



Liege-Rome-Liege
Marathon de la Route
June 08-11, 2019

Special regulations





Rally winners over the years

LIEGE-ROME-LIEGE 1931 - 1960 (ORG: Royal Motor Union)

- 1931:** Willy Toussaint-Alphonse Evrard (Bugatti 49);
- 1932:** Baron Orban de Xivry-L.Havelange (Bugatti 46);
- 1933:** Téléphore George-Collon (FN 3.2L), and Paul von Guillaume-Mrs. L.Bahr (Adler 2L Favorit);
- 1934:** Alphonse Evrard-Jean Trasenster (Bugatti), and Peter Collin-Mrs. Collin (Bugatti), and Charles Lahaye-René Quatresous (Renault), and Paul von Guillaume-Mrs. L.Bahr (Impéria), and Van Naemen-Ferruccio Canciani (Lancia), and Max Thirion (Germaine's father)-Georges Bourianou (Bugatti), and Hans-Joachim Bernet-Max Sailer (Mercedes-Benz);
- 1935:** Jean Trasenster-Franz Breyre (Bugatti), and Charles Lahaye-René Quatresous (Renault Nervasport);
- 1936:** Cancelled owing to dates contested by the Belgian authorities;
- 1937:** Karl Haeberle-Walter Glöckler (Hanomag - car manufacturer: K.Haeberle);
- 1938:** Jean Trasenster-Franz Breyre (Bugatti);
- 1939:** Jean Trasenster-Franz Breyre (Bugatti), and Jean Trévoux-Marcel Lesurque (Hotchkiss);
- 1950:** Claude Dubois-Charles de Cortanze (Peugeot 203 Special 1490cc);
- 1951:** Johnny Claes-Jacques Ickx (Jaguar XK 120);
- 1952:** Helmut Polensky-Walter Schlüter (Porsche 356);
- 1953** (9^e event of the first European Rally Championship): Johnny Claes-Jean Trasenster (Lancia Aurélia GT);
- 1954:** Helmut Polensky-Herbert Linge (Porsche 356);
- 1955:** Olivier Gendebien-Pierre Stasse (Mercedes-Benz 300 SL)
- 1956:** Willy Mairesse-Willy Genin (Mercedes-Benz 300 SL);
- 1957:** Claude Storez-Robert Buchet (Porsche 356)
- 1958:** Jean Hébert-Bernard Consten (Alfa Romeo Giulietta)
- 1959:** Robert Buchet-Paul Ernst Strähle (Porsche 356 Carrera), and Jacques Féret-Guy Monraisse (Renault)
- 1960:** Pat Moss-Ann Wisdom (Austin Healey 3000)

LIEGE-SOFIA-LIEGE 1961 - 1965

- 1961:** Lucien Bianchi-Georges Harris (Citroën DS 19)
- 1962:** Eugen Böhringer-Hermann Eger (Mercedes-Benz 220 SE)
- 1963:** Eugen Böhringer-Klaus Kaiser (Mercedes-Benz 230 SL)
- 1964:** Rauno Aaltonen-Tony Ambrose (Austin Healey 3000)
Eighty-two-hour Nürburgring (Marathon de la Route):
- 1965:** Henri Greder-Johnny Rives (Ford Mustang), and Rainer Ising-Bernd Degner (Porsche)

MARATHON DE LA ROUTE 1966 - 1971

- **84-hour Nürburgring:**

1966: Julien Vernaeve-Andrew Hedges (MGB GT), and Jacky Ickx-Gilbert Staepelaere (Ford)

1967: Edgar Herrmann-Jochen Neerpasch-Vic Elford (Porsche 911R)

1968: Herbert Linge-Dieter Glemser-Willi Kauhsen (Porsche 911)

1969: Harry Källström-Sergio Barbasio-Tony Fall (Lancia Fulvia HF)
- **86-hour Nürburgring:**

1970: Gérard Larrousse - Helmut Marko - Claude Haldi (VW-Porsche 914/6)
- **96-hour Nürburgring:**

1971: Jacques Henry-Maurice Nusbaumer-Jean-Luc Thérier (Alpine-Renault A110)

LIEGE-ROME-LIEGE 1991 - 2002 (ORG: RMU Classic Race)

- 1991:** Didi- Moray (Mini Marcos)
- 1992:** Didi- Moray (Fiat Abarth)
- 1993:** Didi - Joseph Lambert (Alfa Romeo SZ)
- 1994:** Mintiens - Van Oosten
- 1995:** **Liege-Sofia-Liege**
Honrath- Potjans (Porsche 356)
- 1996:**
- 1997:** **Liege-Istanbul-Liege**
Paul Vignal - Colin Francis (Volvo PV 544)
- 1998:**
- 1999:** Philippe Burckhardt – Joseph Lambert (BMW 328)
- 2000:** Alexia & Stephan Schrauwen (BMW 328)
- 2001:** Michael Darcey – Steve Hutginson (Austin Healey)
- 2002:** Alexia & Stephan Schrauwen (BMW 328)

Organized by *Trajectoire* since 2015

- 2015:** **Liège-Sofia-Liège**
Jean-Jacques Martens - Awin Pick (Porsche 356)
- 2016:** **Liège-Rome-Liège**
Ruben Maes - Aswin Pick (Porsche 914/6)
- 2017:** Christian Crucifix – Yves Noelanders (Ford Anglia 1960)
- 2018:** **Liège-Rome-Liège**
Michel Decremer – Yannick Albert (Opel Ascona)



Approved by the ASN on : 20.12.2018

Visa number : 2019/MDR/RRC02

PROGRAMME: MARATHON DE LA ROUTE ®

October 1, 2018: Opening date for entries.

November 15, 2018: publication of the regulations (subject to visa).

November 15, 2018: end of registration period at first preferential rate.

January 15, 2019: end of registration period at second preferential rate.

May 9, 2019: Closing date for entries.

June 8, 2019: **NANCY**
12:00 - 15:00
Briefing
15 :01 : Departure first car.

June 8, 2019: Grouping route
Departure city: Spa
Optional departure cities: Kortrijk, Reims, Lyon

Stage 1: NANCY - BESANCON

June 9, 2019: Stage 2: BESANCON - GRENOBLE

June 10, 2019: S Stage 3 : GRENOBLE – VALS-LES-BAINS

June 11, 2019: Stage 4 : VALS-LES-BAINS - BEAUNE

OFFICIAL NOTICE BOARD

The official notice board will be set up as follows:

June , 2018: **Radisson Blu Palace Hotel, Spa**
Place Royale, 39 - 4900 SPA (BE)

June 8-11, 2019: In each hotel along the route of the stage

The “trajectoire” application will also serve as the official scoreboard for the duration of the event.
The download procedures will be provided during the administrative check.

1 - ORGANIZATION

1.1 Definition

Trajectoire Evenements Automobiles SPRL organises the “Marathon de la Route ®”, which takes place from June 8-11, 2019.

There are two defined categories:

- **Regularity:** intended for amateur regularity rally drivers, with a specified average speed of up to 50 km/h;
- **Club,** intended for novice crews and/or crews wanting to experience this exceptional course without having to comply with an average speed.

Address of the organizer’s permanent office (until 08.06.2018):
rue Les Communes, 38a, B-4840 OMBRET
administration@trajectoire.be - +32 474 660 144
www.liege-rome-liege.org

Rally Centre during the event:

June 8, 2019: Until departure:
Radisson Blu Palace Hotel, Spa
Place Royale, 39 - 4900 SPA (BE)

June 8 - 11, 2019: In each hotel along the route of the stage

The event is run in compliance with:

- International Sporting Code of the FIA,
 - National Sporting Codes,
 - The present regulations and any addenda,
- The highway codes of Belgium, France.

1.2 Organizing Committee

Rally promoter and hospitality management:

Trajectoire Management SARL
28, rue Grande-Duchesse Charlotte - L-9515 WILTZ
administration@trajectoire.lu | +32 479 204 360

Rally sports management:

Trajectoire Evènements Automobiles SPRL
Rue Les Communes, 38a - B-4540 OMBRET
jf.devillers@trajectoire.be | +32 474 660 144
www.liege-rome-liege.org

Event Director: Jean-François DEVILLERS
Clerk of the Course: Joseph LAMBERT
Deputy Clerk of the Course: Eric CHAPA
Competition Secretary: Monika LUDWIGS
Competitors’ Contacts: Monika LUDWIGS

1.3 Officials during the event

Race Director: Eric CHAPA
Assistant Race Director: Jean-François DEVILLERS
RACB Technical Delegate: tba
Sport marshal: tba
Competitors’ Liaison Officer: Georges DESSART
Pierre WYZEN
Press Officer: Vincent FRANSSSEN
Secretary of the Meeting: Monika LUDWIGS
Timekeeping: Tripy SA
Results Service: JB Time Concept
Chief Medical Officer: Doctor Laurent GAUTHIER

1.4 Supplements to the Regulations

The provisions of the present regulations may be amended if necessary.

Any amendment or additional provision will be announced by dated, numbered bulletins which form an integral part of the present regulations.

Any bulletin issued after the beginning of administrative checks must be signed by the Race Director.

These bulletins are posted in the Secretary’s office and on the official notice board. They are also directly communicated to the competitors, who must acknowledge receipt by signature, unless it is materially impossible, during the running of the event.

1.5 Application and Interpretation of the Regulations

The Race Director will ensure that the present regulations are applied during the running of the rally. Any eventuality not foreseen in the regulations will be judged by the Stewards, who alone are authorised to make a decision.

The French text will be definitive in the event of any dispute over the interpretation of the regulations in sporting terms.

2 - DESCRIPTION

The **Marathon de la Route** is over a distance of 2100 km, with 51 regularity test sections covering a total distance of 980 km. The event is divided into 4 stages.

The **Marathon de la Route Club** is also over a distance of 2100 km with no regularity test sections. The event is divided into 4 stages.

The route, time controls, neutralised sections etc. will be described on the time card and road book, which gives the crews all the information they need to complete the route correctly.



The route for the 2 categories, Regularity and Club, will be indicated in the road books as a series of tulip diagrams with plenty of directions and information about road conditions.

The route will be identical for both categories. The road book for the Open category will be simplified.

The road book will generally show all changes of direction. Some notes will be added to ensure safety or to confirm certain waypoints.

3 - ELIGIBLE VEHICLES

- 3.1 Any driver wishing to enter his vehicle for this event must ensure that, on the date of scrutineering and for the duration of the event, the car conforms to the traffic laws of the country(-ies) in which the event is run.

All vehicles with a "body cage" (type of bodywork) current up to December 31, 1979, are admitted without restriction; those up to December 31, 1985, will be admitted with the consent of the Organising Committee.

The engine must also have been marketed or approved by the FIA/CSI before January 1, 1982.

Example: a Golf GTI from 1982 may take part in the Liege-Rome-Liege if its body cage dates from 1974 and its engine was introduced in 1976.

In case of doubt or dispute, the competitor must prove that his vehicle conforms to the reference period.

All vehicles listed in categories J1 and J2 of Annex K to the FIA CSI, approved between 01/01/1982 and 31/12/1990, are also allowed (see list on the FIA site) without any restriction and any vehicle not included in this list but registered before December 31, 1990 with the agreement of the Organising Committee.

- 3.3 The organizer may refuse a vehicle which does not satisfy the specifications, "spirit" and aspect of the reference period. Eligible vehicles will be selected by the Organising Committee, which reserves the right to accept or refuse an application without justification.
- 3.4 It is recommended that a FIA Historic Technical Passport, a FIA Historic Regularity "Car Pass", an ASN Identity Card or an FIVA Identity Card is presented by the time of scrutineering at the latest.

Vehicles with a certificate of technical scrutineering limited to motor racing and a valid "yellow book" Competition Vehicle Certificate issued by the RACB are authorised to take part in the event and must satisfy the rally's technical scrutineering test for regulatory equipment (headlights,...)

- 3.5 Vehicles will be divided into 7 groups by age of car according to the date of first registration:
- Category A > E: before 1961
 - Category F: 1962 - 1965
 - Category G: 1966 - 1971
 - Category H: 1972 - 1976
 - Category I: 1977 - 1981
 - Category J1: 1982 - 1985
 - Category J2: 1986 - 1990

Each of these groups will comprise 3 classes decided by engine capacity:

- Class 1: up to 1.300 cc;
- Class 2: 1.301 - 2.000 cc;
- Class 3: over 2.001 cc.

- 3.6 The cubic capacity of supercharged engines will be multiplied by a factor of 1.7 for an accurate calculation of the cubic capacity. The cubic capacity of rotary engines (Wankel) will be multiplied by a factor of 2.0 for an exact

calculation of cubic capacity.

- 3.7 Classes with less than 3 competitors at the start can be added to the upper class(es).

3.8 Presentation of the vehicles

3.8.1 The vehicles must comply with the Highway Codes of the countries through which the rally passes. Racing cars with a red certificate of technical scrutineering are not permitted to take part in the event.

3.8.2 The original dynamo may be replaced with an alternator.

3.8.3 Tyres must comply with the Belgian Highway Code. Tread depth must be at least 1.6 mm. Only tyres marked "E" or "DOT" may be used. Any alteration, modification or adaptation of the tyres, other than through wear and tear from normal use, is prohibited. This prohibition includes the cutting of grooves.

"Racing" tyres are strictly prohibited. Studded tyres or similar are prohibited.

Controls will be carried out throughout the rally.

3.8.4 Vehicles must be equipped with at least 1 properly secured spare wheel of the same type as those authorised.

3.7.5 In case of doubt or dispute, the competitor must prove that any modifications carried out on his vehicle conform to the specifications valid during the reference period.

3.7.6 A maximum of 4 additional headlights is permitted, not including the original ones. To keep within the spirit of the period, **Xenon or LED bulbs are not permitted.**

3.8 Competitors are free to use meters and other electronic equipment. **All GPS systems are prohibited except for odometers (Tripmaster) that use this technology.**

3.9 All vehicles must carry a 3 x 3m canvas cover to be placed underneath the car in all regrouping areas and "parcs fermés". This also applies before any mechanical intervention on a vehicle.

4 - ELIGIBLE CREWS

4.1 All crews comprise a first driver and a navigator as specified on the entry form.

4.2 The first driver must hold a valid driving licence. To be authorised to drive the vehicle during the event, a crew member must hold a valid driving licence. Both driver and navigator must be at least 16 years of age.

Competitors must comply with statutory road traffic regulations throughout the rally.

4.3 Licences

Crew members must hold one of the following licences:

- an FIA 2019 international licence;
- a RACB 2019 Sport licence (rally or circuit) or a national 2017 equivalent licence issued by any other ASN;
- a "one event regularity" licence,
- available from cb.sport@racb.com
- The request must be made directly on the racb website www.racb.com/sport at the latest 4 days before the event

4.4 Safety Equipment

Seat belts are compulsory throughout the event for the driver and navigator except for vehicles without seat belts, homologated when seat belts were not available.

4.5 If, during scrutineering, the presentation of a vehicle is found



not to comply with the class in which it is entered, this vehicle may, on the proposal of the scrutineers and the consent of the Stewards, be transferred to a suitable class.

5 - ENTRY FORMS – ENTRY FEES – INSURANCE

5.1 Anybody wishing to take part in the Liège-Rome-Liège rally must fill in the online application form on the Internet site www.liege-rome-liege.org

The organizer must receive the form by May 9, 2019 at the latest.

It may be possible to replace a member of the crew or the car itself before the start of the Administrative Checks with the approval of the Organizing Committee. Only the Stewards may authorise the replacement of all crew members.

5.2 By submitting the entry form, all drivers submit to the provisions of the present regulations.

5.3 ENTRIES

5.3.1 Entry fees:

The entry fee is fixed at:

- **2345 €** per car for all entries received before November 15, 2018;
- **2395 €** per car for all entries received before January 15, 2019;
- **2495€** per car for all entries received after January 16, 2019.

This includes:

The **road book for each stage**; the **Tripy timekeeping system**; **all the sport technical and logistic support** (time controls, regularity tests on open roads, services of marshals, stewards and technical staff as well as the calculation of results and rankings); **rally plates and door numbers**; **compulsory insurance** (the insurance includes public liability of the competitors which guarantees unlimited cover for public liability towards third parties during the rally, as well as legal assistance); **midday meals and drinks (exclusive of extras)** during the rally except the first day, **2 tickets to the trophy and prize-giving ceremony**.

5.3.2 Hotel accommodation is included in a separate package:

- **980 €**, for 2 persons in a double or twin room, including evening meal and luggage transport.

These tariffs are guaranteed until April 01, 2019. Thereafter, the prices will be adjusted according to the availability of the hotels and the prices charged at the time of your request.

5.3.3 Various optional extras are available to entrants:

- Additional single room:
 - 550 €
- Mechanical assistance
 - Official assistance: 275 € if taken out before the start; 500 € if taken out during the rally.
 - Assistance pack, hotel and meal: 1200€
 - Assistance pack, hotel, meal and gala dinner: 1380 €
- Additional ticket for prize-giving dinner: 95 €

5.3.4 Payment

A valid invoice will be presented for each service by:
Trajectoire Management SARL,
rue Grande-Duchesse Charlotte, 28
L-9515 WILTZ
VAT: LU 2797 0769

Services are subject to the special tax arrangement of taxing the profit margin (art. 56A of the Luxembourg VAT code). VAT is not refundable

Every invoice must be paid by structured communication to the bank account specified on the invoice.

5.3.5 Deposits and balances

The payment deadlines are as follows:

1. **For entries before January 15, 2019:**
 - a. Deposit of 1000€ to be paid upon receipt of the invoice to benefit from the preferential rate.
 - b. The balance for the cost of the hotel and any optional extras is payable no later March 31, 2019.
 - c. Any other subsequent orders must be paid for upon receipt of the corresponding invoice in order to be accepted.
2. **For entries after January 16, 2019:**
 - a. The "entry fee" is payable in advance upon receipt of the invoice.
 - b. The balance for the cost of the hotel and any optional extras is payable no later March 31, 2019.
 - c. Any other subsequent orders must be paid for in cash in order to be accepted.
3. For entries after April 01, 2019 the invoice must be paid in full upon receipt.

5.3.6 Cancellation and refunds

If a competitor wishes to cancel his entry, the following rules shall apply:

1. For cancellations before December 31, 2018: Full refund
2. For cancellations before January 15, 2019: Refund of 75 % of the entry fee
3. For cancellations between January 16 and March 31: Refund of 50 % of the entry fee
4. For cancellations after April 01: No refund

Furthermore, no refunds will be given for cancellations due to reasons beyond the organizer's control.

Any invoice issued shall be considered as due.

If cancellation is made before payment of the invoice, it will remain due in accordance with the cancellation terms stipulated above.

Any disputes will be referred to our legal department and the competitor will be liable for debt recovery costs.

5.3.7 The maximum number of competitors is fixed at 100.

5.4 Insurance

5.4.1 In accordance with Article 2 of the National Sport Regulations and the law of November 21, 1989, Art. 8, the organizer will provide the following insurance to the crews:

- Public liability "Circulation" – cover:
- Personal injury: no limit;
- Material damages: 100.000.000 € per accident;
- Public liability, "Organization" – cover:
- Combined corporal and material damages:
- 5.000.000 € per accident;
- Legal assistance: 25.000 € per accident;
- Excess for material damages: 125 € per accident.

5.4.2 Public liability insurance covers the public liability of RACB Sport, the organizers of the event, the National Sporting Commission, the authorities involved and their staff and service personnel (remunerated members and volunteers) as well as the public liability of the owners, licence holders and drivers of competing vehicles and their officials.

5.4.3 Public liability of the organizers is understood to mean responsibility for injury or damages caused to third parties



through the fault of the organizer during the preparation, running and winding up of the event.

- 5.4.4** Free road sections are not covered by the organizer's public liability insurance contract.
- 5.4.5** Service vehicles, even those bearing special plates supplied by the organizer, may not, under any circumstances, be considered as official competitors in the event. They are therefore not covered by the insurance policy and remain the sole responsibility of their owners.
- 5.5** By affixing their signatures to the entry form, the competitors and all members of their crews, submit to the only sporting jurisdictions recognised by the International Sporting Code and the provisions of the present regulations.
- 5.6** The Organising Committee reserves the right to refuse the entry of a competitor or driver without having to give reasons (Art. 3.14 of the International Sporting Code of the FIA and Art. 8 of the general prescriptions due to all championships, challenges, trophies and cups of the FIA and their qualifying events other than those on circuits).
- 5.7** By signing the entry form, the competitor and/or driver absolves the FIA, the RACB, the organizers, promoters and official representatives, and each one of them individually, of all responsibility with respect to actions, fees, expenses, claims and complaints relating to fatal injuries or other injuries arising from his entry or participation in the event, whether or not such injuries are a direct or indirect consequence of negligence or culpability on the part of the organizers, promoters, their representatives or officials, the RACB and/or the FIA.
- 5.8** Any general use of all or part of the title of the event, "Marathon de la Route ®", will require the written authorisation of Trajectoire. Neither payment of the entry fee nor any other arrangement will absolve the competitor, his drivers, the car manufacturer, the team or its advertisers from requesting this authorisation. The competitor or, by default, the first driver must ensure that everyone is aware of this requirement.

6 - ADVERTISING

- 6.1** All publicity must comply with normal usage and legal provisions, and must fulfil the following conditions:
- it is authorised by national laws and FIA regulations;
 - it does not offend against public morals and decency;
 - it does not encroach upon the spaces reserved for plates and competition numbers;
 - it does not restrict the crew's field of vision;
- 6.2** Competitors may not oppose the obligation to display the organization's publicity. The specified design format of the advertising will be communicated to competitors.
- 6.3** The names of the first driver and his navigator may appear on each side of the car in a space no greater than 10 cm x 40 cm.
- 6.4** According to the legal rules in force, a car may compete with its original advertising livery.
- 6.5** Advertising space situated immediately above and below the door numbers or rally plates is reserved for the organizer's advertising. Any defacement of or failure to display the organizer's advertising will be punished by a fixed fine of 500 € per item.
The rally plates, organizer's publicity and door numbers will be given to all competitors at the administrative checks.
The competitors will present their cars for scrutineering with the advertising and numbers already affixed. Vehicles which do not follow this procedure will not be scrutineered.

7 - GENERAL OBLIGATIONS

7.1 Crews

- 7.1.1** Only crews (two people only) named on the entry form will be admitted to the start.
- 7.1.2** If one crew member drops out or if an additional party is admitted on board, the vehicle may be disqualified, except in individual cases examined and approved by the Organising Committee before the start of the rally.
- 7.1.3** The two members of the crew will be named as first driver and the navigator.
- 7.1.4** They will be permitted to share the driving provided they are both in possession of valid driving licences.

7.2 Starting Order - Plates - Numbers

- 7.2.1** The start of the first stage will be given in the order of the numbers assigned by the organiser. They will start other stages in the order of the official classifications at the end of the previous stage.
Any crew arriving late at the start of the rally, a stage or section (new start after regrouping) will be penalized (see Art. 10.3).

Numbers are allocated at the discretion of the organizers; the first 15 numbers will be assigned in priority to the first 10 drivers of the 2017 and 2018 general classification of Liège-Rome-Liège if they are at the start of the 2019 edition. Subsequent numbers will be assigned according to the year of approval of the car, from the oldest to the most recent.

Stage 1 will be divided into 2 sections with a meal break between the 2, the competitors will then start again in the order of the ranking of the first section of stage 1.

- 7.2.2** The organizers will issue two rally plates to each crew.
- 7.2.3** The plates, displaying the car's competition numbers, will be visibly attached at the front and rear of the vehicle throughout the duration of the event. They must not, under any circumstances, cover, even partially, either of the vehicle's registration plates.
The competition numbers provided by the organizers must appear on both sides of the car throughout the duration of the rally.
In some cases, the organizers may require competitors to remove or cover the competition numbers temporarily.
If, at any time during the rally, a competition number or rally plate is found to be missing, a time penalty will apply (see Art. 10.3). If a crew withdraws from the event, the rally plates and competition numbers must be removed or concealed.

7.3 Time Card

- 7.3.1** Every crew will receive a control or time card showing the time allocated to complete the distance between two time controls. This card is presented to the control post on arrival at each stage or section.
- 7.3.2** The time card must be available for inspection on demand, especially at the control posts, where it must be submitted personally by a member of the crew for stamping.
- 7.3.3** Unless approved by a competent marshal, any correction or modification made to the time card will result in disqualification.
- 7.3.4** If a competitor misses a control or fails to present the time card at every control post (time or passage), regrouping or start control, a penalty will apply.
- 7.3.5** The crew has sole responsibility for submitting the time



card at the various control posts and for the accuracy of the entries.

7.3.6 It is therefore up to the crew to submit the time card to the post marshals at the correct time and to check that the time is entered correctly.

7.3.7 Only the post marshal is authorised to enter the time on the time card, either manually or using a printing device.

7.3.8 Any discrepancy between the times noted on the crew's time card and the official event documentation will be subject to an enquiry by the Stewards, who will make the final decision.

7.4 Traffic Laws - Repairs

7.4.1 Throughout the rally, the crews must strictly comply with the traffic laws of the country they are driving in.

7.4.2 If, at any time during the event, the legal speed limit is exceeded 3 times, including on regularity test sections, the vehicle will be disqualified.

7.4.3 On the request of the officials, a retrospective speed control may be carried out using the Tripy system. With a correction of 5% in the competitor's favour, these controls shall prevail and will serve as a basis for the application of penalties.

7.4.4 The police or officials who verify a traffic violation committed by a rally crew will inform the offender in the same way as for normal road users. If they decide not to arrest the offending driver, they may request the application of the penalties specified in these Supplementary Regulations, subject to the following:

- notification of the violation is made through official channels and in writing before the current classifications are posted;
- the statements are sufficiently detailed for the identity of the offending driver to be established beyond all doubt together and include the exact place and time of the offence;
- the facts are not open to various interpretations.

7.4.5 Penalties applied in case of a violation of the Highway Code

7.4.5.1 If the legal speed limit is exceeded outside sensitive areas (see 8.4.5.3):

- + 10 km/h: 100 points
- + 20 km/h: 250 points

7.4.5.2 Other violations of the Highway Code:

- 1st violation: 150 points;
- 2nd violation: 300 points;
- 3rd violation: possible disqualification.

7.4.5.3 The Tripy system is used for speed controls in sensitive areas (urban conurbations, villages, dangerous stretches of road).

These zones are clearly defined in the road book and identifiable on the course because they are located between 2 markers (board, signpost, etc.).

If the legal speed limit is exceeded, the penalty incurred as follows:

- . up to 20% above the authorized speed: 1 point per km/h
- . between 21% and 35% above the authorized speed: 2 points per km/h
- . between 36% and 50% above the authorized speed: 5 points per km/h
- . above 51% above authorized speed: flat-rate penalty of 200 points and disqualification in the event of a repeat offence.
- . No coefficient will be applied to these penalties.

7.4.6 Repairs and refuelling are permitted throughout the rally. The competitors are responsible for providing their own fuel, oil, water, etc.

Assistance is permitted throughout the rally, in the regrouping and arrival parks.

Technical assistance and passage on the regularity test routes are strictly prohibited before the organization's "chequered" car has passed.

1st infringement: 300 pts
2nd infringement: 1000 pts

7.4.7 Penalties and even disqualification may be applied if crews:

- deliberately block the passage of competing cars or prevent them from overtaking;
- behave in an unsportsmanlike manner.

8 - RUNNING OF THE EVENT

8.1 Start

8.1.1 The starting interval between the cars will be 1 minute. The start will be as specified in the programme.

8.1.2 The target start time will be shown on the list of qualified competitors drawn up after the scrutineering. The list will be endorsed by the Race Director and posted on the official event notice board. The target start time will also appear on the time card of each crew.

8.1.3 The event's official times will be Tripy times (displayed on the Tripy screen).

8.1.4 Any crew responsible for arriving late for the start of the event or a stage will receive a penalty of 60 points per minute of delay. Any crew arriving more than 30 minutes, crews must request permission from Race Management to continue.

8.1.5 A penalty will be imposed if any visas or checkpoint entries are missing, or if the time card is presented at control posts in the wrong order.

8.2 Controls - General Provisions

8.2.1 All controls, i.e. time controls, passage controls, departures and arrivals at regularity test sectors are indicated by FIA-approved standardized signs (conforming to those in Appendix 1). The finish lines and any intermediate time checks will not be indicated.

8.2.2 Crews must present themselves at all controls in the correct order and in the direction of the course. Failure to do so will incur penalties.

8.2.3 The control posts will begin to function at least 15 minutes before the target passage time of the first competing car. They will cease to operate 30 minutes after the target passage time of the last competitor.

8.2.4 The crews are obliged to follow the instructions of the post marshal. Failure to do so may incur penalties and even disqualification at the discretion of the Stewards.

8.3 Passage and Time Controls - Withdrawal

8.3.1 Passage Controls

3 types of passage controls may be used:

- Tripy: an automatic procedure controlled by GPS
- Alpha-numeric panels. The crew must accept the letter or number indicated on the panel.



- A post marshal simply has to stamp and/or sign the time card when it is presented to him by the crew without stating the time of passage.

A penalty of 100 points will be imposed for any missing stamp or mark at any passage control.

Passage controls along the route will be kept secret and so they will not be indicated in the road book.

8.3.2 Time Controls

8.3.2.1 The marshals at these controls will indicate on the time card the time it was presented by a member of the crew. The check-in time is obtained by adding the time allowed for completing the preceding section to the time of leaving the time control at the start of the preceding section.

8.3.2.2 Time controls can also be carried out using the Tripy system (GPS). The location of the time control will be clearly identified in the road book, and a red sign will be left by the lead car.

In the event of there not being a marshal at a time control, competitors must add up the times in the road book to determine the check-in time for the next time control.

8.3.2.3 At time controls, the vehicle and crew may enter the control zone (i.e. pass the yellow “de zone” sign) at their target time (not a minute before).

The check-in time corresponds to the exact moment when a member of the crew hands the time card to the post marshal, who must check it in immediately provided that the vehicle and its crew are within the control zone.

Where time control is carried out using the Tripy system, the check-in time corresponds to the moment when the car reaches the red virtual control board 100 meters max. after the board at the entrance to the zone (yellow board).

It is thus forbidden for the crew to enter the zone (after the yellow board) before the target minute has started, and penalties will be imposed.

Example:

- Ideal check-in time: 10:36 h;
- To check-in at your target time: you may not pass the yellow board at the entrance of the zone until 10 h 36' 00";
- If the time control is carried out by a post marshal: you must hand in your time card before 10 h 36' 59";
- If the Tripy system is used for time control: you must pass the red board (real check-in area - 100 m after the yellow board) before 10 h 36' 59".

8.3.2.4 The crew is forbidden to stop for any reason or to drive at an abnormally slow speed between the board at the entrance to the zone (yellow board) and the time control post (red board).

8.3.2.5 Any discrepancy between the actual check-in time and the target time will be penalised as follows:

- For arrival over 15 minutes' late: 60 points per minute;
- For early arrival: 120 points per minute;
- For any missing stamp on a time card or an arrival at the control post after the maximum permitted delay: 900 points per control;
- Maximum permitted delay with regard to target time between two time controls: 15 minutes.

8.3.3 Catching up

Provision shall be made for a crew who, for technical reasons, cannot reach the end of a section or a stage. With the agreement of the Clerk, the crew will be authorised to participate in the next section or stage. .

The crew will be penalised for non-completion of the RT and a missing time control as specified in Articles 9.3.2.5 and 9.5.3.

The car may be subject to a further scrutineering check. To be ranked, the vehicle must be presented at the final control.

8.4 Regrouping Controls

8.4.1 Regrouping areas will be established along the course. When crews arrive at the regrouping controls, they will hand in their time card to the post marshal. The crews will receive notice of their departure time.

8.4.2 The purpose of these regrouping areas is to reduce the intervals between competing cars. Thus, the departure time after regrouping, not its duration, must be taken into consideration.

8.5 Regularity Test Sections (RT)

8.5.1 Regularity tests will be organized in each section. At the start of each regularity test, the competitor will receive:

- either an average in km/h, if there is only one average;
- or a time schedule indicating the different averages to be achieved.

As far as possible, the crews must keep to the fixed average(es) throughout the regularity test. Several vehicles may arrive at the same regularity section.

8.5.2 The minimum length of a Regularity Test Section on public roads is 1 km. The general average speed imposed may not exceed 50 km/h.

8.5.3 Rankings based on the times achieved by the crews will be established as follows:

- per tenth of a second of delay from 0.6 seconds: 0,1 point
- per tenth of second earlier than the target time: 0,2 point;
- between -0.5 seconds and +0.5 seconds from the target time, no penalty
- For a missing time check: 100 points;
- Maximum penalty per time check completed will be 60 points;
- Maximum penalty incurred for a COMPLETED RT will be 2000 points;
- The penalty for all RT NOT COMPLETED 2500 points.

8.5.4 Time-keeping in regularity sections will be accomplished using the Tripy system. All RT starts will be “self-starts” and will be very precisely indicated in the road book or specified by a marshal.

8.5.5 If, for any reason, a competitor is late in starting an RT, he cannot start at the same time as a crew which is within its target time. The late arrival will start the regularity section one minute after on-time competitor.

This means that all following crews that follow will be delayed by 1 minute. No penalties will apply for this minute's delay.

8.5.6 Secret time controls may be set up at least 300 m after the start of the RT.

8.5.7 The competitors will receive a limited number of “JOKERS” per stage. These JOKERS will correspond to the highest penalties incurred in the RT of this stage. Detailed rules for the application of ‘Wild Cards’ will be communicated in the briefing, and their number will be indicated before the start of the stage in question.

8.5.8 If several crews are unable to finish a portion of an RT for any reason whatsoever, the organizers may allocate a time to these competitors based on the average penalties incurred by the three last crews who completed the respective portion.

8.5.9 If the Tripy system suffers a technical malfunction for which the crew is not responsible, and fails to record some of



the RT control points, the penalties imposed on the crew will be calculated on the basis of average penalties incurred at the control posts in this RT.

8.5.10 All RT departures are Self-Starts. The departure time calculated in the road book is indicative.

Competitors may start at any time, with the following provisions:

- . Never ahead of time.
- . In the event of delays, follow the order of arrival at the start of the RT.
- . Depart on the minute 0 seconds.
- . Just one car per minute.

8.5.11 Tables with the averages to be followed during RTs will be given at section CH/TC, or before an RT start by a marshal, or at any other location on the course. If no marshal was present, and therefore the competitor did not receive the averages to be achieved, the RT(s) will need to be undertaken at an **average speed of 45km/h**.

8.6 Parc fermé

Access to the "parc fermé" or the regrouping area is free.

9- ADMINISTRATION AND CHECKING - PENALTIES

9.1 Scrutineering before the start

9.1.1 All crews participating in the rally will present themselves for administrative checks and scrutineering in Spa according to the rally schedule at the time indicated in the entry confirmation. The timetable must be observed. A penalty of 100 points will be imposed for any early or late arrival not reported to or approved by the Race Director.

The following documents must be presented at the administrative checks:

- Driving licence;
- Identity card or passport;
- Official documents relating to the car, i.e. registration document and valid MOT certificate;
- Green card insurance for the car;
- Sports licences (RACB Sport or foreign ASN).

9.1.2 The scrutineering carried out before the start will be of a general nature (checking of the make and model of the car, year of manufacture, conformity of the car with the Highway Code of the countries through which the rally passes).

The competition numbers and rally plates (supplied by the organizer) will also be verified.

9.2 Final Control

Upon arrival at the final control, crews must make their vehicles available for a quick check carried out by the technical marshals.

9.3 Summary of Penalties

Disqualification:

- Art. 8.4.2: Exceeding the maximum authorised speed on two occasions.
- Art. 8.4.5.1: Exceeding the authorised speed + 30 km/h.
- Art. 8.4.5.2: 3rd traffic violation.

Possible disqualification: at the discretion of the stewards

- Art. 8.1.2: Withdrawal of a crew member or additional party on board, except for "force majeure".
- Art. 8.3.3: Correction or modification to the time card without the approval of the post marshal.
- Art. 8.4.7: Obstruction, unsportsmanlike behaviour.
- Art. 9.3.3: Failing to pass the last time control of the stage.

Point Penalties:

- Art. 8.2.1: Late arrival at the start of the rally, a stage: 60 points per minute.
- Art. 8.2.3: No competition number or rally plate: 60 points.
- Art. 8.4: Traffic violation:
- Art. 8.4.5.1: Exceeding the authorised speed outside the RT:
- + 10 km/h: 200 points;
 - + 20 km/h: 350 points.
- Art. 8.4.5.2: Other infringements of the Highway Code:
- 1st violation: 150 points;
 - 2nd violation: 300 points;
 -
- Art. 8.4.5.3: Exceeding the speed limit in a sensitive area (radar): Each km/hour².
- Art. 8.5.3: Regularity test:
A classification based on the times performed by the crews will be established as follows:
- per tenth of a second of delay from 0.6 seconds: 0,1 point
 - per tenth of second earlier than the target time: 0,2 point;
 - between -0.5 seconds and +0.5 seconds from the target time, no penalty
 - For a missing time check: 100 points;
 - Maximum penalty per time check completed will be 60 points;
 - Maximum penalty incurred for a COMPLETED RT will be 2000 points;
 - The penalty for all RT NOT COMPLETED 2500 points.

Art 9.1.4: Late arrival to a CH/TC: 60 points per minute after the 15th minute.

Art. 9.2.2: Arrival to time control from the wrong direction: 300 points

Art. 9.3.1: Missing passage control stamp: 100 points.

- Art. 9.3.2.5 Any discrepancy between the actual and the target check-in time will be penalised as follows:
- For arrival over 15 minutes' late: 60 points per minute;
 - For early arrival: 120 points per minute;
 - For any missing stamp on a time card or an arrival at the control post after the maximum permitted delay: 900 points per control;
 - Maximum permitted delay with regard to target time between two time controls: 15 minutes

9.4 Application of corrective coefficients:

9.4.1 Age-period category classification

To establish rankings, the penalties incurred for late arrival at a time control or regularity test will be multiplied by the coefficient for the age of the car.

This coefficient is established as follows:

$$CA = (\text{year of construction} - 1900) / 100$$

Example:

- car from 1974:
- $CA = (1974 - 1900) / 100 = 0.74$;
- 1 minute late at TC: 60 points x 0.74 = 44.4 points;
- 1 second late at RT: 1 point x 0.74 = 0.74 point.

9.4.2 Moderating coefficient

To take account of major differences in the age and engine capacity of competing vehicles and to guarantee optimum fairness in the penalties incurred, a second factor, the moderating coefficient (MC), will be applied as follows:

SEE ATTACHED TABLE AT THE END OF THE REGULATION.



9.4.3 Changements 2019!

The first second of delay will not be multiplied by a correction coefficient.

Example :

- 1 second delay = 0,5 point (or 1/10 from 0,6 seconds)
- 2 seconds delay = 0,5 point + 1 x age coef. x moderating coef.
- 3 seconds delay = 0,5 point + 2 x age coef. x moderating coef.

10 - RANKING – PRIZES – CLAIMS

10.1 Ranking

Several rankings will be established at the end of the event:

- General ranking;
- Group ranking;
- Class ranking;

- Sander Prize (2 generations of the same family)
- Moss-Wisdom Prize (female crew)
- "By Night" Challenge (combined total of 2 nocturnal sections)

10.1.1 Penalties are expressed as points. The final ranking is established by adding the points earned in the regularity tests to the penalties incurred on the route and other penalties.

The crew with the smallest total number of points will be declared the winner.

10.1.2 The penalties incurred for late arrival at a time control or in the regularity test are multiplied by the age coefficient (AC) of the car and the moderating coefficient (MC).

10.1.3 The CA and MC coefficients are not applied to penalties incurred for arriving early to a time control or a regularity test.

10.1.4 If more than one crew has the same number of points, the crew with the oldest car will be declared the winner. If there is still an equal number of points, the crew and car with the least powerful engine capacity will be declared the winner.

10.1.5 A provisional ranking will be established at the end of each section.

10.2 Prizes - Cups

10.2.1 General Rankings

- 1st crew: 2 cups;
- 2nd crew: 2 cups;
- 3rd crew: 2 cups;
- 4th crew: 2 cups;
- 5th crew: 2 cups.

10.2.2 Group rankings

In each group:

- 1st crew: 2 cups;
- 2nd crew: 2 cups;
- 3rd crew: 2 cups.

10.2.3 Class rankings

In each class

- 1st crew: 2 cups;

10.2.4 Moss-Wisdom Prize

The best ranked all-female crew

In the general rankings will receive the prize.

10.2.5 Sander Prize

The crew comprising 2 members of different generations in the same family will receive the prize.

10.2.6 "By Night" Prize

The crew which has the lowest total number of points earned in the 2 night sections (Stage 1, Planche des Belles Filles – Besançon section , and Stage 3, Vals – Vals section) and the smallest number of penalties.

10.2.7 "By Day" Prize

The crews which don't participate in all the night RT's will be integrated in a special ranking. Winner is the crew which accumulates the least number of penalties during the day RT's.

10.3 Prize giving

Prizes will be awarded at the prize-giving dinner:

Tuesday, 11. June, 2019 at 21:00 h

La Comédie des Vins, Beaune

10.4 Claims/Complaints

All complaints must be lodged in accordance with the International Sporting Code.

Any complaint must be lodged by one single crew and may only be lodged against one single crew or against the organizer.

All decisions made by the Stewards of the Meeting are final.

In case of dispute, the French version of this document shall prevail.



APPENDIX 1

Point 9.4.2

Table of moderating coefficients

FIA	A > E	F	G	H	I	J1	J2
Years >	Until	1962	1966	1972	1977	1982	1986
Engines	1961	-	-	-	-	-	-
v		1965	1971	1976	1981	1985	1990
< 1300 cc	0.800	0.850	0.875	0.900	0.925	0.950	0.975
1301 - 2000 cc	0.850	0.900	0.925	0.950	0.975	1,000	1,025
> 2001 cc	0.900	0.950	0.975	1.000	1,025	1.050	1.075