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REGULATIONS - 34th Kitzbüheler Alpenrallye

15th to 18th September 2021



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Kitzbühel

REGULATIONS

PROGRAMME/SCHEDULE (preliminary: as of 20/12/2020)

| | | |
|------------------------------|-----------------|----------|
| Display of call for entries: | Thu, 24/12/2020 | |
| Closing date for entries: | Fri, 16/07/2021 | midnight |

Plan of checks

| | | | |
|---|----------------|--------------------|--|
| Administrative checks: | | | |
| Parc fermé, Kitzbühel | Wed 15/09/2021 | 1.30 pm - 6.00 pm | |
| | Thu 16/09/2021 | 8.00 am - 3.00 pm | |
| Scrutineering (Technical check): | | | |
| Parc fermé, Kitzbühel | Wed 15/09/2021 | 1.30 pm - 6.00 pm | |
| | Thu 16/09/2021 | 8.00 am - 3.00 pm | |
| Issuing of Roadbook: | | | |
| Parc fermé, Kitzbühel | Thu 16/09/2021 | 12.00 pm - 6.00 pm | |
| Extension period for Scrutineering (Technical check): | | | |
| Parc fermé, Kitzbühel | Thu 16/09/2021 | 3.00 pm - 6.00 pm | |
| Drivers' briefing (mandatory) | | | |
| K3, chamber of commerce, Kitzbühel | Thu 16/09/2021 | 1.30 pm - 2.00 pm | |

Publication/Starting and arrival times

| | | | |
|--|----------------|---------|--------------|
| Publication of the cars admitted to the start/1 st leg: | | | |
| Organisation office, Parc fermé | Thu 16/09/2021 | | 2.00 pm |
| Start Prologue/1 st leg - (1 st car): | | | |
| Parc fermé, Kitzbühel | Thu 16/09/2021 | | 3.00 pm |
| Finish prologue/1 st leg - (1 st car): | | | |
| Kitzbühel centre | 16/09/2021 | approx. | 4.45 pm |
| Publication of the results (1 st leg) and starting times (2 nd leg): | | | |
| Organisation office, Parc fermé | Thu 16/09/2021 | | 7.30 pm |
| Start 2 nd leg - (1 st car): | | | |
| Parc fermé, Kitzbühel | Fri 17/09/2021 | | 7.30 am |
| Finish 2 nd leg - (1 st car): | | | |
| Kitzbühel centre | Fri 17/09/2021 | approx. | 4.00 pm |
| Publication of the results (2 nd leg) and starting times (3 rd leg): | | | |
| Organisation office, Parc fermé | Fri 17/09/2021 | | 7.30 pm |
| Start 3 rd leg - (1 st car): | | | |
| Parc fermé, Kitzbühel | Sat 18/09/2021 | | 8.00 am |
| Lunch break 3 rd leg - (1 st car): | | | |
| Penzinghof, Oberndorf | Sat 18/09/2021 | approx. | 12.30 pm |
| Finish 3 rd leg - (1 st car): | | | |
| Kitzbühel centre | Sat 18/09/2021 | approx. | 2.30 pm |
| Publication of the official final results: | | | |
| Organisation office, Parc fermé | Sat 18/09/2021 | | 6.30 pm |
| Prize giving ceremony/Alpenrallye evening | Sat 18/09/2021 | | from 6.30 pm |

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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 Höfinger (member) Dr. Hartmut Fromm (member) Dr. Clemens Winkler (member) Mike Mayr-Reisch (member) |
| Chief Steward | Mag. Wolfgang Nölscher |
| Clerk of the Course | Detlef Ruf |
| Rally Administration Office | Christina Hautz |
| Timekeeping | KART-DATA timing service |
| Evaluation | KART-DATA timing service |
| Roadbook | Detlef Ruf |
| Route Safety | Alfons Nothdurfter |
| Competitor relations officer | Josef Pointinger |
| Event Manager | Markus Christ |
| Chief Press Officer | Albin Ritsch |
| Medical Delegate | Dr. Helmuth Obermoser |
| Technical Jury: Jury members for technical assessment and assessment of originality and restoration; technical and visual condition of cars: | DI Werner Amend (chairman) DI Werner Gausch Kfz.-Mstr. Matthias Grubert DI Werner Decker |

1.1. Announcement

The Kitzbüheler Alpenrallye 2021 is a **regularity and reliability drive** for vintage automobiles.

The 34th KITZBUHELER ALPENRALLYE 2021 is by invitation in two categories:

a) Alpenrallye Sports Trophy:

i.e., classic rally with special stages (SSs), measured with light barrier and/or air tube as well as special stages with average speed (RTs), measured with GPS-transponder technology. A separate Hourglass Class within the Alpenrallye Sports Trophy is announced. Information: As of 2022, the Alpenrallye Sports Trophy will only be rated according to the rules of the Hourglass Class.

b) Alpenrallye Classic Trophy:

that is, classical touring rally with Special stages (SSs), measured by light meter and/or air tube.

The event leads along some 600 km and includes about 15 Special stages (SSs) as well as about 15 regularity tests (RTs). (Subject to changes for organisational purposes.)

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.

The routing, timekeeping, etc. are described through the Roadbook and time cards, which the teams receive as information in order to be able to correctly carry out and complete the regularity rally. During the rally, the official time shall apply and be aired by GPS. The time is displayed at the start.

The event will be held according to the sports regulations for AMF/FIA and/or FIM, in particular in accordance with regularity rally guidelines.

1.2. Competitor relations officer

The primary purpose of the competitor relations 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 competitor relations officer can be identified by an orange vest stating "Teilnehmer-Verbindungsman".

2. ELIGIBLE CARS

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 cars built from 1976 to 1981 which are street-legal must submit a precise description and history for the particular car at the time of entry. Participation shall be at the sole discretion of the organizing committee and on invitation by the organizer.

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 cars with particular historical value from this era) |

2.1. Car Admission/Registration Plates/Starting Order

All cars 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.

DStarting for both categories takes place on the first day of the rally for the prologue in the order of start numbers, with the lowest start number first. **For the 2nd leg on Friday and 3rd leg on Saturday, participants of the Alpenrallye Sports Trophy start according to previous day's overall results - NOT in order of start numbers. Participants in the Alpenrallye Classic Trophy always start in order of start numbers.**

The participants of the Alpenrallye Sports Trophy start all legs before the participants of the Alpenrallye Classic Trophy. After the last participant of the Alpenrallye Sports Trophy and the first participant of the Alpenrallye Classic Trophy, an interval of five minutes will be established.

2.2. Eligible teams

A team consists of 1st driver and 2nd driver (=co-driver) as registered. Change of drivers between 1st and 2nd driver is permitted. The car driver must hold a valid driving licence. The valid driving permit will be checked during document approval. Also see Art. 9 - issuing of start numbers, car and team changes

No team member must be under 16 years of age.

3. ENTRY - ENTRY FEE

Applications for the 34th Kitzbüheler Alpenrallye 2021 must be received by the organizer by 16th July 2021, 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 car driver, and also a high-resolution car 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 **Monday, 16th August and 10 pm Thursday evening, 16th September 2021, online at www.alpenrallye.at/teamcontest or can be submitted directly to the rally office.**

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

Included in the entry fee are also the rally-documents, rally-catering, emergency breakdown service during the legs as well as two evening events. The entry fee is to be paid at the same time as submitting the registration documents to the following account:
Sparkasse der Stadt Kitzbühel
Kontoinhaber: Kitzbühel Pro-Motion GmbH
IBAN: AT57 2050 5000 0030 1457, **BIC:** SPKIAT2KXXX
Als Buchungstext ist der Name des Fahrers unbedingt anzugeben.

3.1. Confirmation of Participation

Approval of the entry cars 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

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

If the participant cancels his/her participation within four weeks before the beginning of the event, i.e., after 18 August 2021, the entry fee you will NOT be refunded. If cancelling before 18 August 2021, a processing fee of € 300.00 will be deducted from the refund.

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:

he 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 dama-

ges 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 organizations 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. Administrative checks

The document issuance is of general character and must be completed before the scrutineering.

The time and place of the document issuance can be found in the schedule in the rules.

The following documents must be submitted to the organizer at the time of document issuance:

- valid driving licence of the driver/drivers
- poss. disclaimer by the car owner (if the driver is not the owner of the car entered)

The following documents are handed over at the time of document approval:

- Various start number stickers or signs (see Art. 7.5.)
- Rally-badge lanyard for identification of the participants
- Information brochure (event procedure, information for attaching the stickers/organiser's advertising, important phone numbers)
- Reference route for calibrating the odometer
- Various souvenirs from the organizer and/or sponsors

The Roadbook will be issued separately.

Time and location can be found in the schedule in the rules.

7.2. Scrutineering/ "Concours De Technique"

The brand/model of the registered car is checked, as is compliance with the Austrian road traffic regulations (lights, tyres, etc.). Approval for participation is made by the technical jury, which issues a special sticker as a starting permit to attach to the windscreen. Modifications after technical inspection which infringe on these regulations lead to disqualification.

Please note: For the technical inspection, all stickers, rally sign, etc. (as described under Art. 7.5) must be affixed to the car. Without proper affixing, no technical inspection will take place.

The following documents must be submitted to the organizer no later than during the scrutineering:

- Valid car documents according to national regulations (country of origin)
- Proof of current third-party liability insurance

Furthermore, the jury will assess the original condition or restoration, the general condition and originality of the car for the prize "Concours De Technique".

7.3. Technical Checks

The scrutineering jury may request an examination of a car during the rally. Participants must make their car 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 cars at all time control (TC) will be 30 seconds.

The start time list for the upcoming leg is published at the official notice board and at the Time Controls (TC). Time and location can be found in the schedule in the rules.

The organizer's clock time, which can be seen at the respective time control, applies.

7.5. Starting Numbers/Advertising

To identify the car, 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 car 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 car 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. 24 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. 24 for the Points Catalog).

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). No-shows will be penalised with penalty points (see Art. 24. Points catalogue).

9. ISSUING OF START NUMBERS/ CHANGE OF CAR AND TEAM

Starting numbers will be issued according to year built; if a participant wishes to change the named car, 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 car 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 persons can ride along in the Classic-Trophy, following prior registration. The presence of a non-registered person in the car will be penalised with penalty points (see Art. 24. Points catalogue). Additional persons (also dogs) can ride along in the Classic-Trophy ONLY, following registration with rally management (**minimum age 16 years**). For the Sports-Trophy, NO additional persons (also dogs) are permitted in the car. This will be penalised with penalty points (see Art. 24. Points catalogue).

10. SERVICE/REPAIRS/RESTART

If a team, for whichever reason, cannot start or complete a leg, it is possible to start again on the following day. The restart must be announced in writing or verbally in the rally office no later than 60 minutes before publication of the start time list for the next leg (time and location can be found in the schedule in the rules). Should the re-registration not be received in the rally office by the deadline, the team will not appear on the start time list and is thus not authorised to start.

The starting order for readmitted cars will be decided by rally management. In order to be classified, the car must pass the event's last time control.

All control points and special stages not approached until then will be penalised according to Points catalogue Art. 24.

Teams that want to deploy service and/or escort cars, must register these in advance. The driver team, which deploys a service team and/or escort cars, will bear joint responsibility for this.

The service and/or escort cars are subject to the rules and receive separate route information with all relevant details (e.g., bypass pointers). Service and/or escort cars must never drive ahead of the car they support on the route.

Refuelling and repairs are permitted during the rally, except in those locations designated as prohibited zones in the Roadbook. Attention should be paid to not obstructing other rally participants, road users, passers-by or local residents.

Breaches will be penalised according to Points catalogue Art. 24. at the expense of the driver team.

11. ROADBOOK & BOARD CARD (TIME CARD)

The Roadbook and the board cards (time cards) are not issued during document approval. Time and location can be found in the schedule in the rules.

In the Roadbook, the precise routing is described in detail and forms the basis of a rally. The route must be completed in the stipulated sequence (continuously numbered). Furthermore, all information relevant to the event (schedule, special stages, time- and passage controls, general maps with important locations, important phone numbers etc.) are included. The route description is made with so-called pacenotes. The distances and averages are indicated in kilometres and miles.

The so-called board cards (time cards) are issued together with the Roadbook and are intended to document the route travelled (time entries, passage controls, etc.).

The board cards (time cards) contain the predetermined driving times between the individual Time Controls (TCs) as well as Passage Controls (PCs) and are to be submitted in person to the officials at the control points. The official (the organisation person authorised by the organiser) is the only person allowed to make any changes/time entry in the time card. This excludes specially marked fields, which can be used for participants' notes.

Every team is responsible for its own board cards (time cards).

The loss of a board card (time card), the lack of required control stamps or the non-submission at the end of a section/leg will be penalised (see Art. 24. Points catalogue).

Please further note that the loss of the Roadbook issued will be penalised with penalty points (see Art. 24. Points catalogue). In addition, a fee of € 50.00 will be charged for the replacement. The organiser is not obligated to guarantee replacement, as the number of Roadbook copies is limited.

12. START TIMES

For the Kitzbüheler Alpenrallye, the cars will start at 30-second intervals. The start times at the start must be observed. Any deviation too early or too late at the respective control point (also see Art. 13.2. Time controls) will be penalised (see Art. 24. Points catalogue).

The start time list for the upcoming leg is published at the official notice board in front of the organiser's office and at the respective Time Control (TC). Time and location can be found in the schedule in the rules.

The organiser's clock time, which can be seen at the respective time control, applies.

13. CONTROL POINTS

All control points, i.e., passage and time controls, are marked with control signs (see attachment in the rules).

Not approaching a control point or approaching it from the wrong direction will be punished with penalty points (see Art. 24 Points catalogue).

The control points will be opened 15 minutes before the target arrival time of the first team and will be closed 15 minutes after the theoretical arrival time of the last team, unless the clerk of the course decides otherwise. The crews must follow the instructions of the official in charge at the control post.

13.1. Passage controls (PCs) and general regulations

At a PC, passage is confirmed by means of a stamp without time entry. The team is responsible itself for presenting the board card (time card) for stamping at the PC. At a PC, passage is confirmed by the control post. Not approaching a PC or approaching it from the wrong direction will be penalised with penalty points (see Art. 24 Points catalogue). The organiser reserves the right to conduct secret passage controls. Approaching the secret PCs will be confirmed with a stamp in the board card (time card).

13.2. Time Controls (TCs)

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. 24 for the Points Catalog). Early arrival is only allowed if it is expressly stated in the Roadbook and on the board card (time card).

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.

All and any deviations of the actual arrival time from the target arrival time will be penalised (see Art. 24. Points catalogue).

14. TIMED SPECIAL STAGES

Timed sections like Special stages (SSs) and and Regularity-Test (RT) open 15 minutes before the theoretical arrival time of the first participant car and close 15 minutes after the target arrival time of the last car started. The target times can be seen in the Roadbook.

14.1. Special stages (SSs)

The Special stages (SSs) are driven to a specified target time. Special stages (SSs) can also be arranged on public roads and/or on closed-off areas. Should Special stages (SSs) take place on closed roads, the Austrian road traffic regulations still apply. Driving a Special stages (SSs) in the opposite direction will be penalised with penalty points (see Art. 24. Points catalogue), unless the task definition specifically provides for this.

The measurements are taken with light barriers and/or tubes. In special cases, the start can also ensue using a timing device, a buzzer, a traffic light or a lighting system.

The Special stages (SSs) with their task definitions are described in detail in the Roadbook. Failure to fulfil the task definition (e.g.: leaving the route, driving around pylons or boundaries, choosing the wrong route) will be penalised with additional penalty points (see Art. 24. Points catalogue).

As a rule, the participant starts a Special stages (SSs) independently, unless the description in the Roadbook indicates otherwise (e.g.: circuit, two or more cars start simultaneously, etc.), then a starter controls the procedure.

The organiser further reserves the right to announce the necessary driving times or distances at Special stages (SSs) just before the start.

A yellow sign with a starting flag symbol is located before every Special stages (SSs). This means that a Special stages (SSs) immediately follows. Participants must make their preparations for the upcoming Special stages (SSs) BEFORE this yellow sign, and that in such a way that no other participant is obstructed. After passing the yellow sign, the participants must immediately drive into the Special stages (SSs).

In case of obstructing other participants, the timekeeper will notify rally management. In case of a serious breach, a penalty can be issued (see Art. 24. Points catalogue).

Classification is made for participants of the Alpenrallye Sports Trophy as well as the Alpenrallye Classic Trophy. In the course of a TC, no secret average-measurements are made.

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

Further examples for Special stages: see attachment in rules.

14.1.1. SHORT SPECIAL STAGES (SSs)

Distance up to about 1,000 metres. The start takes place with a traffic light, timing device, light barriers and/or tube. Measurement with light barrier and/or tube.

Stopping during a short Special stage (SSs) is prohibited and will be penalised with penalty points (see Art. 24. Points catalogue).

14.1.2. LONG SPECIAL STAGES (SSs)

Distance from about 1,000 metres. The start takes place with a traffic light, timing device, light barriers and/or tube. Measurement with light barrier and/or tube.

Stopping on the short Special stage (SSs) is permitted up to the yellow sign giving prior notice of the finish, to await the target time. After passing the yellow sign giving prior notice of the finish, no more stopping is allowed until the finish. The organiser reserves the right to also prohibit stopping on SSs with a distance of more than 1,000 metres.

Please note: When awaiting the target time at the sign giving prior notice of the finish, please leave enough space for cars that may want to drive into the finish area before you.

14.1.3. MULTIPLE SPECIAL STAGES (SSs)

A combination of tests section variants: for example: Short + Short or Short + Long. These may be located behind each other or within each other. The task is clearly described in the Roadbook.

The start takes place with a traffic light, timing device, light barriers and/or tube. Measurement with light barrier and/or tube.

The times driven for the individual sections are shown separately in the results lists, but shown as a points total of the multiple-SS. Example: Double-SS 2 x Start, 1 x Finish.

14.1.4. ROLLING SPECIAL STAGES (SSs)

The rolling-SS is a short Special stage (SSs) on which the car must be moved along a sloping road without any kind of engine assistance.

At the yellow SS-sign, stop your car and switch off the engine. At the instruction of the course marshal, you roll with your car without engine assistance from the start to the finish.

Between the yellow SS-sign (advance notice SS) and the red SS-Finish-sign (Finish), starting the engine is prohibited and will be penalised in case of non-compliance (see Art. 24 Points catalogue).

Participants whose car requires hydraulic assistance in order to operate the brakes and/or steering, may leave the engine running and roll downhill in neutral gear upon consultation with the course marshal. Engaging a gear and accelerating the car with the aid of the engine between the yellow SS-sign and the red Finish-signs is prohibited and will be penalised in case of non-compliance (see Art. 24 Points catalogue).

14.1.5. SECRET SPECIAL STAGE (SSSs)

On every day of the rally, one or more SSSs may be incorporated (these may occur before, in or after the known Special stage (SSs) or at any time along the entire route). It is always 50 m long and is to be completed with a target time of 8 sec. The starting and finish lines are marked with green signs. Stopping just before, during or just after the secret SS is not permitted (see Art. 24. Points catalogue).

14.2. Regularity tests (RTs) only Sports Trophy

The procedure for and objective of the respective regularity test (RT) are clearly described in the Roadbook. Measurement is made using GPS-transponder technology.

The start of a RT takes place autonomously at the participants' own discretion after reaching the starting point precisely marked in the Roadbook and with the sign „chequered flag on a red background“. No start time is stipulated. No speed average is above 50 km/h and no measurements are taken within city limits and in crossroads areas. The end of the Special stage is marked with a sign „beige with diagonal stripes“.

The evaluations are made to 1/10 seconds. Changes in average may also be set up at these RTs. Measurement is made using GPS-transponder technology. Non-participation or non-completion of a regularity test (RT) is subject to penalty points (see Art. 24 Points catalogue).

The times driven will be evaluated as follows:
Exceeding or falling below the ideal/required target time at the measurement points:

per 1/10 second = 1 penalty point

Example:

Required speed-average 40 km/h

Length of the measurement section 0.80 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 sek. = - 1.9 sec. 19 penalty points

15. PROTESTS AGAINST TIMEKEEPING

No protest against timekeeping and time measurement is allowed.

16. LUNCH STOPS

In the course of a leg, lunch stops may be arranged. At the exit of the respective location, a Time Control (TC) is located. The section time can be clearly seen in the Roadbook & board card (timecard). The break time is included in the section time.

In addition, the starting times for the new, following section are published.

Example:

Target time from start to time control (lunch stop) is 5 h 00 min.

The theoretical driving time is 3 h 50 min. i.e., 1 h 10 min. remain for the break.

17. CLOSED PARKING SPACE (PARC FERMÉ)

The Kitzbühel Hahnenkamm closed parking area is reserved for the exclusive use of participants' cars and cars 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.

18. 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 cars of one team must be judged (the fourth and worst-placed team will be excluded from the result). Judging will be based on completed Special stages, in competition between the Alpenrallye Sports Trophy and the Alpenrallye Classic Trophy teams. Since only Special stages 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 car build year is taken into account.

In case of a tie (ex-aequo) the winning team will be the one driving the older car; if there is still a tie, then the winning team will be the one with the better result in the first Special stage (SS).

18.1. Measuring instruments & Hourglass Class

Alpenrallye Sports Trophy:

Both mechanical as well as electronic measuring instruments are allowed.

In the **Alpenrallye Sports Trophy HOURGLASS CLASS** only mechanical timepieces with analogue displays (without battery) and mechanical Tripmasters (from experience, two timepieces are enough) are permitted. The organizer reserves the right to carry out checks during the event. Infringements will be penalised according to Art. 24. Points catalogue. These can result in sanctions up to disqualification from the rally.

The cars of the Hourglass Class will be marked with a relevant symbol.
Registration takes place using the registration form.

Alpenrallye Classic Trophy:

Both mechanical as well as electronic measuring instruments are allowed. **A Hourglass Class in the Alpenrallye Classic Trophy is NOT offered.**

19. PRIZES & TROPHYS

OVERALL CLASS

Alpenrallye Sports Trophy (Hourglass Class) 1st Prize

Alpenrallye Classic Trophy 1st Prize

INDIVIDUAL PLACINGS

Alpenrallye Sports Trophy

Period: A - D - **Hourglass Class** 1st, 2nd & 3rd Prize

Period: from E - **Hourglass Class** 1st, 2nd & 3rd Prize

Period: A - J2 1st Prize

Alpenrallye Classic Trophy

Period: A - D 1st, 2nd & 3rd Prize

Period: ab E 1st, 2nd & 3rd Prize

MOUNTAIN TROPHY (Alpenrallye Sports Trophy only)

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

TEAM WINNER

Period: A - H1 Teamcontest 1st Prize

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

CONCOURS de TECHNIQUE

Period: A - D 1st, 2nd & 3rd Prize

Period: ab E 1st, 2nd & 3rd Prize

The organizer reserves the right to award special prizes.

20. OBSTRUCTION, APPEALS, TRAFFIC RULES

Obstruction within a TIMED TEST SECTION

If a team is verifiably obstructed by unforeseen events such as standing traffic, construction cars or similar within a SS/RT, an „average value“ for the SS/RT in question **can** be credited. Only if in a SS/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 SSs/RTs of the respective day. The obstruction is to be handed in in writing at the leg 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 (see Art. 24 Points catalogue):

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

Protests, Appeals

Deadline for lodging protests ends 30 minutes after the results from the earlier day leg 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.

Violations will be punished as per Art. 24. of the points catalogue.

21. VOIDING WORST RESULT ON SPECIAL STAGES

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

22. PUBLICATION 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 Clerk of the course and/or Competitor relations officer with relevant contact data, such as mobile phone number. Appeals against the results must be submitted to the Clerk of the course and/or Competitor relations 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 publication (using the time shown on the particular results list).

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

23. DEFINITIONS

LEG:

A leg can consist of several sections (TC-TC = section). A leg can comprise of several sections. There must be at least eight hours break between two legs.

SELF-START:

Start for an RT or SS, immediately after arrival at the starting point at own discretion, by the team passing the start-measuring device on their own accord.

24. POINTS CATALOGUE

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

| | <i>Penalty Points</i> |
|---|-----------------------|
| No-show at the mandatory participant meeting | 1.000 |
| Delay at a TC per minute..... | 100 |
| Early arrival at a TC per minute | 100 |
| Not approaching a TC | 1,000 |
| Approaching a TC or RT from the wrong direction | 500 |
| Not approaching a RT | 500 |
| Non-participation in or non-completion of the set task and illegal driving against the direction of travel in a SS (also partial-SS)/SSS..... | 500 |
| Exceeding or falling below the target time or target times at the at SS per 1/100 sec (max. 500 points per target time) RT per 1/10 sec..... | 1 |
| Unauthorised stopping on a SS..... | 50 |
| “Roll-SS” – an authorised starting the engine between the yellow SS-sign (advance notice SS) and the red SS-finish-sign (finish) | 50* |

| | |
|---|--------------------------------|
| „Rolling-SS” - engaging a gear and accelerating with engine power between yellow and red SS signs..... | 100* |
| Knocking over, moving or skipping a pylon in a SS per case | 20* |
| Loss of Roadbook (in addition a fee of € 50.00 for a replacement RB will be charged) | 250 |
| Infringements of servicing and repair guidelines: | |
| 1 st complaint | 500 |
| 2 nd complaint | 1.000 |
| 3 rd complaint | up to exclusion from the rally |
| Non-removal or blanking out of start numbers from previous events or competing third-party advertising | |
| 1 st complaint | 400 |
| 2 nd complaint | 1,000 |
| Missing start number or rally sign or covering the numberplates..... | 1,000 |
| Missing sticker Technical inspection non-admission to the start and/or exclusion from the rally | |
| 1 st traffic violation | 100 |
| 2 nd traffic violation | 300 |
| 3 rd traffic violation and/or exceeding the maximum permitted top speed by 50 % (acc. to Austrian road traffic regulations)..... | exclusion from the test |

| | |
|---|-------------------------------|
| Missing driver, or presence of a (not registered) person in the car | 500 |
| Hourglass Class: breach of measuring instruments (per breach) | 1,000 |
| Correction or changes in the time card without confirmation by the official. | Exclusion from the rally |
| Driving the route outside of the organiser’s schedule | 1,000 |
| Intentionally obstructing others or unsportsmanlike behaviour..... | up to exclusion from the test |
| Loss of board card (time card) after the start..... | 500 |
| Not handing in the board card (time card).... | Exclusion from the rally |

***In addition to the time points**



The Kitzbüheler Alpenrallye wishes you Happy Motoring!



15th to 18th September 2021

Information:

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Photo: Albin Ritsch



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