



REGULATIONS

33rd Kitzbüheler Alpenrallye

31 September to 3 October 2020



REGULATIONS

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1. ORGANIZER/DESCRIPTION OF EVENT

Organizer	Kitzbühel Pro-Motion GmbH Wegscheidgasse 2a A-6370 Kitzbühel
Organizing Committee	Markus Christ (chairman) Rupert Mayr-Reisch (member) Rudi Höfner (member) Dr. Hartmut Fromm (member) Dr. Clemens Winkler (member) Mike Mayr-Reisch (member)
Chief Steward	Mag. Wolfgang Nölscher
Event Manager	Armin-Schwarz Detlef Ruf (see Bulletin 1)
Rally Administration Office	Sandra Schroll
Timekeeping-GPS Timing	KART-DATA timing service
Evaluation	KART-DATA timing service
Roadbook	Armin-Schwarz Detlef Ruf (see Bulletin 1)
Route Safety	Alfons Nothdurfter
Participants' Liaison Officer	Gerald-Hofer Matthias Grubert (see Bulletin 1)
OK-manager	Markus Christ
Chief Press Officer	Albin Ritsch
Rally doctor	Dr. Helmuth Obermoser

Technical Jury: Jury members for technical assessment and assessment of originality and restoration; technical and visual condition of vehicles:

DI Werner Amend (chairman)
DI Werner Gausch
Kfz.-Mstr. Matthias Grubert
DI Werner Decker

1.1. General Regulations

The Kitzbüheler Alpenrallye 2020 is a **regularity and reliability drove** for vintage automobiles.

The 33rd KITZBÜHELER ALPENRALLYE 2020 is by invitation in two categories:

a) Alpenrallye Sports Trophy:

that is, competitive rally with Test Sections (TSs), measured by light meter and/or air (pressure) tube, plus average-speed Test Sections (RTs) measured by GPS-transponder technology.

b) Alpenrallye Classic Trophy:

that is, classical touring rally with Test Sections (TSs), measured by light meter and/or air tube.

The event covers a distance of about 595 km and includes about 10-15 test sections for the Alpenrallye Classic Trophy, and about 15-20 test sections for the Alpenrallye Sports Trophy (organizers reserve the right to make changes).

The **rules of the Austrian and German Highway Traffic Act** apply to the entire route. All participants must definitely obey the speed limits, carry warning triangles and reflective vests, and follow the recommendation to drive with dimmed headlights even by day.

The current schedule for the event will be announced together with confirmation of entry. Official notifications by the organizer and any changes to individual items of these regulations, or deviations from the schedule will be posted as **bulletin** outside the event office during the event.

Routing, timekeeping etc. are described in the Roadbook and time cards provided to the teams so as to ensure a proper timed rally.

During the rally, the official organizer's timekeeping shall apply and will be aired by GPS.

Official announcements by the organizer and any changes to individual items of these regulations, or changes to the schedule will be posted outside the event office as bulletins during the event.

1.2. Kitzbüheler Alpenrallye-Ruling Body

The event is held under the FIA/AMF Historical Sports Law.

1.3. Participants' Liaison Officer

The primary purpose of the participants' liaison officer is to provide information or clarification to the teams, in connection with the regulations and running of the event. The Officer's specific whereabouts and times during the entire event will be provided when documents are picked up from the event office. The participants' liaison officer can be identified by an orange vest stating "Teilnehmer-Verbindungsmann".

2. ELIGIBLE VEHICLES

Teams with classical automobiles up to year 1975 which are street-legal are entitled to participate. NOTE: The starting field is limited. Special rally and racing vehicles built from 1976 to 1981 which are street-legal must submit a precise description and history for the particular vehicle at the time of entry. Participation shall be at the sole discretion of the organizing committee and on invitation by the organizer. Replicas or vehicles with non-contemporary modifications cannot be admitted.

Classification

The classifications are assigned according to periods defined in FIA Appendix K

Period A - D:	up to 31.12.1945
Period E - H1(H2):	from 01.01.1946 to 31.12.1975
Period H2 - J2:	from 01.01.1976 to 31.12.1981 (organizer reserves the right to accept vehicles with particular historical value from this era)

2.1. Vehicle Admission/Registration Plates/Starting Order

All vehicles that meet the requirements of the German and Austrian Highway Traffic Law are admissible. This also includes black, seasonal license plates and vintage plates as H-identifiers, and also red 07-numbers.

Starting for both categories takes place on the first day of the rally/ for the prologue in the order of start numbers, the lowest start number first. **For the 2nd and 3rd stage/on Friday and Saturday participants of the Alpenrallye-Sport-Trophy will start in the order of the previous day's results - NOT in the order of start numbers. Participants in the Alpenrallye-Classic-Trophy always start in order of start numbers.**

The participants of the Alpine-Rally-Sports-Trophy start all stages before the participants of the Alpine-Rally-Classic-Trophy. After the last participant of the Alpine-Rally-Sports-Trophy and the first participant of the Alpine-Rally-Classic-Trophy, an interval of 3 minutes will be established.

2.2. Eligible Teams

A team consists of 1 driver and 2 passengers (co-drivers) analogous to their entry papers. The vehicle driver must possess a valid driver's license. Change of drivers is allowed if the 2nd driver also holds a valid driver's license (presentation of driver's license is required for document pick-up). See Article 9, Starting Numbers, Vehicle & Team Change.

No team member may be less than 16 years old.

3. ENTRY - ENTRY FEE

Applications for the 33rd Kitzbüheler Alpenrallye 2020 must be received by the organizer by 31st July 2020, midnight. The official entry form or the online application form, available on our webpage at www.alpenrallye.at, must be fully completed. In addition, a copy of your valid driver's license for the vehicle driver, and also a high-resolution vehicle photo (preferably in digital form) must be provided to the organizing office. **Confirmation of your entry also signifies your acceptance of these regulations.**

The entry fee is:

- a) **Individual entry:** € 2,800.- excl. accommodation
ab € 3,370.- incl. hotel
(2 persons, 3 nights)
- b) **Team designation:** no fee

Team entries can be submitted between **Friday, 1st September and 10 pm Thursday evening, 1st October 2020, online at www.alpenrallye.at/teamcontest or can be submitted directly to the rally office.**

Only one team can be named per vehicle. **A team consists of at least 3 or maximum 4 vehicles**, and can be identified by a name selected by the team.

The entry fee also includes the Rally Documentation, Rally catering and two evening events. The entry fee must be transferred to the following account simultaneous with the submission of the application documents. Sparkasse der Stadt Kitzbühel

Account owner: Kitzbühel Pro-Motion GmbH
IBAN: AT57 2050 5000 0030 1457, BIC: SPK1AT2KXXX

The name of the driver must be provided as the reason for the funds transfer.

3.1. Confirmation of Participation

Approval of the entry vehicles shall be in accordance with the provisions stated in Article 2. Confirmation of participation shall be provided exclusively in writing by email or postal letter.

3.2. Cancellation - Refund

- a) 100% if the applicant's entry is rejected.
- b) 100% if the event is cancelled.

75% of the entry fee will be refunded:

Upon withdrawal of the entrant up to 4 weeks before beginning of the event, that is, by 26th August 2020.

Withdrawal of the entrant within 4 weeks of the event beginning, that is, after 26th August 2020, there will be no refund. Instead, 50% of the entry fee will be applied to the 34th Kitzbüheler Alpenrallye 2021.

3.3. Additional Provisions

If necessary, the provisions of these regulations can be amended by the organizer. Any change or additional provision will be published in a serially numbered and dated Implementation Order (Bulletin), which forms a constituent of these present regulations. Every Implementation Order published after beginning of administrative check, must be signed by the Chief Steward and/or Event Manager. These bulletins are a constituent of the regulations and will be published by the event organizing office on the notification board and/or can be distributed directly to entrants, who must acknowledge the instructions and confirm by signature; no exceptions are allowed during the course of the event.

3.4. Application and Interpretation of the Rules

The Event Manager is entitled to apply the provisions of these regulations during the running of the event. Any unexpected case will be investigated and decided by the Chief Steward. In dubious cases, the GERMAN TEXT of these regulations shall be definitive.

4. EXCLUSION OF LIABILITY

Exclusion of Liability for the Call for Entries:

The participants understand and are aware of all risks and hazards of motor sports and accept them in their entirety. If a participant should happen to be injured during an event, then the inclusion of participant's entry in this event is deemed to be an express consent to any medical treatment, rescue, conveyance to hospital or other emergency facility. All these initiatives shall be undertaken by personnel provided by the organizer, to the best of their ability and assessment of the condition of the participant.

Participants shall be required to assume all costs associated therewith, provided such costs are not covered by other insurance agreements. Therefore, participants waive their right, and the right of any legal successor, and also for any insurance company with which they may possibly have established a supplemental insurance agreement, to any and all direct or indirect claims for compensation of damages against the event organizer, their functionaries or organizers or route managers, and to any other person of the association involved with the event (including all functionaries and for agencies or orga-

nizations granting approvals for the event) and to other applicants and drivers, all known generically as "parties." By agreeing to enter this event, the participants give their unconditional and irrevocable waiver to all rights, legal remedies, claims, demands, actions and/or proceedings which might be pursued by themselves or in their name against the "parties." These items in connection with injuries, losses, damages, expenses and/or outlays (including attorney fees) which accrue to the participants due to an incident or accident occurring within the scope of this event.

By agreeing to enter this event, participants give their irrevocable consent that they shall henceforth and forever hold the "parties" harmless and not liable for any such losses. By agreeing to enter this event, participants declare that they understand the complete meaning and effect of these declarations and agreements, that they enter into these obligations at their own free will and thus irrevocably waive any legal remedy owing to damages against the "parties," to the extent provided under Austrian law.

Therefore the participants waive for themselves and for their legal successors any and all claims involving damages of any kind whatsoever, including those associated with the typical risks involved in sports, in particular to all typical and foreseeable damages, against the "parties," meaning in particular against the event organizer, organizer's functionaries and/or organizers or route managers, and/or against the agencies or organizations that provide permits for this event. The same also applies to an event of minor negligence by the "parties."

4.1. Arbitration Agreement

Arbitration Agreement for the Call for Entries:

a) All disputes arising from this agreement and for damages (personal, material or asset damages) between the participants and the organizer and organizer, and also their functionaries occurring in connection with this motor sports event, shall be conclusively decided by a court of arbitration, and outside of the ordinary court system.

b) The court of arbitration consists of three judges, one presiding judge and two assistants. The presiding judge must be a licensed attorney or former attorney and experienced in questions of liability in connection with motor sports.

c) Each party shall appoint an assistant judge within two weeks after giving notice of intent to open an arbitration dispute. If the dispute is made pending by several plaintiffs or if the dispute is directed against several defendants, then the appointment of the arbitration judge shall occur by agreement among the parties to the dispute. The assistant judges shall select the presiding judge. If they cannot agree on the appointment of the presiding judge within two weeks, then the presiding judge shall be named by the president of the Vienna Chamber of Attorneys upon petition of one assistant judge, by citing item b). By mutual agreement of the assistant judges, the presiding judge appointed in this manner may be replaced at any time by another presiding judge.

d) If one party does not appoint an assistant judge within two weeks after receipt of a written request by the opposing party, or if several parties to the dispute cannot agree on an assistant judge within this time schedule, then the assistant judge shall be named by the president of the Vienna Chamber of Attorneys upon petition of the other party. The same also applies then one assistant judge departs the office and the relevant party does not appoint a successor within two weeks.

e) If an arbitration judge does not accept the office, refuses to act or unreasonably delays the proceedings or becomes incapable of acting, then the procedure stated above shall apply for replacement of that judge. The relevant arbitration judge shall be dismissed at the same time.

f) The arbitration court basically shall be free to structure the proceedings in conformance with the subsidiary legal provisions. The arbitration court meets in Vienna. The arbitration court can determine the circumstances of the case and collect evidence needed to settle the matter, without application.

g) The arbitration court's decision shall be made by simple majority. The arbitration decision shall be thoroughly substantiated. The arbitration court shall also decide about the cost apportionment, both of expenses for the arbitration proceedings and also for legal representation. The arbitration judges shall be compensated according to the provisions of the Austrian Attorney Rate Schedule.

h) Through the exclusion of the standard court system, the arbitration court is also entitled to issue temporary injunctions, provided the opponent is first given opportunity for a hearing. A temporary injunction can also be lifted upon petition, given a significant change to circumstances.

i) The Sports jurisdiction shall remain unaffected by this arbitration agreement.

5. INSURANCE

The organizer holds liability insurance: € 10,000,000 for personal injury and material damages.

6. MEDIA COVERAGE

The participating teams give their consent for the organizer to disseminate to media all happenings associated with the event, without this giving occasion for enforcement of any claims of any kind against the organizer or the publishing media. A declaration of consent for the EU General Data Protection Regulation is available to sign at the technical inspection.

7. SCHEDULE FOR THE CLASSIC CAR RALLY

7.1. Documents & Vehicle Approval

Every participating team must pick up their documents at the issuing tent next to the organizer's office before vehicle approval.

7.2. Scrutineering "Concours De Technique"

The make/model of the applicant vehicle will be verified, in conformance with the provisions of the Highway Traffic Law (lights, tires etc.). Approval will be handled by the scrutineer jury who will issue a special sticker which is to be applied to the windshield. Any changes after scrutineering which are in violation of these regulations, shall result in disqualification.

Attention: For the technical inspection, all stickers, rally sign, etc. (as described under Art. 7.6) must be affixed to the vehicle. Without proper affixing, no technical inspection will take place.

The jury shall also assess the original condition and/or restoration, the general condition and originality of the vehicle.

7.3. Technical Inspections

The scrutineering jury may request an examination of a vehicle during the rally. Participants must make their vehicle available for inspection as requested. Failure to do so will result in a penalty to be assessed by the Chief Steward.

7.4. Start Time Intervals

The spacing between vehicles at all time checks (TC) will be 30 seconds. The Start will be in accordance with the program staging. Teams are required to pass through the control points listed in the time card in the proper sequence and have the correct time certified; otherwise there will be a time penalty. The target-time and distances between two time controls are noted in the time card and in the roadbook.

7.5. Rally Documentation

All teams will receive complete documentation with all information upon their arrival in order to traverse the route correctly. All listed distance information is determined by using a Tripmaster to 10 m accuracy and the figures correspond to the actual distances. The roadbook is prepared by providing data in kilometers and miles and is available in German and English. A reference route for comparison with a Tripmaster will be provided together with the documents.

7.6. Starting Numbers/Advertising

To identify the vehicle, two round stickers and two sign-type rally signs or stickers will be provided which are to be affixed before the scrutineering. The rally signs, which also bear the starting numbers, must

be affixed to front and rear of the vehicle in a prominent location during the entire rally. The official identification must never be covered, in whole or in part. (A detailed explanation including depictions are found in your document packet which will be provided on site.) The starting numbers must be affixed and well-visible on both sides of the vehicle during the entire rally. If the organizer determines at any time that a starting number or a rally sign is missing or is poorly visible, then penalty points will be deducted (see Art. 31 for the Points Catalog). The starting number and the rally sign must be completely visible. Any amendment is to be agreed with the Rally management.

The advertising provided by the organizer must be respected and attached.

The organizer shall provide each team with

- Two stickers with starting numbers, about 40 cm diameter, incl. organizer advertising, to be affixed to the side doors
- Two rally signs or stickers with organizer title and starting number, incl. organizer advertising, to be affixed to front and rear
- Two name stickers incl. organizer logo (affixed to left and right)
- One scrutineering sticker (transparent) (will be affixed by the Scrutineering Jury to the windshield after approval)

All other stickers (e.g. competing organizer advertising) must be covered or removed. Any starting numbers from prior events must be clearly crossed through with adhesive tape in an X-shape or removed entirely. Failure to remove or cover a prior starting number will result in penalty points (see Art. 31 for the Points Catalog).

7.7. Prologue

The prologue is a component of the event; non-starting, premature or delayed starting will result in penalty points.

8. PARTICIPANTS' BRIEFING

A participants' briefing will be held before the beginning of the event; attendance is required. Current and safety-related information will be provided to participants by the organizer at this briefing. Attendance is required by at least one member of each team. (Location and time is noted on the organizer scheduling plan)

9. STARTING ORDER/CHANGE OF VEHICLE AND TEAM

Starting numbers will be issued according to year built; if a participant wishes to change the named vehicle, then the starting number will be retained, regardless of any potential changes to the year built. However, the organizer reserves the right to place the participant at the end of the field or to reject the entry. If a change of vehicle occurs during the event, then the team will only be included in the daily judging, and not in the overall and class judging.

A change of driver or passenger is allowed, but must be noticed in writing to the event organizing office and approved by the Chief Steward. The personal data and a valid driver's license must be provided.

A maximum of two people can travel in the vehicle during the Classic-Trophy when they have been registered beforehand. The presence of any unreported person in the vehicle will be penalized with 500 penalty points per person. An additional person can ONLY ride along in the Classic-Trophy (**minimum age 16 years**) and must be registered with event management beforehand. For the Sports-Trophy an additional person in the vehicle is not permitted and will be penalized by exclusion from the judging.

10. SERVICE/REPAIR/RESTART

Every team which has not completed or discontinues a section for technical reasons (with exception of the last stage) has the opportunity to rejoin the rally again. The team can be readmitted if after 30 minutes following posting of the stage results it informs the event manager in writing of its intention to continue the rally.

In this case, a technical follow-up inspection may be ordered for the vehicle. Location and schedule will be published by the Rally management.

Re-inclusion is not allowed for the final stage of the event! A team will be penalized a fixed 500 points for every non-started test section, partial test section or average-speed test section. The starting order for readmitted vehicles shall be at the discretion of the Event Manager. To be

judged, the vehicle must pass the last time check of the event.

Repairs and refueling are allowed anywhere throughout the rally, excepting at those locations which are expressly prohibited in the Roadbook. Servicing is only allowed at places where other rally participants or the standard flow of traffic will not be impacted.

11. ROADBOOK

The Roadbook issued in the office tent contains all details about the routing as well as the driving times and test sections. The route is illustrated in the Roadbook with pacenotes and sketch maps (own maps are recommended). We wish to point out that the loss of the distributed Roadbook will result in penalty points see Art. 31 for the Points Catalog). In addition, a fee of € 50.00 is required for its replacement.

12. TIMEKEEPING DEVICE AND ODOMETER

In the course of the 33rd Kitzbüheler Alpenrallye 2020, the type of odometer and timekeeping device is optional (exception: 'Hourglass class' - see Art. 29.1). A reference route for calibrating the odometer as well as a journey description will be prepared by the organizer and handed out at the documents counter.

13. BOARD CARD (= TIME CARD)

Officials will inspect and make a time entry on the board cards at the start. Submitting the board card is done, normally, at the last stamp check of the stage.

The Board Card contains the specified travel times between the individual time controls (TC) and must be presented to the event officials personally at each time check and passage control for recording. Every team is responsible for their own time cards.

Any self-made correction or change to the time card will result in expulsion of the team. Changes may only be made by the organizer's rally assistants and any changes must be clearly confirmed by them. Loss or failure to produce the time card will result in penalty points (see Art. 31 for the Points Catalog).

14. STARTING TIMES

The starting times will be posted at the organizer's office 1 hour before the start. The organizer-time applies, which can be seen no later than 1 hour before the prologue-start at the Start TC. The vehicles at the 33rd Kitzbüheler Alpenrallye 2020 will start at 30-second intervals. Starting times at the departure point must be observed. Any deviation, too early or too late, will be penalized (see Art. 31 for the Points Catalog).

15. PASSAGE CONTROLS (PCs) AND GENERAL PROVISIONS

Passage through the passage controls will be confirmed by a stamp or time entry. The team is responsible for presenting the Board Card for stamping at the passage control. The control point assistant will confirm your passage of the passage control by placing a stamp in your Board Card. Failure to pass through a passage control or approaching from the wrong direction will be penalized (see Art. 31 for the Points Catalog). The organizer reserves the right to set up secret passage control points. Approach to the secret passage controls will be confirmed by a stamp in the board card. Approach to a passage control from the wrong direction or failure to pass through a passage control will be penalized (see Art. 31 for the Points Catalog).

15.1. General Controls

All control points, whether passage and time controls, starting, destination and stopping controls for Test Sections, will be identified by Control Signs (see attachment - Roadbook Explanations and Symbols).

The destination line for an average-speed judging may be identified or not. Every interim time check (GTC) in the test section is confidential and will not be identified. It is up to the organizer whether or not to set up one or more interim time checks within the average-speed checks.

The beginning of the control zone is indicated by a yellow FIA notice sign with appropriate symbol. The control post is about 20-30 m away, identified by a notice sign on red background. The end of the control zone is about 25-50 m farther on, and may or may not be identified. If it is identified, then an end-sign on beige background with three black diagonal stripes will be set up. The control zone is between the yellow sign and the red sign or the beige sign. The wheels of the vehicle may not stop between these signs. Non-compliance will mean penalty points (see Art. 31 for the Points Catalog).

15.2. Officials

The event officials (organizational personnel authorized by the organizer) are the only persons authorized to make an entry in the heading "time entry" or "stamp" in the time card. Exceptions are specially denoted fields which may be used for participants' notes.

Arrival at a time or passage control area from the wrong direction, or failure to report at a time or passage control will result in a penalty.

15.3. Control Point, Open and Closing Times

The control posts will open 15 minutes before the scheduled arrival of the first team, and will close 20 minutes after the scheduled arrival of the last team, unless otherwise decided by the Event Manager. Teams are required to follow the instructions of the event officials at the control point.

Test Sections open 15 minutes before the target arrival time of the first entry vehicle and close 15 minutes after the target arrival time of the last started vehicle. The target times are indicated in the Roadbook.

16. TIME CONTROLS (TC)

The driving times for the route sections are indicated in the board card. Penalty points will be deducted for too early/late arrival at a time control (see Art. 31 for the Points Catalog). Early arrival is only allowed if it is expressly stated in the Roadbook or board card. The time for the particular lunch break is calculated into the relevant driving section.

Example:

Target time at the time control: 12:30:00
 Passing of yellow control sign: begin 12:29:30
 Hand-over of board card for time entry: 12:30:00 to 12:30:29

Then the next team would be

Target time at the time check: 12:30:30
 Passing of yellow control sign: 12:30:00
 Hand-over of board card: 12:30:30 to 12:30:59

That is, arrival at the control zone (yellow sign) can occur one-half minute before the required, target time. The time entry will be noted by event personnel at the red sign after hand-over of the board card.

Any deviation from the actual arrival time from the target arrival time will be penalized as follows:

- a) for tardiness: see Art. 31 for the Points Catalog
- b) for early arrival: see Art. 31 for the Points Catalog
- c) Arrival from the wrong direction: . see Art. 31 for the Points Catalog

17. TEST SECTIONS (TSs)

The average speed for every test section is never greater than 50 km/h. The Test Sections that occur on public roadways must also be traversed while observing the applicable highway traffic regulations. The course and destination of the particular test section are clearly described in the Roadbook. Measurements are taken by photoelectric sensor and/or air tube. Judging is used for entrants in the Alpenrallye Sports Trophy and the Alpenrallye Classic Trophy. No secret average measurements are used in the course of a test section.

The times driven by participants will be assessed as follows:

Over- or under-times at the measurement sites:
 each 1/100 second = 1 point

Example:

Specified target time 48 sec.
 a) Time driven: 48.33 sec. = + 0.33 sec. 33 points
 b) Time driven: 46.79 sec. = - 1.21 sec. 121 points

Test Sections are announced by a yellow "TS" sign. Participants must stop here and wait for the clearance to start from the route personnel.

The finish of the test section is marked by a red checkered-flag symbol. Stopping between yellow TS-sign and end line will result in penalty points (see Points Catalog). Timekeeping is by photoelectric sensor and/or air tube which is laid across the road. Non-compliance with a test section (TS) will result in penalty points (see Art. 31 for the Points Catalog).

18. REGULARITY TESTS (RTs) - Sports Trophy only

The course and objectives of the particular regularity test (RT) are clearly described in the Roadbook. Measurements are taken by GPS transponder.

The start of a RT may begin at the entrant's initiative after reaching the starting point clearly indicated in the Roadbook and by the "checkered flag on red background" sign. No starting time is specified. No average speed is over 50 km/h and no measurements are taken inside built-up areas and intersections. The end of the test is indicated by a "beige with diagonal stripes" sign.

Judging is handled on 1/10-second increments. Changes in average speed may also be required on these RTs. Measurements by GPS transponder. Non-compliance with a regularity test section (RT) will result in penalty points (see Art. 31 for the Points Catalog).

The times driven by participants will be assessed as follows:

Over- or under-times at the measurement sites:
 each 1/10 second = 1 point.

Example:

Specified average speed. 40 km/h
 Along the measured route 0.90 km (= 800 m)
 Target time 1 min 12.0 sec.
 a) Time driven: 1 min 12.8 Sec. = + 0.8 sec 8 penalty points
 b) Time driven: 1 min 10.1 Sec. = - 1.9 sec. 19 penalty points

19. TARGET TIMES

The Test Sections are to be driven in an allocated time as indicated in the Roadbook. Note: Sponsor reserves the right to announce the applicable TS-time for some TSs only at the start by the timekeepers.

20. SHORT TEST SECTIONS (TSs)

Stopping between the yellow TS-sign and red checkered-flag symbol on short Test Sections is not allowed and will incur penalty points (see Art. 31 for the Points Catalog).

21. LIGHT SIGNAL TEST SECTIONS (TSs)

One special form of a "short test section" is the "light signal test section." In this test section (route length always 50 m) the start sign is given by switching on a light signal. Then the time measurement begins. The time driving through the test will be measured by photoelectric sensor or air tube (see Art. 31 for the Points Catalog).

22. SECRET TEST SECTIONS (STs)

On each Rally day there may be one or more GWPs incorporated (these may be before, in or after the designated assessment stages or at any time on the entire route). They are always 50 m long and are to be traversed with a target time of 8 sec. The start and end lines are denoted by green signs. No stopping before or during the secret test section is allowed (see Art. 31 for the Points Catalog).

23. MULTIPLE TEST SECTIONS (TSs)

They can be located in sequence or within each other. The drive times for the individual sections will be indicated separately in the results list, but shown as a points total for the multiple Test Sections. Example: Double TS 2 x start, 1 x finish

24. LONG TEST SECTIONS (TSs)

The finish of a long test section (longer than 1000 m) is indicated with a yellow checkered-flag symbol. In case of early arrival, entrants can

wait for a before this yellow sign (unless stopping is expressly prohibited in the Roadbook!). Caution: Leave enough room for passing vehicles who may want to enter the finish-zone ahead of you. Stopping between the yellow and red checkered-flag symbol is not allowed (see Art. 31 for the Points Catalog).

25. ROLLING TEST SECTIONS (TSs)

The rolling TS pertains to a check in which the vehicle must move on a steep road without any motor support. Stop your vehicle at the yellow TS-sign and shut off the engine. At the instruction of the route monitor, let your vehicle roll along without operating engine.

The engine must not start between the yellow TS-sign (announced TS) and the red TS-end sign (end), and non-compliance will be penalized (see Art. 31 for the Points Catalog).

Participants whose vehicle uses hydraulic-boosting to operate the brake and/or steering may be allowed to let the engine run, after consulting with the route monitor, while keeping at idle during the downhill roll. Putting the transmission in gear and accelerating the vehicle under engine power between the yellow TS-sign and the red end-signs is prohibited and non-compliance will be penalized (see Art. 31 for the Points Catalog).

26. PROTESTS AGAINST TIMEKEEPING

No protest against timekeeping and time measurement is allowed.

27. MANDATORY BREAKS

Mandatory breaks can be established during the course of the event. The team will provide their time card to the timekeeper upon their exit from the required break at the time control (TC). Your starting time from the organizer-required break will be noted and recorded. This will be posted at specified locations at the mandatory break. Mealtimes are calculated in the driving time up to exit from the mandatory break.

28. CLOSED PARKING SPACE (PARC FERMÉ)

The Kitzbühel Hahnenkamm closed parking area is reserved for the exclusive use of participants' vehicles and vehicles authorized by the organizer and are subject to the regulations of the organizer. Parking spaces are identified for the individual starting numbers. Participants may only park in the parking spaces identified for their start number.

Zone where no repairs or changes are allowed, except when a written approval has been granted by the organizer. Exceptions: A starting aid (with jumper cables) in case of a flat battery, and/or emergency actions in case of leaking fluids, e.g. oil, gasoline, brake fluid or water. Any repair of technical defects must take place outside of the Parc fermé.

29. JUDGING

Penalties are expressed in penalty points. The OVERALL JUDGING is calculated by addition of the posted penalty points. The team with the lowest total penalty points will be declared the victor. Subsequent placements are determined from the increasing number of penalty points. The PERIOD SINGLE SCORES will be calculated in the same manner.

The best three results will be used for JUDGING THE TEAMS. At least three vehicles of one team must be judged (the fourth and worst-placed team will be excluded from the result). Judging will be based on completed test sections, in competition between the Alpenrallye Sports Trophy and the Alpenrallye Classic Trophy teams. Since only test sections are used in the team judging, which were driven by Sports and Classic Trophy teams, this means that they can participate in a mixed team.

In the calculation of results for the CONCOURS de TECHNIQUE, the condition, history and originality are judged, and in addition, the vehicle build year is taken into account.

In case of a tie (ex-aequo) the winning team will be the one driving the older vehicle; if there is still a tie, then the winning team will be the one with the better result in the first test section (TS).

There is a tender for a Junior class. No driver or co-driver in the team is to be over the age of 30. Cut-off is 31st May 1990.

29.1. Time measurement facilities & 'Hourglass class'

In the Classic Trophy neither mechanical nor electronic Timing is permitted. Teams that start without mechanical time measurement must be named in the 'Hourglass class'. The respective vehicles will be demarcated via a sticker on their windscreen (in the top right corner) during the technical certification. Only mechanical time-pieces are permitted which have analogue displays (no batteries) and mechanical Tripmasters (from experience, two time-pieces are sufficient). The event organiser reserves the right to carry out inspections during the event. Any contravention will incur 1000 penalty points.

30. PRIZES & TROPHYS

OVERALL CLASS

Alpenrallye Sports Trophy	1 st Prize
Alpenrallye Classic Trophy	1 st Prize

INDIVIDUAL CLASS

Alpenrallye Sports Trophy

Period: A - D	1 st , 2 nd and 3 rd Prize
Period: E - H1	1 st , 2 nd and 3 rd Prize

Alpenrallye Classic Trophy

Period: A - D	1 st , 2 nd and 3 rd Prize
Period: E - H1	1 st , 2 nd and 3 rd Prize
Period: A - H1 Hourglass class	1 st Prize

MOUNTAIN TROPHY (Alpenrallye Sports Trophy only)

Period: A - H1 Sepp-Greger-Challenge Cup	1 st Prize
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TEAM WINNER

Period: A - H1 Teamcontest	1 st Prize
Period: A - H1 Best women's team	1 st Prize
Period: A - H1 Junior class	1 st Prize

CONCOURS de TECHNIQUE

Period: A - D	1 st , 2 nd and 3 rd Prize
Period: E - H1	1 st , 2 nd and 3 rd Prize

The organizer reserves the right to award special prizes.

31. POINTS CATALOG

Judging is based on a point system – the fewer points, the better.

Penalty Points

Verspätung an der Start ZK pro Minute	100
Tardiness at the starting TC per minute	100
Early arrival at a TC per minute	100
Tardy arrival at a TC per minute	100
Non-arrival at a TC or delay of more than 10 min	1000
Arrival at a TC or PC from the wrong direction	50
Non-arrival at a PC	500
Failure to approach a TS (also partial TC)/RT	500
Over- or under the target time(s) at the TS per 1/100 sec (max. 500 points per target time)	
Regularity test (RT) per 1/10 sec	1
Stopping between yellow TS sign and end-flag sign is not allowed (at short-TS)	50
"Light signal TS" per 1/10 sec deviation from the set time (max. 250 points)	1
Stopping between yellow TS sign (early arrival) and end line (at short-TS)	50*
"Rolling TS" - starting engine between the yellow TS sign (early arrival TS) and the red TS end sign (goal)	50*
Engaging gear and acceleration in a "rolling TS" with engine on, between yellow and red TS signs	100*
Bypassing, moving or avoiding a pylon in a TS, per event	20*

Missing board card	250
Loss of Roadbook (in addition, a fee of € 50.00 will be collected for RB replacement)	250
Non-removal of starting numbers from prior events or competing, outside advertising	
1 st violation	400
2 nd violation	1.000
Absence of starting number or of a rally sign or covering the identifier	1.000
Missing sticker, scruteneering	Non-admission to start and/or Non-participation in judging
1 st traffic violation	100
2 nd traffic violation	300
3 rd traffic violation and/or exceeding the maximum allowed speed by 50% (per Highway Traffic Regulations)	Non-participation in judging
Missing driver, or presence of unknown person	500
Hourglass class: contravention of measuring equipment	1.000
Correction or change to the time card without confirmation by event official	Non-participation in judging
Driving the route outside of the organizer's schedule	1000
Intentional obstruction of others or unsportsmanlike conduct	up to Non-participation in judging
Loss of time card after the start	500

*In addition to the time points

32. OBSTRUCTION, APPEALS, TRAFFIC RULES

Obstruction within a test section

If a team is verifiably obstructed by unforeseen events such as standing traffic, construction vehicles or similar within a TS/RT, an „average value“ for the TS/RT in question can be credited. Only if in a TS/RT more than 20% of the participating teams are impeded will a claim to result correction by the Rally management be possible. This value will be calculated from the variations of the teams affected with the remaining TSs/RTs of the respective day. The obstruction is to be handed in in writing at the stage finish with informative explanation on the designated form in the Roadbook to the participants' liaison man, no later than 15 minutes after the team has arrived (time entry in the board card). Any objections submitted at a later time will no longer be accepted.

In cases of point penalties or expulsion, drivers are prohibited from:

- intentionally blocking the route
- hindering other participants from passing
- behaving in an unsportsmanlike or disruptive manner

Only Sport-Trophy (sections testing average speed):

Only if more than 20% of participating teams are obstructed in a TS, appeals for correction of the result by event management may be submitted.

Protests, Appeals

Deadline for lodging protests ends 30 minutes after the results from the earlier day stage have been announced. On the final day of the Rally, the deadline for lodging protests ends 30 minutes after the announcement of the provisional final results.

TRAFFIC RULES

The teams must obey the highway traffic regulations (StVO) of the relevant country during the event. Every team that fails to obey traffic laws shall be subject to the penalties and discretion of the Chief Steward.

Exceeding the maximum speed limit allowed by law by more than 50% shall result in expulsion of the team. In the event of a violation of the highway traffic regulations by a team participating in the rally, the police involved in this violation shall treat the involved party like any other motorist.

33. VOIDING WORST RESULT ON TEST SECTIONS

To determine the overall result, the greatest number of points attained at one TS (or at one partial TS) shall be stricken. A 500-point penalty due to failure to drive up to a TS or non-completion of a TS cannot be eliminated. The stricken result will be taken into account only in the overall result after the 3rd stage.

34. POSTING OF RESULTS

The official results will be posted at the locations named by the organizer. To clarify any questions, the Roadbook contains a form that can be submitted to the Event Manager and/or to the participant's liaison officer with relevant contact data, such as mobile phone number. Appeals against the results must be submitted in writing to the Event Manager and/or to the participant's liaison officer. Appeals against the results must be submitted to the Rally Director and/or to the participants' liaison officer in writing. Appeals against the results on the third day - and thus against the overall results - can be raised up to 30 minutes after posting (using the time shown on the particular results list).

After expiration of the appeals time, the results shall become final.

35. DEFINITIONEN

STAGE:

A stage can consist of several segments (TC - TC = section). One stage can include several sections. A pause of at least eight hours must be provided between two stages.

NEUTRALIZATION:

- Time while the entrants are stopped by the event organizer, for any reason whatsoever.
- Time between TC-finish (end section) and TC-start

MANDATORY REST:

A pause provided by the organizer so as to keep to the schedule, and also to collect the vehicles remaining in the judging. The pause may be of differing length for each entrant.

IMPLEMENTING ORDER (= BULLETIN):

An official order which is an integral constituent of the event regulations and is intended to modify, refine or complete them. The implementing order must be numbered and dated. The applicants (or drivers) must confirm receipt of the order by signature, unless this is not possible during the course of the event.

TIME CARDS (= ONBOARD CARD):

Various cards with different colors, intended for stamping and time entries at the different checkpoints as indicated in the route book (stapled to the end of the Roadbook for tear-out).

REGULARITY TEST (RT) - Sport-Trophy Only:

A drive section for regularity test with a specified average speed and section length with two or more measurements. No specific starting time is used. Measurement is taken by GPS transponder. The GLP measurements are described by Window-Open / Window Closed in the Roadbook (Sports Trophy only).

TEST SECTION (TS):

A set-time test section using self-start. Several measuring points with light sensor and/or pressure hose over a relatively short total segment. Passing of the start, intermediate and end measurement points at minimum 10 km/h.

SELF START:

Starting into an RT or TS, immediately after arrival at the starting point, at driver's discretion. At TSs on blocked off segments or parking areas, the self-start commences when the team independently passes the starting measurement device after clearance by the official.



The Kitzbüheler Alpenrallye wishes you Happy Motoring!



30 September to 3 October 2020

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