



SUPPLEMENTARY REGULATIONS VISA - FFSA COMPETITION

VISA FFSA - N°16 - 16/12/2016

PROGRAMME – SCHEDULE

⇒ Deadline for the entries			18 April 2017
⇒ Checks and Scrutineering	9:00 – 17:30	Paris	Monday 24 April
⇒ 1 st meeting of the Panel of the Stewards	10:30	Paris	Monday 24 April
⇒ Publication of the crews authorised to start	19:30	Paris	Monday 24 April
⇒ Final Scrutineering		Parc Fermé Biarritz	Sunday 30 April
⇒ Publication of the official results		Parc Fermé Biarritz	Sunday 30 April
⇒ Prize giving		Biarritz	Sunday 30 April
⇒ 1 st leg	Start Finish	Paris Saint Malo	Tuesday 25 April Tuesday 25 April
⇒ 2 nd leg	Start Finish	Saint Malo Nantes	Wednesday 26 April Wednesday 26 April
⇒ 3 rd leg	Start Finish	Nantes Limoges	Thursday 27 April Thursday 27 April
⇒ 4 th leg	Start Finish	Limoges Toulouse	Friday 28 April Friday 28 April
⇒ 5 th leg	Start Finish	Toulouse Biarritz	Saturday 29 April Saturday 29 April and Sunday 30 April

GENERAL DISPOSITIONS

- ⇒ The Race Control is appointed for the enforcement of these regulations and its measures during the running of the rally. Nevertheless, it is its duty to keep the Panel of the Stewards informed of any important decision taken to enforce the general or supplementary regulations of the event.
- ⇒ Any claim against the decisions will be transmitted for investigation to the Panel of the Stewards (Art. 171 and following of the International Sporting Code).
- ⇒ Equally, any case not provided for by these Regulations will be examined by the Panel of the Stewards that is solely entitled to make a decision (Art. 141 of the International Sporting Code).
- ⇒ In the case of a dispute about the interpretation of these regulations, **the French version will be considered as the final text.**
- ⇒ The participants (crews and support crews) will have to strictly conform to the prescriptions of the French Driving Code, to the bye-laws of the driven-through-towns and localities, as well as to the Articles of the Regulations hereby. The competitors undertake the full responsibility for the consequences of their breaches of the French Driving Code, which will in no way be suffered by the Organisers.
- ⇒ Any breach to the procedure for the arrival and for the unloading of the cars in Paris, will be subject to judgement by the Panel of the Stewards that is entitled to pronounce any possible penalty, until exclusion from the rally.

ARTICLE 1 - ORGANISATION

⇒ Definition:

The "Association Sportive Automobile Tour Auto" organises with the collaboration of PETER AUTO, from 24th to 30th April 2017, a national Historic Rally, with authorised foreign participation, titled "Tour Auto Optic 2000".

The Rally is organised according to the Sporting International Code, particularly to Appendix K, as well as to the Sporting Regulations of the F.F.S.A. These Regulations have been approved by the F.F.S.A under organisation permit **number 16 issued on the 16-12-2016**.

⇒ Organising Committee:

- Patrick Peter
- Sylviane Peter
- Isabel Lebon
- Grégory Miellou
- Rally executive office: ASA TOUR AUTO, 103 Rue Lamarck – 75018 PARIS - France
Tel: +33 (0)1.42.59.73.40 - Fax: +33 (0)1.42.59.48.28

The Organising Committee of the Tour Auto Optic 2000 wishes to thank the Presidents of the Leagues and the Presidents of the A.S.A's for their co-operation all along the route of the rally.

1.1- Officials of the meeting

➤ Secretary of the Meeting	Patrick Peter	Licence n° 7895 – 14/42
➤ Panel of the Stewards –President	Emile Prades	Licence n° 2247 – 07/03
➤ Panel of the Stewards –Members	Josep Besoli	Licence n° 001
➤ Panel of the Stewards –Members	Arnaud Vercauteren	Licence n° TBC
➤ Clerk of the Course	Patrick Morisseau	Licence n° 28737 – 12/01
➤ Assistant to the Clerk of the Course	Josy Martin	Licence n° 75 – 16/09
➤ Clerk of the Course – Classification Responsible	Gilles Guillier	Licence n° 2504 – 15/07
	Michèle Martin	Licence n° 1123 – 16/09
➤ Clerk of the Course – Road Stage	Jean-Claude Hector	Licence n° 1805 – 03/21
	Bernard Galard	Licence n° 4608 – 09/15
➤ Clerk of the Course – Circuit	Daniele Galbiati	Licence n° 46766 (CSAI)
	Régis Prévost	Licence n° 26674 – 08/12
➤ Scrutineers	Jean-Jacques Paoletti	Licence n° 7473 – 06/06
	Jacques de Priester	Licence n° 9359 – 14/28
	Henri Pluton	Licence n° 44128 - 07/26
➤ Competitors Relation Officers	Manuela Prades	Licence n° 34242- 07/03
	Claude Paoletti	Licence n° 40448 – 06/06
	Marilyn Ducarteron	Licence n° TBC
➤ Press Officer	Henri Suzeau	Licence n° 26051 – 14/42

1.3– Checks and Scrutineering

- ⇒ The accepted crews will receive, together with the confirmation of their entry, the convocation for the Checks and Scrutineering to be held in PARIS on Monday, 24th April 2016 from 9:00 to 16:00.
- ⇒ The documents to be presented will be listed on the convocation.
- ⇒ The final Scrutineering will take place after the finish. (Biarritz - Parc Fermé).

ARTICLE 2 - INSURANCE

In accordance with the legal dispositions regarding the regulated sporting events.

ARTICLE 3 – COMPETITORS AND DRIVERS

3.1 – Application – Admission

The rally is reserved in priority and on invitation to the cars, the type of which competed in the "Tour de France Automobile" between 1951 and 1973.

3.1.2 –For the precise interpretation of this text, the following terms will be admitted:

- ⇒ "Competitor", used either for a body or for a person
- ⇒ "Crew", whether for the driver or for the co-driver.
- ⇒ The first driver assumes the competitor's responsibility when this last one is not on board.

3.1.3 - Any person, or body is admitted:

If possessing a valid international or national FIA competitor/driver licence. Any competitor out of the EU shall produce an authorisation from his ASN to compete abroad.

If the owner of the car is part of the crew, it is mandatory for him to drive at least during two timed stages.

⇒ To be able to drive, each competitor will show his valid driving licence at the start.

3.1.4 During the driving time, as long as a competitor is a body or is not part of the team, all his obligations, and responsibilities, are fully and jointly the ones of the first driver declared on the entry form.

3.1.5 ⇒ Any person wishing to enter in the 2017 Tour Auto Optic 2000 event must send to the Rally Executive Office (post date will be used for proof) the entry application form duly completed before 15th November 2016, date subject to be put off.

⇒ The deadline for the entries is April, 18th, 2017 the provisional entry list will then be published.

⇒ The confirmation of an entry is personal and not transferable. It strictly concerns the accepted crew and car.

⇒ Any change either of the car, or of one of the members of the crew can lead to the cancellation of the entry.

The entry fees would then not be refunded.

3.1.8 By signing the entry form, the competitor and the crew members abide by the sole sporting jurisdictions appointed by the International Sporting Code, as well as by the dispositions of the FFSA Rallies Regulations and by these Supplementary Regulations.

3.1.9 The Organising Committee reserves the right to accept, or to refuse any entry, either from a Competitor, or from a crew member.

3.1.10 The number of competitors is fixed to a maximum of 129 cars.

3.1.11 The entry fees for the rally are € 9,100 for the entries received before November 15, 2016 and €. 9600 for those received after. This includes catering and accommodation.

3.1.14 By entering the rally, the competitor abides not to organise any public relations in the parks, nor into the racetrack areas, lunch and dinner places, without the written authorisation of the Organising Committee.

3.2 - Crews

3.2.1 The start will solely be allowed for a two-people crew.

3.2.4 The complete crew will remain together on board all along the running of the rally; apart from an opposite disposition accepted by the Stewards. The withdrawal of one of the members of the crew, or the admission of a third part on board, (apart from the transportation of an injured person) might lead to the exclusion from the rally.

3.2.5 A member of the crew could be replaced during the rally, only if the request has been done to the Stewards at least 2 hours before the start of the related leg.

3.2.6 Homologated fireproof overalls and underwear are mandatory for the members of the crew, as well as fireproof gloves for the driver.

3.2.9 Any competitor, one of his drivers, or his support crew, undertaking disloyal, incorrect or fraudulent action, will be subject to judgement by the Panel of the Stewards that is entitled to pronounce any possible penalty, until exclusion from the rally.

3.3 – Starting Order

3.3.1 The start will be given by ascending race numbers order.

The Regularity and Competition grids will alternatively start first. (A bulletin will be issued for details.)

3.3.2 The cars will start **each minute**.

3.3.3 The Organising Committee will supply each crew with 2 rally plates and 3 stickers including the regular race numbers.

3.3.4 The rally plates will have to be visibly affixed on the front and on the rear of the car.

3.3.5 It is mandatory to affix the race numbers -supplied by the Organisers- during the whole rally on each one of the two front doors, the third one on the bonnet. Should it be impossible to affix the stickers in that way, they can be displayed on another place, but only with the written authorisation of the Organisers.

ARTICLE 4 – CARS AND EQUIPMENT

Cars must be presented in compliance with the engine specifications used in period for their type and as shown on their HTP. Each competitor will declare and sign the engine capacity and weight form of his car.

The weight of the cars and the engine capacity can be checked at any time during the rally at the discretion of stewards.

If a car does not comply with the technical regulations or its HTP, the absence of a gain in performance will not be considered as a valid argument.



AC Cobra and E-Type Jaguars are subject to specific Peter Auto technical regulations.

4.1 – Admitted cars

- ⇒ The rally is a restricted event. The cars must be F.I.A Historic Car approved within one of the groups which list is hereunder at the day of the examination.
- ⇒ It is mandatory for the cars to be approved for road use. The competitors must bring on board a safety triangle and a road safety vest.
- ⇒ The Tour Auto Optic 2000 is not part of the French rally championship, so the electric or homologated off period power steering is forbidden.
- ⇒ The competitors must produce during the checks the car's FIA Historic Technical Passport (HTP).
- ⇒ As for G, H & I periods, only the cars benefiting from an individual competition history during their period will be admitted. The cars without any history might be accepted, at the Organisers' sole discretion only in the case of very rare cars.
- ⇒ The cars will be split into the following categories and groups:
 - Period E : 1947 to 1961 (from 1947 to 1960 for competition two-seater)
 - Period F : 1962 to 1965 (from 1961 to 1965 for competition two-seater)
 - Period G : 1966 to 1971
 - Period H : 1972 to 1976
 - Period I : 1977 to 1981

⇒ Classes

- Series Production Touring cars (T) and Competition Touring cars (TC)
- Standard Grand Touring cars (GT) and Competition Grand Touring Cars (GTS)
- Grand Touring Prototypes (GTP)
- Sports Prototypes (TSRC)

⇒ Safety measures and disposals

- Cars Appendices J and K of the FIA 2017-year book
- Crews 2017 F.I.A year book, Appendix L, especially concerning the Regulations for helmets and fireproof clothes to be presented during the Scrutineering.
The ISO 6940 standard is acceptable for the gloves, racing boots and balaclava.

NB: Cars running in Period I (1977-1981), the HANS system is mandatory. Helmets and seats valid, homologated and adapted. It's highly recommended for others cars.

Cars running in Period F (1962-1965) and G1 (1966-1969), the roll cage authorized in hill climb and racing track are accepted.

⇒ Index of Performance

In order to rebalance the chances of victory between some cars, or in order to give an advantage to some cars considered as rare on the Tour Auto, we have revised the following coefficients:

- Lotus Elite : 0,61
- MG A : 0,69
- Jidé 1600 : 1,21
- Alpine 1600 : 1,16
- Alfa Romeo 1600 GTA : 0,86
- Jaguar MK1 (drum // disc) : 0,55 // 0,64
- Jaguar MK2 : 0,73

4.2 - Tyres

- ⇒ All the competing cars **must** be equipped with the tyres allowed in **these regulations**.
- ⇒ In any case, the **dimensions** of the selected tyres must meet **the Art. 8.4 - 2017 Appendix K requirement**.
- ⇒ The competitors who cannot find road approved tyres with size shown on Art. 8.4 of 2017 Appendix K for his car must inform the Organisers at the latest one month prior to the event and propose an alternative solution.
- ⇒ The Organisers keep the right to accept, or refuse this choice. The competitors will be kept informed.
- ⇒ During the Checks and Scrutineering in Paris, the Competitors will announce to the Scrutineers the tyres they intend to use during the Tour Auto Optic 2000.
- ⇒ The number of tyres used in the Tour Auto Optic 2000 is free under the condition **that throughout the event**, the tyre brand and type (at least the dimensions and the compound variety) are kept consistent, **in any weather conditions**, as declared and registered at Scrutineering. **Racing rain tyres are prohibited**.
- ⇒ Tyres with modern patterns (post 1981), are forbidden.

4.2.1 VHC Class. (E 1947-1961 / F 1962-1965).

Exclusively Road Tyres with **treaded pattern** all over the width.

E.g.: Avon CR6ZZ.: Michelin XAS, Vedrestein Sprint Classic.

4.2.2 Periods G1 (1966-1969)-G2 (1970-1971) & GR (1966-1971)

Exclusively Road Tyres with **treaded pattern** all over the width of the following type:

AVON CR6ZZ, MICHELIN TB15, Michelin XAS, Vredestein Sprint Classic

Exclusively Road Tyres with treaded pattern all over the width of the following type:
AVON CR6ZZ, Michelin TB15 or PIRELLI P7 Corsa D5 Compound

4.3 – Support Crews

⇒ Unless they got a written authorisation from the organiser's, trucks are not allowed on the Parc Fermé and on the rally route.


a- Support vehicles are allowed:

They shall be regularly entered and bear the (yellow) numbered plates and stickers supplied by the Organisers.
Not to spoil the access of the road stages, the support vehicles will follow another route for the support crews specified in the roadbook by special notes.

Competitors are fully responsible for their support crew, including the breaches of the French Driving Code & of the International Sporting Code which would lead to penalties for the related crew(s).

Furthermore, the foreign offenders will be subjected to an automatic transmission of their breaches to their home address.

b-Support area

 **It is mandatory to lay down a protective and oilproof canvas under the car (5m x 3m minimum) under the car before any support work is started.**

Support is prohibited:

- between the CH of a Waiting Zone and the start of the following road stage.
- during the road stages and on each circuit when outside of the support car park area
- inside the competitors' car parks at night after the authorized time given to each competitor.

⇒ Parks dedicated to the maintenance of the cars will be set up at **each circuit**. Every Competitor will be allowed for 15 minutes of maintenance before joining his paddock where any repair will be prohibited.

⇒ **At the end of the leg** Support is authorised inside the Parc Fermé except welding and fuel maintenance.

No support car will be allowed in the Parc Fermé.

- Each competitor will be given a sticker showing his clocking time at the final CH.
- This sticker shall be visibly displayed on his windscreen.
- He will then be granted 2 hours for any repair or maintenance works in the Parc Fermé with the help of portable tools.
- Beyond this limit, or in the case of absence of the sticker, he will be inflicted a 5-minute penalty.
- Sport prototypes (TSRC) will be granted a 3 hours support/repair time.
- In the morning it is only allowed to work on the car (for the usual starting procedure of the engine) 15 minutes before the starting time. If found breaking the rule, a 5 minute penalty will be inflicted.

PLEASE NOTE THAT IT IS STRICTLY FORBIDDEN TO SMOKE INSIDE THE PARC.

⇒ **Exit of the Parc** For any maintenance needing heavy tools (or a support vehicle...), the competitor will be allowed - only once every night - to leave the competitors' car park to join his support crew.

He will only be allowed to leave the Parc Fermé from his arrival time and at the latest 30 minutes after the last competition car's arrival time.

At the exit the "Assistance" sticker will then be removed and he will automatically be inflicted a 5-minute penalty.

The car will be allowed to join the Parc Fermé at the latest 1hour before the following leg 1st car is due to start.

4.4 – Additional headlights

Additional headlights are authorized solely for night stage. Only period headlights could be used and limited by a maximum of 4 per car. Led or Xenon are forbidden.


ARTICLE 5 - ADVERTISING

⇒ Any additional advertising (save the original livery of the car) will have to meet the FIA requirements (Art 2.1.9 FIA 2017 appendix K).

⇒ Mandatory advertising: two rally plates, three race-numbers supplied by the Organisers.

The panels -whether doors or boot- cannot be cut in any way.

The Competitors shall make sure that the advert panels are properly affixed during the whole of the rally.

 **Any car found in breach of the above "advertising" regulations will be refused to start the rallye.**

⇒ Any additional advertising will have to meet the agreement in writing of the Organisers.

⇒ An authorisation in writing is also required for any photographer or cameraman on duty during the event.

⇒ The use of any photographic apparatus which saves shows or transmits either static or dynamic images of competing cars must be expressly authorised previously by the organisers.

⇒ Without paying, the organiser has the right to use, reproduce, have reproduced, alter, have altered any files, sounds, photographs, pictures, brands, films/ video images of competitors, their drivers, teams competing cars involved in the race, without any geographical or time limitations, in any medium, be it a document, report, front page, broadcast, program, publication, software, video game etc...past, present or future. The organiser can pass its rights onto a third party

ARTICLE 6 – SITES AND FACILITIES

6.1 – Description

- ⇒ The complete route of the Tour Auto Optic 2000 is joint and represents a total of 2000Km split into 5 legs.
- ⇒ It includes 15 timed stages: 4 circuit sessions and 11 road stages.

6.2- Reconnaissance

- ⇒ Reconnaissance and use of notes during the Road Stages are strictly prohibited.
- ⇒ The location of the Road Special Stage will not be published.
They will only appear on the road book distributed on Monday morning.
- ⇒ The use of notes which are not the road book supplied by the Organisers, during a special stage will lead to penalties:
First breach: 10 minutes – Second Breach: at the Stewards' sole discretion, until exclusion.

6.3– Time Cards & time chips.

- 6.3.1-At the start of the rally, each crew will be given a Time Card and a time chip that will be fixed on the windscreen as indicated by the marshalls.
 - This Time Card will be returned at the final control of each section and replaced by at the start of the next by a new one.
 - The crew is solely responsible for his time chip.
- 6.3.2- The Time Card and the Time chip must be presented on each request, mainly at each Control Point where it will have to be produced, personally by one of the crewmembers in order to be initialled.
- 6.3.3-Unless being approved by an entitled Marshal, any changing, or modification on the Time Card will lead to a 30 min. -penalty.
- 6.3.4-A missing stamp, as well as the non-presentation of the Time Card, at whatsoever control (CH or CP) will lead to penalties until exclusion.
- 6.3.6-The presentation of the Time Card to the miscellaneous controls and the exactitude of the entered information are under the crew's sole responsibility.
- 6.3.7-It is the duty of this crew to present in time their Time Card to the entitled Marshal and to check the exactness of the entries.
- 6.3.8-Only the Marshal at his post is entitled to enter the time on the Time Card, hand-written or with the help of a printing machine.
- 6.3.9-Any difference between the time entered on the crew's Time Card and the official documents of the rally will be investigated by the Stewards whose decision will be final.
- 6.3.10-The Time Chip will collect the daily information of the CH, CP etc....
The miss or loss of the Time Card will lead to a 30 min. penalty.

6.4 – Circulation

- 6.4.1⇒During the complete running of rally, both competing & support crews have to strictly conform to the existing circulation rules of the country they cross. Should a crew not comply with these prescriptions, the following penalties could be inflicted:
First breach: a 1 min-time penalty- Second breach: a 5 min-time penalty- Third breach: Can lead to exclusion.
 - ⇒Any Official will be appointed as a Judge of facts to report breaches to the Driving Code such as over speeding, going over the road dividing line, overtaking while crossing villages... The Competitors will not be allowed to question their report. (C.S.I - Article 149)
 - ⇒Any violation observed by the French Police or "Gendarmerie" involving a competitor's (driver or co-driver) loss of driving licence will lead to the exclusion of the rallye after the notification of the stewards.
- 6.4.3⇒Should a crew of the rally make a breach of the circulation rules established by entitled policemen or officials, they will have to be signified in the usual way.
 - ⇒Should the police or the Officials decide not to stop the driver in infraction, they would be entitled to ask the application of the penalties previewed in the rally Supplementary Regulations under the following conditions:
 - the notification of the breach is in writing and officially transmitted before the display of the results,
 - the minutes must be detailed enough to allow the undisputed identification of the driver in infraction, his identity, as well as the place and time the infraction took place.
 - the breach is not subject to various interpretations.
- 6.4.5-In the same field, it is forbidden to the crews and support crews, on pain of penalty, until exclusion:
 - ⇒ to intentionally obstruct the road to the participating car, or refrain overtaking,
 - ⇒ to adopt an unfair attitude towards the other competitors.
- 6.4.6-Before the start of the road stages, it is strictly forbidden to heat the tyres of the car by the means of unusual displacement of the car. First breach: one minute penalty - Second breach: notification by the Panel of the Stewards.

ARTICLE 7 – RUNNING OF THE RALLY

7.1 – Start

- ⇒Reminder to competitors of both sections: They must check and start according to the ascending race numbers order.
- ⇒Any infringement will be sanctioned with a one minute penalty for any minute ahead.

7.2 – General disposition regarding the controls

- ⇒ The distinctive signs of the Marshals and officials are:
 - Officials of the Tour Auto Optic 2000 red over-vests

➤Scrutineers orange over-vests

➤Competitor Relation Officers yellow over-vests

➤Organisation blue over-vests

⇒ All the competitors will have to go through all the Passage Controls and all the Time Controls, on pain of penalties.

⇒ All the control positions will be indicated by the means of FIA standard panels (See Appendix I)

7.3 – Controls

The check points will be open for the competitors, 10 minutes before the first car is due to arrive.

7.3.1- Passage Controls (CP): for these controls, which can be kept secret, the entitled Marshals only have to stamp the Time Card and bip the Time chip, as soon as this one has been presented by a member of the crew. The time of the passage has not to be mentioned.

The lack of a Passage Control stamp will be penalised with 30 minutes

7.3.2- Time Controls (CH):

For these controls, the entitled Marshals notify on the Time Card the presentation time and bip the Time chip,

⇒The lack of a Time Control stamp will be penalised from 30 minutes.

⇒For any minute ahead, a 1-minute penalty will be inflicted

⇒For any minute delay, a 10-second penalty will be inflicted, with a maximum of 30 minutes

⇒The Panel of the Stewards is solely responsible of the decision to cancel the delay penalties in the case of weather or traffic bad conditions

7.3.3- The opening and closing hours of the Controls will be specified in the road-book distributed at the start.

The time controls will only be opened 10 minutes before the first car is due to arrive.

7.4 – Waiting Zones

7.4.1-Waiting zones will be established before the start of each Special Stage. The Time Control (CH) at the entrance of the zone will be set in accordance with the General Regulations ruling the Control Posts

7.4.2-The competitors shall park in the waiting zone following the ascending order of the race numbers and under the Marshal's orders. They shall stay near their cars to be ready to start under the Clerk of the Course's orders.

7.4.3-After a waiting zone, the cars will start following the ascending order of the race numbers. It is formerly FORBIDDEN to OVERTAKE between the start of the waiting zone and the start of the following stage.

7.4.4-After the start of the first "Competition" car, no "Regularity" crew will be allowed to achieve the following Regularity test. He will then be inflicted the related penalties

➤Then directed to the support crews diverted route

Reminder: Any support is strictly prohibited between the CH at the entrance of the waiting zone and the start of the following Road Special Stage.

7.5 –Circuit sessions and Road Special Stages –

7.5.1-Circuit Sessions



No aggressive or dangerous behaviour will be permitted on track.

⇒Any car the bodywork of which will show scratch signs will be subjected to a Stewards' enquiry.

➤They will have to determine the responsible driver(s) who will be inflicted a minimum of a 15-minute penalty.

A driver who is judged as dangerous, might be excluded of the rally by the panel of the stewards!

For each Grid - Practice: 10 minutes - Race: 8 laps

a) Any driver who has not clocked-in at the circuit Time Control (CH) 10 minutes before the start of the stage will not be authorised to participate.

b) The starting grids will be made up as follows:

➤On the first circuit, the starting grid will be determined according to the starting numbers.

➤For the other circuits, and within each grid, according to the best lap time achieved during the race on the previous circuit.

c) Respect of flags:

Non-respect of yellow flag (forbidden to overtake) = 30 second penalty

Non-respect of black flag (mandatory pit stop at the next passage) = Exclusion

Non-respect of checkered flag = 1 lap penalty per supplementary fly-by.

d) Classification will be made following the time achieved after 8 laps:

➤ Competitors who have not achieved all the laps will be affected with a time calculated according to the following formula: **Time effectively achieved x theoretical number of laps**

number of laps achieved

✧Competitors who crossed the chequered flag are the only ones concerned by this rule of three.

✧The time attributed will in no way be exceeding the "Maximum Time".

➤ Any driver who started but who did not cross the chequered flag will be attributed an inclusive time equal to the "Maximum Time", plus 30 minutes

e) Any driver who did not compete in a circuit stage will be attributed an inclusive time, equal to the "Maximum Time", plus 50 minutes

f) "Maximum Time": best time achieved by the winner of the Competition grids multiplied by 2

g) Anticipated Start:

- First breach: 30 second-penalty
- Second Breach: a one-minute penalty

h) Formation Lap

- In the case of a car failing to start at the green flag (formation lap), the car will be pushed out by the marshals to the pitlane where the car will be allowed to be started again (push-start is permitted). The car will then join the track when all the cars already will have taken the start and that the end of pitlane light will turn green.
Penalty for push-starting the car on the grid = 1 lap.
- Save the case of a competitor abnormally slowing down, it is prohibited to overtake during the formation lap.
PENALTY = 30 second added to the race time.
- No cars allowed to overtake before crossing the starting line.
PENALTY = 60 second per overtaken line to be added to the race time.

i) Red Flag. There will not be any safety car procedure on the racetracks.

If the race director has to stop the race:

Less than 4 laps after the start: cancelation of the race. A new 8 laps race will start using the former grid position.
After 4 laps and more. : End of the race. The missing laps will be calculated according to the average time achieved.

⇒ At the CH of the exit of the circuit, the competitors –both Regularity & Competition sections, shall clock in according to the ascending race number order.

7.5.2- Road Special Stages

⇒ The Road Special Stages are speed sessions competed on closed roads.

REMINDER: Not to spoil the access to the special stages, the support crews are not allowed to move along some itineraries. These routes will be communicated later on. (See Race Instructions).

7.5.2.1 During these sessions, on pain of exclusion, the crews have to drive in the direction of the route.

7.5.2.2 The start will be standing in the knowledge that the engine must be running on the start line.

7.5.2.3 The start of the road stages is organised as follows:

- Give the Time chip to the Marshall
- The Clock announce "Start" and the starting time.
- Reset to the real time.

After the final ten seconds countdown the start is authorized when the clock shows 00

7.5.2.4 Apart from a case of force majeure at the Marshal's discretion, the starting time cannot be delayed.

7.5.2.5 A false start, in particular a start before the order is given by the clock, will be penalised by 10 sec. for the first breach and by 1 min. for the second breach. These penalties do not prevent the competitor from heavier sanctions at the Panel of the Stewards' sole discretion, notably in the case of a subsequent offence.

7.5.2.6 The finish of the Road Stages and Regularity Tests will be a rolling one.

- ⇒ Stopping between the starting line and the "Stop" board is prohibited on pain of exclusion.
- ⇒ The Time Check (CH) will take place on the finish line, by means of timing clocks.

7.5.2.7 At a minimum distance of 100 metres after the finish, the crew shall stop at a control point ("Stop" point) signalled with a red "Stop" board. There, the time they achieved (by hour, minutes, seconds) will be entered on the Time Card. Should the timekeepers not be able to announce immediately the time to the Marshals, these last ones would only put their stamp on the Time Card.

7.5.2.8 Should the entry of the time not be possible, due to the crew, following penalties would be enforced:

- ⇒ For the start: penalty in time to be determined by the Panel of the Stewards.
- ⇒ For the finish (Stop Point): idem

7.5.2.9 The intervals for the start of the road stages must comply with the interval dispositions of the considered stage.

7.5.2.10 During the Special Stages, signposts signalling a particular danger can be displayed. There will then be 3 signposts successively displayed at 150, 100 and 50 metres before the dangerous point.

COMPETITION SECTION – ROAD SPECIALSTAGES

⇒ Since reconnaissance is forbidden, the use of any other note than the road book given by the Organisers is strictly prohibited during the Road Stages.

⇒ Judges of Facts standing at the start and along the Road Stages will be in charge of reporting to the Race Control.
1st breach: 10 minutes - 2nd breach: At Panel's discretion -possible exclusion

⇒ The crew must wear FIA approved helmets and fireproof overalls. The driver must wear fireproof approved gloves.

⇒ Times achieved by the crews at each road stage, expressed by hour, minutes and seconds will be added to the other penalties (road, technical...)

⇒ For each Special Stage, the "Maximum Time" will be obtained by multiplying the best times by two.

- ⇒ Any competitor who started but did not cross the finish line will be credited with the "Maximum Time", increased of a 30 minutes penalty.
- ⇒ Any competitor unable to start normally twenty seconds after the starting signal has been given, will be pushed in order to liberate the timekeeping area. He will only be credited with a 5 minutes penalty if he crosses the finish line. If the competitor is not able to finish the road special stage will be credited with the Maximum Time, plus a 50 minutes penalty.
- ⇒ The same rule will be applied for competitors who did not start.

⇒ **Interruption of a road stage**

- When the running of a road stage will be definitely stopped before the passage of the last crew, for whatsoever reason, the section classification will however be possible with charging to the remaining crews by the worst time achieved before the race stopping.
- This classification will be established even if only one crew could compete under normal race conditions.
- The application, or not, of this disposition is at the Panel of the Stewards' sole discretion, after they were instructed about the interruption reasons by the Clerk of the Course.
- Should the Panel of the Stewards consider as obviously irregular the worst times, they are entitled to decide the most convenient time.
- Finally, any crew responsible or co-responsible for the stopping of the race will not be able to take advantage of this decision. So, they will be credited of the effective time they achieved, if this one is superior to the fictive times affixed for the other crews.

7.6 – Parc Fermé

- ⇒ The Parks at the beginning, or at the end of a leg, are not considered as Parcs Fermés but the cars are under the Parc Fermé regulations after their expiration of their two hour assistance time.
- ⇒ Only the park at the finish of the rally is a Parc Fermé.

ARTICLE 8 – PENALTIES – PROTESTS – OBJECTIONS

8.1 – Penalties: See Appendix III.

8.2 – Protests – Objections

Any protest about the classes and index are acceptable until the start of the second leg. (Wednesday 26th)

Any protest about a leg has to be done prior to midday the following day.

Any protest about the last leg has to be done at the latest 30 minutes after the publication of the results.

⇒ Protest deposit: in accordance with the current F.F.S.A regulations, payable to the ASA Tour Auto (€ 690)

⇒ Objection deposit: in accordance with the current F.F.S.A regulations, payable to the FFSA (€ 3,300)

8.2.1- Any protest will have to be in accordance both with the International Sporting Code dispositions (Art.171 and following ones) and with the FFSA Regulations.

8.2.2- Any protest shall be presented to the Clerk of the Course, in writing and accompanied by a fee that will not be returned if the protest is considered as unfounded.

8.2.3- If the protest needs the mounting or dismantling of different parts of a car, the protester shall have to give the statutory deposit.

ARTICLE 9 - CLASSIFICATION

⇒ After each leg, a provisional intermediary classification will be established

Will be awarded: The 1st at the Tour Auto Optic 2000 pre-66 Classification (save G/H/I)

The 1st at the Group G Classification

The 1st at the Index of Performance

⇒ After the finish of the event, the following classification will be established:

➤ Overall "scratch" Tour Auto Optic 2000 classification (save G/H/I groups)

➤ G Competition classification

➤ H/I Competition classification

➤ Index of Performance classification

⇒ Since the Tour Auto Tour Auto Optic 2000 is a vintage car event, it is obvious that the oldest cars get the best return out of it. Therefore, a general classification by class will be established all along the meeting. E and F category cars will be separated from the G, H and I group-cars.

⇒ Specific classifications for each stage will be established and displayed on the official board (provisional classification).

⇒ Only the classification displayed at the finish of the event is considered as official.

⇒ The final classification will be obtained by the addition of the times achieved on each road stage and racetrack to the possible penalties.

⇒ Furthermore, for all periods, there will be a classification counterbalanced by weighting the cars. Please see Appendix VII













ARTICLE 10 – PRIZES AND CUPS

⇒ *The prize giving will be held after the finish during a brunch on Sunday 30th April.*

⇒ *Prizes and cups will be attributed to the various winners.*

⇒ *A Cup will be granted to a Marshal.*

ANNEXE I / APPENDIX I
SIGNALISATION DES CONTROLES I CONTROL SIGNALLING

Direction Sens du parcours	Control type Nature du contrôle	CONTROL ZONE ZONE DE CONTRÔLE			Direction Sens du parcours
➔	PASSAGE CONTROL CONTROLE DE PASSAGE	YELLOW SIGNS Beginning of Control Zone PANNEAUX JAUNES Début de Zone de Contrôle	RED SIGNS Compulsory Stop PANNEAUX ROUGES Arrêt obligatoire	BEIGE SIGNS End of Control Zone PANNEAUX BEIGES Fin de Zone de Contrôle	➔
		 ← 25 m →	 PC CP	← 25 m → 	
➔	TIME CONTROL CONTRÔLE HORAIRE	 ← 25 m →	 TC CH	← 25 m → 	➔
➔	TIME CONTROL AND SS START CONTRÔLE HORAIRE ET DEPART D'ES	 ← 25 m →	 TC CH	50 m ← → min  25 m ← → SSS Dd'ES	➔
➔	END OF SS FIN D'ES	 ← 100 m →	 100 - ← → 300 m	 25 m ← → SSF Ad'ES	➔
			FLYING FINISH NON-STOP LIGNE D'ARRIVEE VEHICULE LANCE		

All distances are approximate.
 Toutes les distances sont approximatives.

APPENDIX II - TERMINOLOGY

⇒ROAD SECTION:

Part of the route included between two successive Time Controls (CH).

⇒SECTION:

Set of road sections included between the start and the first regrouping section, two succeeding regroupings, the last regrouping and the end of the leg or of the rally.

⇒STAGE:

Each of the rally parts, divided by a 8 hour-stop or at least equal to the route if this one lasts less than 7 hours.

⇒NEUTRALISATION:

Time during which crews are stopped, for whatsoever reason.

⇒WAITING ZONE:

➤ Stop provisioned by the Organisation to allow on one hand, to apply to the theoretical schedule, and on the other hand, the regrouping of the remaining crews.

➤ The stopping time can be different according to the different crews.

⇒PARC FERMÉ:

Area inside which no repair, nor intervention is possible on the car, except in the appointed cases within both the FIA International Regulations and the rally Regulations.

⇒BULLETIN:

➤ Official minute being part and parcel of the rally Supplementary Regulations is dedicated to modify, clarify or complete it. Bulletins shall be numbered and dated.

➤ Competitors (or crewmembers) have to undersign an acknowledgement receipt of it.

*➤ Bulletins are issued by: the Organisation, until Checks and Scrutineering
the Stewards during the running of the rally.*

⇒TIME CARD:

Card dedicated to receive the stamps issued at the various controls displayed along the route. It includes one page per leg.

⇒ROAD SPECIAL STAGE:

Timed session achieved on a closed road.

APPENDIX III – PENALTIES SUMMARY

		COMPETITION
Breach to the rules for the unloading of the car	Gener. Dispos.	Panel's decision until exclusion
Cheating attitude	Art 3.2.9	Panel's decision until exclusion
Missing Organisers' adverting	Art 5	Start Refusal
Modification on the Time Card	Art 6.3.3	30 minutes
Miss or loss of the Time Card	Art 6;3.2	30 minutes
Missing stamp on the Time Card	Art 6.3.4	Panel's decision until exclusion
Driving Code	1st breach 2nd breach 3rd breach	1 minute 5 minutes Exclusion
Driving Code	Driving licence cancellation	Art 6.4.1 Exclusion of the rally
Unfair attitude	Art 6.4.5	Panel's decision until exclusion
CP / CH: Missed	Art 7.3.1 & 2	30 minutes
CH: Per minute ahead	Art 7.3.2	1 minute
CH: Per minute behind	Art 7.3.2	10 seconds

SPECIAL STAGES AND CIRCUITS

Support in prohibited zone	Art 4.3	Panel's decision
Tyres heating	1st breach 2nd breach	1 minute Panel's decision
No presentation at the start of a timed session	Art 7.5.1&2	Maximum Time* + 50 minutes
Anticipated start on Road Stage	1s breach 2nd breach	10 seconds 1 minute
False start on circuit	1st breach 2nd breach	30 seconds 1 minute added to the achieved time
Time stamp missing –due to the crew- Start/ Finish	Art 7.5.2.8	Panel's decision
Stop during timed stage or between finish and Stop	Art 7.5.2.6	Panel's decision
Drop during a special stage	Art 7.5.2	Maximum Time* + 30 minutes
Not started + 20 " after signal was given	Art 7.5.2	5 minutes
Crash Responsibility	Art 7.5.1	15 minutes minimum
Non respect of the yellow flag	Art 7.5.1	30 second
Non respect of the black flag	Art 7.5.1	Exclusion
Multiple chequered flag fly-by	Art. 7.5.1	1 Lap/Fly-by
Overtaking during the formation lap	Art 7.5.1.A	30 second
Competitor not achieving 8 laps, but crossing the finish line	Art 7.5.1.A	Time achieved x(8/nb laps achieved) Or Maximum Time*
Competitor not crossing the finish line	Art 7.5.1.	Maximum Time* + 30 minutes
Competitor not taking part to a race	Art 7.5.1.	Maximum Time* + 50 minutes
Use of notes during a SS	1st breach 2nd breach	10 minutes Panel's decision

SUPPORT CREWS

Support vehicle inside Competitors' car park	Art 4.3	Out of classification
Maintenance time overrun or assistance before the start	Art 4.3	5 minutes
Exit of the Parc Fermé for Heavy maintenanc	Art 4.3	5 minutes
Non respect of the instructions for Support Crews	Art 4.3	Twice the planed penalty

*THE "MAXIMUM TIME" EQUALS TWICE THE TIME OF THE FIRST CLASSIFIED COMPETITION VISA FFSA