



HINTS, TIPS and REGULATIONS

Classic Rally Tours and Scenic and Continental Car Tours welcome all competitors. These rallies are designed as a “stress free” weekend of motor sport combining the fun of Historic Rallying with the camaraderie of fellow competitors in the beautiful French countryside. Scenic and Continental Car Tours are once again providing the excellent ferry and accommodation package; Classic Rally Tours are providing their experience to organise and set the rally route itself.

HINTS AND TIPS

If you have never been on a road run or rally before, then don't worry. The CRT team will be on hand with frequent liaison and help will be available throughout. The main advice is to ENJOY YOURSELVES, don't get stressed out if you can't work out the timing, just follow the route, visit the superb scenery and enjoy the company of fellow classic car owners.

1. Preparation

Make sure your car is in a fit state for touring on the continent, reliability is the rally winner not speed. A thorough service checking especially; brakes, fluids and electrics should be carried out. The No.1 reason for not finishing a rally is electrical failures.

The navigator needs no special equipment other than a supply of pencils, an accurate watch, a stopwatch, a clipboard and to make sure the odometer of the car is reasonably accurate. You will need a working odometer or trip meter to follow the road book.

2. What is a Rally?

A road rally is not about speed, in fact there are severe penalties for arriving at a control early. The idea of a rally is to travel from A to B within a certain time (time controls), not too fast or too slow. On the competitive sections, called Regularities, you should visit in the correct order a series of intermediate time controls where you should stop to have your time recorded on your card. At the end of the event, the competitor who has visited all these controls and who has the least early or late penalties overall is the winner.

3. The Road Book

This is a straightforward ball and arrow system to show you the route. If you look at the enclosed example you can see that each tulip diagram (named from the Tulip Rally of the 1950's) gives a diagrammatic representation of the road junction. You should religiously follow the mileages on the left to ensure that you are at the correct junction and if you have a trip, zero it each time so you can use both the inter miles and the total mileage.

REMEMBER : If your odometer is not exactly calibrated, then over a two hundred mile rally

you could be many miles out from the organisers mileage, therefore inter miles are more accurate as the % error is less. You should imagine you are approaching from the ball of the tulip and departing from in the direction of the arrow. NOT ALL JUNCTIONS ARE SHOWN , if you don't have to use that road the organisers won't bother drawing it, therefore if you have an inter mileage of 0.5 miles before turning left and you have traveled 0.3 miles but see a similar junction IGNORE IT. However if you have traveled 0.8 miles it's behind you. The golden rule is STAY ON THE ROAD YOU ARE ON UNTIL THE ROAD BOOK TELLS YOU TO TURN OFF. I.e. straight on at crossroads, follow through villages etc.

The description in the right hand column is for reference only, signposts shown here are to confirm your position at the junction. YOU MAY NOT NECESSARILY BE FOLLOWING THE SIGN POST SHOWN IN THE ROADBOOK.

Mileages are shown in hundredths of a mile for ultimate accuracy. So unless you have a rally trip meter simply round up or down on your odometer which normally shows tenths of a mile. I.e. Road Book says 1.78 miles your odometer will show just short of 1.8 miles. Watch out for the 0.04 type of mileage this is less than 300 yards so be aware that the junctions will be very close together.

4. Rally Timing

Each car has a rally number which is the order that each car *should* run in. Each section of the rally has a set speed thus giving a set allowance of time to cover it in. Road rallies are set on what is called SCHEDULED TIME. This means that each section is shown on the master time sheet as an imaginary car No. '0' would take for each leg. To calculate your start time and subsequent times you just add your car number to this imaginary car '0' time. I.e. If Car '0' is due to leave the control at 14:00 hrs and you are car No. 20, you should leave at 14:20 hrs and so on.

To stop racing on the roads you will be heavily penalised (or even excluded) if you arrive too early on a section, likewise you are also penalised, but less severely, for arriving late. Expect to arrive late at controls in your early rallies as this is how the winner is found.

So, you theoretically should drive each section at the pre given speed and arrive at each control spot on your due time (Car'0' plus your number), if only it was that easy!!

The difficulty arises when you arrive late at a control due to navigation errors or car problems. Each section is individually timed so if you are ten minutes late at the first time control, YOU MUST NOT MAKE UP THAT TIME ON THE NEXT SECTION. You carry forward the ten minutes lateness and start again for the next leg with a clean slate. E.g. your due time at TC 2 was 10:00; you arrive late at 10:10. The next section to TC 3, you are allowed exactly 1 hour to cover. You should arrive at TC 3 at 11:10 even though the Master Time Sheet says you should be there at 11:00 (remember car's plus rally number). So you never make up lost time until a Main Time Control. These are either at the evening halt or lunch halt, when leaving say lunch you should leave back on your scheduled time (car'0' plus your number). So if you are allowed 1 hour for a lunch break and you were 30 mins late in the morning section, you now only have 30 mins for lunch! Rallying is tough eh!

This is the most difficult part of rallying so don't worry if you find it confusing. Please ask for help if you need it and the CRT team will put you right.

5. Getting Lost

Getting a little lost is part of rallying, if you go off track DON'T PANIC. Try to always keep an idea of where you are on the map, we will give you pre marked maps with REJOIN POINTS. These tie up with the road book so map read to that point and then pick up the road book again. Alternatively you can "cut" that section completely and go directly to a time control or master time control and pick up the rally there. The last car through will be followed shortly afterwards by the official Course Closing Car. This car will run behind the rally on the correct route and help any stragglers where he can. Please make sure you have recovery insurance. *The officials are there to Marshal and not to help with roadside repairs, towing or recovery - sorry!*

6. Regularities/Jogularities

A regularity section is where you should try to average a set speed for the duration of that section. Secret controls will note your time as you pass a timing point "TP" board and then stop you a few yards later to record a time. You are penalised for each second early or late either side of that ideal time.

A jogularity or Landmark section is where you must pass a list of certain landmarks at the side of the road at an exact time, thus holding an average speed but without the need for tables or a tripmeter, once again you will be penalised for each second early or late. Again we will explain all.

Classic Rally Tours are carefully designed to make sure that you can follow the road book easily and you should not have too many worries with finding the route. Please don't get frightened or stressed by it all, rallying is FUN, so if you go a little off the boil just keep calm, use the map provided and rejoin the rally a little further on.

Navigation Examples and Timing

There are four types of Navigation that you will see on a Classic Rally Tour. They are very straightforward to use and will keep you on track and on time.

These systems are used in many International Historic rallies today and will give you an insight into the sort of thing to expect on international events, such as the CRT Classic Trophy.

1. Landmark Sections

Also known as Jogularities, these are a super way of following the route and timekeeping without the need for a Halda or expensive equipment.

The idea is that you start your stopwatch at the beginning and leave it running throughout the section. You should then try to arrive at the landmarks described, which are physical items alongside the road, at the appropriate time shown in the time column. The key thing is to notice the shaded rows which show junctions where you may have to change direction, don't miss these or you will soon run off route!

Should you arrive at a mid-section time control, don't stop your watch. If you are early or late just add or subtract the difference to the time in the "Notes" column. I.e. If you are timed at the "First white post on right" and you see that you are 10 seconds late, you should arrive at the next landmark "Sign: Bends 500m" 10 seconds late also, and so on.

The navigator should call out the next landmark and the Driver should say as he passes it - Teamwork!

2. Tulip Road Book

This has been described in your introduction notes. You may find it useful to cross out each diagram as you drive through it as it is very easy to read the same instruction twice! Remember to look for small inter miles which show junctions very close together and if possible zero the trip at each tulip for more accuracy. Drivers should look out for the road signs and features to help out.

3. Due Time Regularity Sections

Alongside some of the road book sections will be a time in minutes and seconds. The idea is to arrive at these junctions exactly at the time given. At some of these junctions there may be a Marshal who will time you at the exact moment in seconds you pass the Timing Point Board. The average speed may change as you go along the route so just start a stopwatch at the beginning of the section and leave it running throughout, remember though if you are say twenty seconds early/late at the first Marshal you should arrive twenty seconds late at the next one and so on.

The other due time section we have is where you have a road book or a marked map to follow and then a time allowance of whole minutes between controls. On these sections you can arrive early at the control and wait outside the board until the previous whole minute when you can then go in and ask for the time you want. E.g. you have 9 minutes allowance for the first section, you leave the first control at 14:00 you are due at the next one at 14:09. You may go into the control between 14:08 and receive 14:09. If however you arrive at 14:10:01 seconds you will get 14:10 and receive a one minute penalty. Don't forget if this happens to not make this time up in the next section but remain one minute at the next control.

4. Marked Map Sections

These are a map with the route marked by a line alongside the roads you must follow. These come with a speed table which sets out what speed you should be driving at. At each marshal point there will be an ideal time from the start for you to compare your actual time against and calculate any lateness/earliness to carry forwards. These can be great fun and the trick is to concentrate on following the map and not missing any turns, then get on time on the straighter sections of road.

Apart from pencils etc., the Navigator should be aware of Fuel stops. On the continent Petrol Stations can be few and far between and are usually well outside of towns. You should arrive at the start fully fueled and fill up again in the evening. If your vehicle has less than a 200 mile range, bring a can!

The most important thing to remember is that these events are fun! So relax and enjoy the wonderful scenery and the great camaraderie of your fellow competitors. It is unlikely you will lift the main prize at your first attempt but practice, concentrate and a good team will always come through.

Vallee de L'Authie Jogularity

| No. | Total km | Inter km | Total Mls | Inter mls | Landmark or Description | Time |
|-----|----------|----------|-----------|-----------|---|----------|
| 1 | 0.00 | 0.00 | 0.00 | 0.00 | Sign: Chateau de Resmaisnal - Zero trip | 00:00:00 |
| 2 | 0.08 | 0.08 | 0.05 | 0.05 | Jnc: Turn left- D128 Frevent | 00:00:07 |
| 3 | 0.35 | 0.27 | 0.22 | 0.17 | Jnc: Bear left- Le Meillard | 00:00:30 |
| 4 | 0.56 | 0.21 | 0.35 | 0.13 | Jnc: Ignore slot on left | 00:00:48 |
| 5 | 1.06 | 0.50 | 0.66 | 0.31 | Jnc: Ignore right- stay on main road | 00:01:31 |
| 6 | 2.08 | 1.01 | 1.29 | 0.63 | First white post on right | 00:02:59 |
| 7 | 2.49 | 0.42 | 1.55 | 0.26 | Track on right | 00:03:35 |
| 8 | 3.14 | 0.64 | 1.95 | 0.40 | Jnc: X-Rds SO at crest | 00:04:30 |
| 9 | 3.93 | 0.79 | 2.44 | 0.49 | Sign- Road bends 500m | 00:05:38 |
| 10 | 4.70 | 0.77 | 2.92 | 0.48 | Jnc: Care turn sharp left- Heuzecourt 3.2 | 00:06:44 |

| Km | | Miles | | Tulip | Time | Route Instruction |
|-------|-------|-------|-------|-------|------|-------------------|
| Total | Inter | Total | Inter | | | |
| 0.00 | 0.00 | 0.00 | 0.00 | 1 | | |
| 0.76 | 0.76 | 0.47 | 0.47 | 2 | | D6 |
| 3.43 | 2.67 | 2.13 | 1.66 | 3 | | |

| Km | | Miles | | Tulip | Time | Route Instruction |
|-------|-------|-------|-------|-------|----------|---------------------------|
| Total | Inter | Total | Inter | | | |
| 0.00 | 0.00 | 0.00 | 0.00 | 1 | 00:00:00 | Turn right onto main road |
| 1.09 | 1.09 | 0.68 | 0.68 | 2 | 00:01:16 | |
| 1.77 | 0.68 | 1.10 | 0.42 | 3 | 00:02:04 | D13 |
| 2.20 | 0.43 | 1.37 | 0.27 | 4 | 00:02:34 | |

Classic Rally Tours Event Regulations

1: Competitors Responsibilities

All entrants agree to abide to these regulations and any other official bulletins which will be signed and dated by the Clerk of the Course, or his official representative, and will constitute an integral part of these regulations. The Clerk of the Course will apply these regulations and Competitors agree to accept his authority at all times throughout the event.

2: Indemnity

By submitting an application the entrant agrees to accept the decision of the organisers without recourse to any process of law. All competitors will be required to sign the indemnity printed on the entry form and by doing so will entirely disengage the organisers or their representatives from all responsibility for any damage whether to person or property before, during or after the event.

3: Route Description

The rally will cover a distance of approximately 300 miles and will include regularity and navigation sections and transport sections. All controls of which will go towards the final classification.

The road book to allow competitors to complete the route will be supplied at signing on. The route will be defined by Tulip Road Book, Marked maps or Jogularity sections. Any amendments to these instructions will take the form of an official bulletin, which will supersede any previous instruction.

The organisers will supply a measured distance for calibration and all mileages and timings given in official instructions are deemed to be correct, without appeal.

Fuel stations will be marked in the road book, but the organisers cannot guarantee that they will be open. It is the competitor's responsibility to ensure they have enough fuel on board for the duration of the leg, at least 150 miles; a spare fuel can is strongly recommended.

4: Eligible Vehicles and Crew

This event is open to all cars of a classic nature. There are no age qualifications but if in doubt please ask the organisers for guidance. No advertising or livery other than that supplied by the organisers must be applied to vehicles other than crew's names or a discreet club sticker. Entrants are reminded that this is a Historic event so should reflect this in their appearance

All crewmembers that may drive must hold a current driving licence for the countries the rally uses. It is competitor's responsibility to ensure that sufficient insurance cover is obtained for a minimum of third party cover for each country the event passes through, and will be expected to sign a declaration to that effect.

Vehicles must be in a fit and proper condition and comply with the road traffic laws of the countries passed through.

All competing vehicles must carry a warning triangle, first aid kit, spare bulbs and at least one spare tyre. The organisers accept no responsibility for supplying assistance to crews throughout the event and competitors must carry sufficient spares and tools to be self-sufficient. Recovery insurance is available and is strongly recommended in case of total breakdown.

Although not strictly necessary, any type of additional trip meter is permitted; Halda, Brantz, Retro trip etc. This must not show or calculate average speed. Pision hand held computers or similar average speed calculators will be penalised up to exclusion. GPS or similar systems are also banned.

5: Classes and Awards

Overall Winner

The crew who from the entire field scores the lowest penalty will receive the Classic Rally Tours Trophy.

Class Awards

There will be up to four classes:

Vintage – Cars built before 1945

Historic – Cars built between 1945 and 1967

Post Historic – Cars built between 1967 and 1974

Classic – Cars built between 1975 and 1985

Each class will be treated as a separate event with overall placing for 1st, 2nd and 3rd in each subject to entries. Less than five entries in a class may be amalgamated with the next class.

Modern cars (1986 onwards) are welcome but will not qualify for a class award but will receive a finisher's award.

Finishers Awards

All other crewmembers will receive a finisher's award at the prize giving dinner at the end of the rally. To qualify as a finisher crews must have visited both main time controls at the start and end of each leg for each day.

6: Entry

Entries will be accepted via the online booking system via the website

www.classicrallytours.com. Payments by bank transfer or cheque can be arranged by contacting the Scenic & Continental Car Tours on 01732 879172. Additional crewmembers may be allowed by negotiation with the organisers. All crew members must be over the age of 14 years.

7: Road Book and Time Card

The rally will run on Scheduled Timing and time cards will show an ideal time for car '0'.

Time cards must be on board of the vehicle at all times and must be personally presented by a member of the crew.

The absence of any stamp, signature or if the time card is not presented at the end of each leg will be penalised as a missed control. It is the competitor's responsibility to ensure that times are correctly recorded on the time card and any amendments are countersigned by an official marshal. Time cards are the responsibility of the crew and lost, defaced or damaged cards will attract penalties as for a missed leg.

8: Controls and Timing

There will be the following types of controls:

MTC Main Time Control

TC Time Control

PC Passage check (either manned or code board)

RS Regularity/Jogularity start

RF Regularity/Jogularity finish

ITC Intermediate time control

Controls will be identified by a white board showing a clock face. Main controls showing a red clock, Time controls showing a Yellow Clock placed up to 50 metres before the marshal. Once cars have passed this board they are deemed to have entered the control area.

Controls must be visited during the times they are open as detailed on the time card, in the

order specified by the organisers. A control visited out of sequence or from the wrong direction of approach will be penalised.

At MTC or TC coffee halts crews may enter the premises early and will be given the time they exactly present their card to the marshal to the nearest whole minute. Handing in before this time will be penalised.

At regularity starts crews may enter any time the control is open and will be given the next minute to start. They will be counted down from ten seconds, then 5, 4,3,2,1, go. Crews must not start before "go" and at "go" crews must leave the start line or incur a penalty. At an ITC or RF control the marshal will record the time to the nearest second when the car passes a board which says "TP" (Timing Point). Crews should continue along the route to the marshal who will be placed approximately 50 metres further along the road, where they must stop to have their time recorded on their card. Under no circumstances must cars reverse to a marshal, the navigator may return on foot to receive a time. If arriving at an ITC with others cars already at the marshal. Stop **behind** any waiting cars **not alongside**. Marshals will have noted your time at the timing point board and will duly deal with your time card in arrival order.

Crews significantly slowing or stopping within sight of an ITC or RF will be given the time they are seen to slow or stop. This time will be recorded on their time card when they eventually reach the control, plus a penalty of 150 points.

The maximum permitted lateness at any control will be 15 minutes after a crews due time. Any crew visiting after this lateness will be deemed not to have visited the control and be penalised accordingly.

Crews late at one control may be an equivalent amount late at the next control without further penalty. This is called Penalty Free Lateness. The organisers may allow penalty free lateness at some MTC's or TC's, which will be notified by official instructions or shown on the time card. PFL may be carried forwards to the next MTC in but not overnight and crews must restart on their scheduled time at the start of each day.

Crews failing to visit one or more controls may book in without further penalty at the next TC visited. Crews are advised to try to return to their original scheduled time at the earliest opportunity.

Official rally time will be available at all MTC's where crews may inspect the master clock at any time. Organiser's times are deemed to be correct and are not subject to appeal.

9: Penalties

Time Controls:

Each minute early - 120 points: Each minute late - 10 points

Missed control - 300 points

Wrong Approach/Depart - 150 points, plus recorded time to a maximum of 300 points.

Regularities:

Missed start control 300 points

Missed intermediate control - 300 points

Each second early or late at an ITC or RF - 1 point (with a +/- 1 sec allowance) up to a maximum of 300 points

Slowing/Stopping within sight - 150 points, plus recorded time

Wrong app/depart - 150 points, plus recorded time to a maximum of 300 points

10: Briefings

Crews are expected to attend any briefings as notified by the Clerk of the Course. An official notice board with any bulletins or amendments will be sited in the foyer of the Rally HQ Hotel each morning and evening. It is crew's responsibility to check this.

11: Hotels

All hotel or ferry queries must be directed to the representative of Scenic & Continental Car Tours. The rally organisers accept no responsibility for hotels or ferries. Scenic & Continental Car Tours can be contacted on 01732 879172 to discuss any special dietary or travel requirements. Terms and conditions are available on the website. Competitors are guided to read the cancellation notice conditions are strongly recommended to consider travel insurance.

The entry fee includes bed and breakfast only and the prize giving meal to include ½ bottle of wine per person. All additional meals, drinks, telephone calls or mini bar are at the expense of the competitor and are expected to be settled before booking out. Any crew leaving outstanding bills at hotels will be penalised 30 minutes and charged any expenses incurred by the organisers. NO EXCEPTIONS. Rooms are as allocated and will not be exchanged or released to any third party in the event of a crew retiring. In the case of retirement no refund will be allowed.

12: Results and Prize Giving

The inclusive prize giving dinner will be available for competitors and officials only. If you wish guests to be present please contact the organisers for further details. The dress code will be smart casual.

Provisional results will be posted at each Hotel in the evening of each leg, or as soon as possible after this. Any queries must be submitted within 30 minutes of this posting, whatever time this may be.

Awards will be based on the total penalty points accrued at controls, tests or others as in article 10. This will be based upon the results, which will be declared final 30 minutes after the provisional results posted at the rally finish HQ.