

# 40th AIN-JURA INTERNATIONAL RALLY

## European Rally

## Trophy Alpine

*8 and 9 September 2017*

# SUPPLEMENTARY REGULATIONS

An organization of

The Association Sportive Automobile



Maison des Associations - 34, rue Paradis - 01100 OYONNAX

Tel. +33 4.74.73.84.72 – Mob. +33 6.76.29.20.62

E-mail: [contact@asa-esca.com](mailto:contact@asa-esca.com)

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**Note: following a sustainable development approach, this Supplementary Regulations, the entry list, the list of numbers, the time schedule for administrative checks and scrutineering and the various information to the crews will not be sent by mail but will be published on the website of the ASA ESCA Plastics Valley: [www.asa-esca.com](http://www.asa-esca.com)**

# 1 INTRODUCTION

## 1.1 Introduction

This rally will be run in compliance with the FIA International Sporting Code and its appendices, the 2017 FIA Regional Rally Sporting Regulations, the National Sporting Regulations which comply with the FIA regulations and these Supplementary Regulations.

Modifications, amendments and/or changes to the present supplementary regulations will be announced only by numbered and dated Bulletins (issued by the organiser or the Stewards or the Clerk of the Course).

Additional information will be published in the "Rally Guide 1" published by July 15, 2017.

The FIA Regional Rally Championships Sporting Regulations can be found on the FIA website:  
French <http://www.fia.com/file/53324/download/8954?token=w6BWeCY->  
English <http://www.fia.com/file/52621/download/9300?token=klCU1M7U>

and the French national regulations on the site:  
<http://www.ffsa.org> / Regulation and safety

The organizer reserves the right to cancel the rally force majeure. The Organizer will be released from its obligations.

## 1.2 Road surface

The special stages will be run on asphalt (100%).

## 1.3 Overall SS distance and total distance of the itinerary

SS total distance:	148.07 km
% SS:	46.0% of the total length of the rally
Itinerary total distance:	321.83 km
Number of SS:	8 (4 different)
Number of sections:	4
Number of legs:	2

## 2 Organisation

### 2.1 FIA titles for which this rally counts:

- European Rally Trophy - Alpine
- ERT 2 Trophy - Alpine
- ERT 3 Trophy - Alpine
- Junior ERTJ Trophy - Alpine

### 2.2 Visa numbers: FIA and ASN

League Rhône-Alpes                      visa N°: **I1**                      issued on: **02.06.17**

FFSA                                              visa N°: **591**                      issued on: **19.06.17**

FIA                                                 visa N°: **25ERT**                      issued on: **04.07.17**

### 2.3 Organiser's name, address and contact details (permanent office)

#### ASA Plastics Valley ESCA

Address:                                              34 rue Paradis - 01100 OYONNAX  
Mobile:                                                + 33 6 76 29 20 62  
Phone / Fax:                                        + 33 4 74 73 84 72  
E-mail:                                                [contact@asa-esca.com](mailto:contact@asa-esca.com)  
Website:                                              [www.asa-esca.com](http://www.asa-esca.com)

### 2.4 Organisation Committee

President :                                              Hervé BESSON  
Vice President :                                      Alain BEUQUE / Julien DARMES  
Treasurer :                                            Michel ODOBEL  
Secretary :                                             Rachel CURTET

#### Organisation Management:

Jean-Pascal BESSON, Christophe CHAVIN, Margaux DARMES, Jean-Marc ESCANDE, Ludovic GHERARDI, Louis GRASSET, Régis MARQUEYROL, Jean-Paul MARTINAND, Marie TABOURIN, Véronique TRONCHET

### 2.5 Stewards

Chairman :                                              Jean-Pierre TARDENT (CH)  
Steward and FIA Observer :                      Jordi PARRO VIDAL (ESP)  
Steward ASN :                                        Gilbert GIRAUD (FRA)  
Secretary of the Stewards :                      Emilie TRAMONT (FRA)

### 2.6 ASN Delegate ASN

FFSA Observer :                                      Jacques PAOLI (FRA)

### 2.7 Technical scrutineers

FFSA                                              Manager                      Christian BONIN  
Yannick BOSSEAU, Jean-Claude DESNOUX,  
Michel GUYOT, Daniel LAPIQUE, Christian RACHEX,  
Jean-Marc RANCON, Jean-Pierre ROLAND

## 2.8 Official

### 2.8.1 Senior Officials

Clerk of the Course	Patrick BOUTEILLER	
Deputy Clerk of the Course	Michel LAROULANDIE	
Assistants Clerk of the Course (SS)	Gérard PLISSON, Sylvie ZYCH	
Rally Control Secretary	Fabien ZYCH	
Competitors Relations Officers		
Manager	Jean-François LIENERE	French-English
	Gérard TEXIER	French-English
	Marie-Line EYERMANN	French-English-German
	Gérard LEGIOT	French-English

### 2.8.2 Officials

Chief Medical Officer	Dr. Jean - David PILLOT
Judges of Facts & advertising	Marie-Noëlle FAURE / Fernand VERRIERE
Judge of Fact (refuelling)	Georges MOREL
National flag car	Thierry HERITIER
Authorities car	Christophe MORIZOT / Jean-Paul BERERD
0 car	Christian RIGOLLET
00 car	Gérard MAURIN
000 car	Daniel BERTHON / Denis MOCELLIN
Checked flag car	Dr. Claude RIGAUT
Parks manager	Laurent VERRIERE
Parks	Nadine and Gilles MACHETE
Administrative checks manager	Gérard PLISSON
Press officer	Olivier FOSSAT
Speaker	Gilles GAILLARD
Equipment manager	Jean-Paul MARTINAND
Results	Patrick SOFT
Radio	LVMC
Geolocation	VDS Racing

Special stage (SS)	SS manager
SS 1 Lac Genin	Christian COULET
SS 2 Charix - Apremont	Serge FRÉVILLE
SS 3/5/7 road to war - lap	Christian COULET / Inter: Serge FRÉVILLE and Maxime LUSSIANA
SS 4/6/8 the Poizat - Brenod	Marc CIER / Inter: Marc HABOUZIT

**"With the exception of the members of the Stewards, all officials nominally designated in this Supplementary Regulations and having an "official" license are judges of facts »**

## 2.9 HQ location and contact details

The Rally HQ will open Friday, September 8, 2017 at 13:00:

VALEXPO - 88 cours de Verdun - 01100 OYONNAX Tel. + 33 (0) 4 74 77 35 96

**Emergency number for the crews + 33 (0) 4 74 76 61 74**

## **2.10 Parc Fermé location**

Friday 08.09.2017 & Saturday 10.09.2017  
VALEXPO - 88 cours de Verdun - 01100 OYONNAX

## **2.11 Media center location**

VALEXPO - 88 cours de Verdun - 01100 OYONNAX Tel. + 33 (0) 4 74 77 35 96

## **2.12 Service Park location**

VALEXPO - 88 cours de Verdun - 01100 OYONNAX

## **2.13 Official Notice Board location**

Rally HQ, near the Media center  
VALEXPO - 88 cours de Verdun - 01100 OYONNAX

All communications and decisions from the Clerk of the Course and/or the Stewards, the Stewards attendance schedule, the provisional final classification for the claim period will be published on the « Virtual Official Notice Board » on the rally website [www.asa-esca.com](http://www.asa-esca.com) and will be available for all users.

On the entry form, the competitors must communicate an e-mail address to receive a notification when a new document is published on the “Virtual Official Notice Board”. All competitors must confirm this email address during the Administrative Checks.

## 3 Programme

### Rally HQ opening hours:

Friday, September 8, 2017 13:00 - 24:00  
 Saturday, September 9, 2017 06:00 - 23:00

### Media Center and Accreditation opening hours:

Friday, September 8, 2017 16:00 - 24:00  
 Saturday, September 9, 2017 08:00 - 21:00

### 3.1 Schedule before the rally week

Date	Activity	Location
<b>Monday 06.06.2017</b>	Publication of the Supplementary Regulations and opening date for entries	www.asa-esca.com
<b>Thursday 06.07.2017 at 19:00</b>	Press Conference – Rally and itinerary presentation	Brasserie La Réserve 88 cours de Verdun 01100 OYONNAX
<b>Monday 07.08.2017</b>	Issuing of Road book, Rally Guide 2 and maps	www.asa-esca.com
<b>Monday 28.08.2017 - 24:00</b>	Closing date for entries for International and National rallies	www.asa-esca.com
<b>Friday 01.09.2017 at 20:00</b>	Sending of the dimensions and organisation of the service area.	E-mail to <a href="mailto:contact@asa-esca.com">contact@asa-esca.com</a>
<b>Friday 01 . 09.2017 at 21:00</b>	Publication of entry list	www.asa-esca.com
<b>Saturday 02.09.2017 from 08:00 to 18:00</b>	<b>Administrative checks</b> and delivery of itinerary, Road Book, SS maps, collection of monitoring systems for reconnaissance and Safety Tracking Systems for rally, etc. to the regularly registered crews.	Brasserie La Réserve 88 cours de Verdun 01100 OYONNAX
<b>Sunday 03.09.2017 from 08:00 to 13:00</b>	<b>Administrative checks</b> and delivery of itinerary, Road Book, SS maps, collection of monitoring systems for reconnaissance and Safety Tracking Systems for rally, etc. to the regularly registered crews..	Tel. 33 (0) 4 74 73 44 84
<b>Saturday 02.09.2017 and Sunday 03.09.2017 from 09:00 to 12:00 and 13:30 to 22:00</b>	Reconnaissance for all SS. 2 passages maximum on each SS for each crew	According to Road-book



### 3.2 Schedule during the rally week

Date	Hour	Activity	Location
<b>Thursday 07.09.2017</b>	08:00 - 18:00	<b>Administrative checks</b> and delivery of itinerary, Road Book, SS maps, collection of monitoring systems for reconnaissance and Safety Tracking Systems for rally, etc. to the regularly registered crews..	Brasserie La Réserve 88 cours de Verdun 01100 OYONNAX
	09:00 - 12:00 13:30 - 22:00	Reconnaissance for all SS. 2 passages maximum on each SS for each crew	According to Road-book
	19:30	Official presentation and short drink	Brasserie La Réserve 88 cours de Verdun 01100 OYONNAX
<b>Friday 08.09.2017</b>	08:00 - 12:00	<b>Administrative checks</b> and delivery of itinerary, Road Book, SS maps, collection of monitoring systems for reconnaissance and Safety Tracking Systems for rally, etc. to the regularly registered crews..	VALEXPO 88 cours de Verdun 01100 OYONNAX
	09:00 - 14:00	Reconnaissance for all SS. 2 passages maximum on each SS for each crew	
	11:00	Opening of the Service Park	
	13:30	Opening of the welcome desk and distribution of materials and accreditation documents for Media	
	13:30 - 17:30	Scutineering. The schedule will be given to crews at the Administrative Checks	
	15:00	Security meeting + Briefing for official vehicles – Timekeepers meeting	
	16:30	First Stewards meeting. The schedule of other meetings will be determined by the Stewards.	
	18:00	Press Conference	
	18:00	Publication of the lists of crews admitted, start order and start times	
	20:00	Rally Start	
	22:21	Arrival of Leg 1	
<b>Saturday 09.09.2017</b>	00:30	Publication results Leg 1 - start order and start times for Leg 2	VALEXPO 88 cours de Verdun 01100 OYONNAX
	09:15	Start of the 2 <sup>nd</sup> Leg	
	19:36	Rally Finish	
	19:36	Prize-giving on the podium	VALEXPO
	At 19:36	Final Scutineering	ALAIN-PNEUS-POINTS 53, cours de Verdun 01100 OYONNAX
	22:30	Publication of the provisional final classification	VALEXPO 88 course of Verdun 01100 OYONNAX

## 4 Entries

### 4.1 Closing date for entries

Entry application must be received **before the closing date Monday, August 28, 2017 at 24:00.**

### 4.2 Entry procedure

Refer to articles 21, 22 and 23 of the 2017 FIA Regional Rally Sporting Regulations.

Entries must be made on the website [www.asa-esca.com](http://www.asa-esca.com) and must be validated before the closing date for entries. The time recorded by the computer registration system will prevail. Registration deadline: Monday, August 28, 2017 at 24:00 p.m.

If the entry form is sent by fax or email, it is mandatory that a duly signed copy be sent to the organisation.

Competitors who want to participate in the combined classification with the National Rally or to score points for the 2<sup>nd</sup> division French Championship (FFSA registration required), or for the Coupe de France des Rallyes, or to get the benefit of prizes and cups, are kindly asked to indicate their intention by checking the corresponding box on the entry form.

Incompletely filled entry form will be refused. Electronic commitments will be formalized by original signature of the competitor/driver during the Administrative checks.

#### 4.2.1 Change of competitor or crew member (s)

A change of competitor is permitted up to the close of entries. After the close of entries, one member of the crew may be replaced with the agreement of:

- the organisers, before the start of the administrative checks;
- the Stewards, after the commencement of these checks and before the publication of the start list.

Only the FIA may authorize the replacement of the both crew members or the competitor.

#### 4.2.2 Approval of entry request

A request for entry will only be accepted if it is duly completed, signed and accompanied by entry fees in full or a receipt from the ASN of the competitor. Payment of entry fees will be accepted by bank transfer to the bank account of the organiser, by cheque on behalf of the ASA ESCA or cash.

The foreign competitors, drivers and co-drivers wishing to take part in an international competition must obtain an authorisation from their own ASN, as stipulated in Article 2.2.1.c and Art 3.9.4.a of the International Sporting Code; a copy of the permission (on the license or separate letter) must be attached to the entry form. The original must be submitted at the administrative checks.

#### 4.2.3 International license

The competitors, pilots and co-pilots participating in the EUROPEAN RALLY TROPHY must be in possession of an international licence.

## 4.3 Number of entrants accepted

### 4.3.1 Maximum number of entrants

The maximum number of entrants is set at 150 cars for the two rallies. If the number of 150 is exceeded the Organiser will put these entries into a waiting list and reserves the right to decide which entries will be selected among the no-priority drivers (CSI art. 3.14).

## 4.4 Cars eligible for the European Rally Trophy

### 4.4.1 Classes of cars ERT

In reference to the Art 4 2017 FIA RRSR, classes will be divided according to the table below. If there are classes with less than 5 participants, the cars will be registered in the following class.

Groups ERT	ERT classes
RC2	S2000-rally: 2.0 atmospheric
	Group R5 (VR5)
	Group NR4 over 2000cc (current N4)
RGT	RGT Cars (FIA R-GT Cup)
RC3	Group A over 1600cc and up to 2000cc
	Super 1600
	R2 (atmo over 1600cc and up to 2000cc – VR2C and turbo over 1067cc and up to 1333cc - VR2C)
	R3 (atmo over 1600cc and up to 2000cc – VR3C and turbo over 1067cc and up to 1333cc - VR3C)
	R3 (turbo / up to 1620cc / nominal - VR3T)
	R3 (diesel / up to 2000cc / nominal - VR3D)
RC4	Group A up to 1600cc
	R2 (atmo over 1390cc and up to 1600cc – VR2B and turbo over 927cc and up to 1067cc - VR2B)
	Kit-Car up to 1600cc
	Group N over 1600cc and up to 2000cc
RC5	Group N up to 1600cc
	R1 (atmo up to 1600cc – VR1A / VR1B and turbo up to 1067cc - VR1A / VR1B).

For additional provisions, see Art. 4.3 - (FIA 2017 RRSR). In addition, the homologation period of some cars in all Regional Championships has been extended until December 31, 2017, under safety conditions. The complete list of cars with a homologation extension is available on [www.fia.com](http://www.fia.com).

- A FIA technical passport is optional for S2000, R5 and Super 1600 cars, but mandatory for RGT cars seen on 2017 Appendix J, art. 256.

#### 4.4.2 National cars (France)

As in the FFSA standard regulations (article 4.1), **cars scoring no points to ERT.**

Permitted cars:

- Group A and **FA**, including **WRC (2.0 and 1.6 T homologated before September 1, 2016)**, S2000 2.0 Atmo and **S2000 1.6 T (RRC)**, Super 1600,
- Group R,
- Group N and **FN**, N2 series
- **Group F 2000**,
- GT series,
- **GT +**

#### 4.5 Entry fees

The entry fees are fixed at:

- with the organiser's optional advertising (art. 6.3):  
€650 + €40 for the GPS system VDS Racing before Monday, August 28, 2017 at 24:00 h
- without the organiser's optional advertising (art. 6.3):  
€1300 + €40 for the GPS system VDS Racing before Monday, August 28, 2017 at 24:00 h

*For licensees 100% ASA ESCA Plastics Valley: €550 + €40 for the VDS Racing GPS system*

*For licensees 50% ASA ESCA Plastics Valley: €600 € + €40 for the VDS Racing GPS system*

**Reduction "sponsorship": €100 discount** on entry fees to all crew allowed to take the start and having participated in the rally AIN JURA 2016, and entry arrive to the Secretariat of the event *accompanied* with the entry of a competitor who did not participate in the 2016 edition and who himself will be allowed to start (*same envelope, with entry fees*). A driver can sponsor several competitors, to the extent of the right of engagement. **These commitments with entries fees must be inserted in the same envelope, without any deduction.** The adjustment will be made after the rally.

The entry fees are to be paid as follows (transfer, check or cash):

ASA ESCA - Plastics Vallée - 34 rue Paradis - 01100 OYONNAX, France

Bank: CCM OYONNAX

IBAN FR76 1027 8073 2300 0200 7480 111 BIC CMCIFR2AXXX

Competitors who wish to receive an invoice for entry fees must send their billing details to: [Contact@ASA-ESCA.com](mailto:Contact@ASA-ESCA.com)

##### 4.5.1 "Entry" package

Service Park area: 49 m<sup>2</sup> for 1 car or 98 m<sup>2</sup> for 2 cars

Additional surface: €9.60 per m<sup>2</sup>

Rally plates 2

Service plate 1

Road-book 1

Map 1

Program 1

Road book extra €30 (including postage costs)

**The competitor must send before Friday 1<sup>st</sup> September 2017 at 20:00, the exact dimensions of its service area at the following e-mail address: [contact@asa-esca.com](mailto:contact@asa-esca.com).**

## 4.6 Refunds

The entry fees will be refunded:

- to competitors whose entry has not been accepted
- in the rally does not take place.

### 4.6.1 Partial refund:

With deduction of a variable retainer, the Organiser will refund entry fees to competitors who, for reasons of force majeure, could not start the competition, provided that Organisers receive a request by registered letter.

The deduction will be:

- 30% for request received 8 days or more before the competition,
- 50% for request received until the scrutineering.

## 5 Insurance

The organiser has subscribed an insurance contract in line with the provisions contained in the legislative and regulatory Sporting Code part.

Any vehicle taking part in the event must have absolutely answered prior to compulsory insurance of all land motor vehicle, dictated by section L211.1 of the insurance code, some losses may affect the own vehicle insurance, including retirement or exclusion.

The guarantee given to the competitor will take effect only after the participant responded to the technical scrutineering and administrative checks and is eligible to be included in the list of competitors allowed to take part in the event.

It will automatically cease the moment of retirement or exclusion of the race, unless if this retirement or exclusion occurs in a special stage, which case the guarantee will continue until the end of this special stage, own vehicle insurance then taking relay.

Law No. 2012 - 348 12 March 2012 tending to facilitate the organisation of sports and cultural events has created an article L 321-3-1 of the sport code:

"Practitioners cannot be held responsible for damage caused to another practitioner because the one thing that they have in their custody, in the sense of the first paragraph of article 1384 of the civil code, on the occasion of the exercise of a sport during a sports event or training for this event on a place permanently or temporarily reserved to this practice."

### 5.1 Civil liability "Organizer"

The General conditions of the policy include notably the guarantee is granted to a maximum of six million one hundred thousand euros (6,100,000 Euros) per claim regarding personal injury; up to five hundred thousand euro (EUR 500,000) per claim with regard to property damage

### 5.2 Behaviour in case of accident

In case of accident, the crews must immediately call the Rally Control to the N° + 33 (0)4 74 76 61 74.

In case of accident with only material damage the competitor or his representative must compulsory (legally) make statement orally at the following time control and in writing with detailed report at the latest before the end of the "Leg" in the Rally Control office.

**In addition, in case of injuries, the driver is obliged to inform immediately the Rally Control on the emergency number** . If a driver taking part in a rally is involved in an accident in which a member of the public or any other person, is injured, the driver and/or the co-driver concerned must stay there and stop the next car which then must report the accident to the next radio point indicated in the road book and reported on the road, or at the next time control (if road sector).

- If a competitor went off at a place where spectators, residents, marshalls or any other person, he must stop to check if anyone was hit and injured by his vehicle.
- If no one was injured, the competitor may leave and the incident will be considered as an act of race, remaining understood that the report mentioned above must be done in the same conditions, by the competitor.
- Failure to comply with the rules mentioned above will be automatically sanctioned by the exclusion of the competitor who risk prosecution.

### 5.3 Recovery service

Tow trucks present at the start of the special stages are available to the Clerk of the Course for the sole purpose, if necessary, to clear the road. In case of any intervention by the tow truck of the Organisation at the request of a competitor or of his representative, apart from a decision by the Clerk of the Course, expenses will be incurred by the competitor. Recovery service at the request of a competitor can be done only after the reopening of the road to the public for the stage concerned.

### 5.4 Notwithstanding clause

The Organiser declines any responsibility in relation to the consequences of any breach of the laws, regulations and decrees of crossed territories committed by drivers or competitors. These consequences will be borne by the offender (s). The Organiser also declines any responsibility in case of cataclysm, demonstrations, riots, strikes, sabotage etc. that competitors, drivers, team members, or occupants of a vehicle could be the victims and the consequences (physical, criminal and sports) will be taken in charge by themselves.

## 6 Advertising and identification

### 6.1 Identification

Organiser compulsory advertising locations are defined in appendix IV of this Supplementary Regulations. Competitors who accept the Organiser's optional advertising must reserve the locations indicated in appendix IV to this regulation. A lack, a cutting, a deterioration or a bad application of mandatory or optional advertising, if there is one, will result in a financial penalty of an amount equal to the entry fees without the optional advertising proposed by the organiser (€1300).

Any breach of any rule concerning the rally plates and competition numbers will be sanctioned as follows:

- Absence of a single rally plate or competition number: **fine of €200.**
- Absence of numbers and/or rally plates: **report to the stewards.**

The competitors must use rally plates and competition numbers on the competition vehicle during the rally. They will be provided by the organiser and must be affixed to the car at the places indicated before scrutineering for the whole duration of the competition.

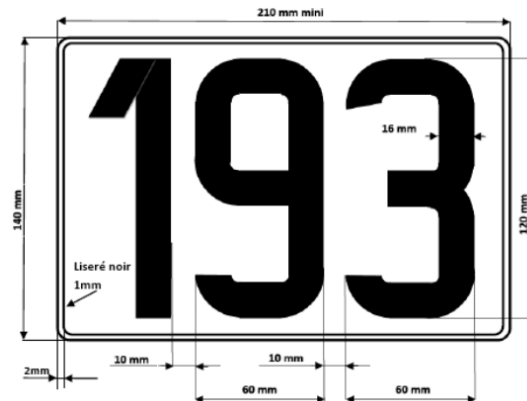
Following the requirement of the French traffic rules regarding the identification of the rally cars (decree n° 2012-312 of 5/03/2012, which modifies the article R.411-29 of French traffic rules and the laws of 14/03/2012 & 28/03/2012) identification of all rally cars will be by two numbers (210 mm x 140 mm), to be affixed at the front and the rear of the car as supplied by the organiser of the rally.

The identification number is the same as the competitor N° for the rally.

It is valid only during the rally and on the rally itinerary.

This identification is also for the 0 car if in rally configuration.

The format of these numbers and their technical characteristics comply with the diagram below:



Color: features black on white background.

In the context of the application of the derogation to article R.322-1 of the French traffic rules, the usual registration plates must be either removed, or concealed.

At the rear of the car, the identification number provided by the organiser must be positioned at the location of the registration plate, center, the top edge at the height of the upper edge of the original registration plate. On each side of the identification number, to the right and to the left, a width of 155 mm must remain solid color, without registration or decoration (total:  $155 + 210 + 155 = 520$  mm = size of a registration plate). The lighting of this location must operate.

At the front of the car, the identification number provided by the organiser must be positioned to the right of the windscreen (see section 4.1.2 of the FFSA standard regulations)

For all the rallies (except gravel CFR, off-road CFR off-road and Final) the surface of the front registration plate to its original position (520 mm x 110 mm), is exclusively reserved to the organiser use who has this location to affix possibly promotional identification. In any case it cannot be purchased or used by competitors.

For this purpose, each car must be equipped with a support at the front (the originally planned location for the registration plate on the model) of a surface at least equal to the registration plate (520 mm x 110 mm) allowing the positioning of the promotional identification.

The absence of this plate will result in penalties provided for in Article 5.4 of the FFSA standard regulations.

Competitors whose technical specifications appearing on the rally car's homologation form do not allow them to comply with the above provisions shall be allowed to affix the advertising on the front of the car in a visible manner. In such cases, the location must first have been agreed by the advertising manager or the Technical Scrutineer in charge.

## 6.2 Driver's and co-drivers' names

The first initial(s) and surname of both driver and co-driver, followed by the national flags of the country of the ASN from which they have obtained their licences, must appear on the rear side window on both sides of the car, adjacent to the competition number. The names must be:

- in white Helvetica characters.
- in upper case for the initial(s) and first letter of each name with the remainder in lower case.
- 6 cm high (upper case letters) and with a stroke width of 1.0 cm.
- the driver's name shall be the upper name on both sides of the car.

Any competitor breaking this rule will be subject to a financial penalty of €100.

## 6.3 Advertising

Organiser's **mandatory advertising**: (see Appendix IV))

- Two rally plates with competition number affixed clearly at the front and at the back of the car
- Two front doors panels with competition numbers
- One adhesive plate

Organiser's **Optional advertising**:

- Two front doors panels under the competition number panels
- One windscreen stripe (driver side)
- One windscreen stripe (co-driver side)

In addition to the rally plates and to the front door panels, the Organiser will deliver 3 orange adhesive numbers which will be to affix on the rear side windows and on the rear window.

The collective mandatory and the optional advertising will be communicated by a Bulletin.

Installing advertising support on the rally itinerary or nearby the rally route (visible by spectators), the organisation of public relations operations, reception and, in general, the use of the name or images of the rally for advertising or promotion are strictly prohibited without the permission of the Organiser. Similarly, taking video or film out of private family setting, as well as the marketing of any image in any form, is prohibited without the consent of the Organiser.

Legal action may be taken against the offenders.

# 7 Tyres

## 7.1 Tyres specified for the use during the rally

### 7.1.1 Competitors participating in the ERT classification

Mandatory use of tyres approved by the FIA as in FIA Regional Rally Sporting Regulations (article 60).

Any intentional change of the design of the tyre or of the number of streaks is strictly prohibited. There is no tyre marking area..

### 7.1.2 Competitors not participating in the ERT classification

Within the FFSA standard rules.



## 7.2 Tyres for use on reconnaissance

Series tires approved road (all competition tire is forbidden)

## 7.3 Number of authorised tyres

There is no maximum number of tyres allowed for all competitors (ERT and others). Competitors not using FIA tyres will not score points in the ERT.

# 8 Fuel

Only the fuel in accordance with Appendix J art. 252.9 is allowed.

## 8.1 Distribution

All competitors must only supply fuel in the **refuel zone located at the Service Park exit in Valexpo.**

### The refuelling is strictly forbidden in the Service Park.

In this area, any assistance is forbidden except, the refuelling the car. All necessary steps must be taken to avoid reversals or exhaust gas. No bottle or drum can stay unattended in the refuel zone.

It is forbidden to use a motor vehicle for the transport of the fuel between the Service Park and the refuel zone.

The crew can remain in the vehicle during refuelling but their safety belts must be unfastened.

To access the refuel zone each team member (maximum of two) must wear the badge 'assistance' and it is recommended that they wear fire-resistant clothing ! (at least a mechanic overall to access these areas. The cans should be iron, plastic cans are prohibited.)

# 9 Reconnaissance

## 9.1 Procedure for registration

The specific registration form, completed, including details of the recce car(s) must be sent to the organiser at the same time as the application for entry.

In case of change of vehicle, changes must be announced no later than at the delivery of road-books or, if necessary, by phone at + 33 676 29 20 62

## 9.2 identification of the cars of reconnaissance

Only recce cars announced to the organisation are allowed to circulate on the special stages. They must wear the recce numbers provided by the organisation.

### 9.3 Control card

A control card to record the passage of each competitor will be given to the crews to the preliminary administrative checks. Competitors must write, themselves, the information requested, using ballpoint pen, on the control card they will receive with their documents (time at SS start, time at SS finish, or passing time in the SS).

This control card can be requested by any official at any time during the reconnaissance of a special stage. The no-show of the card for record or control will be sanctioned by the prohibition to continue the reconnaissance for the crew concerned.

**The control card shall be returned when checking cars on Friday 8.9.2017.**

### 9.4 Limitations

During all the recce, competitors will comply strictly with the requirements of the French traffic rules.

It is stressed that the reconnaissance of the special stages is not a test. All the French traffic rules must be scrupulously followed and the safety and the rights of other road users and especially children must be respected carefully. Special attention will be paid to urban spaces and areas of housing.

**All crews are allowed to make a maximum of 2 passages on each special stage.** Special stages covered 2 or 3 times are considered to be a single special stage.

All the reconnaissance of the rally must be performed at a reasonable speed in accordance with the traffic rules. The maximum speed allowed for the reconnaissance of the special stages is 90 km/h except where road signs specify a lower speed limit and in built-up areas (50 km/h or 30 km/h).

**Controls will be carried out both before and after the delivery of the road-book. The GPS system must be on board and working.**

### 9.5 Reconnaissance schedule:

The reconnaissance is allowed according to the following schedule:

- **Saturday 2, Sunday 3 and Thursday 7 September 2017 from 09:00 to 12: 00 and from 13:30 to 22:00 (all SS);**
- **Friday, September 8, 2017 from 09:00 to 14:00 (all SS)**

To mix weekend days and week days is authorized.

### 9.6 Infringement and penalty

Any breach or failure to comply with the recce schedule, duly noted and reported to the Clerk of the Course by the Police or any official will be reported to the Stewards by the Clerk of the Course.

## 10 Administrative checks

Administrative checks will take place at the time of delivery of the road-book at the BRASSERIE LA RESERVE, 88 cours de Verdun in Oyonnax. Documents to be presented:

- Valid original driving licenses + 1 copy (driver and codriver),
- Valid competition licenses for the current year + 1 copy (driver and codriver),
- Photocopy of the 1<sup>st</sup> page of the homologation form of the car,
- Authorization from the owner for the use of the car,
- Visa of the ASN for foreign competitors.

Competitors will receive the documents and stickers necessary for the identification of their car and various other documents, including obligations to which they will be subjected (reconnaissance book, etc...).

Before the start of the rally (H-10), the crews must present to the Competitor Relations Officers the originals of their driving licenses and competition licenses.

In the event of non-presentation of these documents, the Stewards will be able to pronounce any penalty up until the refusal of departure.

The respect of the schedule is imperative (early check-in or late check-in will be subject to penalties).

## 11 Technical scrutineering, sealing and markings

### 11.1 Scrutineering venue

Each crew taking part in the rally, or his representative duly authorised in writing, must arrive at scrutineering and present the car according to the time table which will be published on the website: [www.asa-esca.com](http://www.asa-esca.com)

Sealing of the parts and weighing of the cars will be made during the technical scrutineering with the same schedule.

Location	VALEXPO - 88 cours de Verdun to 01100 OYONNAX
Date	Friday, September 8, 2017 from 13:30 to 17:30
Convocation time	the schedule will be given to the crews at the checking of documents

Documents to be presented:

- technical passport,
- **original** FIA homologation form of the vehicle and, if necessary, of the rollbar,
- for all S2000, R5 and RGT cars, the FIA technical passport must be presented and its marking is mandatory.

## **11.2 Use of mud flaps (FIA Appendix J, art. 252.7.7)**

The mud flaps are allowed.

## **11.3 Windows (FIA Appendix J, article 253.11)**

The use of silver or tinted films according to Art. 253.11 of Appendix J is allowed. It is authorised on the rear side windows, on the rear window and on the sunroof and must conform to the French traffic rules rules, and to the following condition:

silvered or tinted films fitted on rear side windows must have an opening equivalent to the surface of a circle of 70mm in diameter so that the driver as well as the contents of the car may be seen from outside.

## **11.4 Drivers' safety equipment, see detail Appendix V:**

At scrutineering the competitors must present all the items of protective clothing, underwear, including helmets and a head retaining device approved by the FIA (FRT, formerly HANS) intended to be used during the rally. Compliance with Appendix L chapter III will be checked.

The wearing of a protective helmet that meets recognized standards (see table Chapter VII - B ASA) and a head restraint device (e.g. HANS system), according to the provisions of Article 3, chapter III of the FIA Appendix L as well as a fireproofed overall according to FIA 8856-2000 standard, (see Article 2, chapter III of the FIA Appendix L), including underwear, balaclava and socks, (optional gloves for the co-pilot) is mandatory for all members of the crew.

## **11.5 Sound level**

The FFSA vehicle noise regulation is applicable in its entirety including the competitors of ERT or foreigners. (see section 4.5 of the FFSA standard regulations)

## **11.6 Vehicle equipment**

By their equipment, the cars must comply with FIA Appendix J, the prescriptions of the ASN - especially when it comes to security measures - and the requirements of the French traffic rules. Any vehicle not offering a character of security sufficient or not comply with the regulations in force may be refused by the Stewards on report of the Scrutineers.

## **11.7 Safety tracking system**

To enhance the safety of the competitors, all cars must be fitted with a Geolocation System during the rally. It will be fitted as soon as the recce road-book is taken and recovered at the end of the rally at the Parc Fermé.

The kit of geolocation and the instructions for its installation and its return will be given at administrative checks.

**A deposit of €300 will be requested to each competitor.**

In case of loss or damage to the system or its accessories (cables, antennas, etc.,...), the deposit can be kept partially or entirely after verification by the distributor authorized by the FFSA. The deposit will be returned after verification of the material by the distributor, a maximum of three weeks after the rally.

Installation instructions are also available on the websites: [www.ffsa.org](http://www.ffsa.org) and on the site of the rally. The installation and the functioning of the system will be verified by the authorized dealer, or a member of the rally organisation in charge of geolocation, upon delivery of the kit during administrative checks. Each competitor is responsible for the smooth running of its geolocation system for the duration of the rally. Any finding of non-operation will result in the following penalties:

- 1<sup>st</sup> infringement: warning and immediate compliance fitness,
- 2<sup>nd</sup> infringement: €200.
- 3<sup>rd</sup> infringement: exclusion of the rally and request for sanction to the FFSA.

## 11.8 On-board cameras

The installation of cameras and camera views must comply with FFSA regulation **and must have been approved by the Scrutineers during scrutineering before the start.**

- Assembly must be solid, rigid type on the rollbar, situated behind and to the center of the backs of seats, screwed with flanges.
- "Pencil" type cameras can be mounted on the amount of the front rollbar and the box is to be mounted on the floor (same fixation as battery) behind the seats.
- The fitting can also be integrated into the silhouette while respecting the rules of the corresponding group.

### Banned montage

All montage using adhesive tape, velcro, suction cup etc. is prohibited.

## 12 Other procedures

### 12.1 Start and start order

- There is no ceremonial start.
- The start of the rally will be held on Friday, September 8, 2017 at 20:00 at the TC0 at Parc Fermé Out in VALEXPO OYONNAX
- The start order for leg 2 will be the order of the provisional overall classification at the end of the last special stage run of the 1<sup>st</sup> leg, under the conditions defined in article 3.3.1 of the FFSA Rally Standard Regulations. For reasons of safety the Clerk of the Course may modify the starting order.

### 12.2 Start area

There is a Parc Fermé to VALEXPO OYONNAX. The entire crew must with the vehicle must be at TC0 10 minutes before its scheduled start time.

### 12.3 Permitted early check-in

According to mention on the time-card and to FFSA Rally Standard Regulations.

Crews are authorised to check-in early at the end of the leg without incurring any penalty.

## 12.4 Special stage start procedure

When the car with its crew on board has stopped in front of the start control, the marshal in charge entered on the time card the time scheduled for the start of the car concerned (hour and minute). He give this document to the crew and indicate the clock with electronic countdown system, performing the countdown per second and clearly visible by the crew from its start position. This system is electronically coupled to a device equipped with cells placed 40 cm after the start line which detects and records if a car leaves the start line before the correct signal.

There is no manual count down except information to 30 seconds before the start.

## 12.5 Re-start after retirement / Rally 2 (according to art. 46 RSRR FIA)

### 12.5.1 General information

A crew who did not complete a leg may re-start the rally from the start of the next leg only if they confirm their intention, in writing, to the Clerk of the Course one hour before the publication of the start list for the next leg. The competitor must inform, in writing, the organisers of the reason for his retirement (for example, accident, technical problems, etc.) and its intention to check his vehicle again.

This will apply to any car excluded due to exceeding the maximum permitted lateness or who has failed to check to a control; however, it will not apply when the car will be excluded due to a violation of the requirements for eligibility, due to violations of traffic or following a decision of the Stewards.

### 12.5.2 Penalties

For all crews which re-start, a time penalty will be applied:

**12.6.2.1** For every special stage or super special stage missed: 7 minutes.

**12.6.2.2** However, should the first special stage or super special that is missed be:

- a) that run as Section 1 when followed by an overnight regroup before Section 2 or
- b) be the last special stage before an overnight regroup, the penalty will be 10 minutes.

This 10 minutes penalty can be applied only once in a rally.

**12.6.2.3** This time penalty will be added to the fastest time achieved by the pilot of the same drivers' priority group for each missed stage, which shall include the special stage or super special stage on which the crew has retired.

**12.6.2.4** Should retirement occur after the last special stage or super special before an overnight regroup, the crew will nonetheless be deemed to have missed that last special stage or super special stage.

### 12.5.3 Repairs and technical scrutineering

#### 12.5.3.1 Service location and time allowed

Any car which fails to finish a stage in accordance with the above rules can be repaired at the discretion of the competitor. However, the car must report to the overnight regroup before the next leg, no later than one hour before the scheduled start time for the first car.

#### 12.5.3.2 Scrutineering of repaired cars

Only engine block and bodyshell which have been sealed at initial scrutineering may be used throughout the rally. The competitor must be represented for these new technical scrutineering, at a time that will be given by the organisers.

However, the car must report to the regroup before Leg 2 / Section 2, at the latest one hour before the start time for the first car at CH 2 B "Parc Fermé Out", it means no later than 08:00, Saturday 09.09.2017.

## 12.6 Special procedures

### 12.6.1 Use of the Red Flag

If the use of red flags is necessary, the following procedure will be adopted:

On passing a displayed Red Flag, the driver must immediately reduce speed, maintain this reduced speed until the end of the special stage, and follow the instructions of any marshall or intervention car drivers. Red Flags will be displayed to crews at all radio point prior to the incident. Failure to comply with this rule will entail a penalty at the discretion of the Stewards.

A crew which has been shown the Red Flag will be given a notional time for the stage as in Art. 39 of the sporting of the 2017 FIA regional rally Sporting Regulations (Interruption of a special stage).

### 12.6.2 Shakedown

There's no shakedown.

### 12.6.3 Infringement book

It will be given at TC0 and must be returned at the end of rally. It will be used by police to report any violation of traffic rules.

### 12.6.4 Official time

Throughout the rally, the official time will be that of the speaking clock: telephone number: 3699.

## 12.7 Service

During the rally, service of a competing car may be carried out only in Service Park in VALEXPO – 88 cours de Verdun - 01100 OYONNAX.

GPS : N 46°15'.40.0 " - E 005°38'.51.4 "

Surface: asphalt

### **The refuelling is strictly forbidden in the Service Park.**

Outside of it, any repair or supplies will be performed by the crew, using solely the equipment on board and with no external physical assistance. This procedure must be performed on the exact rally route, or on adjacent free areas subject that the car be directly visible from an observer driving on and in the direction of the rally route.

The good observation of these requirements will be checked by **judges of fact** and any breach will be the subject of a sanction which may go as far as **exclusion** .

Except for members of Stewards, all officials on the regulations of the rally as well as in the bulletins are declared competent as a "judge of facts" for the visual finding of infringement which they are witnesses, including on: tyre heating or tyre regulation, service, rally itinerary, unsportsmanlike behavior, etc.

***Only the vehicle carrying the numbered 'Assistance' sticker (to be stucked at the top of the windscreen – passenger side) will be allowed in the Service Park.***

The crews will receive, at same time as the road-book, the various passes and badges allowing them access to the rally site the day of the event. Access to parks and car parks will be strictly regulated.

Any promotional or communication operation other than that provided by the organisation is forbidden in the Service Park.

### **12.7.1 Opening of the Service Park before the rally**

The Service Park will be open from Friday 8.9.2017 – 11:00

### **12.7.2 Given area**

The area in the Service Park will be limited as follows:

- For all competitors: 49 m<sup>2</sup> for 1 car and 98 m<sup>2</sup> for 2 cars.
- Competitors who wish to have more space must make a request when they register their entry.

Any additional surface will be invoiced by the organiser at the rate of €9.60 per m<sup>2</sup>.

Adjacent service areas request will have to be mentionned on the ASSISTANCE form when sending the entry application.

### **12.7.3 Security and behaviour in the Service Park**

Each competitor is responsible for the behaviour of its team members as well as for the waste removal and drop them in the bins provided for this purpose. The empty oil cans have to be swept away by the team.

### **12.7.4 Vehicles admitted in the Service Park**

Each entered crew will receive 1 "ASSISTANCE" plate or sticker. This vehicle will be identified by the plate or sticker and checked at each entrance in the Service Park.



## 12.7.5 Mandatory equipment

### 12.7.5.1 Tarps

The teams will have to provide a tarpaulin under each car racing (minimum 3mx5m) waterproof and hydrocarbons resistant with an area at least equal to that of the car and drop under each service vehicle a tarp under the mechanical part.

### 12.7.5.2 Fire extinguisher

It is asked to keep nearby and in a visible way from the location of each rally car, a fire extinguisher for A, B and C fire types with a minimum of 5 kg capacity, having been controled since less than 2 years.

The penalty for the absence of fire extinguisher and/or tarp in the Service Park is €200 for each infringement.

The amount of the penalty is retained by the organiser.

## 13 Identification of officials

During the rally, officials will be identified by a personal identification badge and/or a tabard as below :

Function (with French text)	Tabard color
Clerk of the Course	Black
Marshall	Orange
Post chief	Orange - striped
Judge of fact	Yellow
Doctor	White
Media	Green
Scrutineer	Black with white text
Competitors Relations Officer	Red

## 14 Prizes

### 14.1 Classifications

The following final classifications will be established:

- an absolute general classification,
- an absolute general ERT Alpine area classification, all groups and classes combined.
- groups and classes ERT Alpine area classifications

These two above ERT classification will be made without National cars and without cars not using the tyres in conformity with the FIA rules,

-a combined general classification with this rally and the support national rally (to do this, remember to check 'yes' on the entry form).

### 14.2 Cash prizes in euros (cumulative)

The prizes giving will be based on overall combined with the support national rally.

<b>GENERAL</b>	From 1 to 99	> 99
Winner (+ 1 free entry for 2018)	750	1 000
2 <sup>nd</sup>	500	800
3 <sup>rd</sup>	350	500
4 <sup>th</sup>		300

<b>GROUP</b>	1 to 4	5 to 9	> 10
1 <sup>st</sup>	325	650	650
2 <sup>nd</sup>		300	300
3 <sup>rd</sup>			150

<b>CLASS</b>	1 to 4	5 to 7	8 to 12	> 12
1 <sup>st</sup>	(*) 650	650	650	650
2 <sup>nd</sup>		300	300	300
3 <sup>rd</sup>			150	200
4 <sup>th</sup>				150

(\*) Classes: if 4 starters minimum (if less than 4 starters = 50% reduce)

<b>Women's crew</b>	1 <sup>st</sup>	250
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Transfer or Bank checks will be sent to the beneficiaries by post within 8 days. Think about specifying on the entry form which order to establish these.

### 14.3 Cups (not cumulative)

It will be awarded two cups or trophies to each crew at prizes giving.

It will be awarded to the marshalls 3 cups or awards by lottery.

***The prizes giving will be followed by a cocktail party in honor of competitors and officials who participated in the Rally AIN JURA.***

#### Prizes giving venue

The prizes giving will take place on **Saturday 9 September 2017** at Valexpo Oyonnax podium.

## 15 Final checks - presence and venue

The crews nominated for the final scrutineering must be represented by a competitor mandated delegate and accompanied by two (2) mechanics with the necessary tools.

Nomnicated vehicles will be driven by the mandated delegate, in a convoy from the final Park Fermé to the garage of the final scrutineering.

Time: Saturday 9 September 2017, at 19:23.

Location: ALAIN tyre place POINT S - 53, cours de Verdun - 01100 OYONNAX

## 16 Protest

Protests shall be in writing and handed to the Clerk of the Course or to a Steward, or failing, to a FFSA official. They must be accompanied by a deposit in the amount of **700 euros** in the form of a bank check made out to the order of the organising ASA. This deposit may only be returned if the protest is upheld.

### 16.1 Appeal fees

National appeal deposit (ASN) €3.300 - to FFSA

International appeal deposit (FIA) €6.000 - to FIA

## Appendix I ITINERARY

TC SS	Location	SS dist.	Liaison dist.	Total dist.	Target times	First car due	Sectors
<b>Leg1 Friday 8 September 2017</b>							Section 1
<b>Start Leg 1 - OYONNAX</b>						Sunrise 07h17	
TC 0	Parc Fermé OUT - Service IN Entrée Valexpo					20:00	
	<b>Service A ( Valexpo )</b>		<b>0,25</b>	<b>0,25</b>	<b>00:15</b>		
<b>RZ 1</b>	Distance to next refuel	<b>13,88</b>	<b>13,56</b>	<b>27,44</b>			
TC 0A	Service OUT - Valexpo					20:15	
TC 1	Refuelling - Geilles		3,11	3,36	00:25	20:40	
	Neutralization		0,08	3,44			
<b>SS 1</b>	<b>Lac Genin</b>	<b>7,68</b>			00:03	<b>20:43</b>	
TC 2	Auberge du Lac Genin		0,55	11,67	00:15	20:58	
	Neutralization		0,05	11,72			
<b>SS 2</b>	<b>Charix-Apremont</b>	<b>6,20</b>			00:03	<b>21:01</b>	
TC 2A	Technical Zone IN - Valexpo		9,48	27,40	00:25	21:26	
TC 2B	Technical Zone OUT - Service IN Valexpo		0,06	27,46	00:10	21:36	
	<b>Service B ( Valexpo )</b>		<b>0,23</b>	<b>27,69</b>	<b>00:45</b>		
TC 2C	Service OUT - Parc Fermé IN Valexpo		0,00	27,69		22:21	
<b>Total Leg 1</b>						Sunset 20h19	
		<b>13,88</b>	<b>13,81</b>	<b>27,69</b>		<b>50,13%</b>	
<b>Leg 2 Saturday 9 September 2017</b>							Section 2 Section 3 Section 4
<b>Start Leg 2 - OYONNAX</b>						Sunrise 07h18	
TC 2D	Parc Fermé OUT - Service IN Valexpo					09:15	
	<b>Service C ( Valexpo )</b>		<b>0,25</b>	<b>0,25</b>	<b>00:15</b>		
<b>RZ 2</b>	Distance to next refuel	<b>44,73</b>	<b>55,32</b>	<b>100,05</b>			
TC 2E	Service OUT - Valexpo					09:30	
TC 3	Refuelling - Geilles		3,11	3,36	00:25	09:55	
	Neutralization		0,08	3,44			
<b>SS 3</b>	<b>Chemin de la Guerre - Giron</b>	<b>21,26</b>			00:03	<b>09:58</b>	
TC 4	Le Poizat		18,76	43,46	00:50	10:48	
	Neutralization		0,24	43,70			
<b>SS 4</b>	<b>Le Poizat-Lachat-Brenod</b>	<b>23,47</b>			00:03	<b>10:51</b>	
TC 4A	Dedication Brénod		2,45	69,62	00:35	11:26	
TC 4B	Regroup IN - Valexpo		30,68	100,30	00:40	12:06	
	<b>REGROUP (Valexpo) including 3 minute Technical Zone</b>				<b>00:45</b>		
TC 4C	Regroup OUT - Service IN Valexpo					12:51	
	<b>Service D ( Valexpo )</b>		<b>0,25</b>	<b>100,55</b>	<b>00:30</b>		
<b>RZ 3</b>	Distance to next refuel	<b>44,73</b>	<b>51,82</b>	<b>96,55</b>			
TC 4D	Service OUT - Valexpo					13:21	
TC 5	Refuelling - Geilles		3,11	103,66	00:25	13:46	
	Neutralization		0,08	103,74			
<b>SS 5</b>	<b>Chemin de la Guerre - Giron</b>	<b>21,26</b>			00:03	<b>13:49</b>	
TC 6	Le Poizat		18,76	143,76	00:50	14:39	
	Neutralization		0,24	144,00			
<b>SS 6</b>	<b>Le Poizat-Lachat-Brenod</b>	<b>23,47</b>			00:03	<b>14:42</b>	
TC 6A	Regroup IN - Valexpo		29,63	197,10	01:10	15:52	
	<b>REGROUP (Valexpo) including 3 minute Technical Zone</b>				<b>00:30</b>		
TC 6B	Regroup OUT - Service IN Valexpo					16:22	
	<b>Service E ( Valexpo )</b>		<b>0,25</b>	<b>197,35</b>	<b>00:30</b>		
<b>RZ 4</b>	Distance to next refuel	<b>44,73</b>	<b>52,06</b>	<b>96,79</b>			
TC 6C	Service OUT - Valexpo					16:52	
TC 7	Refuelling - Geilles		3,11	200,46	00:25	17:17	
	Neutralization		0,08	200,54			
<b>SS 7</b>	<b>Chemin de la Guerre - Giron</b>	<b>21,26</b>			00:03	<b>17:20</b>	
TC 8	Le Poizat		18,76	240,56	00:50	18:10	
	Neutralization		0,24	240,80			
<b>SS 8</b>	<b>Le Poizat-Lachat-Brenod</b>	<b>23,47</b>			00:03	<b>18:13</b>	
TC 8A	Technical Zone IN - Valexpo		29,58	293,85	01:10	19:23	
TC 8B	Technical Zone OUT - Service IN Valexpo		0,06	293,91	00:03	19:26	
	<b>Service F ( Valexpo )</b>		<b>0,23</b>	<b>294,14</b>	<b>00:10</b>		
TC 8C	Service OUT - Podium / Parc Fermé IN Valexpo		0,00	294,14		19:36	
<b>Total Leg 2</b>						Sunset 20h17	
		<b>134,19</b>	<b>159,95</b>	<b>294,14</b>		<b>45,62%</b>	
<b>Total RALLY</b>							
		<b>148,07</b>	<b>173,76</b>	<b>321,83</b>		<b>46,01%</b>	

TOTALS OF THE RALLYE	SS	Liaison	Total	% SS
Friday 8 September 2017 Section 1	13,88	13,81	27,69	50,1%
Saturday 9 September 2017 Section 2, 3 et	134,19	159,95	294,14	45,6%
Total SS (8 SS)	148,07	173,76	321,83	46,0%

## Appendix II RECONNAISSANCE SCHEDULE

The reconnaissance is allowed according to the following schedule:

- **Saturday 2, Sunday 3 and Thursday 7 September 2017 from 09:00 to 12: 00 and from 13:30 to 22:00 (all SS);**
- **Friday, September 8, 2017 from 09:00 to 14:00 (all SS)**

To mix weekend days and week days is authorized.

It is strictly forbidden to recce outside these hours. Controls will be carried out by the police and by the Organiser (see Article 9 above).

**Appendix III COMPETITORS RELATIONS OFFICERS**

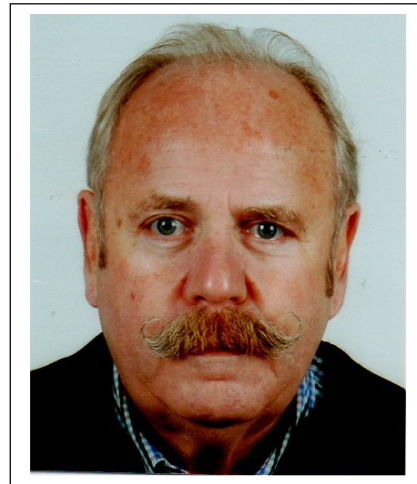
Competitors Relations Officers will be identified by a red tabard marked in french “*Relation Concurrents*”. The CRO schedule will be posted at the Official Notice Board and will be distributed to the competitors during the Administrative Checks.



Jean-François LIENERE

French-English

Mobile +33 (0)7 84 00 91 85



Gérard LEGIOT

French-English

Mobile +33 (0)6 38 79 01 69



Gérard TEXIER

French-English

Mobile +33 (0)6 08 45 81 51

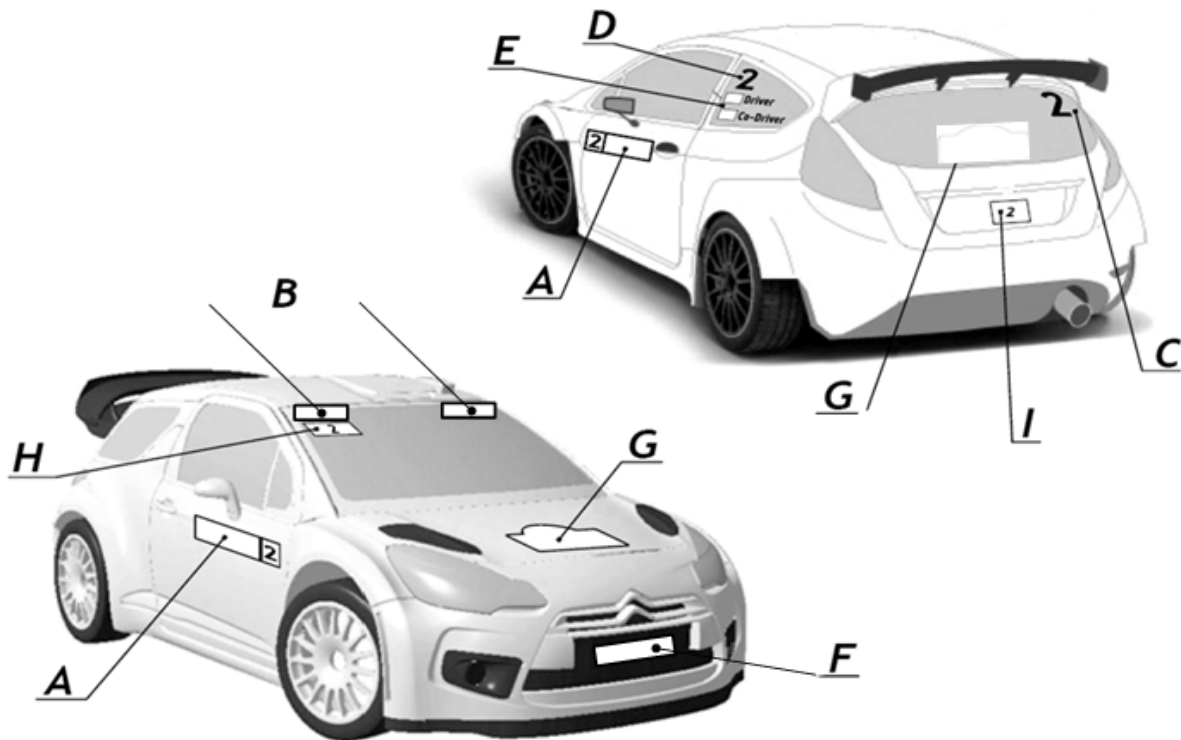


Marie-Line EYERMANN

French-German-English

Mobile +33 (0)6 87 99 93 99

**Appendix IV ADVERTISING, AS ARTICLE 6**



The mandatory advertising and the optional advertising **will be communicated by a bulletin.**

(see diagram above.) :

A- TWO FRONT DOOR PANELS :

-at the right from the door numbers: .....

-below the door numbers: .....

B- TWO WINDSCREEN STRIPES: ..... (driver side) and ..... (co-driver side)

C – ONE REAR WINDOW NUMBER: to affix to the top of the rear window, to the right.

D – TWO SIDE WINDOWS NUMBERS: to affix to the rear side windows on the top forward.

E – TWO DRIVER'S & CO-DRIVER'S NAMES and NATIONAL FLAGS.

F - ONE PANEL instead the original registration front plate «.....»

G – TWO RALLY PLATES front and rear.

H – ONE WINDSCEEN NUMBER (21 cm x 14 cm) (cancels and replaces the front registration plate): to affix 10 cm below the upper right of the windscreen (imperative).

I – ONE REAR NUMBER (21 cm x 14 cm) (cancels and replaces the rear registration plate): to affix to the location of the rear registration plate (imperative).

## **1. Helmets**

### **1.1 Standards**

All drivers competing in circuit competitions, hill-climbs or rally special stages, entered on the FIA Calendar, must wear crash helmets homologated to one of the standards listed in FIA Technical List N° 25. When the use of a Frontal Head Restraint system (FHR), according to Article 3 below, is mandatory, only helmets approved in accordance with FIA standard 8858 (Technical List N°41), 8860 (Technical List N°33) or 8859 (Technical List N°49) are authorised.

### **1.2 Conditions of use**

Drivers and co-drivers in closed cockpit cars who wear full-face helmets must be able to pass the following test(1), in order to ensure that appropriate access to the airway of an injured driver is possible:

- the driver is to be seated in his car, with helmet and FIA approved head restraint in place and attached and safety harness buckled.
- with the help of two rescuers, the chief medical officer of the competition (or, if present, the FIA medical delegate), must be able to remove the helmet with the driver's head maintained permanently in a neutral position.

If this is impossible, the driver will be required to wear an openface helmet.

(1) for historic cars, compliance is recommended.

### **1.3 Modifications**

No helmet may be modified from its specification as manufactured, except in compliance with instructions approved by the manufacturer and one of the FIA-listed standards organisations which certified the model concerned. Any other modification will render the helmet unacceptable for the requirements of the present Article 1.

### **1.4 Maximum weight and communications systems**

- Helmet weights may be checked at any time during a competition and must not exceed 1900 g for a full-face type or 1700 g for an open-face type, including all accessories and attachments.
- The fitting of microphones may be done only in respect of Article 1.3 above.

### **1.5 Decoration**

Paint can react with helmet shell material and affect its protective capacity; therefore, where a manufacturer provides guidelines or restrictions on the painting or decoration of helmets, these must be followed, using only paint specified by them (air drying acrylic, polyurethane enamel or others) and preferably a painter having their approval. This is particularly important for injection-moulded shells, which are not usually suitable for painting.

The shell being painted should be efficiently masked, as paint penetrating the interior can affect the performance of the helmet liner. Paints requiring heat curing should not be used and any process should not exceed the maximum temperature of conditioning of the helmet in the standard to which it is approved.

The manufacturer's instructions should also be consulted for any considerations on the use of stickers and transfers.



## 2. Flame resistant clothing

In special stages of rallies entered on the International Sporting Calendar, all drivers and co-drivers must wear overalls as well as gloves (optional for co-drivers), long underwear, a balaclava, socks and shoes homologated to the FIA 8856-2000 standard (Technical List N°27). Users must ensure that garments are not too tight, as this reduces the level of protection. **The balaclava must be worn under the racing suit. The neck, wrists and ankles shall always be covered by at least two articles of protective clothing. The balaclava and top underwear shall overlap by a minimum of 3 cm around the driver's neck, except at the front central line where they shall overlap by at least 8 cm.**

Embroidery sewn directly onto the overalls shall be stitched onto the outermost layer only, for better heat insulation. Backing material of badges and thread used for affixing them to the overalls must be flameproof. Printing on drivers' clothing must be carried out only by the manufacturer of the product and must be flameproof and in conformity with the standard ISO 15025. It must not reduce heat transmission performance as defined in Article 8.2 (see Appendix 1 of the FIA 8856-2000 Standard for detailed requirements and instructions for use).

For competitions taking place in extreme heat, it is recommended that a cooling system be used (connected, for example, to the underwear designed for that purpose and homologated according to the FIA 8856-2000 standard).

Exceptionally, driver cooling vests which are not FIA-homologated may be worn but shall be in addition to the mandatory homologated underwear.

They must include a base garment certified and labelled to ISO 15025; any tubing must be certified and labelled to ISO 17493 and must not be in contact with the driver's skin, and any connection to an on-board system must comply with Article 5.8.6 of the FIA 8856-2000 standard

## 3. Frontal Head Restraint (RFT)

**3.1** The wearing in an international competition of any device intended to protect the head or neck and attached to the helmet is prohibited, unless the device has been homologated according to the FIA 8858 standard. Homologated FHR systems are listed in the FIA Technical List N° 29. The minimum reclined HANS collar angle shall be 60° from the horizontal. Any padding used between the driver and the HANS® yoke must not be more than 15 mm thick when the driver is seated in the car fully equipped with the harness tightened. The padding must be covered by a flameproof material in conformity with the standard ISO 15025 and the padding must not be wider than 8 mm on each side of the HANS® yoke.

FIA-approved FHR systems must be worn by drivers and co-drivers in all International competitions.

### 3.2 Conditions of use

FHR systems must be worn only with FIA approved items by the FIA according to the following chart:

Helmet (2)	Tether system (tether, tether end fitting and helmet anchorage)
FIA 8860 (Technical List N°33)	
FIA 8858 (Technical List N°41)	FIA 8858 (Technical List N°29)
FIA 8859 (Technical List N°49)	

(2) Mandatory wearing of helmet in each Championship according to Article 1.1. above.

For more details when the device used is the HANS®, the "Guide for the Use of HANS® in International Motor Sport", published by the FIA Institute for Motor Sport Safety, can be found on [www.fia.com](http://www.fia.com), under the heading FIA Sport - Regulations – Drivers' Equipment.

### 3.3 Compatibility and permitted use of items approved to the FIA 8858-2002, 8858-2010, 8859-2015, 8860-2004 et 8860-2010 standards.

	FHR 8858- 2010	Tether (with end fitting) 8858-2010	Helmet anchorage 8858-2010	Helmet 8858-2010, 8859-2015, and 8860-2010
HANS 8858-2002	X	YES	YES	YES
Tether (w/ end fitting) 8858- 2002	NO	X	if mechanically compatible	YES
Helmet anchorage 8858-2002	YES	if mechanically compatible	X	NO
Helmet 8858-2002 and 8860-2004	YES	YES	NO	X

The FIA 8860-2004 (Advanced helmets) and FIA 8858-2002 (FHR systems and compatible helmets) standards were updated in 2010. Both the original and revised versions, together with FIA standard 8859-2015 (Premium Helmet), remain valid when used as shown on the chart above.

## 4. Safety Belts

Drivers must be properly restrained in their seat by safety belts in conformity with the specifications of Appendix J for the vehicle concerned, at all times during a competition when it is mobile on a circuit, pit lane, special stage or competition course.