	6 seconds
	5 <sup>th</sup> on Test	7 seconds
	6 <sup>th</sup> on Test	8 seconds
	7 <sup>th</sup> on Test	9 seconds
	8 <sup>th</sup> and over	10 seconds
17.8	Delaying starting by more than 15 seconds	10 seconds
	Striking a course marker	10 seconds
	Failure to stop astride or cross a line correctly	10 seconds
	Failure to stop correctly within a "STOP/GO" box	10 seconds
	Starting before the word "GO" (jumped start)	30 seconds
	Failure to correctly record a Code Board	30 seconds
	Failure to immediately leave the test finish area	30 seconds
17.9	Failing to visit a Special Test	2½ minutes
	Reversing back to the Stop line at the end of a Test	2½ minutes
	Exceeding test maximum including added time penalties	1 minute
	Entering an Out-of-Bounds area	1 minute
	Wrong Test	1 minute

## Appendix 2 Official Map List

As outlined in Article 2.2 there will be restrictions on the maps that may be used. The official map list will be published in September.

### Appendix 3 Sample Route (Map Marking) Instructions

This information is sent to competitors about two weeks before the event.

## How to Plot the Route

Those of you who have done previous Winter Challenges will be familiar with this method of providing the route information for you to plot the route onto your maps. The route information cannot be used as a “road book” in place of the maps on event. The maps should always be your first reference for finding the correct route.

The information for each Day/Leg is basically divided into two sections.

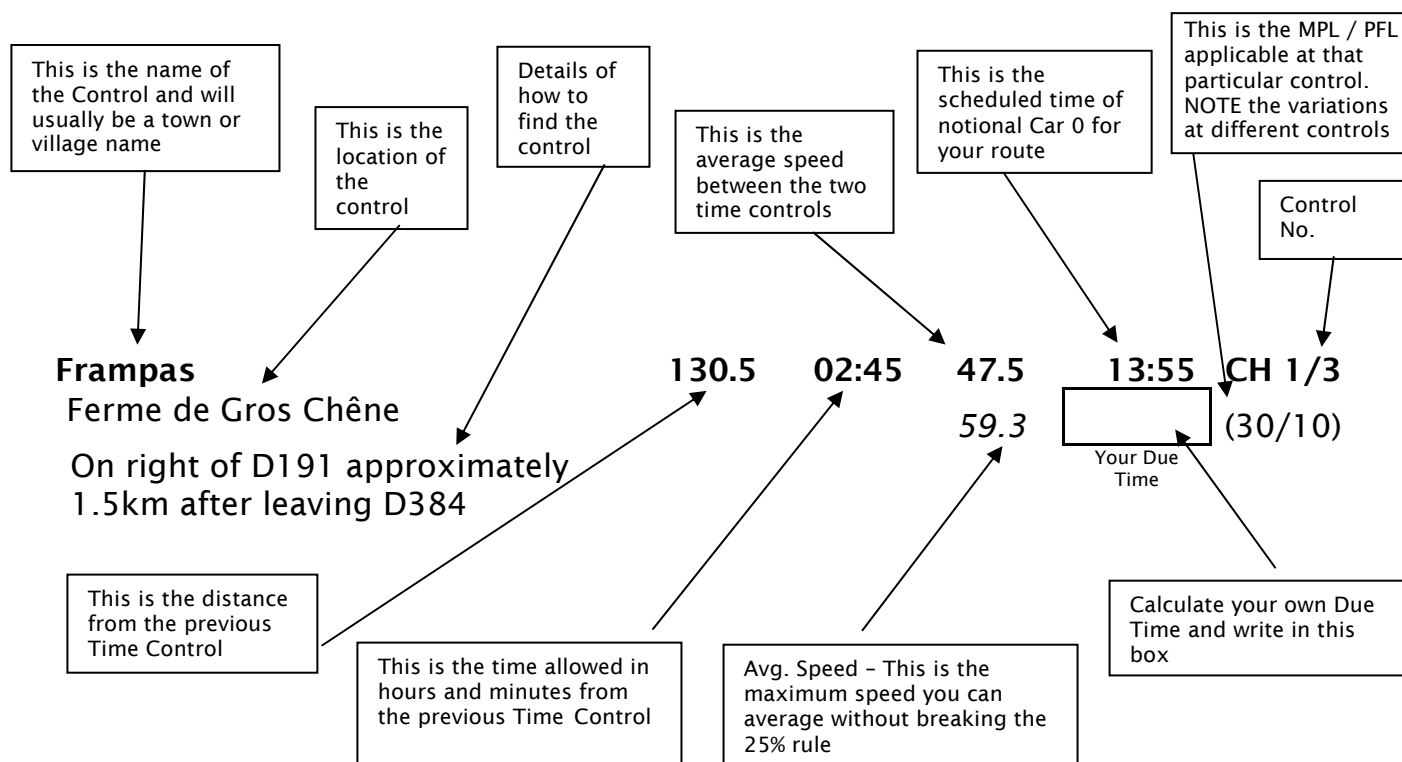
a) The Daily Summary: This contains information concerning exact location of controls, scheduled times, average speeds etc.

b) The Route Notes: This is the information that you require to plot the route onto your own maps.

#### a) Daily Route Summary

These sheets are intended to give you an overview of the day.

The information is laid out as follows:



**b) Route Notes / Map Marking Instructions**

The Route Notes are laid out in eight columns as follows.

**Column 1 Inter (Interval Distance)**

The distance in kilometres from the previous INSTRUCTION which showed a distance. These distances are normally taken from the map and are measured to +/- 0.5km on the Michelin atlas and therefore cannot be guaranteed to be absolutely accurate. Where there is no distance shown on the map then this has been estimated by ourselves.

**Column 2 Total (Total Distance)**

The total distance in kilometres from the previous Time Control.

**Column 3 Junction**

These are the road numbers at the junction defined. We do not necessarily include ALL the road numbers at a junction and **not every junction on the route is included** – just the ones that you will need to find the correct route. Please note that road numbers sometimes change as the road crosses from department to department. PLEASE BE AWARE THAT THE ROAD NUMBER ON THE MAP MAY NOT BE THE SAME AS THE ROAD NUMBER ON THE ROAD SIGN!

**Column 4 Road**

This is the road number on the map that you must take from the location or junction, where there is no visible road number the term UC will be used.

**Column 5 Dir'n (Direction)**

This is based on points of the compass, i.e. N, NE, E, SE, S, SW, W, NW, and indicates the general direction of departure from the junction.

**Column 6 Location**

Usually the name of a village or town. If the name is given in brackets, e.g. (St Nicholas d'Acy), then the location is off-route and is only shown to aid identification. Not every place name is included. If the location name is preceded by a double vertical line it indicates that there is a fuel station in the town but we cannot guarantee that they will be open at the time you pass so the general rule is to keep the tank topped up rather than relying on the indicated fuel stations.

**Column 7 Control**

This is the control or test number. The location of the regularity timing points are of course kept secret!

**Column 8 Time**

This is the Standard Time for Main Time Controls (Contrôle Horaire Principal) and Time Controls (Contrôle Horaire). For Regularities, Tests and Passage controls (Contrôle de Passage) the time is a "nominal standard time" and by adding your "plus time" to this time you will get an idea of the time you should aim to be there.

This information should enable you to plot the route onto the appropriate Michelin Maps. It is then your decision whether you transfer this route onto all or any of the IGN maps listed in the Official Map List. Where there is any discrepancy between the road / route shown on the Michelin or IGN maps, the Michelin map will be deemed to be correct.

In some instances, particularly through towns and villages there may appear to be alternative routes. Competitors are assured that the organisers will not site route checks of any kind in areas where such alternatives may occur. Secret Checks are used to ensure compliance with route, where for an example it may be possible to take a short cut, they are not used to ensure you went a particular way through a town.

When you are plotting there may be occasions on which you are not sure which way we intend you to go, try moving on a junction and working backwards, if you do get really stuck give us a call and we will try to explain.

## Daily Summary - Sample

**Total Distance**
**474.5 km**
**Chantilly to Plombières-les-Bains**
**Leg 1**
**Sunday 20<sup>th</sup> November 11**

	Dist. km	Time Allowed hh:mm	Avg. Speed (+25%)	Std. Time	Control (MPL/PFL)
<b>Chantilly</b>	<b>0.0</b>			<b>08:35</b>	<b>CHP 1/1</b>
Château de Chantilly				<input type="text"/>	<b>(30/0)</b>
See Tulips				Your Due Time	
<b>"Le Premier"</b>				<b>(10:17)</b>	<b>RS 1/1</b>
Manned Start				<input type="text"/>	
At exit to parking area on right of D6 just before X D6/D83				Your Due Time	
<b>Châtillon-s-Marne</b>	<b>122.5</b>	<b>02:35</b>	<b>47.4</b>	<b>11:10</b>	<b>CH 1/2</b>
Bar Urbain Deux			<b>59.3</b>	<input type="text"/>	<b>(30/10)</b>
On right in centre of town, approximately 500m after Châtillon-s-Marne "IN" sign				Your Due Time	
<b>"Pays de Champagne"</b>				<b>(11:25)</b>	<b>RS 1/2</b>
Self Start				<input type="text"/>	
At white diamond sign, 80m after X D24/UC and 9.70km after previous TC				Your Due Time	
<b>Frampas</b>	<b>130.5</b>	<b>02:45</b>	<b>47.5</b>	<b>13:55</b>	<b>CH 1/3</b>
Ferme de Gros Chêne			<b>59.3</b>	<input type="text"/>	<b>(30/10)</b>
On right of D191, approximately 1.5km after leaving D384				Your Due Time	

Early Arrival Permitted subject to Art. 15.12

## Route Notes / Map Marking Instructions - Sample

Inter	Total	Junction	Road	Dir'n	Location	Control	Time
<b>Sunday 20<sup>th</sup> November 2011</b>							
<b>Use Michelin Atlas of France 2011</b>							
0.0		See Tulips	D924 <sup>A</sup>	S	Chantilly		
<b>Château de Chantilly, see Daily Procedures sheet for assembly times</b>						<b>CHP 1/1</b>	<b>08:35</b>
1.0	1.0	D924 <sup>A</sup> /D138	D138	E	53		
1.5	2.5	D138/UC	UC	N	(Ailly)		
		UC/UC	UC	N	Ailly		
1.0	3.5	UC/D924	D924	E	(Ailly)		
3.0	6.5	D924/UC	UC	N	(St. Nicholas d'Acy)		
1.5	8.0	UC/N330/D330	N330	NE	73		
5.0	13.0	N330/N324	N324	E	(Senlis)		
21.0	34.0	N324/D136/D332/UC	N324	E	Crépy-en-Valois		
7.0	41.0	N324/N2	N2	NE	(Vaumoise)		
15.0	56.0	N2/D2	D2	SE	MF		
12.5	68.5	D2/D80	D2	E	St. Remy-Blanzy		
4.5	73.0	D2/D1	D2	E	(Grand-Rozoy)		
3.5	76.5	D2/D22	D22	NE	Beugneux		
		D22/D6	D6	N			
<b>"Le Premier"</b>						<b>RS 1/1</b>	<b>(10:17)</b>
<b>At exit to parking area on right of D6 just before X D6/D83</b>							
6.5	83.0	D6/D83	D83	E	138		
1.5	84.5	D83/UC	UC	N	Branges		
		UC/UC	UC	E			
2.5	87.0	UC/D15/UC	UC	E			
		UC/D83	D83	S	(Lhuys)		
3.0	90.0	D83/UC	UC	E			
		UC/UC	UC	E			
1.5	91.5	UC/UC	UC	E	Bruys		
4.5	96.0	UC/D967/D14	D14	S	Chèry-chartreuve	End of Regularity	
8.5	104.5	D14/D2	D2	SE	(Coulonges-Cohan)		
8.0	112.5	D2/D801	D801	S	Villers-Agron-Aiguizy		
2.0	114.5	D801/D980	D980	NE			
		D980/D23 <sup>E</sup>	D23 <sup>E</sup>	SE			
		D23 <sup>E</sup> /D23	D23	S	232		
8.0	122.5		D23	S+E	Châtillon-s-Marne		

		<b>Bar Urbain Deux</b>				CH 1/2	11:10
		<b>On right in centre of town, approximately 500m after Châtillon-s-Marne "IN" sign</b>					
1.0	1.0	D23/UC	UC	E			
		UC/D24/UC	D24	N			
6.0	7.0	D24/D324	D24	N	Cuchery		
		D24/UC	UC	S+E	(240)		
		<b>"Pays de Champagne"</b>				RS 1/2	(11:25)
		<b>At white diamond sign, 80m after X D24/UC and 9.70km after previous TC</b>					
		UC/UC	UC	S			
4.0	11.0	UC/D324	D324	SE	Belval-s/s-Châtillon		
1.0	12.0	D324/UC	UC	E	Belval-s/s-Châtillon		
			UC	E+S	La Poterne		
2.0	14.0	UC/D324	D324	SE			
		D324/D22	D22	S	Fleury-la-Rivière		
2.5	16.5	D22/D22 <sup>A</sup>	D22 <sup>A</sup>	W			
		D22 <sup>A</sup> /UC	UC	E	181		
2.0	18.5	UC/D22	D22	N			
		D22/UC/UC	UC	S			
1.5	20.0	UC/D1	D1	E	Damery	End of Regularity	
7.0	27.0	D1/N51	D1	SE	(Dizy)		
5.0	32.0	D1/UC	UC	SE	(Mareuil-s-Ay)		
		UC/UC/UC	UC	S	Mareuil-s-Ay		
2.0	34.0	UC/D9	D9	S			
1.5	35.5	D9/D3	D3	E	(Oiry)		
22.5	58.0		D3	SE	Fagnières		
1.0	59.0	D3/D933/Yellow	Yellow	SE			
1.5	60.5	Yellow/N77/D2 <sup>E</sup>	D2 <sup>E</sup>	SE	(Compertrix)		
3.5	64.0	D2 <sup>E</sup> /D4/D2	D2	SE	S <sup>t</sup> . Laurent		
25.0	89.0	D2/N4	D2	S	(Blacy)		
4.0	93.0	D2/D14	D14	SE			
		D14/D396	D396	NE	101		
3.0	96.0	D396/D13	D13	SE	Frignicourt		
26.5	122.5	D13/D55	D55	E	Giffaumont-Champaubert		
		D55-D153 <sup>A</sup>	D153 <sup>A</sup>		<i>Change of road number</i>		
6.0	128.5	D153 <sup>A</sup> /D384	D384	S			
0.5	129.0	D384/D191	D191	E	Caution! 2 way rally traffic		
1.5	130.5		D191		Frampas		
		<b>Ferme de Gros Chêne</b>				CH 1/3	13:55
		<b>On right of D191, approximately 1.5km after leaving D384</b>					