



# REGULATION



The entry fees fixed at **535 Euro** per crew cover the assumption of responsibility of all the expenses of meals and the material ( plates of rally, road-book and souvenir objects ), except additional drinks and lodging. The number of the participants is voluntarily limited to **ninety crews** in order to preserve all his user-friendliness with this event.

Each request of engagement will be subjected at a selection comity which reserves the right to accept or to refuse a candidature without having to give the reason of it. The organizers reserve the right to cancel the rally or to make any useful or necessary modification. All the parts and entry fees will be restored with their non allowed candidates.

## Article 5 : Insurance

A police force of insurance will be subscribed to guarantee the pecuniary consequences of the civil liability falling to the organizers or the participants in complement for the individual contract of automobile insurance obligatory subscribed by each one for its vehicle.

**This insurance will be conformable to the decree 2006-554 et to its by-law of October the 27<sup>th</sup>, 06.**

Each participant has to insure him-self against the risks not forecasted in the decrees of the obligatory insurance.

Of share their engagement, the participants give up to any resort towards the organizers for all the cases not incoming within the framework of the subscribed contract and admit taking share with the event under their own responsibility by admitting that the responsibility of the organizers could not be questioned during the rally in the event of robbery, of degradation or unspecified property damages..

## Article 6 : Publicity and Partnership

The organizers reserve the right to make be reproduced one or more publicity on the cars to sites defined by them. The competitors are free to make appear theirs if it does not make obstacle with those prospected by the organizers, that they don't present a politic or an insulting character and that does not harm the general appearance of the car.

## Article 7 : Obligations of the participants

===== **IT IS IN NO CASE A SPEED RACE** =====

The participants will have to conform **scrupulously** to the regulations of the Highway Code, the Local By-Laws of the crossed localities and the various Articles of this Regulation.

A participant who is faster is only allowed to overtake a slower one under respect of the Highway Code. The competitors will be held not to throw discredit upon the event and not to have unfriendly attitude towards the organizers and the other participants.

The participants will have to be able to attest that their cars covered by a Civil Liability and Transported People insurance and that the driver and his navigator are in possession of their driving license

**They also engage to comply with the rules of courtesy, carefulness and user-friendliness which are usual in the Club "ALSACE & VIEILLES ANGLAISES".**

## Article 8 : Starting order

The departure of the stages will be given from minute to minute by ascending order of the cars. The numbers are allocated in accordance with the options: first the **"Tourism"** category, then the **"GT"** and last the **"Expert"** category.

All the cars will have to carry the requested plates and elements of identification fixed in a visible way, without hiding the number plate, in the front and the rear of the car to allow its identification.

## Article 9 : Unfolding of the Rally :

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The Rally of Navigation and Regularity of the T.C.A. is neither a test of endurance, nor of speed, but a sporting event based on the strict respect of a secret route with an average **always** lower than **31 Miles/hour**.

The official circuit has obligatorily to be respected. The journey is kept secret until the start. He is split up into several stages and each stage may be split up into several sectors from different kind. The circuit is defined in a road book.

The cars are split up into **three categories**:

- **Category Tourism** : Without notion of regularity, only arrows, very simple mapping and fishbones.
- **Category GT** : without notion of regularity (excepted special dispositions) arrows, mapping, simple fishbone, or other playfully type of navigation documents.
- **Category Expert** : with regularity sectors **within a second** where the road book is based on arrows, fishbones, mapping or other navigation documents.

**La VIREE des COLS VOSGIENS** includes four distinct stages. At the beginning of each stage, the participants will receive:

- a waybill allowing to mark various Controls of Passage (**CP**) and giving all the useful indications of time table.
- a road-book giving all the indications necessary to the respect of the way, in a different form according to the Navigation category or the Regularity category, as well as all the elements making it possible to determine ideal passing times (**TIP**).

## **Article 9-1 : Denomination of the Sectors**

Each **HALF STAGE**, divided into **SECTORS**: they are parts of journey being between to Time Controls (**CH**) an including if necessary.

- **Section of Joining** : They are indicated in the Road-book and concern the three categories.

It is a part of way between two Time-Controls ( **CH** ) without Passage Controls ( **CP** ) or Regularity Controls ( **CR** ). Meanwhile, it is imperative to follow the official itinerary. The given time take the difficulties of the way in account and incite on carefulness. They are no penalties if the Road-Book specify it.

- **Neutralized Section** :

It is a part of way well identified in the Road-Book. They are entry or roads out zones, big urbanized areas or refuelling and regrouping zones. They concern also the three categories.

- **Section of Regularity** :

( for Regularity category only )

It is a part of way included in a sector of joining to accomplish in an ideal time with an **average always lower than 31 Miles/hour**. The sector starts at a place indicated on the road-book ( **CH** or **TIP** ) and ends at an unexpected control announced by a green **CR** panel (not stop at this panel ) located beyond the point of timing of the passage and being able to indicate the end of the Regularity sector. ( A Regularity sector may include several **CR** ). The global average of these sections is **always** lower than 31 miles per hour.

This average is changeable to take the difficulties of the way in account and is notified in an annex paper.

## **Article 9-2 : Controls**

Controls will be opened 15 minutes before ideal hour of passage of the first car, and closed 30 minutes after theoretical hour of passage of the last competitor. There are different types of controls.

- **Ideal passing time : TIP**

It is possible that **TIP**'s are mentioned in the road book ( for the three categories). The competitors have to respect the **TIP**. They could be controlled by the organization. Crossing a **TIP in advance** will lead to the same penalties as the Time Controls (**CH**).

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## - Control of Passage : CP

They can be of three types :

- Specific white panel always placed on the right side of the road, with two black letters which must be progressively noted of readable manner, with a pen ball, on the waybill, without erasure nor overloading. The rightness and the legibility of the inscriptions on the waybill is responsibility of the competitors.
- CP « AUTO » : CP with « PINCER » to be used by the competitors.
- CP with presence of road commissioners : white panel with red CP always on the right side of the road. Obligatory STOP and control carried out by the commissioners.

## - Time Control : CH

Materialized by a red **CH** panel always on the right side of the road and signalized by an orange **CH** panel placed about thirty yards before at the beginning of the control zone.

The STOP is obligatory at the **CH** control point where a marshal points the waybill as of his presentation by a member of the crew.

## - Regularity Control : CR ( only for the Regularity category)

Green **CR** panel placed on the right side of the road. This panel indicates that the unexpected control of the Regularity Control ( CR ). A Regularity Section can include several **CR**. Do not stop.

## - Secret Control :

The organizers will place secret controls to check the respect of the indicated road and speed average, but also to take care of the respect of the Highway Code indications.

Article 10 : Scale of Penalties : They are noted in the following way:

<b>CH</b> not crossed or reverse crossed	2700 points
<b>CH</b> or <b>TIP</b> not crossed or reverse crossed	1800 points
<b>CP</b> missing or noted twice	900 points
Per minute advance at a <b>CH</b> or a <b>TIP</b>	120 points
Per minute of delay at a <b>CH</b>	60 point
Per second advance at a <b>CR</b>	2 points
Per second of delay at a <b>CR</b>	1 point
Maximum Penalties for advance or delay with crossed <b>CR</b> or <b>CH</b>	1800 points
Loss or absence of rally plate or door number given at the start	3000 points
Serious Offence with the Highway Code (Stop not respected)	1800 points
Loss of the waybill : fixed price	6000 points

The falsification of documents, the organized assistance, the presence in the car of prohibited fittings, the dangerous driving, a serious offence with the highway code and an unfriendly attitude with the other participants or the organizers involve the **direct exclusion** of the concerned competitor.

**Nota Bene** : A significant advance at any point of the rally, translating strong driving beyond the ceiling average of the concerned sector, involves the direct exclusion and without appeal of the crew accused by way of « **dangerous driving** ».

The excluded participants will immediately have to remove the allocated plates and numbers. They will be able neither to continue on the rally nor to claim to be classified.

## Article 11 : Definition of ideal hour

The reference of exact hour is given by the DCF Radio-Controlled Time.

The ideal hour is expressed in Hours ( HH ) and Minutes ( MM ). It is between HH-MM-00 Second and HH-MM-59 Seconds.

### Example : Ideal Hour at 9 H 32'

A pointing at **9 h 31' 59''** involves one minute of penalty for advance,

A pointing between **9 h 32' 00''** and **9 h 32' 59''** involves no penalty,

A pointing at **9 h 33' 00''** involves one minute of penalty for delay.

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## Article 12 : News tests at the hundredth of a second

A new heat of tests at the hundredth of a second will be created at the VCV et will give rise to a separate classification. This classification will give bonus points for the scratch in each category.

## Article 13 : Complaints

This event is taking place in a friendship and user-friendliness framework. Any complaints, whichever they are, can not be lodged. Each competitor commits himself, by his entering itself, to respect the present regulation and to conform to the decisions taken by the organizers.

## Article 14 : Classification and prices

The general classification will be established in the crescent order of the cumulated total of the **penalties** of the three stages. **The coefficient will only be applied on the time penalties accumulated during the rally.**

Example : Car of **1958** : the coefficient will be **1,58**

Car of **1975** : the coefficient will be **1,75**

In case of ex-aequo, the crew with the car of lower cubic capacity will be declared winner. In case of persistent equality, the primacy will go to the oldest crew.

Various classifications by group, category or special characteristics ( marks, feminine crews, et cetera ) can be established. Cups will reward the best crews of each category.

## Article 15 : The « CLASSIC CHALLENGE THUNER – GRETENER »

The « VIRÉE des COLS VOSGIENS » and the « VOSGES ALSACE CLASSIC » will make up a new challenge : the « CLASSIC CHALLENGE THUNER – GRETENER » which will reward the best teams of our rallyes.

## Article 16 : Cancellation charges and Withdrawal

A regularly committed competitor, wishing to desist, will have to confirm his withdrawal by mail ( the postmark will be taken ) and will be refunded

- **The Entry Fees less 300 €uro** for any renunciation between April the 10<sup>th</sup> and May the 1<sup>st</sup>, 2011
- **no refunding** will be carried out for all renunciation after May the 1<sup>st</sup>, 2011.

In case of cancellation of the event for some reason that it is, the organizers will retain the sum of **100 €uro** by regularly registered crews for administrative expenses.

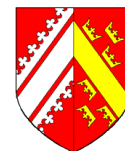
Daniel MELLE, organisateur

Vu, for the Club «ALSACE & VIEILLES ANGLAISES »

Vu, la F.F.V.E.  
Boulogne - Billancourt,  
January the 20<sup>th</sup>, 2011



**ALSACE  
& VIEILLES ANGLAISES**



Signé : Daniel MELLE  
Président

