RALLYE NEIGE ET GLACE
THE MOST SPORTING OF THE WINTER EVENTS

EDITORIAL

From20 to 24 February 2027, the **Snow and Ice Rally** will be building on its core strengths for its 72nd edition – the very elements that have shaped the history and reputation of the sportiest of winter events. For this 23rd regularity rally, now organised by **Zoulou Racing Heritage**, several new features will once again be on the agenda. Malbuisson will remain the operational base. From start to finish, this charming village in the Doubs will serve as the true base camp for the Rallye Neige et Glace by Zoulou for five days. Other innovations introduced over the last two years will be retained and improved, such as the marathon stage finishing at night, as well as a Power ZR stage to round off the event at the end of its fourth and final stage. A 'Drivers Club', reserved for registered crews, as well as accredited press and event partners, will further emphasise the friendly atmosphere of this Snow and Ice Rally, widely recognised as the most personable event of the early season.

Franche-Comté, France's 'little Siberia', offers everything needed to host this extraordinary event. In the regularity category, **the Integrale** (4x4) and **Historic** classes will this time compete in a night-time qualifying stage to ensure a fairer starting order for Saturday's races. This will be followed by four genuinely competitive stages, both by day... and by night, set out along steep forest tracks on the Swiss border, in the Haut-Doubs and the Doubs. Snow, ice and slippery conditions will, we hope, feature on the programme for this event, which strikes the perfect balance between competitive regularity, the joy of driving and a warm, friendly atmosphere centred around a single venue renowned for its charm, comfort and fine dining: the Hôtel Le Lac.

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 without timing, except for one ZR segment per half-day, with the sole aim of enjoying the drive through fabulous scenery. At your own pace, you'll enjoy a unique experience as you learn to drive with consistency on the snow-covered back roads of the Doubs and the Jura!

On behalf of the organising team, we wish you a wonderful time.

ZOULOU RACING HERITAGE

A passion for motoring

Philippe Janssens & Nicolas Prieur
Organisers

RALLYE NEIGE ET GLACE
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PROGRAMME

SEPTEMBER 2026 > JANUARY 2027

FROM 1 SEPTEMBER TO 15 NOVEMBER 2026

- Registration opens with reduced entry fees.
- 'Rookie Sponsor' promotion and 'Juniors' promotion.

FROM 16 NOVEMBER 2026 TO 31 JANUARY 2027

- Registration for full-fee entries opens

FEBRUARY 2027

SATURDAY 20 FEB
ADMINISTRATIVE CHECKS
08:00 – Checks – Maison du Temps Libre in Malbuisson

TECHNICAL INSPECTIONS
08:30 – 16:30 – École Intercommunale Montperreux in Malbuisson.
Following the technical inspections, vehicles must return to **the Parc Fermé by 16:45 at the latest**.

GENERAL BRIEFING BY THE RACE DIRECTORATE **(COMPULSORY)**
17:00 – Maison du Temps Libre in Malbuisson

A briefing will be held every evening at 7.30 pm in Malbuisson to outline the following day's stage (except on Tuesday 23 February, when an electronic briefing will be posted on the noticeboard).

PROLOGUE
6.00 pm – The first crew sets off from the starting podium in Malbuisson (in order of start numbers)
7.00 pm – Dinner – Prologue *

SUNDAY 21/02 – STAGE 1: Malbuisson–Les Fins–Malbuisson
09:00 – First start – Malbuisson starting podium (Parc Fermé)
12:00 – Lunch at the Au Cœur des Faims restaurant (Les Fins)
20:30 – Dinner – Restaurant at the Hôtel Le Lac*

MONDAY 22/02 – STAGE 2: Malbuisson–Les Molunes–Malbuisson
08:30 – First start – Malbuisson starting podium (Closed Park)
12:00 – Lunch at Le Pré Fillet (Septmoncel-les-Molunes)
20:30 – Dinner – Restaurant at the Hôtel Le Lac*

TUESDAY 23/02 – STAGE 3: Malbuisson–Les Fins–Malans–Malbuisson
08:30 – First start – Malbuisson starting podium (Closed Park)
12:00 – Lunch at Les Perces Neige (Bonnetage)
18:30 – Rally snack in Malans*

WEDNESDAY 24/02 – STAGE 4
09:00 – First start – Malbuisson start podium (Closed Park)
12:00 – Lunch at the Auberge de Remoray (Remoray)
15:00 – Podium ceremony – Parc Fermé
19:30 – Announcement of results & prize-giving – Maison du Temps Libre in Malbuisson
21:00 – Closing dinner – Restaurant Hôtel Le Lac*
23:00 – Closing party – Maison du Temps Libre (Malbuisson)

(*) Included in Package 1 'All In' – optional for others (see entry form).

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 '72nd Snow and Ice Rally'. It takes place over 5 days in 4 stages. It is open to all vehicles manufactured up to 31 December 1998 (model year).

THIS RALLY WILL BE CONDUCTED IN ACCORDANCE WITH:

- the FIA International Sporting Code
- these regulations and any Addenda thereto
- 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 administrative checks must be signed by the Stewards. Participants must acknowledge receipt by signing, unless this is physically impossible whilst the rally is in progress.

The Organisers undertake to comply with all regulations applicable to the planned event, in particular Title [1] of the general regulations laid down by the FFSA.

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**: Competitor relations, Communications & sporting mattersphilippe@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' Panel: Laurène SCHMIT – Licence No. 254101 – ASA 0733
Competitor Liaison: Nicolas PRIEUR – Licence No. 110078 – ASA 0733
Technical Commissioner: Denis BETHOUX – Licence No. 13978 – ASA 1609
Results Service: José BAILLY – JB Time Concept
Timekeeping: TRIPY
Course Marking and Opening Managers: Bjorn and Jens VANOVERSCHELDE – JBREvents

1.2 P.: ADMINISTRATIVE CHECKS

Administrative checks will take place on Saturday 20 February 2027 (from 08:00). Each competitor will receive a notification by email. The timetable will also be available on our website. The entire crew 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.
- **2027 licence**. All crew members must hold either a valid licence for the rally in question or a licence to participate in open-road regularity events. For foreign nationals from the European Union: either a National Competitor's Driving Licence or a National Regularity Competitor's Driving 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 €67 (see Article 3.2P or the procedure on our website before [1] February 2027).

- **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; failure to provide the original documents will result in refusal to start.**

1.3 P: TECHNICAL INSPECTIONS

Technical inspections will take place on Saturday 20 February 2027 from 8.30 am to 4.30 pm at the École Intercommunale Montperreux in Malbuisson.

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 a 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 failing to meet adequate safety standards may be refused entry. If excessive noise is detected during the rally, the penalty may extend to disqualification. In this case, the entry fees will be retained by the organiser. Once scrutineering is complete, vehicles will be free to move about but must return to the Parc Fermé **by 4.45 pm on Saturday 20 February**.

1.4 P: PERMITTED ELECTRONIC EQUIPMENT AND ACCESSORIES

All types of electronic or mechanical trip meters and cadence counters are permitted.
All electronic devices for measuring and calculating average speeds and/or distances are permitted on board vehicles during the race.
The presence in the vehicle of bucket seats or modern safety harnesses, which do not correspond to those of the period, is permitted.

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

TYRES:

Competitors must affix the regulation sticker to the rear of their vehicle indicating that they are fitted with studded tyres (supplied by the organisers).

The diameter and width of the tyres are unrestricted compared to the original model.

Only tyres compliant with road use regulations in France (Montagne 2 Act) 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.

Only studs complying with the following standards are permitted:

- Minimum distance between two stud collars: 3.5 mm.
- Maximum permitted protrusion on a new tyre: 1.8 mm.
- The number of studs must be between 100 and 150 per tyre, regardless of the tyre size, in accordance with the Highway Code; tyres fitted to the car and those in support vehicles must be marked during scrutineering.
- There must be no studs in the central third of the tread.
- 'Screwed-in' studs are prohibited: only 'injected' studs are permitted.
- At any time during the rally, the number of spare wheels must be a minimum of 1 and a maximum of 2.

Please note: non-compliance with tyre regulations may result in disqualification.

LIGHTING SYSTEM:

For stages contested at night (Prologue and Stage 3), any additional 'LED bar' lighting is prohibited, regardless of size or location. LED bulbs are permitted in the original headlight units. Additional round 'LED' headlights are permitted.

The vehicle must be presented at technical scrutineering with its lighting system fitted and in working order.

1.5 P: OFFICIAL RESULTS

The official results for the event will be published exclusively on the SPORTITY app.
There will be no physical display.

ART.2 – INSURANCE

In accordance with standard FFSA 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 Sports Code. All licence holders are covered by the 'personal accident' insurance taken out by the FFSA with AON. The scope of cover is set out on the licence form. Any licence holder may take out optional additional insurance directly with AON to supplement the 'personal accident' insurance provided by the FFSA.

By registering for this rally, each participant acknowledges that they assume 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 any damage to or theft of vehicles occurring during the event, or caused by the fitting of the compulsory stickers.

ART.3 – COMPETITORS AND DRIVERS

3.1 P: ENTRY APPLICATIONS – REGISTRATION

Anyone wishing to take part in the 'Neige et Glace' Regularity Rally must submit a duly completed entry form to the event secretariat via the Zoulou Racing Heritage website https://www.zoulouracingheritage.com/rallye-neige-et-glace/inscriptions-ng-2027 Rally Competitors' Department: Zoulou Racing Heritage – Rue de Bomal 17, 1315 Glimes, Belgium. Email: laurence@zoulouracingheritage.com

To be valid, entry forms must be accompanied by payment of the relevant entry fees 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 email using the registration form.

By the mere act of entering, any crew taking part in the event agrees without reservation to comply with the general regulations and the specific rules of the event. Details regarding the co-driver may be provided up to 31 January 2027. A crew member or the car may be replaced up until the time of the administrative checks, subject to the organisers' approval.

Manufacturer 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 the combined results of the top three finishers from each team.

3.2 P: LICENCES

As the Snow and Ice Rally is held under the auspices of the FFSA, participants must hold a licence issued by their national ASN in order to take part. Drivers or co-drivers 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 before 1 February 2027 via the new digital procedure introduced by the FFSA, via the ASA Auto Verte website https://www.asa-autoverte.fr/ (email: asa.autoverte@gmail.com). A medical certificate confirming 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 figure of 100 vehicles is reached or by 31 January 2027 at the latest.

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

Entries are divided into 100% male, mixed or female crews and are split into 2 packages.

PACKAGE 1: including hotel accommodation and evening meals + 4 lunches during the rally + Awards Ceremony and cocktail reception
Discounted until 15 November 2026: €4,500 incl. VAT
Standard rates from 16 November 2026 to 31 January 2027: €4,700 incl. VAT

PACKAGE 2: including 4 lunches during the rally

Discounted until 15 November 2026: €2,900 incl. VAT
Standard rates from 16 November 2026 to 31 January 2027: €3,100 incl. VAT

The standard entry fees for a crew of 2 people and 1 car under **PACKAGE 1** and **PACKAGE 2** include:

- The general organisation of the event, including sporting and logistical support.
- Obtaining national and local permits.
- Access to the Drivers' Club at the finish of each stage (except Stage 3).
- Compulsory insurance covering the organisers' civil liability towards competitors.
- Racing equipment (2 door numbers/2 rally plates/competitors' roadbooks).
- A welcome gift for each crew member.
- A 'Finisher's Trophy' for each crew member at the end of the event.
- Hire of the Tripy GPS for timing.
- Access to the live results service on your mobile phone.
- Lunches for the 4 days of racing.

Package 1 also includes: accommodation in a 3*** hotel from Saturday 20 February to Wednesday 24 February 2027 inclusive, as well as dinner on Saturday 20, Sunday 21, Monday 22 and Tuesday 23 February 2027, and the gala dinner on Wednesday 24 February 2027.

CANCELLATION TERMS:

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 15 November 2026: a flat-rate deduction of €500 from the registration fee.
- From 16 November 2026 to 31 January 2027: a deduction of €2,000 from the entry fee for Package 1 'All In' and a deduction of €1,500 from Package 2
- From [1] February 2027: 100 per cent of the entry fee will be retained.

3.5 P: CREWS

Each crew shall consist of a driver and a co-driver. The co-driver must be aged 10 or over.

3.6 P: STARTING ORDER

The start order for Stage 1 will be based on the Prologue standings within each category. The INTEGRALE (4x4) category will start first, followed by the HISTORIC Upper-Mid category after a 5-minute break, then the HISTORIC Lower-Mid category after a 5-minute break, and finally the DISCOVERY category after a 15-minute break. On subsequent days, the start will be in the order of the previous day's stage classification within each category.
In the HISTORIC categories (Upper or Lower), a CLASSIC category will be introduced for crews who do not wish to use pace-setters or other electronic devices for calculating average speeds (e.g. Blunik, Crisartech, etc.) following a sworn declaration that they will not use any electronic aids during the event.

The deduction of daily 'jokers' will be taken into account for the following day's starting orders.
Starting orders will be communicated to competitors by text message, via the event's Sportity account. The Race Director, having reviewed the list of those admitted to take part in the rally, reserves the right to amend the starting order. Each day, competitors must make their way to the start area from their hotel in their rally car, half an hour before their ideal start time.

3.7 P: RACE NUMBERS

Numbers 1 to 20 will be allocated to vehicles in the All-Wheel Drive (4x4) classification in the order in which entries were received. Numbers 20 to 40 will be reserved for the top 20 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 with the first stage and the prologue, the Road Book will be distributed 30 minutes before the competitor's start time. A document setting out full details of the average speeds to be maintained on each special stage will be available 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 during 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 special stages (ZR) in half-day sessions, to enable them to practise consistency driving. The special stages to be completed will be announced in the opening road book.

ART.4 – CARS & EQUIPMENT

4.1 P: ELIGIBLE CARS

Date of first registration, divided into the following groups:
Group 1: 1946 to 1961
Group 2: 1962 to 1965
Group 3: 1966 to 1971
Group 4: 1972 to 1976
Group 5: 1977 to 1981
Group 6: 1982 to 1998
Group 7: 4x4 vehicles – all years up to 1998 (classified separately).

4.2 P: MANDATORY AVERAGE SPEEDS

The choice of average speed category is unrestricted, provided the criteria below are met:

- **Low Average**: reserved for cars manufactured before 31 December 1965 (Group 1 or 2) or with an engine capacity of less than 1300cc.

The race organisers reserve the right, based on objective criteria and in order to uphold the spirit of fair play inherent in the event, to refuse the entry of a car into either of the two categories and to reclassify it into the category corresponding to its actual capabilities.

The average speeds to be maintained for each Regularity Section will be indicated in the opening notes and provided when the road book is handed out.

For each category, two types of average speeds will be specified per Regularity Section:

UNDER NORMAL CONDITIONS ('normal conditions'):
Low average: maximum 45 km/h – High average: maximum 50 km/h.

IN DIFFICULT CONDITIONS ('heavy conditions'):
Low average: maximum 43 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 a single 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 overall HISTORIC classification.

Group 7 (four-wheel drive, INTEGRALE) will be subject to a separate Integrale classification.

Vehicles with an engine capacity of up to 1,300 cm^3, 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 Panel of Stewards. 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-placed supported vehicle being disqualified.

SWEEPING CAR:

The organiser provides crews with an assistance service in the form of a sweep car. In the event of a breakdown or the vehicle leaving the route, the sweep car will come to recover the vehicle and transport it safely to the nearest road where the crew and their vehicle can be taken in charge, at their own initiative and expense, by a recovery vehicle for transport to the nearest garage

nearest garage.
In the event of a major breakdown, the competitor will be permitted to rejoin the rally at the start of the next stage, subject to penalties corresponding to all checkpoints not completed.

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 ORGANISERS PROVIDE AND REQUIRE:

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

Failure to display these during the rally will result in a penalty of 100 points and a fine of €100 for the first offence, 200 points and a fine of €200 for the second offence, and disqualification from the rally for the third confirmed offence.
Should a competitor not wish to display the optional advertising from the rally's partners, they may opt out by paying a 100 per cent surcharge on the entry fee.

5.1 P: IMAGE RIGHTS

By agreeing to these Regulations for the Snow and Ice Rally, hereinafter referred to as the Event, any person taking part, hereinafter referred to as the Competitor, unreservedly authorises 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 ensure the widest possible coverage, particularly in the media.
By agreeing to these Event Regulations, the Competitor undertakes to indemnify the Organiser against any claim made 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, lies in highlighting 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 dimension, lies in showcasing 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 in this regard, unless an express and prior request is made 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 is contrary to the promotion of the Event or exceeds 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 make reproductions of them for any purpose whatsoever.

Any breach of the rights and obligations set out above may result in legal proceedings being brought 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 2027 route will be divided into 4 stages.
As the route must remain secret, reconnaissance runs are prohibited. Possession of any paper or digital notes other than those provided by the organisers will result in disqualification.
Adherence to the entire route is mandatory. The Tripy GPS device, fitted to each vehicle, serves as a monitoring device

of constant adherence to the official route. It may be checked at any time by the organisers for verification purposes. Failure to follow the route on the connecting stages and within the special stages (ZR) will result in a penalty of 150 points per confirmed infringement.
Competitors may carry average speed tables.

6.2 P: CHECKBOOK

Each crew will receive a control book. The crew is solely responsible for its control book and for the accuracy of the entries. The control book must be available for inspection on request, in particular at all control posts 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. Failure to obtain a stamp or mark at 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. 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 force in France and with the speed limits specified in the road book; any speeding offences may be checked daily by the Gendarmerie and by analysing 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 limit will trigger an alert to Race Control via the Tripy, and penalties may be imposed.

The roadbook indicates the entry point to this zone where the speed is restricted. From that point onwards, you must adhere to the maximum speed indicated until you reach the exit point of this zone. Only the information contained in the roadbook is binding. All information displayed on the Tripy device is for guidance only.

If a 'Speed Camera Zone' occurs within a Regularity Zone, no time measurements will be taken from 100 metres before the start of that zone, whilst within the zone, and up to 300 metres after the end of the zone. The average speed within a 'Speed Camera Zone' will always be lower than the maximum speed for that 'Speed Camera 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 (where the speed exceeds the limit by more than 5 km/h) detected by the Tripy within the 'Radar Zones' mentioned in the road book or elsewhere, the following penalties will be applied each day.

Speeding by 0 to 5 km/h	**Exceeding the speed limit by 6 to 15 km/h**	**Exceeding the speed limit by more than 15 km/h**
1st offence: 0 pts	1st offence: 30 pts	1st offence: 100 points
2nd offence: 0 points	2nd offence: 50 points	2nd offence: 200 pts
3rd offence: 0 points	3rd offence: 100 pts	**3rd offence: disqualification**

In each average speed category: any time that is more than 10 per cent 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, to:

- Intentionally blocking the way or preventing other vehicles from overtaking.
- Behaving in an unsporting manner or in a way contrary to both the spirit and image of the rally.
- All event officials, with the exception of the Sporting Commissioner, are considered to be fact-finding judges and are authorised to record 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, crews may be refused permission to start.

The route of the event will be divided into 4 stages

which are themselves broken down into several sectors of different types:

Connecting sector: a 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 passage times will be recorded automatically by the Tripy. In each speed control 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, right 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 30 minutes before the ideal time of passage of the first competing car. Except in cases of force majeure, they will cease operations 30 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 checks are checks, whether secret or not, designed to verify that competitors are adhering to 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 noting the time of passage. Failure to obtain 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 boundaries of a liaison section where competitors are required to complete the stage within a specified time limit.

At these checkpoints, the marshals on duty will record the time at which a crew member presents the logbook. The crew must wait until their ideal time before the yellow sign indicating the entrance to the checkpoint area.

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

The crew will not incur any penalties 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 liaison stages, to avoid taking unnecessary risks on open roads should they encounter a technical problem, competitors will be allowed 30' of free penalty time per day.

Any difference between the actual time and the ideal check-in time 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 time controls (CH), at the lunch arrival time control, at the end-of-stage time control, and at time controls marked 'P.A.A.' in the time control booklet, crews may check in early without incurring a penalty (P.A.A.).

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

These checkpoints 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 minimum of 2 minutes will be allowed between the end-of-liaison checkpoint and the start of the regularity section. At the start of a regularity section, the route marshal in charge of this post will enter the start time of that regularity section in the control book – **which will correspond to the start time for the next liaison sector – and will then give the crew the go-ahead at**

time recorded in the control book.

7.5.1 P: 'SELF START' DEPARTURE PROCEDURE

The timing sheet in the Road Book and your time card indicate a recommended time allowed 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 penalties under the CH regulations. Consequently, you may start 'Self Starts' either 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 completed: **14:02:00"**
- Indicative time allowed to reach the Self Start: **1h 05'00"**
- Theoretical start time at the Self Start: **15:07'00"**

You can, in theory, use any 'zero-minute' time before or after this schedule, for example:
15:05:00 — 15:06:00 or **15:08:00 — 15:09:00 — 15:10:00** — etc.

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

For any missing CH, 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 sector, incurring all the penalties set out in these regulations for any control points they have not completed (CH, CP, ZR not started).

To be permitted to restart a stage, the competitor must report to the start line 30 minutes before the scheduled start time of the last competitor and hand over to the stage marshal the logbook for the last stage they completed. They will be authorised to restart if their vehicle still complies with 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 recorded times.

The minimum length of a Regularity Section is 3 kilometres. The start of regularity sections will be signalled either by a marshal or via a self-start.

Timing will be to the nearest tenth of a second (not to the nearest second) with a tolerance of +/- 0.5 seconds.

A classification based on the times recorded by the crews will be drawn up 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.

Other penalties:

- maximum penalty per timing point (after applying the coefficient): 60 points
- missing timing point: 150 points
- Maximum penalty per Regularity Section: 500 points
- Regularity Section not started: 600 points

All penalties, including maximum penalties, will be doubled by the organiser during the final Special Stage (SS) of the event, or for any Special Stage designated as a 'Power SS'. For the **DISCOVERY** category, there are no Power SSs.

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

Number of 'Jokers' per stage (day):

- Prologue: 0 jokers
- Stage 1: 3 jokers
- Stage 2: 3 jokers
- Stage 3: 4 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 a Z.R., or risk being disqualified.

7.8 P: INTERRUPTION OF A REGULARITY ZONE

If a Regularity Zone is blocked by a competitor or another road user: the incident will be considered a 'race incident' and will not result in any points being deducted.
If a regularity section is definitively halted before the last competitor has passed through it, due to an event unrelated to the race, a classification may still be drawn up for those competitors who were unable to complete that section under normal racing conditions. Competitors who were prevented from continuing will be awarded points corresponding to the average of their times recorded in the three previous Regularity Sections completed under normal race conditions.

7.9 P: DRIVING TEST

Tests on private land (DRIVING TEST)

- During a test on private land, the objective is to complete an agility course on private land or on closed roads within a set time (bogey time). Any delay incurs penalty points. Any driving time shorter than the bogey time will not be penalised.
- There will be no intermediate timing points;
- The start of a driving test is signalled by a marshal. A marshal will allocate you a start time and record it on the control card;
- A diagram (not to scale) of the route to be followed will be included in the road book. Following an incorrect route will result in penalty points;
- The 'joker' system does not apply;

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

- For every tenth of a second below the 'bogey time': no penalty.
- For every tenth of a second above the 'bogey time': 0.05 penalty points

There will be a tolerance of 5 tenths of a second either behind or ahead of the 'bogey time' at the finish.

Other penalties:

- route error: penalty based on the time taken + 20 points per offence (route error)
- Maximum penalty per DRIVING TEST: 120 points
- DRIVING TEST not started: 150 points

7.10 P: CLOSED PARK

Cars will be in the parc fermé on Saturday 20 February 2027 as soon as scrutineering concludes at 4.45 pm. Each evening at the stage, there is a secure parc fermé (not compulsory) for the night; drivers 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 (Query Form) found at the end of each road book, to be handed in upon your arrival at the midday or end-of-stage control centre, or within 30 minutes of your arrival.

ART.9 – CLASSIFICATION

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

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

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

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

1. the lowest engine capacity
2. the oldest car

ART.10 – TROPHIES AND PRIZES

Every crew completing the rally will be presented **with a 'Finisher's Trophy'** as they take to the event's final podium. The prize-giving ceremony (Maison du Temps Libre – 7.30 pm) and the gala dinner (Hôtel Le Lac – 9.00 pm) will take place on 24 February 2027 (included in the 1-All In Package and optional for others).

You may invite guests to this evening event for a fee of €80 per person. Subject to availability and subject to booking before the end of administrative checks on Saturday 20 February at 5.00 pm.

10.1 P: Prize-giving

- 2 trophies for the top 3 in the **'HISTORIC'** overall classification.
- 2 trophies for the top crew in **the 'HISTORIC LOW-MID' category**.
- 2 trophies for the top crew in the **'INTEGRALE'** (four-wheel drive) overall classification.
- 2 trophies for the top crew in the **'HISTORIC CLASSIC** ' overall classification
- 2 trophies for the winner of the **'DISCOVERY** ' overall classification
- 3 prizes for the top **'TEAM** '.
- 5 **'PARTNERS'** special prizes for the **SPECIAL PRIZES** awarded by the organisers.

APPENDIX 1

SUMMARY TABLE OF INFRINGEMENTS AND PENALTIES

's summary of penalties	penalty notice no	Mise exclusion from the race course	penalty points	financial penalty	Penalty at the discretion of the stewards commissaires
Failure to present the mandatory documents at scrutineering	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 the reading of a digital track for the rally	1.4 P	X			
Change of vehicle during the rally	4.3 P		300		
Infr rég de Breach of the regulations regarding assistance	4.4P	X			
Failure to display an ' ' notice by the organiser 1st offence 2nd offence 3rd offence	5P	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 1 st offence 2nd offence 3rd offence	6.3 P	X	see table Art. 6.3 P		
Correction to logbook	6.2 P	X			
Loss of logbook	6.2 P		60		

Repeated feed in ZR	**6.3 P**	**behaviour amounting to**			
Unfair manoeuvre, unsporting behaviour damaging the rally's image		**up to**			
Missing**CP**	**7.3 P**		**150**		
Per minute's lead at the special stage	**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 complete a ' ' start from a regularity zone	7.7 P		**150**		
For every 1/10 of a second's delay at a timing point (above the tolerance of 0.5 sec)	**7.7 P**		0.1		**Maximum 60 points**
For every 1/10 of a second ahead at a timing (above the tolerance of 0.5 sec)	7.7 P		0.2		**Maximum 60 points**
For each missing time check	7.7 P		**150**		
Maximum penalty for a ' ' regularity zone	**7.7 P**		**500**		
For every 1/10 of a second late at the finish of a Driving Test (beyond the 0.5-second tolerance)	7.9 P		0.05		**Maximum 20 points**
For every 1/10 of a second ahead of the time limit at the end of a Driving Test (exceeding the 0.5-second tolerance)	7.9 P		**no penalty**		
Route error during a ' ' Driving Test	7.9 P		20 points per offence		
Maximum penalty for a Driving Test	7.9 P		**120**		

APPENDIX 2

Tripy Appendix

'Tripy-R' GPS device for control and timekeeping

DESCRIPTION OF THE TRIPY-R GPS

During roadworthiness tests, your vehicle must be fitted with a TRIPY GPS system, which will continuously monitor your route and speed and record timing points.

This system consists of:

1. a TRIPY-R GPS unit (width: 12 cm; height: 8 cm; depth including Velcro: maximum 3 cm)
2. a power cable to connect the Tripy-R to your vehicle's power supply (length: approx. 2 m)
3. four pieces of Velcro fasteners for attaching the TRIPY-R to the windscreen.



During roadworthiness tests, the Tripy-R GPS will be fitted and checked by a technician.

INSTALLATION IN THE VEHICLE

Installation of the power supply cable by yourself:
You will need to fit your vehicle with a power supply cable to power the Tripy-R GPS. This power supply cable (6V or 12V) must be connected directly to the vehicle's battery, bypassing any circuit breaker, in order to provide a continuous 24/7 power supply. The cable must have the following specifications:

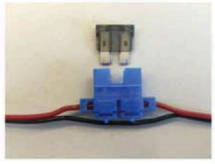
- The power connection you provide must be made using a cable comprising two conductors with a cross-sectional area of approximately 1 mm².
- The positive (+) terminal must be indicated by a red conductor and must be protected by a fuse of at least 1 ampere, fitted as close as possible to the battery terminal. We recommend using a car fuse holder as shown in the photo below (avoid glass tube fuses, which are unreliable).
- Your power cable will enter the passenger compartment immediately next to the windscreen on the passenger side, where the Tripy-R will be secured using Velcro.
- At the end on the passenger compartment side, your power cable must be fitted with a male T-connector equipped with two 6.3 mm female flat terminals (description below)
  - Würth connector comprising a white plastic male T-shaped housing and two 6.3mm x 8mm female flat terminals.
  - o Male plastic housing: Würth ref 0555 100 23
  - 6.3 mm female flat terminals with lug: Würth ref 0558 991 7
- Please ensure you correctly identify the positive and negative terminals on the connector as shown in the photo below.



Male housing / Male housing



Female blades / Female blades



Automotive fuse holder / Automotive fuse holder

Tripy Appendix

Control and Timekeeping GPS device 'Tripy-R'

GPS DESCRIPTION

During scrutineering, your vehicle must be fitted with a TRIPY GPS, which continuously monitors your route, checks your speed and accurately records the time at checkpoints.

This system comprises:

1. a TRIPY-R GPS device (width: 12 cm; height: 8 cm; depth including mounting bracket: approx. 3 cm)
2. a power cable to connect the Tripy-R device to your vehicle's power supply (cable length: approx. 2 m)
3. Four adhesive pads to attach the Tripy-R to the windscreen

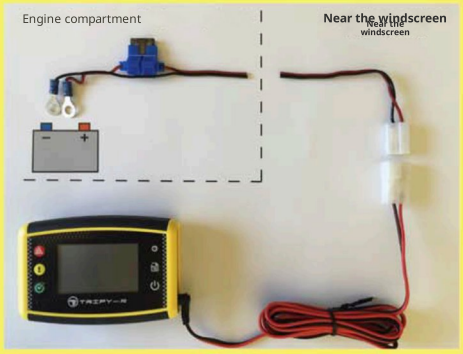


During the roadworthiness test, the Tripy-R GPS device will be fitted and checked by a technician.

VEHICLE FITTING

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

- The power supply connection you must provide must consist of a cable with two conductors, each with a cross-sectional area of approximately 1 mm².
- The positive + terminal (indicated by a red conductor) must be protected by a 1-ampere fuse fitted as close as possible to the battery. We advise you to use a high-quality automotive fuse (avoid tubular glass fuses, which are unreliable)
- Your power cable must run into the cockpit, near the windscreen on the co-pilot's side, where the Tripy-R GPS will be mounted using adhesive.
- Inside the cabin, the end of your power cable must be fitted with a male 2-way 'T' cable connector housing, equipped with two 6.3 mm female blade connectors (see technical description of the connector below).
  - Würth connector comprising two parts: a white male 'T' connector housing and two 6.3 mm female blade connectors
    White 'T' connector housing: Würth ref. 0555 100 23
    6.3 mm female blade connector: Würth ref. 0558 991
- Please ensure that the positive wire is positioned correctly in the connector, as shown in the picture below.



APPENDIX 2

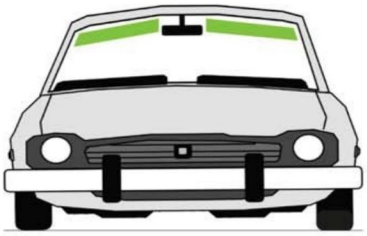
You can find these connectors in Würth tool shops (often with a minimum order of 10 pieces).

The connector is also available individually from AES (https://www.autoelectricsupplies.fr) under reference numbers 050107 (pair of male and female plastic housings) and 050203 (6.3mm female crimp terminals with lug).

This power supply must be **PERMANENT, 24 hours a day**, for the entire duration of the rally, including in the parc fermés. The Tripy-R GPS has very low power consumption and is unlikely to drain the vehicle's battery.

Position of the Tripy-R GPS in the vehicle:

- When fitting the Tripy-R GPS, the technician will position the device in the upper section of your vehicle's windscreen, as illustrated below. You may choose the location that suits you best within this area. No other locations are permitted (glove compartment, side windows, etc.).



- The rear of the Tripy-R GPS must be positioned against the windscreen (with the front, including the screen, facing the driver or co-driver).
- No other electronic equipment may be located within 50 cm of the Tripy-R GPS.
- The Tripy-R's power cable (2 metres long) must be connected at one end to the permanent power cable you have prepared (as explained previously) and at the other end to the Tripy-R GPS (on the right-hand side, as shown in the photo on the first page). You must therefore make arrangements to secure this cable so that it does not dangle and get in your way.

Once the equipment has been installed and tested:
Once the equipment has been fully installed by the Tripy technician, it must under no circumstances be disconnected, removed from the vehicle or moved until the final finish. As the organiser may communicate via radio with the Tripy-R equipment both day and night, if a vehicle fails to respond and it is found that this is because the Tripy-R equipment has been disconnected or removed from the vehicle, or is not properly powered, the competitor will be penalised.

DEPOSIT / RETURN

During the administrative checks, we will ask you to complete a deposit form guaranteeing the return of the GPS system at the end of the Rally.

The deposit amounts to €500.

At the end of the event, the Tripy-R GPS system and its power cable must be returned to Tripy technicians or to the competitors' liaison officers. In the event of withdrawal during the event, the Tripy-R GPS system may be returned to the competitors' liaison officers present in the closed parks at the start and end of each stage. In all cases, the GPS system must be returned to the organiser no later than 5 days after the end of the event. Once this deadline has passed, the equipment will be deemed not to have been returned and will be invoiced in accordance with the terms set out above.

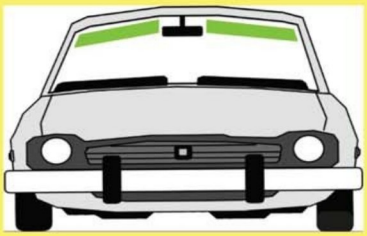
You can find these connectors in Würth tooling shops (often with minimum order quantities of 10 units).

This connector is also available individually from AES (https://www.autoelectricsupplies.com) – reference 050107 (kit comprising male and female plastic housings) + reference 050203 (6.3 mm female blades).

This power supply must be **PERMANENT, 24 hours a day**, for the duration of the entire rally, including whilst the vehicle is in the Parc Fermé at the end of the stages. The Tripy-R GPS has very low power consumption and is unlikely to drain the vehicle's battery.

Positioning the Tripy-R GPS inside the vehicle:

- When installing the Tripy-R GPS, the technician will position the device in the upper part of the windscreen (the permitted area is shown in green in the picture below). Within this permitted area, you can choose the location that suits you best. No other locations are permitted (storage compartments, side windows, etc.).



- The rear of the Tripy-R GPS must be positioned on the windscreen (with the front side, featuring the LCD screen, facing the driver or co-driver).
- No other electronic equipment may be within 50 cm of the Tripy-R GPS.
- The Tripy-R power cable (length = 2 m) will be connected to the permanent power cable you have prepared (as explained above) and to the other end on the Tripy-R GPS (on the right-hand side as shown in the photo on the first page). You must therefore ensure that the cable is secured to the windscreen pillar so that it does not dangle and cause you any disruption during the rally.

Once the GPS system has been installed and tested:

Once the Tripy-R GPS system has been fully installed and tested by the technician, it must not be disconnected, must not be moved within the vehicle and must not be removed from the car until after the final leg has been completed. The organiser must be able to communicate by radio with the Tripy-R equipment at any time, day or night. Whenever a vehicle fails to respond because the Tripy system has been disconnected or removed from the car, or is incorrectly powered, the competitor will be penalised.

DEPOSIT / RETURN

During administrative checks, you will be asked to complete a deposit form to guarantee the return of the Tripy GPS system at the end of the Rally.

The deposit amounts to €500.

The Tripy-R GPS system and its power cable must be returned to Tripy or to the Competitor Relations Officers at the end of the Rally. In the event of withdrawal during the Rally, the GPS system may be returned to the Competitor Relations Officers who are in the Parc Fermé at the start and end of each leg. In all circumstances, the GPS system must be returned to the organiser no later than 5 days after the end of the Rally. At the end of this period, the equipment shall be deemed 'not returned' and shall be invoiced in accordance with the above-mentioned conditions.

RALLYE NEIGE ET GLACE
THE MOST SPORTING OF THE WINTER RACES

APPENDIX 3

MEDICAL CERTIFICATE

'certifying no medical contraindications to driving'

French or foreign competitors who do not hold a valid competition or regularity licence for the year 2027, issued by their motor sport association, may apply to the organisers for an 'Event Entry Certificate'.

This Certificate of Participation will be issued via the ASA Auto Verte website https://www.asa-autoverte.fr/

To obtain this licence, which is 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 set out below:

I, the undersigned

Doctor .....

Practising at: ....

Certify that I have examined Mr .....

who has no medical conditions that would prevent him from driving.

Done at:.....

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

ΛΛΥΥ
A.S.A. AUTO VERTE

Doctor's signature and stamp

RALLYE NEIGE ET GLACE
THE MOST SPORTING OF THE WINTER RACES

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