

TROPHÉE DES ALPES

EDITORIAL

D From 15 to 19 September 2026, at the request of numerous crews, the **Trophée des Alpes** is making a comeback. Having been on hiatus since 2021, this event now joins the Rallye Neige et Glace in completing the annual programme offered by **Zoulou Racing Heritage**. Sporting rigour and a friendly atmosphere will be the hallmarks of this event, inspired by the legendary Rallye International des Alpes, created nearly a century ago by Albert Rousset.

It is in Savoie, in the superb spa town of Aix-les-Bains, that this 6th Trophée des Alpes will set up its base camp before setting off to conquer the peaks.

The route, as always designed with accuracy, precision and flair by our partner JBREvents, will set the bar at a more comfortable level than that of the Neige et Glace. Bjorn and Jens Vanoverschelde have put together a brand-new programme for this 2026 edition: four days, just under a thousand kilometres and around thirty ZR (Regularity Zones) to complete in idyllic settings. All the great legendary mountain passes are on the programme, but also some completely new, winding back roads where maintaining a steady pace will be a bit more challenging.

Scrutineering (15/09) and the start (16/09) of the 6th Trophée des Alpes will take place at the Esplanade du Lac, with the finish scheduled for Saturday 19 September alongside the 2026 Aix Auto Légende Festival and its 8,000 annual visitors, who are sure to give our crews a warm welcome.

And since there's more to life than just competition, Zoulou Racing Heritage has decided to continue the tradition of the **Discovery** category. This leisurely drive follows the rally route. With no timing, except for one special stage every half-day, the sole pleasure is driving through fabulous scenery. At your own pace, you'll enjoy a unique experience as you learn to drive with consistency on the narrow Alpine roads, set against a dreamlike backdrop!

On behalf of the organising team, we wish you every enjoyment. And may the best drivers win!



Philippe Janssens & Nicolas Prieur
Organisers



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PROGRAMME

MARCH 2026 – AUGUST 2026

FROM 1 MARCH TO 30 APRIL 2026

Registration opens for reduced-rate entries (Early Bird and 'Juniors' promotions)

FROM 1 MAY 2026 TO 31 AUGUST 2026

Registration opens for full-price entries

SEPTEMBER 2026

TUESDAY 15 SEPTEMBER

Administrative checks

09:00–12:00 and 13:30–17:00 Hôtel Marina Adelpia, Aix-les-Bains

Technical checks

09:30–12:30 and 14:00–17:30 Esplanade du Lac, Aix-les-Bains

18:30–19:30 Welcome drinks & compulsory general briefing (TBC)

Vehicles must enter the Parc Fermé for start line-up by 17:45 at the latest.

WEDNESDAY 16/09 - STAGE 1: BETWEEN BAUGE AND CHARTREUSE

Aix-les-Bains – Col de la Madeleine – Aix-les-Bains

08:30 – First start: Esplanade du Lac podium (Closed Park)

12.30 pm – Lunch: Col de la Madeleine (TBC)

4.30 pm – First finish: Esplanade du Lac podium (Closed Park)

16:30 – 18:00 Bar Open: Esplanade du Lac

7.00 pm - Briefing (TBC)

THURSDAY 17/09 - STAGE 4: ABOVE THE LAKE

Aix-les-Bains – Hauteville Plateau – Aix-les-Bains

08:30 – First start: Esplanade du Lac podium (Closed Park)

12.30 pm – Lunch: Seyssel

4.30 pm – First finish: Esplanade du Lac podium

16:30 – 18:00 Bar Open: Esplanade du Lac

7.00 pm - Briefing (TBC)

FRIDAY 18/09 - STAGE 3: THE ALPS MARATHON

Aix-les-Bains – Col du Lautaret – Bourg-Saint-Maurice – Aix-les-Bains

08:30 – First start: Esplanade du Lac podium (Closed Park)

13:00 - Lunch: Col du Lautaret

6.52 pm – First finish: Esplanade du Lac podium (Closed Park) – Digital briefing on Sportity

SATURDAY 19 SEPTEMBER – STAGE 4: THE FINAL TIME TRIAL

Aix-les-Bains – Col du Revard – Aix-les-Bains

10.00 am - First start: Esplanade du Lac podium (Parc Fermé)

12.30 pm - Lunch: Col du Revard

15:45 – First finish: Esplanade du Lac podium (Closed Park)

16:00 - Podium ceremony: Final podium, Esplanade du Lac (Closed Park) & Bar Open

5.00 pm – Aix Auto Légende Festival (open to the public)

7.30 pm – Awards Ceremony & Cocktail Reception: Brasserie de l'Aquarium (Petit Port)



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ART. 1 – ORGANISATION

ASA Auto Verte (07/33) is organising, under the auspices of the F.F.S.A., a historic regularity rally on public roads, known as the “6th Trophée des Alpes”. It takes place over 5 days in 4 stages. It is open to all vehicles manufactured up to 31 December 1996 (model year).

THIS RALLY WILL BE CONDUCTED IN ACCORDANCE WITH:

- the FIA International Sporting Code
- these regulations and any amendments thereto
- in accordance with the Highway Code

THIS RALLY HAS BEEN GRANTED ORGANISING PERMIT NO. XX, ISSUED ON XX/XX/XXX BY THE FFSA

The provisions of these regulations may be amended if necessary. Any amendments or additional provisions will be announced in numbered and dated supplements and will form an integral part of these regulations. Any supplement issued after the start of scrutineering must be signed by the Stewards. Participants must acknowledge receipt by signing, unless this is physically impossible during the course of the rally.

TECHNICAL ORGANISER

A.S.A. Auto Verte has entrusted the technical organisation of the rally to **Zoulou Racing Heritage SRL**. Address: Rue de Bomal 17, 1315 Glimes, Belgium. Tel.: +32 477 44 18 62 or +33 672 31 81 77. Emails: Competitors' Relations, Communication & Sportphilippe@zoulouracingheritage.com, Coordination, Entries & Accommodation:laurence@zoulouracingheritage.com, Logistics & Safety:nicolas@zoulouracingheritage.com Website: www.zoulouracingheritage.com

1.1 P. : EVENT OFFICIALS

Race Director: Sylvie SCHMIT – Licence No. 36488 – ASA 0733

Chair of the Stewards: Laurene SCHMIT – Licence No. 254101 – ASA 0733

Competitor Relations Officer: Patrick PRIEUR – Licence No. 1314 – ASA 0733

Technical Commissioner: Denis BETHOUX – Licence No. 13978 – ASA 1609

Results Service: JB Time Concept

Timekeeping: TRIPY

Course designers and race organisers: Bjorn and Jens VANOVERSCHELDE – JBREvents

1.2 P. : ADMINISTRATIVE CHECKS

Administrative checks will take place on Tuesday 15 September 2026 (from 09:00 to 12:00 and from 13:30 to 17:00, venue to be confirmed). Each competitor will receive an invitation by email. The timetable will also be available on our website and on the event's Sportity app. The entire team must attend, with the vehicle and all valid original documents, as well as the specific equipment listed below:

- **National driving licence**, compulsory for the driver only.
- **2026 licence**. All crew members must hold either a valid licence for the rally in question or an open-road regularity entry permit. For non-UK residents from the European Union: either a National Competitor Driver's Licence or a National Regularity Competitor Driver's Licence issued by their ASN (National Sporting Association).

If you do not hold one of these licences, we will issue you with an Event Entry Permit for €65 (see Article 3.23P or the procedure on our website before 31 August 2026).

- **Authorisation from the vehicle owner** to enter the vehicle in the Rally, if the owner is not a member of the crew.
- **Authorisation to compete abroad**, issued by the National Federations for competitors who are not citizens of the European Union.
- Original vehicle **registration document**
- **Insurance certificate**
- **Please note: neither photocopies nor certificates of loss or theft will be accepted, otherwise entry will be refused.**

1.3 P: TECHNICAL INSPECTIONS

Technical inspections will take place on Tuesday 15 September 2026 from 09:30 to 12:30 and from 14:00 to 17:30 on the Esplanade du Lac in Aix-les-Bains.



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These will be general in nature and will cover key safety points such as:

MANDATORY EQUIPMENT:

- A valid 2 kg fire extinguisher
- Seatbelts if the vehicle is fitted with the relevant anchor points – a harness is recommended
- High-visibility vests (1 per crew member) and warning triangle
- A tow hook: it is compulsory to have a tow hook at the front and rear of the vehicle, with a minimum internal diameter of 50 mm.

Any car that does not meet the necessary safety standards may be refused entry. If excessive noise is detected during the rally, the penalty may include disqualification. In this case, the entry fees will be retained by the organiser. Following the scrutineering, vehicles will be free to move around but must return to the Parc Fermé by **17:45 on Tuesday 19 September 2026**.

1.4 P: PERMITTED ELECTRONIC EQUIPMENT AND ACCESSORIES

All types of electronic or mechanical trip meters and cadence meters are permitted.

All electronic devices for measuring and calculating average speeds and/or distances are permitted on board competing vehicles.

The use of bucket seats or modern safety harnesses in the vehicle, which do not correspond to those of the period, is permitted.

Any electronic device or application enabling the reproduction of the roadbook by creating a digital track corresponding to the rally route is strictly prohibited and will result in the vehicle being immediately withdrawn from the race.

TYRES:

Only tyres approved for road use in France are permitted. All other tyres will be subject to rigorous inspection during technical checks, and their use during the Rally will be subject to the organisers' approval.

Please note: non-compliant tyres may result in disqualification.

LIGHTING SYSTEM:

Due to night-time stages, the fitting of LED bars with a maximum of 4 light sources (per bar) is permitted. The installation must be carried out below a horizontal line defined by the original headlights, in a discreet manner so as not to alter the vehicle's 'historic' appearance. The vehicle must be presented at technical scrutineering with its lighting system installed and operational.

ART.2 - INSURANCE

In accordance with FFSA standard regulations, the organiser has taken out an insurance policy with Cabinet Alain Jourdan Assurances, 37-39 Avenue de Quakenbruck, 61007 Alençon, covering its own civil liability as well as that of competitors, in accordance with Articles R 331-30 and A 331-32 of the French Sports Code. All licence holders are covered by the 'personal accident' insurance taken out by the FFSA with ALLIANZ IARD. The scope of cover is set out on the licence form. Any licence holder may take out optional supplementary insurance directly with ALLIANZ IARD, in addition to the 'personal accident' insurance taken out by the FFSA.

By registering for this rally, each participant acknowledges that they accept full responsibility in the event of an accident occurring during the event. The organisers cannot under any circumstances be held liable for events beyond the control of the infrastructure or staff under their management. In particular, each participant declares that the vehicle and its users are covered by a valid insurance policy at the time of the event, and that all premiums relating to this insurance are up to date. The organisers cannot be held liable for damage to or theft of vehicles during the event, or caused by the application of the required stickers.

ART.3 – COMPETITORS AND DRIVERS

3.1 P: ENTRY APPLICATIONS – REGISTRATION

Anyone wishing to take part in the "Trophée des Alpes" Regularity Rally must send a duly completed entry form to



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the event secretariat at the Rally Competitors' Office: Zoulou Racing Heritage – Rue de Bomal 17, 1315 Glimes, Belgium.

Email: laurence@zoulouracingheritage.com

To be valid, entry applications must be accompanied by payment of the relevant entry fee by the registration deadline (either a deposit or the full amount).

As this is an invitation-only event, the organiser reserves the right to accept or reject any entry application. In such cases, the organiser will notify the applicant within 8 days of receiving their entry via the registration form by email.

By the mere fact of their entry, all crews taking part in the event agree without restriction to the general regulations and the specific rules of the event. Details regarding the co-driver may be provided up to 31 August 2025. A crew member or the car may be replaced up until the administrative checks, subject to the organisers' approval.

Brand or club teams may enter the 'Team' classification until the end of the administrative checks. **A team may consist of between three and five vehicles in the same category.** The winning team will be determined by adding together the results of the top three finishers from each team.

3.2 P: LICENCES

As the Trophée des Alpes is organised under the auspices of the FFSA, participants must hold a licence issued by their national ASN in order to take part. Drivers or crew members who do not hold a valid driver's licence for the current year may obtain a licence known as a '**Titre de Participation Régularité sur Route Ouverte**' from the organiser. These participation certificates must be obtained **by 31 August 2026** via the new digital procedure set up by the FFSA, via the ASA Auto Verte website <https://www.asa-autoverte.fr/> (email: asa.autoverte@gmail.com). A mandatory medical certificate of fitness to drive will be required.

3.3 P: PLATEAU

The maximum number of entrants is set at **100 cars**.

REGISTRATION CLOSES: as soon as the 100-vehicle limit is reached, or by 31 August 2026 at the latest.

3.4 P: ENTRY FEES, 2 CATEGORIES: REGULARITY OR DISCOVERY

Entries are divided into all-male, mixed or all-female crews.

SINGLE PACKAGE: including 4 lunches during the rally + welcome drinks and a cocktail reception at the prize-giving ceremony

Discounted until 30 April 2026: €3,650

Standard rates from 1 May to 31 August 2026: €3,850

Standard entry fees for a crew of 2 people and 1 car include:

- General organisation of the event, sporting and logistical support.
- Obtaining national and local permits.
- Access to the welcome cocktail (15 September – 7.00 pm)
- Access to the Open Bar during scrutineering and at each stage finish (except Stage 3).
- Compulsory insurance covering the organisers' civil liability towards competitors.
- Race equipment (2 numbers for the doors/2 rally plates/competitors' roadbooks).
- A welcome gift for each crew member.
- Hire of the Tripy GPS for timing management.
- Access to the Live Results service on your mobile phone.
- Lunches for the 4 days of racing.
- Access to the Awards Ceremony cocktail reception (19 September – 7.30 pm)

CANCELLATION POLICY:

To be valid, all cancellations must be made in writing (by post or email). In the event of cancellation on your part, given the deposits already paid to the various service providers and the work carried out by the organisers, the refund conditions are as follows:

- For cancellations up to 30 April 2026: a flat-rate deduction of €500 from the entry fee.
- From 1 May 2026 to 31 August 2026: a flat-rate deduction of €1,000 from the entry fee.
- From 1 September 2026: 100% of the entry fee will be retained.

3.5 P: CREWS



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Each crew shall consist of a pilot and a crew member. The crew member must be at least 10 years old.

3.6 P: STARTING ORDER

Starts for Stage 1 will be given in numerical order within each category. The HISTORIC Upper-Mid category will start first, followed by the HISTORIC Lower-Mid category after a 5-minute break, then the DISCOVERY category after a 15-minute break. On subsequent days, the start will be given in the order of the previous day's stage classification within each category.

The deduction of daily 'jokers' will be taken into account for the following day's starting orders.

The starting orders will be communicated to competitors via text message and displayed each day on the official notice board (location TBC). The Rally Director, after reviewing the list of those admitted to take part in the rally, reserves the right to change the starting order. Each day, competitors must make their way to the start area with their rally car from their hotel, half an hour before their scheduled start time.

3.7 P: RACE NUMBERS

Numbers 1 to 20 will be allocated to vehicles classified in the HISTORIC category in the last edition.

The following numbers will be allocated in the order in which entries are received and by average speed category.

3.8 P: ROAD BOOK

Every day, starting from the first stage, the Road Book will be handed out 30 minutes before the competitor's start time. A document detailing the average speeds to be maintained on each ZR will be available on the official noticeboard and on the event's Sportity app approximately 15 days before the event. This table may be amended during the event depending on weather conditions and will be distributed the day before at the Briefing and made available on the event's Sportity app.

3.9 P: DISCOVERY (TOURING)

During each stage of the rally, vehicles entered in the Discovery (Touring) category will be timed in one of the ZR stages in half-day sessions, to allow them to practise regularity driving. The ZR stages to be completed will be announced in the opening notes.

ART.4 - CARS & EQUIPMENT

4.1 P: ELIGIBLE CARS

Date of ^{first} registration, divided into the following groups:

Group 1: from 1946 to 1961

Group 2: 1962 to 1965

Group 3: 1966 to 1970

Group 4: 1971 to 1976

Group 5: 1977 to 1981

Group 6: from 1982 to 1996

4.2 P: MANDATORY AVERAGE SPEEDS

Crews must cover the Regularity Sections at a prescribed average speed according to their category (low average / high average):

- Vehicles from 1946 to 1965 (and with an engine capacity of less than 2 litres): **Low Average**
- Vehicles from 1966 to 1970 (and with an engine capacity of less than 1.8 litres): **Low Average**
- Vehicles from 1971 to 1996: **Upper Average**

For each category, two types of average speeds will be proposed per Regularity Zone:

UNDER NORMAL CONDITIONS:

Low Average: maximum 47 km/h - High Average: maximum 50 km/h.

IN DIFFICULT CONDITIONS ("heavy conditions"):

Low Average: maximum 45 km/h - High Average: maximum 47 km/h.

By default, the 'normal conditions' average speed will be used. If the 'heavy conditions' average speed is applied to one or more Regularity Zones, this will be announced in the opening notes or a marshal will inform the competitor via a bulletin.

The average speed set by the organiser may change several times within the same Regularity Zone. It will depend on the type and condition of the roads used and the regulations in force.

All cars must comply with the Highway Code. The organiser reserves the right to refuse entry to any car that does not meet the



event's criteria.

Vehicles in Groups 1 to 6 will be included in a single HISTORIC overall classification.

Vehicles with an engine capacity of up to 1,300 cm³, regardless of their Group, will have their points in the Special Stages multiplied by a coefficient of 0.80 (with the exception of vehicles with rotary or turbo engines) for time penalties only.

4.3 P: MECHANICAL PROBLEMS

In the event of a breakdown, changing vehicles during the event will be permitted provided the replacement vehicle remains in the same group, and subject to authorisation by the Technical Commissioner and the Stewards' Panel. A penalty of 300 points will be applied.

4.4 P: ASSISTANCE

PERSONAL ASSISTANCE:

The organisers do not take support vehicles into account. During the event, repairs and refuelling are permitted freely outside the regularity zones (ZR). Support vehicles are not permitted at the start of ZRs or within ZRs whilst they are in progress. Failure to comply with these instructions may result in the highest-ranked supported vehicle being disqualified.

SWEEPER CAR:

The organiser provides crews with an assistance service in the form of a recovery vehicle equipped with a trailer and driven by two mechanics. In the event of a breakdown on the route, they will attempt to repair the competitor's vehicle and may then transport it to the nearest garage.

In the event of a major breakdown, the competitor will be permitted to rejoin the rally at the start of the next sector, incurring penalties corresponding to all uncompleted checkpoints. Assistance will also be available every lunchtime at the lunch stop and every evening at the end of the stage.

ART.5 - ADVERTISING

In accordance with the FFSA General Regulations, crews are permitted to display any advertising on their car provided that it:

- Does not contravene the legal provisions in force.
- Does not detract from the historic character of the car.

THE ORGANISATION PROVIDES AND REQUIRES:

- 2 mandatory door panels for race numbers, rectangular in shape, measuring 42 x 65 cm, on which the main partners will be displayed (where possible, these panels will not be cut out)
- 2 mandatory rally plates to be affixed to the front and rear of the vehicle.

Failure to display these during the rally will result in a 100-point penalty and a €100 fine for the first offence, 200 points and a €200 fine for the second offence, and disqualification for the third offence.

Should a competitor not wish to display the optional advertising of the rally's partners, they may opt out by paying a 100% surcharge on the entry fee.

5.1 P: IMAGE RIGHTS

By agreeing to these Rules of the Trophée des Alpes, hereinafter referred to as the Event, any person taking part therein, hereinafter referred to as the Competitor, hereby grants the Organiser, both in their own name and on behalf of their accompanying persons, co-drivers, sponsors, equipment suppliers and/or manufacturers (hereinafter: the Partners), to record, reproduce and display their vehicle, including all its markings, as well as their name, voice, image and/or biography, and to report on their participation in the Event by any means, both for the purpose of promoting the Event and its Organiser and to give them the widest possible coverage, particularly in the media.

By accepting these Event Regulations, the Competitor undertakes to indemnify the Organiser against any claim by their Partners relating to the Organiser's use and reproduction of the trademarks, markings, names, voices, images and/or biographies, as well as any reporting on their participation in the Event. As the very foundation of motor sport, in its personal aspect, is to highlight the results of the Competitors and all those who provide them with services, funding and support, the Organiser shall take the utmost care, and shall freely exercise the right, to generate the widest possible media coverage of the Event, the Competitors and their Partners.

As the very essence of motor sport, in its personal aspect, is to highlight the results of the Competitors and all those who provide them with services, funding and support, the Organiser shall take the utmost care, and shall freely exercise the right, to generate the widest possible media coverage of the Event, the Competitors and their Partners. The Organiser shall therefore not be held liable for this, unless expressly requested in advance by a Competitor and/or their Partner(s) who wish to preserve their anonymity.

Competitors and/or their Partners who wish to produce images and other recordings of the Event for their own personal use must notify the Organiser in good time and submit the resulting recordings, together with the intended purpose of their use, to the Organiser for prior approval. The Organiser shall have the right to object to any use that would be contrary to the promotion of the Event or exceed the legal limits of freedom of expression.

By agreeing to these Event Rules, Competitors also acknowledge that all intellectual property rights (copyright, trade mark rights, etc.) attached to the images, texts and other recordings of the Event, its Competitors and/or their Partners are or become the exclusive property of the Organiser and/or their authors provided that the latter have acted with the Organiser's consent and/or at the Organiser's request. They therefore undertake not to make any use of them other than strictly private use, or to reproduce them for any purpose whatsoever.

Any breach of the rights and obligations set out above may be subject to legal proceedings initiated by the Organiser and/or the authors of the texts, images and other recordings or comments relating to the Event, its Competitors and their Partners, in particular on the basis of the legal provisions (Articles L.335-2 and L.335-3 of the Intellectual Property Code) defining acts of infringement or, conversely, legal claims by the Organiser on the grounds of unfair competition, this list being by no means exhaustive.

ART.6 – VENUES AND INFRASTRUCTURE

6.1 P: DESCRIPTION OF THE ROUTE

The 2026 route will be divided into 4 stages.

As the route must remain secret, reconnaissance is prohibited. Possession of paper or digital notes other than those provided by the organisers will result in disqualification.

Competitors must follow the entire route. The Tripy GPS device, fitted to each vehicle, is used to monitor compliance with the official route at all times. The organisers may access it at any time for verification purposes. Failure to follow the route on the connecting stages and within the special stages will result in a penalty of 150 points for each confirmed infringement.

Competitors may use average speed tables.

6.2 P: CONTROL BOOK

Each crew will receive a control book. The crew is solely responsible for their control book and the accuracy of the entries. The control book must be available for inspection on request, particularly at all checkpoints where it must be presented by a crew member for stamping. Unless approved by the relevant marshal, any correction or alteration made to the control book will result in disqualification. The absence of a stamp or mark from any control point, or the submission of the control book at control points in the incorrect order, will result in a penalty.

The time allocated to cover the distance between two consecutive time controls will be shown in the control book. The loss of the day's control book will result in a penalty of 60 points.

6.3 P: TRAFFIC

Throughout the rally, crews must strictly comply with the traffic regulations in France and the speed limits specified in the road book; any speeding offences may be checked daily by the Gendarmerie and by reading the Tripy data.

At the entrance to each residential area or area deemed 'high-risk', a box in the road book will indicate '**Speed Camera Zone**' and the maximum speed authorised by the organisers. Any exceeding of this speed will trigger an alert to Race Control via the Tripy, and penalties may be applied.

The road book indicates the entry point to this zone where the speed is limited. From there, you must adhere to the maximum speed indicated until the exit point of this zone. Only the information contained in the road book is binding. All information displayed on the Tripy device is for information purposes only.

If a 'Radar Zone' occurs within a Regularity Zone, no time measurements will be taken from 100 metres before the start of this zone, within the zone itself, and up to 300 metres after the end of the zone. The average speed within a 'Radar Zone' will always be lower than the maximum speed for the 'Radar Zone'.

Outside "Radar Zones", the Tripy will carry out continuous radar speed monitoring to ensure you comply with the maximum speeds indicated throughout the route, in accordance with the Highway Code.

In the event of an offence (exceeding the speed limit by more than 5 km/h) detected by the Tripy within the zones marked 'radar' on the road book or elsewhere, the following penalties will be applied each day.

Speeding by 0 to 5 km/h	Speeding by 6 to 15 km/h	Speeding by more than 15 km/h
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1st offence: 0 points	1st offence: 30 points	1st offence: 100 points
2 nd offence: 0 points	2 nd offence: 50 points	2 nd offence: 200 points
3rd offence: 0 points	3rd offence: 100 points	3^e offence: disqualification

In each average speed category: any time that is more than 10% slower than the average set by the organiser will result in a penalty, which may include disqualification.

It is also forbidden for the crew, on pain of a penalty that may result in disqualification:

- Intentionally blocking the way or preventing overtaking.
- Behave in an unsportsmanlike manner or in a way contrary to both the spirit and image of the rally.
- All officials of the event, with the exception of the Steward, are considered to be judges of fact and are authorised to observe any type of infringement.
- Any unfair, improper or fraudulent manoeuvre undertaken by a crew, as well as failure to assist a person involved in an accident, will be judged by the Panel of Stewards, who may impose a penalty ranging up to disqualification.

ART.7 – CONDUCT OF THE RALLY

7.1 P: STARTS AND FINISHES

AT THE START:

The start time will be indicated in each crew's road book. Any delay attributable to the crews in presenting themselves at the start of the event or a stage will result in a penalty of 1 point per minute (maximum: 30 points). If the delay exceeds 30 minutes, the crews may be refused permission to start.

The route of the event will be divided into 4 stages. These are themselves broken down into several sectors of different types:

Connecting sector: section of the route between two time controls. The time allowed to cover this section will take into account any traffic difficulties and should encourage caution.

Constant speed section: a section of the route starting from a time control or a self-start, to be covered within a set time corresponding to an average speed of less than 50 km/h. If a residential area is located within a constant speed section, the section must be completed at an average speed lower than the speed limit set by the Highway Code.

Time checks (intermediate checkpoints) will not be indicated in the road book, and lap times will be recorded automatically by the Tripy. In each Regularity Zone, the first intermediate checkpoint will be at least 600 m after the start; subsequent checkpoints may be located at any point within the zone, up to its end. For safety reasons, there will be no intermediate time checks within 300 m of a speed camera zone or a stop sign.

AT THE FINISH:

Each stage finish will be marked by a CH at the finish podium where competitors will be welcomed.

7.2 P: GENERAL PROVISIONS RELATING TO CHECKS

The official rally time will be the TRIPY R GPS time.

All controls, i.e. time controls, passage controls and starts of Regularity Zones, are indicated by standardised symbols approved by the FIA.

Control posts will begin operating at least 15 minutes before the ideal time of passage of the first competing car. Except in cases of force majeure, they will cease operations 15 minutes after the ideal time of passage of the last competitor. Crews are required to follow the instructions of any road marshal in charge of a control post.

7.3 P: CHECKPOINTS (CP)

Passage controls are either secret or open checks, designed to verify that competitors are following the route. At these checks, the marshals on duty must simply stamp and/or sign the control book as soon as it is presented to them by the crew, but without mentioning the time of passage. The absence of a stamp or mark at any passage control will result in a penalty of 150 points.

7.4 P: TIME CHECKS (CH)

Time controls are non-secret controls marking the boundary of a liaison section where competitors are required to adhere to a specified time limit.



At these checkpoints, the marshals on duty will note the time of presentation by a crew member in the logbook. The crew must wait for their ideal time before the Yellow sign indicating the entrance to the checkpoint zone.

The ideal check-in time is that obtained by adding the time allowed to cover the liaison sector to the start time of that sector.

The crew incurs no penalty for being early if the time the car enters the control zone corresponds to the ideal check-in minute.

EXAMPLE:

A crew due to check in at 18:58 will be considered on time if they arrive between 18:58'00" and 18:58'59".

On the liaison stages, to avoid taking unnecessary risks on open roads should they encounter a technical problem, competitors will be granted a 30-minute time allowance per day.

Any difference between the actual time and the target time at a checkpoint will be penalised as follows:

- **For any delay:** 1 point per minute or fraction of a minute, up to a maximum of 30 points.
- **For any early arrival:** 2 points per minute or fraction of a minute, up to a maximum of 60 points.
- **Failure to present a time control stamp or arrival** after the maximum permitted time: 150 points.
- Maximum time allowed per stage: 30 minutes.

At certain CHs, at the lunch arrival time control, at the end-of-stage control, and at time controls marked 'P.A.A.' in the control book, crews may check in early without incurring a penalty (P.A.A.).

7.5 P: CONTROL POINT AT THE START OF THE REGULARITY ZONE (DZR)

These checks will be located either directly at the start of the stage in the morning or at midday, or at the end of a liaison section. In this case, a time of 2 minutes will be allocated between the end-of-liaison checkpoint and the start of the regularity section. At the start of a regularity zone, the route marshal in charge of this post will enter the start time of this regularity zone in the time card, **which will correspond to the start time for the next liaison sector, and will then give the start to the crew at the time recorded in the time card.**

7.5.1 P: 'SELF START' DEPARTURE PROCEDURE

The Timing sheet in the Road Book and your time card indicate a recommended time limit for travelling from the start of a ZR or a CH to a 'self start'.

This time is provided for guidance only, as 'Self Starts' are not subject to a CH. Consequently, you may start the 'Self Start' earlier or later than the time indicated in your logbook without incurring a penalty; the only requirement is to start at 'minute zero' (minute + 00 seconds).

EXAMPLE:

- Start time of the last ZR covered: **14:02:00**
- Estimated time allowed to reach the Self Start: **1h05'00"**
- Theoretical start time at the Self Start: **15:07:00**

You can theoretically use any 'zero minute' before or after this time, for example:

15:05:00–15:06:00 or **15:08:00–15:09:00–15:10:00–** etc.

7.6 P: MISSING CHECKS AND CONDITIONS FOR REMAINING IN THE RACE

For any missing CP, a penalty of 150 points will be applied.

If a crew withdraws from the rally at any time, for whatever reason, they may resume the event at the start of the next stage, incurring all penalties specified in these regulations for any checkpoints they have not completed (CH, CP, ZR not started).

To be permitted to restart a stage, competitors must report to the start line 30 minutes before the scheduled start time of the last competitor and hand over the logbook for the last stage they completed to the stage marshal. They will be permitted to restart if their vehicle still meets the safety standards required by the technical regulations. The competitor's starting order will then be at the discretion of the stage marshal.

7.7 P: PROCEDURE FOR REGULARITY SECTIONS

Regularity sections are stretches of 'open' roads, not reserved for exclusive use; the utmost caution is advised with regard to other road users and, even more so, when passing through villages.

Similarly, losing time on a sector due to obstruction caused by another road user, or whilst overtaking another competitor, or whilst momentarily 'stuck' in the middle of the road, will be considered a 'race incident', resulting in no adjustment to the competitor's times.

The minimum length of a Regularity Zone is 3 kilometres. The start of regularity zones will be signalled either by a marshal or via a

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Self Start.

A classification based on the times recorded by the crews will be established as follows:

- For every tenth of a second below the ideal time: 0.2 penalty points.
- For every tenth of a second above the ideal time: 0.1 penalty points.

At each timing point, there will be a tolerance of 5 tenths of a second behind or ahead of the ideal time at each checkpoint.

Other penalties:

- maximum penalty per timing point: 25 points
- missed timing point: 30 points
- maximum penalty per Regularity Zone: 120 points
- Regularity Zone not started: 150 points

All penalties, including maximum penalties, will be doubled by the organiser during the final Regularity Zone of the event, or for any Regularity Zone designated as a Power ZR. For the DISCOVERY category, there are no Power ZRs.

On each Regularity Zone, the first intermediate finish will be at least **600 m** after the start; subsequent ones may be at any point within the zone, up to its end. For safety reasons, there will be no intermediate timing within 300 m of a radar zone or a stop at a Stop sign. All intermediate finish points in the ZR will be counted towards the classification, with the exception of '**Jokers**' per day. Early check-ins and missed finishes will be excluded from the Jokers.

Number of 'Jokers' per stage (day):

- Stage 1: 3 jokers
- Stage 2: 3 jokers
- Stage 3: 3 jokers
- Stage 4: 3 jokers

In the event of an accident involving a third party, you are liable; you must stop to complete an accident report, even in the Z.R., or risk being disqualified.

7.8 P: INTERRUPTION OF A REGULARITY SECTION

If a regularity section is blocked by a competitor or another road user: the incident will be considered a 'race incident' which will not result in any points being deducted.

If the running of a regularity stage is definitively halted before the last competitor has passed through, due to an event external to the race, a classification may still be produced for competitors who were unable to complete this section under normal racing conditions. Competitors who have been blocked will be awarded points corresponding to the average of their times recorded in the three previous Regularity Zones completed under normal racing conditions.

7.9 P: CLOSED PARK

Cars will be in parc fermé on Tuesday 15 September 2026 immediately after scrutineering at 17:45. Each evening at the stage, there is a secure parc fermé (not compulsory) for the night; competitors are free to take their cars to their hotels after checking in at the end-of-stage control centre.

ART.8 – PROTESTS

In accordance with Article 9.2 of the FFSA General Regulations, no protests are admissible in rallies taking place on public roads. If you encounter a sporting issue during a stage, you must report it **to the Competitor Relations Officer or an official** using the form (Inquiry Form) found at the end of each road book, to be handed in upon your arrival at the midday or end-of-stage service park or within 30 minutes of your arrival.

ART.9 – CLASSIFICATION

Classifications will be determined by adding the points obtained at the various checkpoints to any other penalties.

A general HISTORIC classification will be established for Groups 1 to 6 and a separate INTEGRALE classification for Group 7 (four-wheel-drive vehicles).

The crew with the lowest total points will be declared the winner.

In the event of a tie, crews may be ranked by engine capacity and the age of the vehicles.



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1. the lowest engine capacity
2. the oldest car

ART.10 - TROPHIES AND PRIZES

Each team completing the rally will be presented **with a 'Finisher Trophy'** as they take to the final podium of the event. The prize-giving ceremony and cocktail reception will take place at Brasserie l'Aquarium on 19 September 2026 from 7.30 pm (included in the entry fee for the two-person team and optional for others).

You may invite guests from your audience or circle of friends to this event for a fee of €80 per person. Places are subject to availability and must be booked before the administrative checks close at 5.00 pm on Tuesday 15 September.

10.1 P: Prize-giving

- 2 trophies for the top 3 in the **'HISTORIC'** overall classification.
- 2 trophies for the top 3 crews in the **"HISTORIC LOW-MID"** category.
- 3 prizes for the top **"TEAM"**.
- Special **"PARTNERS"** prizes for the SPECIAL PRIZES awarded by the organisers.



APPENDIX 1

SUMMARY TABLE OF INFRINGEMENTS AND PENALTIES

Summary of penalties	Article No.	Disqualification	Penalty points	Financial penalty	Penalty at the stewards' discretion
Failure to present the required documents during checks	1.2 P				Refusal to start and forfeiture of entry rights
Vehicle not compliant with checks	1.3 P				Refusal to start and loss of entry rights
Excessive noise	1.3 P	Up to			
Non-compliant tyres	1.4 P	Up to			
Equipment or application enabling the creation and/or reading of a digital track of the rally	1.4 P	X			
Change of vehicle during the rally	4.3 P		300		
Breach of regarding assistance	4.4P	X			
Lack of organiser's advertising 1st infringement 2 ^e offence 3rd offence	5 P	X	100 200	€100 €200	
Failure to follow the official route	6.1 P		150		
Possession of notes other than those provided by the organisers	6.1 P	X			
Speeding 1st offence 2nd offence 3rd offence	6.3 P	X	see table Art. 6.3 P		
Correction of logbook inspection log	6.2 P	X			
Loss of logbook	6.2 P		60		
Repeated feed in ZR	6.3 P	Up to			
Unfair, unsportsmanlike conduct damaging the image of the rally		Up to			
Missing CP	7.3 P		150		
Per minute's lead at the SS	7.4 P		2		Maximum 60 points
Per minute behind at the CH	7.4 P		1		Maximum 30 points
No visa at the CH	7.6 P		150		
Failure to leave a regularity zone	7.7 P		150		
For every 1/10 of a second late at a timing point (exceeding the 0.5-second tolerance)	7.7 P		0.1		Maximum 25 points
For every 1/10 of a second ahead of a time check (above the 0.5-second tolerance)	7.7 P		0.2		Maximum 25 points
For each missing time check	7.7 P		30		
Maximum penalty for a Regularity Zone	7.7 P		120		

Annexe Tripy

Appareil GPS de contrôle et de chronométrage « Tripy-R »

DESRIPTIF DU GPS Tripy-R

Durant les contrôles techniques, votre véhicule devra être équipé d'un système GPS de marque TRIPY, qui contrôlera en permanence votre parcours, votre vitesse et qui enregistrera les points de chronométrage.

Ce système est composé de :

1. un GPS TRIPY-R (largeur: 12 cm; hauteur: 8 cm; profondeur avec velcro: maximum 3 cm)
2. un câble d'alimentation pour raccorder le Tripy-R au câble d'alimentation de votre véhicule (longueur : environ 2m)
3. quatre morceaux de velcro de fixation permettant de coller le Tripy-R au pare-brise.



Pendant les contrôles techniques, le GPS Tripy-R, sera posé et vérifié par un technicien.

INSTALLATION DANS LE VEHICULE

Installation du câble d'alimentation électrique par vos soins :

Vous devrez équiper votre véhicule d'un câble d'alimentation électrique qui permettra d'alimenter le GPS Tripy-R. Ce câble d'alimentation électrique (6V ou 12V) doit être branché en direct de la batterie du véhicule sans passer par un coupe circuit afin de fournir une alimentation permanente 24/7. Le câble doit avoir les caractéristiques suivantes:

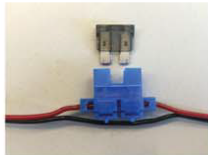
- La connexion d'alimentation que vous fournissez devra être réalisée à l'aide d'un câble composé de deux conducteurs d'une section d'environ 1 mm².
- Le pôle positif (+) sera différencié par un conducteur rouge et devra être protégé par un fusible de minimum 1 Ampère installé au plus proche du départ batterie. Nous vous conseillons un porte fusible automobile comme sur la photo ci-dessous (éviter les fusibles tubulaire en verre qui sont peu fiable).
- Votre câble d'alimentation arrivera dans l'habitacle à proximité immédiate du pare-brise côté co-pilote où sera installé Tripy-R à l'aide d'un velcro.
- A son extrémité côté habitacle, votre câble d'alimentation devra être équipé d'un connecteur mâle en T équipé de deux cosses plate femelle 6,3mm (description ci-après)
 - Connecteur de marque Würth composé d'un boîtier mâle en T en plastique blanc et de deux cosses plates femelles 6,3mm X 8mm.
 - Boîtier plastique mâle : Würth ref 0555 100 23
 - Cosses plates femelle 6,3mm avec ergot : Würth ref 0558 991 7
- Attention de bien respecter la position du positif et du négatif sur le connecteur comme indiqué sur la photo ci-dessous.



Boîtier mâle /
Male housing



Cosses femelle /
Female blades



Porte fusible automobile /
Automotive fuse holder

Appendix Tripy

Control and Time keeping GPS device « Tripy-R »

GPS DESCRIPTION

During scrutineering, your vehicle shall be equipped with a TRIPY GPS, which permanently checks your itinerary, checks your speed and accurately records the time at checkpoints.

This system is composed of:

1. a TRIPY-R GPS device (width: 12 cm; height: 8 cm; depth including scratch: approx. 3 cm)
2. a power cable to connect Tripy-R device to the power cable of your vehicle (cable length : approx 2m)
3. Four pieces of scratch to stick the Tripy-R to the windshield



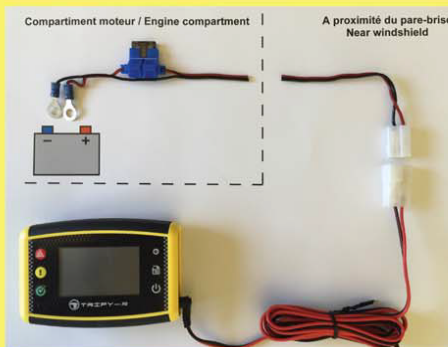
During technical inspection, the Tripy-R GPS device will be installed & checked by a technician.

VEHICLE ARRANGEMENT

Installing electrical power supply cable through your care:

Fit your vehicle with an electrical cable in order to supply the Tripy-R GPS system. This electrical cable (6V or 12V) must be connected directly from the vehicle's battery in order to provide a continuous power supply (24/7). The cable must comply to the following technical specifications:

- The power supply connection you must provide will be made with a cable consisting out of two conductors with an approx 1 mm² section.
- The positive + (indicated by a red conductor) must be protected by a 1 Ampere fuse installed as near as possible from the battery. We advice you to use quality automotive fuse (avoid tubular glass fuses that are unreliable)
- Your power cable must arrive in the cockpit, near the windscreen, co-pilot side, where the Tripy-R GPS will be installed using scratch.
- In the cabin, the end of your power cable must be terminated with two 6,3 mm female blades connectors (connector technical description here below).
 - Würth connector composed of two parts : a white male « T » connector housing and two female 6,3mm blades connector of 6,3mm
 - White T connector housing : Würth ref 0555 100 23
 - Female blade connector of 6,3mm : Würth ref 0558 991 7
- Please take care to place positive wire at the right position in the connector as shown on picture below.



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APPENDIX 2

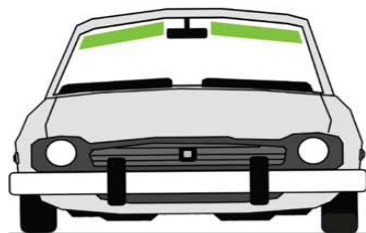
Vous pouvez trouver ces connecteurs dans les boutiques Würth outillage (souvent avec des quantités minimum de 10 pièces).

Le connecteur est également disponible à la pièce chez AES (<https://www.autoelectricsupplies.fr>) sous la référence 050107 (paire de boîtiers plastique mâle et femelle) et 050203 (cosses femelles à sertir 6,3mm avec ergot).

Cette alimentation doit être **PERMANENTE, 24H sur 24H**, pendant toute la durée du rallye, y compris dans les parcs fermés. La consommation du GPS Tripy-R est très faible et ne risque pas de décharger la batterie du véhicule.

Position du GPS Tripy-R dans le véhicule :

- Lors de la pose du GPS Tripy-R, le technicien positionnera l'appareil dans la bande supérieure du pare-brise de votre véhicule comme illustré ci-dessous. Vous pourrez choisir l'emplacement qui vous convient le mieux à l'intérieur de cette zone. Aucun autre emplacement n'est autorisé (vide poche, vitres latérale etc...).



- La face arrière du GPS Tripy-R doit obligatoirement se trouver contre le pare-brise (la face avant avec l'écran vers le pilote/co-pilote).
- Aucun autre équipement électronique ne peut se trouver à moins de 50cm du GPS Tripy-R.
- Le câble d'alimentation du Tripy-R (2m de long) sera connecté à l'une de ses extrémités au câble d'alimentation permanente que vous aurez préparé (comme expliqué précédemment) et à l'autre extrémité dans le GPS Tripy-R (côté droit comme illustré sur la photo en première page). Vous devez donc prévoir de quoi fixer ce câble afin qu'il ne pende pas et qu'il ne vous gêne pas.

Une fois le matériel installé et testé :

Une fois le matériel totalement installé par le technicien Tripy, il ne peut en aucun cas être débranché ni quitter le véhicule ni être déplacé, et ce, jusqu'à l'arrivée finale. L'organisateur étant susceptible de réaliser des communications radio avec les équipements Tripy-R de jour comme de nuit, si un véhicule ne répond pas et que l'on se rend compte que c'est parce que le matériel Tripy-R a été débranché ou retiré du véhicule, ou mal alimenté, le concurrent sera pénalisé.

CAUTIONNEMENT / RESTITUTION

Durant les contrôles administratifs, nous vous demanderons de remplir un document de caution garantissant la restitution du système GPS à la fin du Rallye.

Le montant du cautionnement est de 500 €.

A la fin de l'épreuve, le système GPS Tripy-R et son câble d'alimentation devront être restitués aux techniciens Tripy ou aux relations concurrents. En cas d'abandon en cours d'épreuve, le système GPS Tripy-R pourra être restitué aux Relations Concurrents présents dans les Parcs Fermés de début et de fin d'étape. Dans tous les cas, la restitution du système GPS devra être effectuée à l'organisateur au plus tard 5 jours après la fin de l'épreuve. Au terme de ce délai, le matériel sera considéré comme non remis et fera l'objet d'une facturation dans les conditions définies ci-dessus.

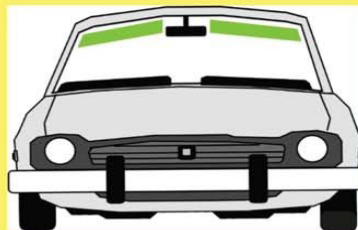
You can find these connectors in Würth tooling shops (often with minimum order quantities of 10 units).

This connector is also available by one unit at AES (<https://www.autoelectricsupplies.com>) - reference 050107 (kit of male + female plastic housing) + reference 050203 (female blades 6,3mm).

This power supply must be **PERMANENT, 24 h/day**, for the duration of the whole rally, including when the vehicle resides in the Parc Fermé at the end of the stages. Tripy-R GPS consumption is very low and is not likely to discharge the vehicle battery.

Locating the Tripy-R GPS inside the vehicle :

- When installing the Tripy-R GPS, the technician will place the device in the upper area of the windshield (allowed area shown in green in the picture below). Inside this allowed area, you can choose the location that suits you best. No other location is allowed (stowage compartment, side windows etc ...).



- The rear side of the Tripy-R GPS must be positioned on the windscreen (the front side with the LCD screen toward the driver / co-driver).
- No other electronic equipment can be within 50cm of the Tripy-R GPS.
- The Tripy-R power cable (length =2m) will be connected to the permanent power cable you have prepared (as explained above) and to the other end on the Tripy-R GPS (right side as shown on the photo on the first page). You must therefore foresee something to hook the cable on the windshield post so that it does not risk hanging and disrupting you during the rally.

Once the GPS system has been installed and tested:

Once the Tripy-R GPS system has been completely installed and tested by the technician, it may not be disconnected, may not be relocated in the vehicle and may not be taken away from the car until after the arrival of the final leg. The organizer must be able to communicate by radio with the Tripy-R equipment during day and night. Whenever a vehicle does not respond because the Tripy system was disconnected or removed from the car, or incorrectly powered, the competitor will be penalized.

DEPOSIT / RESTITUTION

During administrative checks, we will ask you to fill in a deposit form to guarantee restitution of the Tripy GPS system at the end of the Rally.

The amount of the deposit is 500 €.

The Tripy-R GPS system and his power cable must be returned to Tripy or to the competitor's relation officers at the end of the Rally. Upon withdrawals during the Rally, the GPS system may be returned to the Competitor's Relation Officers who are in the Parc Fermé at the beginning and the end of each leg. Under all circumstances, the return of the GPS system must be made to the organizer not later than 5 days after the end of the Rally. At the end of this period, the equipment shall be considered as « not returned » and shall be invoiced according to the above-mentioned conditions.

MEDICAL CERTIFICATE

“no medical conditions preventing driving”

French or foreign competitors who do not hold a valid competition or regularity licence for the year 2026 issued by their motor sport association may apply to the organisers for an “Event Entry Permit”.

This entry certificate must be obtained in advance from L’ASA Auto Verte (<https://www.asa-autoverte.fr/trophee-des-alpes-2026>)

To obtain this entry certificate, valid for the duration of the event, they must provide a medical certificate signed by a doctor of their choice or the standard medical certificate below:

I, the undersigned

Doctor

Practising at:

Certify that I have examined Mr

Who has no medical conditions that would prevent them from driving.

Done at:

On:/...../.....



Doctor’s signature and stamp



TROPHÉE DES ALPES

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