







**EVENT: Rally 4 Porsche** 

VISA ASAF N°: 65

**DATE: 3 et 4 June 2023** 

ORGANISER: NEW Racing Na 24 Corporate number: 456.902.959

#### **SECRETARY ADRESS - RACE DIRECTION:**

**IPES Huy** 

**Avenue Delchambre, 6 – 4500 Huy** GPS : 50°52'19"N 5°24'15"E



### SUPPLEMENTARY RALLY REGULATIONS

Sportity code: R4P2023 www.r4p.be

3 - 4 June 2023

### I. TIMING

DATES	HOURS	OBJECT
Monday 27th march		Entries Open
Wednesday 15th may		Publication of the Supplementary Regulations
Friday 26th may	12h00	Closing of single duty entries
	12h00	Closing of duty-majorated entries
Tuesday 30th may	18h00	Numbers assignment
	20h00	Publication of the numberated list of participants
		(Sportity – Website : <u>www.r4p.be</u> )
		A personalised email will be sent to competitors.
	09h00	- Opening of the secretary
Saterday 3 June		- control
		- Distribution of the road-book and the rally map
		- Distribution of material and documents
		- A personalised e-mail with instructions will be
		sent to the competitors.
	09h00	Start of reconnaissance
	16h00	Start of technical scrutineering (upon invitation).
		A personalized email with instructions will be sent to the
		competitors as well as a publication of the timing on
	1 (1 00	the Sportity application.
	16h00	End of the distribution of the road-book, the rally map,
	101.00	the material and the documents
	18h00	Absolute end of reconnaissance
	19h00	End of technical verifications
	22h00	- Publication of the list of crews admitted to the
		start subject to additional VT
		- Publication of the starting order and time
	0/620	Closing of the secretary
Sunday 4 June	06h30 07h00	Re-opening of the secretary
3011ddy 4 3011e	07h00	Reopening of complementary technical verifications  Closure of the complementary technical verifications
	0/1130	and officialization of the start list
	08h00	Start of the first car for the 1st loop
	11h38	Start of the first car for the 2nd loop
	15h16	Start of the first car for the 3rd loop
	18h25	Arrival of the first car.
	20h30	Award ceremony
	201100	<b>60'</b> maximum after the arrival of the last competitor:
		display of unofficial results
		<b>30'</b> maximum after the posting of the unofficial results:
		posting of the official results
		<b>30'</b> after the time of the officialisation of the final
		classification: Publication of the results 4,3,2,1, PH's and
		Regularity VHRS 65 / 50, by posting and publishing via
		social networks.
		<u> </u>

### **II. ORGANISATION**

#### Art. 1. Organisation

The ASBL NEW RACING is organising the "Rally 4 Porsche-Huy", 2nd edition, on 3 and 4 June 2023. This event will be run in accordance with the latest ASAF Prescriptions and the present special regulations, to which the competitors submit by the mere fact of their entry.

#### The event is OPEN (Accessible to foreign licensees)

Or	ganising Comité		
_	Race Director : GEILENKIRC	CHEN Noël	Lic ASAF n° 422
-	Deputy Race Director:	FRERE Julien	Lic ASAF n° 920
		NOELANDERS Yves	Lic ASAF n° 889
-	Safety Director : CIGLIA Joe	ackım	Lic ASAF n° 933
_	Deputy Safety Director: LH	ONNAY Stéphane	Lic ASAF n° 884
_	Race Secretary: OMBELET	Katleen	Lic ASAF n° 353

#### Officials delegated to the event by the sporting authority

#### - College of Sports Commissioners

President: WALBRECQ Laurent	Lic ASAF n° 022
Members: VIGNAUX Thierry	Lic ASAF n° 554
BARIO Katty (VHRS)	Lic ASAF n° 011

#### College of Technical Commissioners

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President: GEORGES Gilbert	Lic ASAF n° 973
Members : LIBOIS Didier	Lic ASAF n° 863
DEVIN Roland	Lic ASAF n° 993
Secretary: CATOUL Marie-Luce	Lic ASAF n° 964
GEERTS Elodie	Lic ASAF n° 921
<b>« Safety » Inspector :</b> LIMBOURG Eddy	Lic ASAF n° 311

#### Event officials appointed by the organiser

Competitor relations: BAERTSOEN Boudewijn Lic ASAF n° 890

#### Heads of EC:

EC 1: MASSART Eric	Lic ASAF n° 887
EC 2: MODAVE Louis	Lic ASAF n° 653
EC 3: BORLEZ Robert	Lic ASAF n° 534

### Securitiy Chiefs of EC:

EC 1 : DEMARTEAU René Jr.	Lic CAS n° 20001
EC 2 : GOBEAU Frédéric	Lic CAS n° 22206
EC 3 : TANIER Frédéric	Lic CAS n° 20523

#### Medical assistance

- Medical team: CRS (DUVILLE Christian)
- Ambulances: ART (Ambuce Rescue-Team) Nombre: 4 (1 by SS + 1 at the Rally HQ)

#### III. GENERAL TERMS AND CONDITIONS

#### Art. 2. Eligibility

The "Rally 4 Porsche" is a type B and "Regularity VHRS" event (see Art. 26.2.2. of the SRR) run in one stage, not counting for any championship and exclusively reserved for vehicles of the "Porsche" make.

The event is OPEN (ENPEA) (see Art. 5.3 of these Supplementary Rally regulations).

#### Art. 3. Vehicle admission

- **a)** The event will be open to competitors in Divisions 1, 2, 3 and 4, PH Classic and PH S/R (see Art. 26.11.1 to 26.11.5 of the SRR).
- b) It will also be open to competitors in the Histo-Demo Division (see Art. 26.11.6 of the SRR and Art. 14 of these Supplementary Regulations) and those in the Regularity VHRS Division (see Art. 26.11.7 of the SRR and Art. 13 of these Supplementary Regulations).

All competitors will only be entered on a vehicle produced by the "Porsche"; manufacturer.

#### Art. 4. Course description

- 3 loops of 122,64km including 34,39 km of timed events

Per loop, 1 section and 3 classification stages:

EC 1/4/7 : Clavier (13,93 Km)

EC 2/5/8 : Moulin de Solières (10,56 Km) EC 3/6/9 : Vaux-et-Borset (9,90 Km)

Total: **367,54** Km, including **103,17** Km of SS, **99%** Asphalt.

Competitors from <u>all Divisions</u> will cover all the loops and EC of the event.

The PH Classic and SR Divisions will start before the competitors of the other Divisions.

The "Regularity VHRS 65" and "Regularity VHRS 50" Divisions will start after the competitors of Divisions 1-2-3-4.

The Histo-Demo Division will then follow to close.

#### 4.1."Slow-zones"

A "Neutral Zone" is a portion of a classification stage (E.C.) during which its timing (Speed Rally) or time taking (Regularity VHRS) will be suspended for all competitors.

Over the entire distance of the said zone, crews may never exceed the maximum speed imposed by the organiser (50km/h). They will have no interest in doing so, given the sporting neutralization of the competition in this zone.

In Divisions 1-2-3-4, Prov'Historic "Classic" and Prov'Historic "SR", the final time attributed to the competitor for the E.C. concerned will be done by adding the split times achieved in the sectors preceding and following the "Neutral Zone".

#### Example:

Sector 1: Start = > Neutral Zone entry point: 2'51

Sector 2: Exit point of the "Neutral Zone" => Arrival in flight (FF): 3'29

Total time for the E.C. = 6'20

During this event, a "Neutral Zone" is applied in the E.C. 3 of Vaux-et-Borset during the 3 passages.

This "Neutral Zone" is indicated in the roadbook with the distance to enter and exit the zone. A red sign to the right (minimum) and left (where possible) of the road will mark the entrance to the "Neutral Zone". This entry sign(s) will be preceded by two yellow announcement signs, placed 200 and 100 metres respectively from the entry point. A green sign to the right (minimum) and left

(where possible) will mark the end of the Neutral Zone.

It is up to the crew to manage its evolution between the entry and exit signs in order to never exceed the maximum speed of 50km/h and not to stay in the zone for more than 2 minutes (as an indication, this time corresponds to an average speed of 16, 35 km/h).

To help the crew not to exceed the maximum speed allowed, the Tripy device, provided by the organiser during the administrative checks, will automatically trigger an audible alarm, indicating :

- An approach within 200m of the "Neutral Zone";
- Exceeding the speed limit in the "Neutral Zone" (continuous beep) until the end of the zone;

In the E.C. with a "Neutral Zone", the time achieved may not be entered on the roadmap by the TRC but will be communicated at the end of the loop, together with the penalties incurred.

For more information we refer to Annex 5 of these special regulations.

#### Attention: Penalties for non-compliance with the "Neutral Zone" are set as follows:

#### Divisions 1-2-3-4, PH Classic and PH S/R

- **Up to 60 km/h, 5 sec.** per km/h of overtaking, above 50.
- Exceeding the speed from 61km/H: Disqualification

#### "Regularity VHRS" divisions

- Five penalty points per Km/H over the speed of 50 km/H.
- Exceeding the speed of 61km/H or more: Disqualification

Although not timed, the competitors of the Histo-Demo Division will also have to respect the "Neutral Zone". The following penalties will apply:

- 1st offence: Warning
- Exceeding 61km/H or 2nd offence: Disqualification

#### **4.2. « Super Rally Integral »** (See Art. 13.15.1.du SRR)

Competitors who have withdrawn during the event may, if possible, rejoin the race at the start of one of the following loops, after having obtained the joint approval of the Race Direction, the Technical Commission and the Sports Commission of the event.

Competitors who, having abandoned and who, in order to continue the event in super rally, must be "helped" on the road to reach the start of the next loop, must advise the race direction immediately by telephone, in order to avoid any problem of claim for illicit assistance.

They may therefore continue the race and be included in the final classification, provided that they complete the event and return to the final 'closed park'.

This means that the last loop must run smoothly, and no further restarts may take place after the start of this loop.

For each of the EC not run or not completed, <u>the best time achieved</u> in the general classification where they are included, will be applied to them, <u>increased by 10 minutes</u>.

The starting order after the re-insertion of the "drafted" competitors (after agreement of the CT and the SC) is left to the discretion of the DC.

These penalties are not taken into account in the calculation of the time limit for disqualification.

**Note**: Whatever the case may be, no competitor may take advantage of this "**Super Integral Rally**" situation. In case of fraudulent manoeuvre imagined for this purpose, the competitor will be immediately disqualified and a report will be transmitted by the Sports Commissioners to the ASAF Board which will take the appropriate sanctions.

#### Art. 5. Commitment

#### 5.1.Procedure

**The entry form**, legibly completed, accompanied by the **appropriate "Checks" form** and the document "Copies of licences" of the crew, as the payment of the entry fee as well as any requests for TP, MUST be sent by online entry via the "R4CE" platform **or** by e-mail.

- Between 27.03.2023 and 26.05.2023 at 12:00 \*\* (period during which the "simple right" will apply)

and

- no later than 30.05.2023 at 12:00 \*\* (subject to an automatic fee increase of 20%)

at info@r4p.be or via the website www.r4p.be section "inscriptions" through the "R4CE" platform

Note: No registered mail or letter will be accepted or collected;

The **amount of the entry fee MUST** be transferred to the following bank account and be on deposit **before** the same dates\*\* **and time**.

(Beware of bank delays).

Bank: B-POST.

IBAN: BE26 0004 6584 5429

BIC: BPOTBEB1

Name of the account: Ecurie NEW Racing.

Mandatory communication: R4P 2023 - Name Driver - Name Co-driver - Category (D1-2-3-4, PH

Classic, PH SR, Regularity VHRS 50, Regularity VHRS 65 or Histo-Demo)

**Reminder**: The duplicate of a transfer form is not a proof of payment.

After these deadlines, it will NOT be possible to register or to pay the registration fee

#### 5.2. Copies of licences

In order to speed up the management of the event secretariat, crews (drivers and co-drivers) <u>must</u> <u>attach</u> to their entry form the document called "Copy of licences", containing photocopies of their licences (ASAF/VAS/RACB/Nat./Int. Foreign), currently valid (i.e. year 2023)

Any entry received without this annex will be considered void and will not be processed! <u>This document can be sent by e-mail to: info@r4p.be or attached to the online registration.</u>

#### 5.3. LICENCES - 1 DAY PASSES (TP)

The licence required to participate in the speed event (Type B / Div. 1-2-3-4, Prov'Historic "Classic", Prov'Historic SR and "Histo-Demo" must be of the "annual" type of the required

Only participants in the "Regularity VHRS" event who do not have a licence entitling them to participate (sufficient and valid ASAF/VAS) may apply for a participation permit.

In this case, the TP-L **application form**, attached to these regulations, must be completed and a certificate of good health signed. These documents may either be returned and paid (15 euros) at the same time as the entry fee to the account mentioned above, or be deposited and paid in cash at the event secretary.

#### **ATTENTION:**

- Once the application for a "TP" has been submitted to the organiser, it will no longer be possible to recover payment, except in the event of duly justified non-participation or cancellation of the event (see art. 2.3. of the SRR).
- If a competitor has registered with a "TP", he must take part in the event with this same "TP" (no annual licence will be accepted as a replacement for the event concerned), failing which the competitor will also lose the amount of his entry fee.

#### **BELGIAN COMPETITORS**

Only VAS/ASAF licences (or ASAF "TP-L") authorise the participation of Belgian pilots and co-pilots in ASAF events, whether these events are "OPEN" or NOT.

As these licences and "TP" are STRICTLY reserved for holders of an identity document issued by the Belgian State, each pilot must ensure that he/she meets the conditions required to participate in the event.

#### **FOREIGN COMPETITORS**

As the event is included in the OPEN calendar (ENPEA), it is open to <u>foreign licence-holders</u> holding a "National" or "International" licence **on condition** that a certificate issued by their parent ASN to take part in the event concerned is attached to their entry (see Art. 2.1.2 of the GSR).

N.B.: A permanent authorisation from the ASN appearing on the licence is also acceptable.

These foreign participants will then be admitted to the start under cover of **their foreign licence** only.

Neither the organiser nor the ASAF can be held responsible (even morally) for the refusal of a candidate-participant who does not meet the conditions of admission to obtain a licence or a participation title or because he has not received authorisation from his ASN to take part in this event, which is included in the Belgian ENPEA calendar.

Be aware of the time needed to complete your administrative procedures.

#### 5.4. Maximum number of participants

#### A) Mandatory divisions

The number of participants is limited to 100 for the accumulation of Divisions 1, 2, 3, 4, PH Classic, PH S/R, Regularity VHRS 65 and Regularity VHRS 50.

**ATTENTION**: If the number of regularised entry requests exceeds this figure, the procedure described in Art. 9 of the GSR will be applied strictly and in full.

Thus, the organiser will accept as reserves **20** competitors who will eventually be called to start if there are any defections among the 100 crews initially selected, as indicated above (see Art. 9.2 of the <u>GSR</u>).

#### B) Division without pace control (free pace)

The number of participants is limited to 25 for the "Histo-Demo" Division (see Art. 9.2 GSR and Art. 5 SRR)

**ATTENTION:** If the number of regularised entry requests exceeds this figure, the procedure described in Art. 9 of the GSR will also be fully and strictly applied here.

Thus, the organiser will accept as reserves **5** competitors who may be called upon to start if there are any defections among the 25 crews initially selected, as indicated above (IMPORTANT: See Art. 5.1 and 5.2 of the SRR).

#### The cumulative number of participants admitted to the start is therefore 125

#### Important notice

If the maximum number of competitors accepted in either category is not reached, the number of participants accepted in the other category may be exceeded, up to the cumulative number listed above (125).

#### 5.5. Registration fee. (See Art. 3.11, GSR of the ASAF Prescriptions)

- The payment of the entry fee will **ONLY be done by bank transfer** and this, **for a single crew**.
- Payment in cash at the secretary the day before the event is now forbidden. It will therefore no longer be permitted to register on site.
- The transfer will clearly state the names of the crew. As a reminder: the **first driver** is considered to be the competitor, and therefore the only one entitled to the entry, regardless of the origin of the transfer of the entry fee.
- In case of non-respect of this procedure, the team concerned will lose the benefit of its entry. They will be reimbursed and will have to pay again to be registered, if there are still places available!
- These provisions are applicable from the opening of the entry period. The 'Sports Commissioners' Panel of the event is responsible for checking the regularity of the proceedings.
- The entry fee for competitors in **Div. 1-2-3-4, PH Classic and PH SR** is **695 euros** for all entries received in due form <u>before 01/05/2023</u>. After this date, the entry fee for these categories will be **750 euros**.
- The entry fee for competitors in the "Regularity VHRS 65" and "Regularity VHRS 50" Divisions is 450 euros for all entries received in due form <u>before 01/05/2023</u>. After this date, the entry fee for these categories will be 500 euros.
- The entry fee for competitors in the **Div. Histo-Demo** is **350 euros** for all entries received in due form <u>before 01/05/2023</u>. After this date, the entry fee for this category will be **400 euros**.
- If the competitor refuses the organiser's advertising, these fees may be increased by 25%, whatever the Division in which he is registered (see art. 5 of the RTG).
   Mention of this refusal must be made on the entry form and the additional participation fee must be added to the transfer of the said fee and that, if applicable, of the TP-L(s) requested.

#### 5.6. Refunds

1. Refund when the limited number of participants is reached

A competitor who is regularly registered and who:

- a) is not included in the list of accepted competitors or in the list of reserve competitors (either because he/she does not wish to be, or because the maximum number has already been reached), will be reimbursed the full amount of his/her entry fee within 10 days of the allocation of numbers.
- **b)** having accepted to be a reserve rider, will not be allowed to start, will be automatically reimbursed **80%** of the entry fee within 10 days after the event.

#### 2. Refund in case of cancellation

- a) In the event of cancellation of the event, competitors will be reimbursed the full amount of their entry fees within 10 days of the allocation of numbers.
- b) If the cancellation of the event is due to an unforeseeable or unexpected case of 'force majeure' (natural disaster, fortuitous external events, etc.) judged as such by the Sports Commisioners Panel', the organiser may retain an amount equal to 20% of the entry fee, if the event has not started.
- c) If the event has started, the organiser may retain the full amount of the fees.
- d) However, where applicable, the part of the entry fee which should have been allocated to the payment of insurance premiums (and which will not be due to the insurer), shall be returned to the competitors.

#### 3. Refund in other cases (See Art. 9.5 of the GSR - IMPORTANT)

Any competitor who has entered (and therefore paid the full entry fee) and who cannot take part in the event for reasons of force majeure (**to be justified\*\*\*) MUST notify** the organiser of his withdrawal in writing (SMS or e-mail, authorised) before the end of the period mentioned above.

#### On this condition alone, the participant will be:

- **a)** reimbursed the full amount paid (within 30 days of the end of the event), provided that the organiser receives notification of the withdrawal before the end of the single entry period;
- **b)** reimbursed half of the amounts paid (within the same time limit as above) if the notification of the forfeit reaches the organiser after the end of the entry period **but before the opening of the event secretary.**

If this withdrawal occurs after the opening of the event secretary, the entry fees paid shall remain the property of the organiser.

\*\*\* In the event of a dispute concerning the reality of 'force majeure', the ASAF Board of Directors will decide without appeal.

#### 5.7. Allocation of numbers (see Art. 7, SRR)

The allocation and display of starting numbers will take place on 30 May 2023 at 20:00 on the rally website www.r4p.be and on the Sportity app.

The numbers, in Divisions 1, 2, 3 and 4, will be allocated from 1 to 200; in Division PH - SR, from 201 to 250; in Division PH - Classic, from 251 to 299; in Division Histo-Démo, from 301 to 399; in Divisions Regularity VHRS 65 and 50, from 401 onwards (by degressive regularity averages)

It should be noted that competitors in Divisions **PH Classic** and **PH SR** may be **mixed** in the **starting order** according to their presumed level of performance, but they must keep the number allocated to them, specific to their Division.

### Art. 6. Recce - Refuelling - Assistance

#### a) Recce (See Art 9 SRR)

Reconnaissance of the course must be carried out ONLY on 03/06/2023 from 09h00 to 18h00 It must be carried out with unmarked cars that can be identified by the organiser.

This reconnaissance will be organised for the competitors of the Histo-Demo Division and the Regularity VHRS Divisions (50 and 65) within the same timing and according to the regulations in force for the other Divisions.

A "recce" sticker must be affixed to the front and rear windscreens on the co-driver's side.

Any use of a reconnaissance vehicle other than the one registered must be reported immediately to the organiser.

**To be considered**: Every time someone breaks the rules for "reconnaissance", he brings another argument to the thesis of those who want to see rallies banned.

If you feel like breaking these rules, ask yourself before doing so, if you really want to be even if only partially, responsible for the disappearance of your favourite sport.

Judges, whose identities follow, will be assigned to monitor the reconnaissance BEFORE, during and AFTER the authorised timing. Their judgements, ratified by the Sports Commissioners present at the event, will be final.

**Note:** Licensees who assume that they will be required to use the course for a valid reason should, in order to avoid any misconception, make themselves known to the organiser.

<u>Empowered Judges</u> : CIGLIA Joackim – HONNAY Romuald - LAMBION Stéphane – LHONNAY Stéphane – SCHVARCZ André

#### b) Refuelling (See Art. 2.1.4, SRR)

Refuelling is free on the entire road course of the event. The following service stations are located along the liaison route:

- ESSO Express Rue du Long Thier 24 (N66) 4500 Huy. Located between the exit of the service park and stage 1;
- CADO International Route de Hamoir, 9 (N66) 4500 Huy. Located between the exit of the service park and stage 1;
- TOTAL Route de Strée 86 (N66) 4577 Modave. Located between the exit of the service park and stage 1;
- Mazout PREVOT Route de Marche 3 (N63d) 4560 Clavier. Located between the exit of the service park and stage 1;
- CADO International Chaussée des Forges, 127 (N641) 4500 Huy. Located between the
  exit of the service park and stage 2;
- Q8 Easy Chaussée de Tirlemont, 33 (N64) 4520 Wanze. Located between stage 2 and stage 3;
- TOTAL Rue Sauvenière 13a (N64) 4530 Villers-le-Bouillet. Located between stage 2 and regroup;
- SHELL Express Quai d'Arona, 12 4500 Huy. Located between the regroup and the service park

Any refuelling in the assistance zone in Huy is strictly forbidden under penalty of disqualification.

#### c) Assistance (See Art. 14, SRR)

During the event, assistance must be provided at the only place authorised by the road book: Avenues Delchambre and Godin-Parnajon in Huy (see Annexes 2 and 3 of these special regulations).

It is therefore clearly understood that outside this assistance zone, delimited by the appropriate signs, only repairs or upgrades carried out by the crew members, <u>using onboard equipment or products and with on-board resources</u>, will be authorised (except for refuelling with air, water, oil, fuel, at the service stations authorised by the special regulations

of the event)

<u>WARNING</u>: All fuel loading on board the car in mobile cans is FORBIDDEN.

In case of infringement of these rules, the competitor will be disqualified immediately.

#### TO BE STRICTLY RESPECTED

For obvious organisational reasons, access to the service area will be prohibited before 12:00 on Saturday 3 June 2023.

The setting up will only be authorised on Saturday between 12.00 and 17.00, respecting the access plan in the appendix of these regulations.

To ensure a smooth flow of traffic, you will only receive one "Pass" per car.

The use of a wateSRRoof tarpaulin, with a minimum size of 3x4m, deployed under the car is compulsory, on penalty of an automatic fine of **25 euros**.

**ATTENTION: No trailers in the Service Park** 

#### IV. EVENT CENTRE (see access map)

#### Art. 7. Closed Park (See Art. 15.1, SRR)

Situation of Closed Park : Parking du Quadrilatère : Avenue Adolphe Chapelle

4500 Huy

GPS: 50.52045078606871, 5.242411462735206

#### Art. 8. Technical verifications (See Art. 3, SRR)

**Note**: A copy of all the car's on-board documents must be handed in by the competitors when they pass through the Technical Checks of the event.

<u>The general preliminary TV</u>, to which **ALL cars of ALL Divisions will be subjected**, will take place on Saturday 3 June 2023 from 16:00 hours, according to the time indicated on the document that will be sent to the competitors in advance, by e-mail and which will also be published on the website www.r4p.be and on the Sportity application of the organiser.

Location:

MY Racing

Chaussée d'Andenne, 18A

4500 Gives

GPS: 50°50'86"N 5°16'12"E

Technical scrutineering will end on Saturday 3 June 2023 at 19h00.

<u>Additional</u> technical scrutineering will take place on Sunday 4 June 2023 between 07:00 and 07:30. Location:

IPES Huy (parking situé devant)

Avenue Delchambre, 6

4500 Huy

GPS: 50°52'19"N 5°24'15"E

Only crews that have obtained the express authorisation of the organiser may attend for an initial check.

After this time, any crew that is not in order will be refused the start of the event.

**Reminder:** If a vehicle has been refused during the general preliminary "TV" prior to the event, it is forbidden to present another vehicle as a replacement at the additional checks immediately preceding the start of the race (see Art. 3.8, SRR).

Note: Payment for all transactions can be made via the ASAF SUM UP machine or in cash.

Any final (or extended, in-process) TVs will take place at the following location:

MY Racing Chaussée d'Andenne, 18A 4500 Gives

GPS: 50°50'86"N 5°16'12"E

#### Mandatory TVs in the event of an accident or abandoning

If, during a competition, a vehicle abandons or goes off the road with an impact of any nature or importance whatsoever (even without apparent damage), **it must be presented** to the Technical Commissioners of that competition at the end of the current loop.

Location of TVs after abandonment or road departure:

IPES Huy (parking situé devant)

Avenue Delchambre, 6

4500 Huy

GPS: 50°52'19"N 5°24'15"E

#### Art. 9. Administrative verificiations

It is imperative that entries are complete, including copies of the driver and co-driver licences. Any incomplete entry will be considered as void.

Any modification of the entry must be communicated by e-mail (info@r4p.be) or by intervention on the "R4CE" online platform, **BEFORE Friday 02/06/2023 at 12:00**. In the event of a change in the identity of one of the competitors, a complete entry form duly signed by both participants must be returned within this time limit or modified on the "R4CE" online entry platform.

#### After this time, any crew that falls short will be refused the start of the event.

The 'Sports Commissioners' will check the documents (licences + driving licences + identity cards + various certificates). A systematic check is not essential. It may be replaced by random checks which may be carried out during the Technical Checks or during the event (including reconnaissance). The crew will keep these documents available for the officials at all times.

#### V. DOTATION

### Art. 10. Proclamation of results - Presentation of trophies

- The final classification will be displayed on the notice board (see art. 12 below) of the Race Direction and officialized, within the regulatory time limits, by the 'Sports Commissioners'. It will also be published on the website <a href="https://www.r4p.be">www.r4p.be</a> and the Sportity application;
- The OFFICIAL results will be available on the ASAF website on the Monday following the event, at the latest at 17h00;
- The proclamation of the results and the awarding of the trophies will take place on Sunday 4 June 2023 at 8.30 p.m. under the big top located on Avenue Delchambre in Huy.
- Prizes and trophies will be distributed **successively**, as follows:

CUP	DIVISIONS	PILOT / COPILOT
1st – 2nd – 3th Général	Regularity VHRS 50	Pilot & Copilot

1st Class	Classes Regularity VHRS 50 (A – B – C -D)	Pilot & Copilot		
1st – 2nd – 3th Général	Regularity VHRS 65	Pilot & Copilot		
1st Class	Classes Regularity VHRS 65 (A – B – C -D)	Pilot & Copilot		
1st – 2nd – 3th Général	PH/SR	Pilot & Copilot		
1st – 2nd – 3th Général	PH « Classic »	Pilot & Copilot		
1st Lady Div. 4.	Division 4	Pilot or Copilot		
1st-2nd-3th Général Div. 4.	Division 4	Pilot & Copilot		

#### VI. CONTACTS

#### Art. 11. Permanences

Until 02/06/2023 at 22 hours:

FRERE Julien – <u>info@r4p.be</u>
 tel: +32 479 97 28 71
 LHONNAY Stéphane – <u>lhonnays@gmail.com</u>
 tel: +32 475 45 94 88

From 03/06/2023 at 7:00 am:

• FRERE Julien – info@r4p.be tel: +32 479 97 28 71

#### Art. 12. Scoreboard

Application SPORTITY: R4P2023

Internet: www.r4p.be

#### VII. DIVERS

- a) An assistance plan will be communicated to the competitors by email before the event, and via the Sportity application.
- Assistance" signs (one "Laissez-Passer" per vehicle and per zone will be provided for access to the assistance park);
- b) Programmes on sale at the party tent on Avenue Delchambre in Huy. Price = 5 euros;
- c) Food and drink will be available in the party tent on Avenue Delchambre in Huy and at the FC.
- d) Catering, hotels on request at <a href="mailto:s.wanson@myconsult.be">s.wanson@myconsult.be</a>

# Art. 13. SPECIAL REQUIREMENTS REGULARITY DIVISIONS VHRS (See Art. 26.11.7.2 of the SRR)

#### 1. CARS

#### 1.1 CATEGORIES

The cars will be divided into two categories:

- 50 km/h average speed
- 65 km/h average speed

#### 1.2 PRESENTATION OF VEHICLES

- Cars must comply with the Belgian Traffic regulations.
- Tyres must comply with the Belgian Traffic regulations. The tread depth must be at least 1.6 mm.
- The tyres that may be used are limited to those marked "E" or "DOT". Any alteration, modification or adaptation of the tyres other than by wear resulting from normal use is prohibited. This prohibition includes groove cutting.
- Racing tyres are strictly forbidden.
- Studded tyres and similar devices are prohibited. Terrestrial tyres are also prohibited, as are reconditioned tyres.
- Checks will be carried out throughout the event.
- A minimum of one spare wheel, of the same type as those authorised, correctly fixed, will be fitted to the vehicle.
- In case of doubt or dispute, it is up to the competitor to provide proof that the modifications made to the vehicle comply with the period modifications.
- A maximum of 4 additional headlights are allowed, not including the original ones. To respect the spirit of the period, Xenon bulbs are not allowed. LED bulbs are allowed on the condition that they are inserted in the original headlights (LED strips are not allowed).
- A spare set of bulbs and fuses is highly recommended.
- The use of meters and other electronic equipment is free.
- All vehicles must carry a 3 x 4m tarpaulin. This must be placed underneath the car in all regrouping and closed parks. The same applies before any mechanical work is carried out on a vehicle.

#### 1.3 VEHICLE ADMISSION

- a) The event is open to cars produced or homologated by the FIA (or one of its ASNs) before midnight on 31 December 1997.
- b) Cars of the same type (same body and same engine) manufactured after these dates will also be admitted to the start, provided that the date of the beginning of their production or the date of their homologation by the FIA (or one of its ASNs), is prior to midnight on 31st December 1997.
- **c) Nevertheless**, cars equipped with cylinder heads and/or substitute engines may also be admitted under the following two cumulative conditions:
  - that the model thus created <u>has existed</u> **as such** or has been **homologated** in this configuration by the FIA (or one of its ASNs) **within the respective reference periods\***;
  - that the **safety development** imposed by the modifications made is commensurate with the increased performance.

If, at the time of the technical scrutineering, it is found that a vehicle does not correspond, in its presentation configuration, to the class in which it has been entered, this vehicle may, on the proposal of the Technical Stewards, be reclassified by decision of the Stewards' Panel, in the appropriate class.

The cars must therefore conform to their original specifications and/or period approvals and to the impositions/prohibitions/tolerances listed in point 26.11.5.11.1 of this SRR,

#### 2. TEAMS

Each crew is composed of a driver and a navigator, as specified on the entry form. The driver must have a driving licence. The driver's licence is not compulsory for the co-driver EXCEPT if the co-driver will be driving the vehicle during the event.

Throughout the rally (except for certain obvious points inherent to driving on closed roads), competitors must comply with the legal requirements of road traffic.

#### 3. SAFETY EQUIPEMENT

The **wearing of helmets** (FIA or E Standard, in RTs) and **seat belts** (as soon as the car is in motion) are compulsory for the crew members. The wearing of seat belts is not compulsory for vehicles approved at the time without seat belts and which do not have them.

#### 4. REGULARITY TESTS

- Each Special Stage (SS) of the Rally 4 Porche is a Regularity Test (RT). At the start of each stage of the rally, the competitor will be given the average speed of each stage. For each regularity test, the competitor will receive the average speed in km/h. The crews will have to maintain as much as possible, during the whole regularity test, the average(s) imposed. There may be several arrivals (Tripy times) in the same Regularity Test.
- The average speed imposed in the RTs may not exceed 50 or 65 km/h (depending on the category chosen).
- A calibration course will be provided and its route will be given during the administrative checks.
- A classification based on the penalties incurred by the crews will be established (from the smallest to the largest deviation from the ideal passage time), according to the table below:
  - $\checkmark$  For each second behind the ideal time: 1 point;
  - $\sqrt{\phantom{a}}$  1st second ahead of the ideal time: 1 point;
  - $\sqrt{2}$  2nd and subsequent seconds ahead of the ideal time: 2 points;
  - √ Maximum penalty for taking an intermediate time: 60 points;
  - √ Penalty for each time not taken (competitor does not finish the RT): 100 points;
  - √ Maximum penalty per completed RT (total time taken): 500 points;
  - $\checkmark$  Penalty per RT not completed: 600 points.
  - $\sqrt{\ }$  In addition to the above list, see also "application of an age coefficient" (Point 4. below and Art. 26.11.8.2 SRR)

Any dangerous and/or inappropriate behaviour may be subject to disqualification from the competition by decision of the 'sports commissioners panel'.

### 5. APPLICATION OF AGE COËFFICIENT

For the purpose of establishing the classification, penalties incurred for lateness in a regularity event will be multiplied by the age coefficient of the car. This coefficient is established as follows:

Turnover = (reference year - 1900) / 100

The reference year is determined by the date of FIA/CSI approval of the vehicle. If no homologation form has been issued, the reference year will be that of the first year of production of the model of the concerned car.

Vehicles whose date of approval or, failing that, the date of the first year of construction, is prior to 31 December 1973 will also be awarded a correction coefficient of 0.9 and only for vehicles with a maximum capacity of 1,600 cm<sup>3</sup>.

No coefficient will be applied for penalties for being early in a regularity event or for penalties incurred at a time check or for any other penalties than those for being late in RT.

#### 6. OTHER PROCEDURES (See Art. 26.11.9 SRR)

#### 6.1 STARTING PROCEDURE AND ORDER

The interval between each car will be 1 minute.

#### 6.2 EARLY CHECK-IN PERMITTED

At the finish time control, at the end of the event, crews may clock in early without incurring a penalty. The time written on the time card will be the ideal time of the rally and not the actual time.

#### 6.3 OFFICIAL TIME USED DURING THE RALLY

The official time during the whole competition for the VHRS competitors will be the satellite time displayed on the TRIPY transponder. This time is displayed on demand when pressing the "TIME" key of the transponder.

#### 6.4 OTHER PENALTIES

- The absence of a visa or mark from a passage control will result in a penalty of 300 points.
- It is strictly forbidden to heat the tyres at any point on the course. Any infringement will result in a penalty of 600 points.
- The speed limit in the service park is 20 km/h. Controls will be carried out by satellite via the Tripy transponder. Any infringement will result in a penalty of 120 points.
- Recognition of prohibited reconnaissance or reconnaissance outside the authorised time limit: 600 points

#### 6.5 PASSAGE CONTROLS (CP)

All crews must respect the road book course in its entirety, on the road as well as in RT, in particular the respect of the number of laps in the case of an RT Show with one or more laps to complete. Non-compliance with the RT course may be noted either by a stewards' report and/or by the Tripy satellite tracking system and will be penalised by a penalty of 300 points in addition to any penalties for missing times.

The organiser may also set up virtual passage controls unknown to the competitors to ensure that the route is respected. Failure to follow the route in full will result in exclusion.

**Reminder:** If **safety equipment** (APPROVED UNDERWEAR, GLOVES, SHOES and GLOVES, HANS, APPROVED HARNETS, APPROVED SEATS, COMPLEX SHOES, for example) are not REQUIRED but

simply recommended to the crews, it is clear that they are in no way PROHIBITED! Each one will judge, as a responsible adult, which ones he considers indispensable for his personal safety, according to his opinions, the development and the performances of his car, his way of driving it or of apprehending the philosophy of this discipline.

### Art. 14. SPECIAL REQUIREMENTS OF THE HISTO-DÉMO DIVISION

The "HISTO- DEMO" Division of the B, B-Short and Rally Sprints (see Art. 26.2 and 26.11.6 of the SRR) was initiated by the ASAF in order to create, within a contemporary event, an evocation of a Rally-Sprint or a Rally, as they were practised a few decades ago, and to run cars of the time. Although **the HISTO -DEMO Division** is a revival of a sporting event and is organised as such, particularly in terms of safety, **it is not a competition**.

No notion of time is taken into consideration, no timing is taken and no ranking is established at any time during the event.

The "HISTO - DEMO" Division must therefore be considered as a demonstration allowing the participants to discover courses closed to public traffic, presenting the best possible safety conditions and to evolve, each at their own pace.

#### Respect for the itinerary

Participants must follow the route imposed by the organiser to get to each stage, to get from one stage to another and to get back to the start after having covered the sections closed to traffic. This itinerary is recorded in the road book that will be provided to them.

In order to be able to integrate a B or B-Short rally event smoothly and safely, it is essential that this timing is based on the same parameters as for the other Divisions. In the event of a delay exceeding the time limit for disqualification (in principle, more than 15 minutes per sector, more than 30 minutes per section or for the whole of the event already covered), the SS will become successively inaccessible to them.

#### The same will apply if one of these participants is ahead of his or her ideal schedule.

However, participants who may find it impossible to arrive at the start of a stage within this time limit will have the opportunity to go directly to the next stage using the diversionary route provided by the organiser.

They will also be able to go directly to the next regrouping park or to the race HQ, from where they will be able to start again, in due course, and possibly continue the event.

Reminder: the use of a route not included in the Road-Book by the organiser releases him from his responsibility and that of his insurers in the event of an accident.

#### Team-mate

The team-mate (must be the same throughout the meeting) of a car entered in the "HISTO - DEMO" Division may **not be a minor** (he must have reached the age of **18**). No passenger, other than the team-mate on the list of qualified crews, may enter the car at any time during the event.

No derogation will be granted, even in the case of lineage between the driver and his teammate.

#### Safety Equipment

In any case, helmets must be worn by the driver and passenger during the closed road courses. Helmets are NOT to be worn during the liaison routes.

<u>IMPORTANT:</u> Clothing that completely covers the arms and legs will be mandatory in the Histo Demo Division, for the occupants of the vehicle.

This clothing must be as non-flammable as possible (no fabrics or synthetic materials).

#### **Technical features**

a) Only a car model which entered production or was homologated before midnight on 31 December 1997 is eligible.

This admission is extended to cars of the same type (**same body**) manufactured after this date, provided that the date of their <u>entry into production</u> or of their <u>homologation by the FIA</u> is <u>prior</u> to midnight on **31 December 1997**.

In this case, the capacity of the cars will not be limited.

b) Cars meeting these criteria, but equipped with a replacement cylinder head and/or engine, even if not installed before 31 December 1997, may also be admitted to the start, provided that these components are of the same make as the car or the engine/head with which it was originally equipped (see also c) below).

In this case, the **safety improvements** imposed by the modifications must be commensurate with the increased performance.

In the case of a replacement engine and/or cylinder head, the cylinder capacity may not exceed 3500 cc (whatever the number of valves) after application of any supercharging coefficient (Maximum diameters of the intake flanges: 34 mm, "Petrol"; 37 mm, Diesel).

c) Cars equipped with an engine and/or cylinder head of another make than that of the car or that of the engine/cylinder head originally fitted to it, will also be admitted to take part, provided that they have obtained homologation, in this configuration, from the FIA or one of its ASN.

These cars (engine and/or cylinder head of another make) will only be admitted to the start if they conform in every respect to this homologation form.

Moreover, despite the presentation of this homologation form and what it may contain, the cylinder capacity of such cars will remain limited to **3500cc** (after application of the supercharging coefficient, if any). Similarly, whatever the maximum diameter of the intake system flange mentioned on this approval form, it may not exceed **34**mm for a petrol engine or **37**mm for a diesel engine.

- d) Cylinder capacity and flange checks may be carried out during the events. As the insurance cover is not acquired by non-qualifying cars, an automatic fine of 500 € provided for in Art. 8.5 of the GSR, will automatically be applied in the event of non-compliance and any further participation will be refused to the competitor pending payment.
- e) On the other hand (unless an approval issued by the FIA or one of its ASNs exists, which includes this configuration), a car may only be equipped with a supercharging system or a diesel engine if the original model was also equipped with one. The same applies to the transmission mode (front-wheel drive, rear-wheel drive, 4-wheel drive).
- f) The present regulations will be strictly applied; any fraud or attempt at fraud with the intent to the participation of an ineligible vehicle will be sanctioned by the application of a fine of 250 €, for its instigators whether they are competitors or organisers (see art. 1.7.7. - 8th indent of the GSR).

This sanction will be applied even if it is established after the event, after examination and decision by the Administrative Council, and even if the car, which was not included in the list referred to in Art. 27.5.2 below, was accepted by the Technical Commissioner sent on site or if the information provided was incomplete, incorrect or misleading.

#### **Technical standards**

In principle, only "indoor" cars are allowed to participate. The roll bar (see Ch. VI, art. 4.2, of the General Technical Regulations) and the laminated glass windscreen are not compulsory but are recommended.

Convertible" type cars will only be allowed to start if the top is closed or if they are fitted with a "6-point" roll bar with upper longitudinal bars, preventing the penetration of metal wires into the passenger compartment.

A "Targa" type roll bar or individual original Roll-Bars can usefully replace the "6-point" roll bar in convertibles/roadsters, if the side windows are raised to the maximum (even if the roof is removed or the tarpaulin is folded/removed).

It is however specified that these provisions do not apply to vehicles which were not originally fitted with a soft top or closed roof and which were first put into service no later than 31 December 1961.

Attach to the entry form, the specific "Checks" sheet and the document "Copies of licences" of the crew.

NOTE: It should be noted that the annual "Technical Checks" card (15 €) is also required for cars in the "Histo-Demo" Division.

#### Responsible behaviour

As time penalties are inappropriate in the Histo-Demo Division, they will be replaced by fines and/or "Warnings". On receipt of the second "Warning", the participant concerned will be excluded from the event without refund of the entry fee.

Such "Warnings" (yellow and red cards) will be issued, among others, to participants for infringement of the "Reconnaissance" regulations, for exceeding the number of laps to be completed in the "Show" stages, for putting the arm or the hand (driver or passenger) out of the car window during the SS, for dangerous driving or for not respecting the Slow-zones (see Art. 4.1 of these Supplementary Regulations), etc.

Furthermore, the panel of 'Sports Commissioners' present at the event may take direct, immediate and unappealable sanctions against participants in these categories in the event of an attitude or action deemed dangerous for the spectators and/or the personnel in place (e.g.: "donuts", "drift", "spinning tops", "handbrakes" or excessive speed during the return journey or during the liaison). These sanctions may be

- a warning
- exclusion from the event:

**Note**: if the offence is committed at the end of the event when the driver has finished his performance, a fine of **125 euros** will automatically be applied by the 'Sports Commissioners Panel'.

If this fine has not been paid on the spot, for whatever reason, the President of the Panel will send a report to the ASAF secretariat and the offender will automatically be suspended from the licence until the debt has been settled (see Art 1.6.5 of the R.S.G.).

**Reminder**: If other **safety equipment** (APPROVED UNDERWEAR, GLOVES, SHOES and GLOVES, HANS, APPROVED HARNETS, APPROVED SEATS, COMPLEX SHOES, for example) are not REQUIRED but simply recommended to the crews, it is clear that they are in no way PROHIBITED! As a responsible adult, each team member will judge which ones he considers indispensable for his personal safety, according to his opinions, the development and performance of his car, his way of driving it or his understanding of the philosophy of these disciplines.

#### VIII. ENDORSEMENTS

#### Art. 15.

For articles not included in these regulations, the texts of the latest ASAF Prescriptions shall apply.

#### Art. 16.

All cases not provided for, all disputes and protests will be decided by the Race Direction in agreement with the 'Sports Commissioners Panel'.

#### The Regulation has been approved by:

- Jules LIEGEOIS (Lic. ASAF n° 937) for CSAP Namur, on 07.04.2023
- Guillaume DETRAIT (Lic. ASAF n° 90066) for ASAF GT Rallyes, on 21.04.2023
- Katty BARIO (Lic. ASAF n° 11) for ASAF Secretariat, on 14.05.2023

#### The course homologation license has been issued by:

- Eddy Limbourg (Lic.ASAF n° 311), on 09.03.2023

## **Appendix 1: Mandatory publicity**

Art. 5 - Page 140 from General Technical Regulations (ASAF) (excerpt)

The upper bands of the race numbers, over a total height of 12cm, are reserved for the organizer's advertising without any possible dispute from the participant.

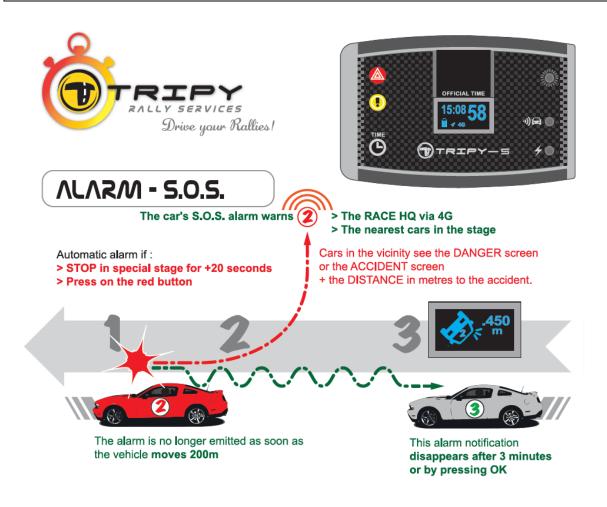
It should be noted that the advertising proposed by the organizer of the RALLY 4 PORSCHE 2023 is mandatory. If the participant refuses this advertisement, or if it is not affixed correctly (according to the plan below) during technical checks, the scrutineers will mention the fact to the organization, which is entitled to demand a additional 20% entry fee.







### **ANNEX 4: ALARM SOS TRIPY**



#### ANNEX 5: NEUTRAL ZONE - S.S. Vaux-et-Borset

Following the Rally 4 Porsche 2023, a neutral zone has been set up on the special stage of Vaux-et-Borset (EC 3/6/9).

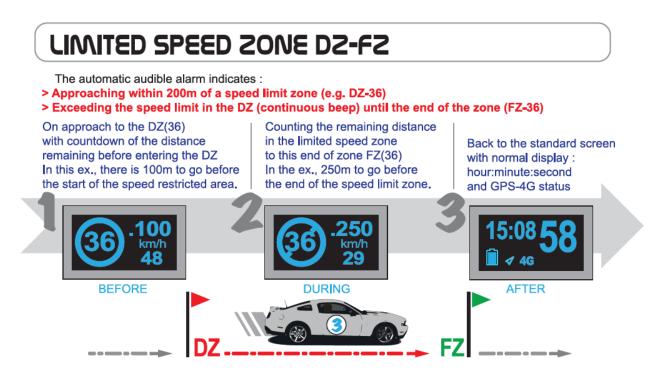
The participants of the "Regularity VHRS" competition are largely familiar with this type of limited speed zone, but we know that this is less the case for the participants of the speed competitions (Divisions 1-2-3-4, Prov'Historic Classic and Prov'Historic SR just like the participants of the "Histo-Démo".

Although there is no unanimity about it, it is not bad for those who regret this decision, to recall the dramatic events at the end of the 2022 season. These events have prompted us to think about the future organization of sports competitions on public roads.

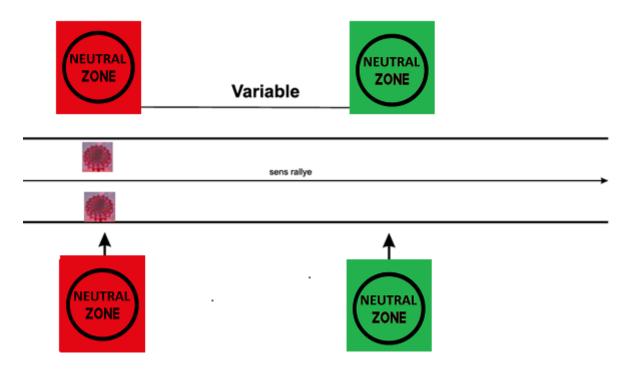
Thanks to this reflection, certain agreements were reached with the municipal authorities.

The race management and those responsible for relations with the participants are at your disposal for any useful questions about these "neutral zones" and the entirety of these regulations.

In addition, the "Tripy" devices provided to you will also indicate these "neutral zones" as follows:

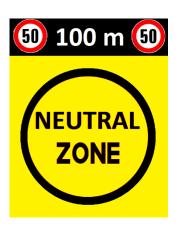


On the S.S., the neutral zone will be materialized by a red sign ("NEUTRAL ZONE") at the entrance and a green sign ("NEUTRAL ZONE") at the exit:



Announcement panels will also be placed upstream of the neutral zone, respectively 200 and 100 meters before entering the zone:



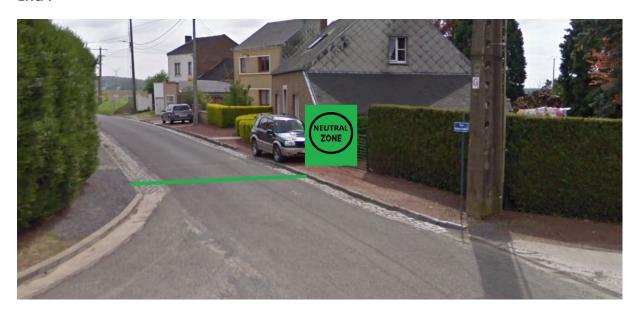


### NEUTRAL ZONE « Ecole communale Vaux-et-Borset »

#### Start:



### End:



# Club organisateur : NEW Racing Epreuve : Rally 4 Porsche Date : 3 & 4 Juin 2023

Bulletin d'inscription à renvoyer du 27/03/2023 au 30/05/2023 via <a href="www.r4p.be">www.r4p.be</a> ou via courriel (<a href="mailto:info@r4p.be">info@r4p.be</a>)

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Signature du copilote

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**SECRETARIAT DE L'ORGANISATION:** 

**Echappement** 

**Pneumatiques** 

Poids

**Protections des tuyauteries** 

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## Copies de vos licences "sportives" 2023

Pilote:										
☐ Je possède une licence ASAF ou VAS										
Je possède une licence d'une ASN étrangère et j'ai sor	autorisation* de participer à cette épreuve (OPEN uniquement)									
Placez ici la copie de votre licence face « année » Inutile si la face avant ne comporte aucune donnée	Placez ici la copie de votre licence face « photo » Exemple : PILOTE / COPILOTE									
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Les documents ci-dessous doivent être tenus à la disposition des Commissaires Sportifs aux fins de vérification, et ce, pendant toute la durée de l'épreuve :

Je possède une licence d'une ASN étrangère et j'ai son autorisation\* de participer à cette épreuve (OPEN uniquement)

- Cartes d'identité ;
- Permis de conduire, svp ouvert si ancien modèle ;
- Licences « Sportives » ASAF, VAS ;
- Licences et autorisation\* de leur ASN, pour les étrangers dans les épreuves OPEN.
  - \* L'autorisation permanente figurant sur la licence elle-même, est suffisante.

Notez ici le numéro d'immatriculation du véhicule qui servira à vos reconnaissances :

Formulaire 1 : Demande d'un titre de participation «TP - L » (possible uniquement pour les concurrents inscrits en « Regularity VHRS »)



A renvoyer et payer soit en même temps que le droit d'engagement, soit à déposer et payer au secrétariat de l'épreuve

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