

TROPHÉE DES ALPES

EDITORIAL

DFrom 15 to 19 September 2026, at the request of numerous teams, the **Trophée des Alpes** will be back. After a hiatus since 2021, this event now completes the annual programme offered by **Zoulou Racing Heritage**, alongside the Rallye Neige et Glace. Sporting rigour and conviviality will be the watchwords of this event inspired by the legendary Rallye International des Alpes, created almost a century ago by Albert Rousset.

The 6th Trophée des Alpes will set up its base camp in the superb spa town of Aix-les-Bains in Savoie, from where it will set out to conquer the peaks.

The route, always designed with accuracy, precision and taste by our partner JBREvents, will be set at a more comfortable level than that of Neige et Glace. Bjorn and Jens Vanoverschelde have put together a brand new programme for the 2026 edition: four days, just under a thousand kilometres and around thirty ZR (Regularity Zones) to complete in dreamlike surroundings. All the legendary mountain passes are on the programme, as well as some completely new winding roads where regularity will be a little more challenging.

The scrutineering (15/09) and 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 at the Aix Auto Légende 2026 Festival, whose 8,000 annual visitors are sure to give our crews a warm welcome.

And since there is more to life than competition, Zoulou Racing Heritage has decided to continue the tradition of the **Discovery** category. This drive follows the route of the rally. There is no timing, except for a ZR (time control) every half-day, with the sole pleasure of driving through fabulous landscapes. At your own pace, you will enjoy a unique experience as you learn to drive steadily on small Alpine roads, surrounded by dreamlike scenery!

On behalf of the organising team, we wish you lots of fun. And may the best teams win!



Philippe Janssens & Nicolas Prieur
Organisers



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PROGRAMME

MARCH 2026 – AUGUST 2026

FROM 1 MARCH TO 30 APRIL 2026

Opening of reduced-price bookings (Early Birds and Juniors promotions)

FROM 1st MAY 2026 TO 31st AUGUST 2026

Registration opens at full rates

SEPTEMBER 2026

TUESDAY 15/09

Administrative checks

9:00 a.m. to 12:00 p.m. and 1:30 p.m. to 5:00 p.m. Marina Adelpia Hotel, Aix-les-Bains

Technical checks

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

6:30pm - 7:30pm Welcome cocktail & mandatory general briefing (TBC)

Vehicles must return to the Parc Fermé for start preparation by 5:45 pm at the latest.

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

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

8:30 a.m. - First start: Podium Esplanade du Lac (Parc Fermé)

12:30pm - Lunch: Col de la Madeleine (TBC)

4.30pm - First finish: Podium Esplanade du Lac (Parc Fermé)

4:30pm - 6:00pm Bar Open: Esplanade du Lac

7:00 p.m. - Briefing (TBC)

THURSDAY 17/09 - STAGE 4: ON THE HIGHLANDS OF THE LAKE

Aix-les-Bains - Plateau de Hauteville - Aix-les-Bains

8:30 a.m. - First departure: Esplanade du Lac podium (Parc Fermé)

12:30pm - Lunch: Plateau de Hauteville

4:30pm - First finish: Esplanade du Lac podium

4.30pm - 6pm Bar Open: Esplanade du Lac

7:00 p.m. - Briefing (TBC)

FRIDAY 18/09 - STAGE 3: THE ALPS MARATHON

Aix-les-Bains - Col du Lautaret - Bourg St Maurice - Aix-les-Bains

8:30 a.m. - First departure: Esplanade du Lac podium (Parc Fermé)

1:00pm - Lunch: Col du Lautaret

6:45 p.m. - Dinner: Bourg St Maurice

10:30 p.m. - First arrival: Podium Esplanade du Lac (Parc Fermé) - Digital briefing on Sportity

SATURDAY 19/09 - STAGE 4: FINAL TIME TRIAL

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

10:00 a.m. - First start: Podium Esplanade du Lac (Parc Fermé)

12:30pm - Lunch: Col du Revard

3:45pm - First finish: Esplanade du Lac podium (Parc Fermé)

4:00 p.m. - Podium ceremony: Final podium Esplanade du Lac (Parc Fermé) & Bar Open

5:00 p.m. - Aix Auto Légende Festival (open to the public)

7:30 p.m. - Awards ceremony & cocktail reception: Brasserie de l'Aquarium (Petit Port)

ART. 1 – ORGANISATION

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

THIS RALLY WILL BE CONTESTED IN ACCORDANCE WITH:

- the FIA International Sporting Code
- to these regulations and any addenda thereto
- the Highway Code

THIS RALLY HAS BEEN GRANTED PERMISSION TO ORGANISE 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 addenda and will form an integral part of these regulations. Any addendum issued after the start of administrative checks must be signed by the Stewards. Participants must acknowledge receipt by signing, unless this is materially impossible during 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: Competitor relations, Communication & sports: philippe@zoulouracingheritage.com, Coordination, Registration & 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 College: Laurene SCHMIT – Licence No. 254101 – ASA 0733

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

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

Results Service: JB Time Concept

Timekeeping: TRIPY

Responsible for the route and opening: Bjorn and Jens VANOVERSCHELDE – JBREvents

1.2 P. ADMINISTRATIVE CHECKS

Administrative checks will take place on Tuesday 15 September 2026 (from 9:00 am to 12:00 pm and from 1:30 pm to 5:00 pm, location to be confirmed). Each competitor will receive a notification by email. The schedule will also be available on our website and on the event's Sportity app. The entire crew must be present, with the vehicle and all valid original documents and specific equipment specified 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 participation licence. For foreigners from the European Community: either a National Competitor Driver's Licence or a National Regularity Competitor Driver's Licence issued by their ASN (National Sports Association).

If you do not have one of these licences, we will issue you with a Participation Certificate for the event for €65 (see Article 3.23P or the procedure on our website before 31/08/26).

- **Authorisation from the owner** of the vehicle to enter it in the Rally, if the owner is not a member of the crew.
- **Authorisation to race abroad**, issued by the National Federations for competitors who are not citizens of the European Community.
- Original vehicle **registration document**
- **Insurance certificate**
- **Please note: photocopies or certificates of loss or theft will not be accepted, under penalty of refusal to start.**

1.3 P: TECHNICAL CHECKS

Technical checks will take place on Tuesday 15 September 2026 from 9.30am to 12.30pm and from 2pm to 5.30pm on the Esplanade du Lac in Aix-les-Bains.

They will be general in nature and will focus on important safety issues such as:

MANDATORY EQUIPMENT:

- Valid 2 kg fire extinguisher
- Seat belts if the vehicle is equipped with the corresponding anchor points - a harness is recommended

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- Fluorescent vests (1 per crew member) and warning triangle
- A tow hook: it is mandatory 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 sufficient safety standards may be refused entry. If excessive noise is detected during the rally, penalties may include disqualification from the race. In this case, the entry fees will be retained by the organiser. Once the checks have been completed, the vehicles will be free to move around but must return to the Parc Fermé before **5.45 p.m. on Tuesday 19 September 2026**.

1.4 P: AUTHORISED ELECTRONIC EQUIPMENT AND ACCESSORIES

All types of electronic or mechanical trip masters and cadence sensors are authorised.

All electronic devices for measuring and calculating averages and/or distances are permitted on board vehicles during the race.

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

Any electronic device or application that reproduces the roadbook by creating a digital track corresponding to the rally route is strictly prohibited and will result in the immediate disqualification of the vehicle.

TYRES:

Only tyres that comply with road use regulations 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 approval of the organisers.

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

LIGHTING SYSTEM:

Due to night-time stages, the installation of LED bars with a maximum of four 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 "historic" appearance of the vehicle. The vehicle must be presented for technical checks 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 Av de Quakenbruck, 61007 Alençon, covering its own civil liability and 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 "individual accident" insurance taken out by the FFSA with ALLIANS IARD. The scope of the cover is set out on the licence form. All licence holders may take out optional insurance directly with ALLIANZ IARD to supplement the "individual accident" insurance taken out 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 organisation cannot be held liable for any events beyond its control or those not related to the infrastructure or personnel under its 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 related to this insurance have been paid. The organisation cannot be held liable for damage or theft to vehicles during the event, or caused by the application of regulatory stickers.



ART.3 – COMPETITORS AND DRIVERS

3.1 P: ENTRY REQUESTS – REGISTRATION

Anyone wishing to participate in the "Trophée des Alpes" Regularity Rally must send a duly completed entry form to the event secretariat at the Rally Competitors' Service: Zoulou Racing Heritage – Rue de Bomal 17, 1315 Glimes, Belgium. **Email:** laurence@zoulouracingheritage.com

To be valid, applications must be accompanied by the corresponding fees on the date of registration (deposit or full payment).

As this is an invitation-only event, the organiser reserves the right to accept or refuse any entry request. In this case, the organiser will notify the interested party within 8 days of receiving their entry via email on the registration form.

By entering the event, all crews taking part in the event agree to comply fully with the general regulations and the specific regulations for the event. Details of co-drivers can be added until 31 August 2025. Crew members or cars may be replaced until the administrative checks have been carried out, with the organisers' agreement.

Brand or club teams may register for the 'Team' classification until the end of the administrative checks. **A team may consist of three to five vehicles in the same category.** The results of the top three finishers in each team will be added together to determine the winning team.

3.2 P: LICENCES

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

3.3 P: PLATEAU

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

REGISTRATION CLOSING DATE: as soon as 100 vehicles have been registered or on 31 August 2026 at the latest.

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

Entries are divided into 100% male, mixed or female teams.

SINGLE PACKAGE: includes 4 lunches during the rally + welcome cocktail and cocktail reception at the awards ceremony

Discounted until 30 April 2026: €3,650

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

The common entry fees for a team of 2 people and 1 car include:

- The general organisation of the event, sporting and logistical support.
- Obtaining national and local authorisations.
- Access to the welcome cocktail (15/09 - 7 p.m.)
- Access to the Bar Open during scrutineering and at each stage finish (except Stage 3).
- Compulsory insurance covering the civil liability of competitors organised by the event organisers.
- Race equipment (2 numbers for the doors/2 rally plates/competitors' roadbooks).
- A welcome gift for each crew member.
- Rental of Tripy GPS for timing management.
- Access to the Live results service on your mobile phone.
- Lunches for the 4 days of the race.
- Access to the Awards Ceremony cocktail reception (19/09 - 7:30 p.m.)

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 fee of €500 will be deducted from the deposit.
- From May 2026 to 31 August 2026: a flat-rate deduction of €1,000 from the commitment.
- From 1 September 2026: 100% of the commitment fee will be retained.

3.5 P: CREWS



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Each crew shall consist of a driver and a co-driver. The co-driver must be at least 10 years old.

3.6 P: STARTING ORDER

The start of Stage 1 will be given in numerical order within each category. The INTEGRALE (4x4) category will start first, followed by the HISTORIC Upper Average category after a 5-minute break, then the HISTORIC Lower Average category after a 5-minute break, and finally the DISCOVERY category after a 15-minute break. On the following 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 starting order for the following day.

The starting order will be communicated to competitors by text message and posted on the official notice board (location TBC). The Race 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 arrive at the starting area with their race vehicles from their hotels half an hour before their ideal starting time.

3.7 P: RACE NUMBERS

Numbers 1 to 20 will be assigned to vehicles in the Integral Classification (4x4) in the order of arrival of entries. 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 assigned in order of entry and by average category.

3.8 P: ROAD BOOK

Every day, starting with the first stage, the Road Book will be distributed 30 minutes before the competitor's departure time. A document detailing the average speeds to be maintained on each ZR will be available on the official notice board and on the Sportity app for the event approximately 15 days before the event. This table may be modified during the event depending on weather conditions and will be distributed the day before during the briefing and made available on the Sportity app for the event.

3.9 P: DISCOVERY (HIKING)

During each stage of the rally, vehicles entered in the Discovery (Hiking) category will be timed in one of the ZRs for half a day, in order to allow them to practise regularity. The ZRs to be completed will be announced in the opening notes.

ART.4 - CARS & EQUIPMENT

4.1 P: AUTHORISED CARS

Date of first registration, divided into the following groups:

Group 1: from 1946 to 1961

Group 2: from 1962 to 1965

Group 3: from 1966 to 1970

Group 4: from 1971 to 1976

Group 5: from 1977 to 1981

Group 6: from 1982 to 1996

Group 7: 4x4 vehicles - all years up to 1996 (classified separately).

4.2 P: IMPOSED AVERAGE SPEEDS

Teams must cover the Regularity Zones at an average speed imposed according to their category (low average / high average):

- Vehicles from 1946 to 1965 (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: **High Average**

For each category, two types of average speeds will be proposed by 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 average speed for "normal conditions" will be used. If the average speed for "heavy conditions" is applied to one or more Regularity Zones, this will be announced in the opening notes or a marshal will inform the competitor by means of a bulletin.

The average speed imposed by the organiser may change several times within the same ZR. 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 criteria for the event.

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



Group 7 (4-wheel drive, INTEGRALE) will be subject to a separate Integrale classification.

Vehicles with an engine capacity of up to 1,300 cm³, regardless of their Group, will benefit from a multiplier coefficient of 0.80 for their points in the ZRs (with the exception of vehicles with rotary or turbo engines) for delays only.

4.3 P: MECHANICAL PROBLEMS

In the event of a breakdown, it will be possible to change vehicles during the event if it remains in the same group and after authorisation from the Technical Commissioner and the College of Sporting Commissioners. The penalty applied will be 300 points.

4.4 P: ASSISTANCE

PERSONAL ASSISTANCE:

The organisation does not take assistance vehicles into account. During the event, repairs and refuelling are permitted freely outside the regularity zones (RZ). Support vehicles are not allowed at the start of ZRs or in ZRs while they are in progress. Failure to comply with these instructions may result in the highest-ranked supported vehicle being disqualified.

BROOM CAR:

The organiser provides crews with an assistance service in the form of a broom car equipped with a trailer and driven by two mechanics. In the event of a breakdown on the course, 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 able to rejoin the rally at the start of the next sector, incurring penalties for all checkpoints not completed. Assistance will also be available every lunchtime at the lunch point 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 cars provided that it:

- Does not contravene the legal provisions in force.
- Does not detract from the historical 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 appear (as far as possible, these panels will not be cut out)
- 2 mandatory rally plates to be affixed to the front and rear of the vehicle.

Their absence during the rally will result in a penalty of 100 points and a €100 fine for the ^{first} offence, 200 points and a €200 fine for the ^{second} offence, and disqualification for the ^{third} offence.

If a competitor does not wish to display the optional advertising of the rally partners, they may buy out of this obligation by paying a 100% surcharge on the entry fee.

5.1 P: IMAGE RIGHTS

By subscribing to these Regulations for the Trophée des Alpes, hereinafter referred to as the Event, all participants, hereinafter referred to as Competitors, unreservedly authorise the Organiser, both in their own name and on behalf of their companions, co-drivers, sponsors, equipment suppliers and/or manufacturers (hereinafter referred to as Partners), to record, reproduce and represent their vehicle, including all markings, as well as their name, voice, image and/or biography, and to report on their participation in the Event by any means whatsoever. The Partners, to record, reproduce and represent their vehicle, including all markings, as well as their name, voice, image and/or biography, and to report by any means on their participation in the Event, both for the purpose of promoting the Event and its Organiser and to give them the widest possible coverage, particularly in the media. By agreeing to these Event Rules, the Competitor undertakes to indemnify the Organiser against any claims by its Partners relating to the Organiser's use and reproduction of trademarks, markings, names, voices, images and/or biographies, as well as any reporting of their participation in the Event. As the very foundation of motor sport, in its personal component, 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 freely exercise its right to generate the widest possible media coverage of the Event, the Competitors and their Partners. The very foundation of motor sport, in its personal component, is to highlight the results of the Competitors and all those who provide them with services, funding and support. The Organiser will therefore take the utmost care and freely exercise its right to generate the widest possible media coverage of the Event, the Competitors and their Partners. The Organiser cannot therefore be held liable for this, unless a Competitor and/or their Partner(s) expressly request in advance that their anonymity be preserved. Competitors and/or their Partners who wish to take photographs or make other recordings of the Event for their own personal use must notify the Organiser in good time and submit the resulting recordings and the 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, trademark 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 its Partners. 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 agreement and/or at the request of the Organiser. They therefore undertake not to make any use of them other than for strictly private purposes private use, such as reproducing them for any purpose whatsoever.

Any violation 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 counterfeiting or, conversely, legal claims by the Organiser on the basis of unfair competition, this list being in no way exhaustive.

ART.6 – SITES AND INFRASTRUCTURE

6.1 P: DESCRIPTION OF THE ROUTE

The 2026 route will be divided into four stages.

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

Compliance with the entire route is mandatory. The Tripy GPS device, placed on board each vehicle, serves as a means of checking compliance with the official route at all times. It may be consulted at any time by the organisation for verification purposes. Failure to comply with the route on the links and in the ZRs will result in a penalty of 150 points per offence.

Competitors may use average speed tables.

6.2 P: CONTROL BOOK

Each crew will receive a control book. The crew is solely responsible for its control book and the accuracy of the checkpoints. The control book must be available for inspection on request, particularly at all checkpoints where it must be presented by a member of the crew for approval. Unless approved by the relevant marshal, any correction or alteration made to the control book will result in disqualification. Failure to have a control stamped or marked, or submitting the control book to the 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 indicated in the control book. Loss of the control book for the day 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 the speeds recommended 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 "at risk", a box in the road book will indicate "**Radar Zone**" and the maximum speed authorised by the organisation. Any exceeding of this speed will trigger an alert to the Race Control Centre by Tripy and penalties may be applied.

The road book indicates the entry point to this zone where the speed is limited. From this point onwards, you must comply with the maximum speed indicated until you reach 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 during a Regularity Zone, there will be no timing from 100 metres before the start of this zone, within this zone and up to 300 metres after the end of this zone. The average speed in a "Radar Zone" will always be lower than the maximum speed of the "Radar Zone".

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

In the event of an offence (exceeding 5 km/h) detected by Tripy in the areas marked "radar" on the road book or outside these areas, the following penalties will be applied each day.

Exceeding the speed limit 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
1 st offence: 0 points	1 st offence: 30 points	1 st offence: 100 points
2 nd offence: 0 points	2 nd offence: 50 points	2 nd offence: 200 points
3 rd offence: 0 points	3 rd offence: 100 points	3^e offence: disqualification

In each average category: any time more than 10% below the average set by the organiser will result in a penalty that may include disqualification from the race.

The crew is also prohibited, under penalty of disqualification:

- Intentionally blocking the passage or preventing overtaking.
- Behaving in an unsportsmanlike manner or in a manner contrary to 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 able to observe any type of infringement.
- Any unfair, incorrect or fraudulent manoeuvre undertaken by a crew, as well as failure to assist an injured person, will be judged by the College of Stewards, which may impose a penalty of up to and including disqualification.

ART.7 – RALLY PROCEDURE

7.1 P: STARTS AND FINISHES

AT THE START:

The start time will be indicated in each crew's control 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). After 30 minutes, crews may be refused permission to start.

The course of the event will be divided into 4 stages

These will be further divided into several sectors of different types:

Liaison section: section of the route between two CHs. The agreed time for covering this section will take into account any traffic difficulties and should encourage caution.

Regularity zone: section of the route between a time control or a self-start to be covered in a set time corresponding to an average speed of less than 50 km/h. If a residential area is located in a regularity zone, the average speed must be lower than the speed limit set by the Highway Code.

Time checks (intermediate arrivals) will not be indicated in the road book, and passage times will be recorded automatically by the Tripy. In each Regularity Zone, the first intermediate arrival will be at least 600 m after the start, then they may be at any point in the zone, until the end of the zone. For safety reasons, there will be no intermediate timekeeping within 300 m of a radar 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 points will begin operating at least 15 minutes before the ideal passing time of the first competing car. Except in cases of force majeure, they will cease operating 15 minutes after the ideal passing time of the last competitor. Crews are required to follow the instructions of any road marshal in charge of a control point.

7.3 P: PASSAGE CONTROLS (CP)

Passage controls are either secret or non-secret controls, the purpose of which is to verify that competitors are following the route. At these controls, 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. Failure to stamp or mark any passage control will result in a penalty of 150 points.

7.4 P: TIME CONTROLS (CH)

Time controls are non-secret controls delimiting a liaison sector where competitors are required to comply with a time limit.

At these controls, the marshals on duty will indicate on the control card the time of presentation by a member of the crew. The crew must wait for their ideal time before the yellow sign indicating the entrance to the control zone.

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

The crew will not incur any penalties for being early if the time of entry of the car into the control zone corresponds to the ideal check-in time.

EXAMPLE:

A crew that must check in at 18:58 will be considered on time if it arrives between 18:58:00 and 18:58:59.

On the liaison stages, in order to avoid taking unnecessary risks on open roads if they encounter a technical problem, competitors will be granted a 30-minute penalty free of charge per day.

Any difference between the actual time and the ideal time of arrival will be penalised as follows:

- **For any delay:** 1 point per minute or fraction of a minute, with a maximum of 30 points.

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- **For any advance:** 2 points per minute or fraction of a minute, with a maximum of 60 points.
- **Absence of a time control stamp or arrival** after the maximum time allowed: 150 points.
- Maximum time allowed per stage: 30 minutes.

At certain CHs, at the time control for arrival at lunch, at the end of the stage, and at the 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: CH DEPARTURE FROM REGULARITY ZONE (DZR)

These controls 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 the liaison CH and the start of the regularity stage. At the start of a regularity zone, the route marshal responsible for this post will record the start time of this regularity zone in the control book, **which will correspond to the start time for the next liaison sector, and then give the start to the crew at the time recorded in the control book.**

7.5.1 P: SELF-START PROCEDURE

The timing sheet in the Road Book and your control book indicate the recommended time allowed to get from the start of a ZR or CH to a "self start".

This time is only given as a guide, as "Self Starts" are not penalised by a CH. Therefore, you can start the "Self Starts" ahead of or behind the time indicated in your logbook without being penalised, the only requirement being to start at "minute zero" (minute + 00 seconds).

EXAMPLE:

- Start time of the last ZR covered: **14:02:00**
- Approximate time allowed to reach the Self Start: **1:05:00**
- Theoretical start time at the Self Start: **15:07:00**

You can theoretically use all the zero minutes before or after this timing, for example:

3:05:00 p.m. — 3:06:00 p.m. or 3:08:00 p.m. — 3:09:00 p.m. — 3:10:00 p.m. — etc.

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

For each missing CH, a penalty of 150 points will be applied.

If a crew interrupts the rally at any time, for any reason whatsoever, they may resume the race at the start of the next sector, incurring all the penalties provided for in these regulations for all the control points they have not completed (CH, CP, ZR not started).

To be allowed to restart a stage, competitors must report to the starting line 30 minutes before the ideal start time of the last competitor and submit the logbook for the last stage they completed to the stage manager. They will be allowed 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 director.

7.7 P: PROCEDURE IN REGULARITY ZONES

Regularity zones are sections of "open" roads, not for private use. Extreme caution is recommended with regard to other road users and, even more so, when passing through villages.

Similarly, losing time in a sector due to obstruction caused by another road user, or to overtake another competitor, or momentarily "stuck" in the middle of the road, will be considered a "racing incident" and will not result in any change to the competitor's times.

The minimum length of a Regularity Zone is 3 kilometres. Starts from regularity zones will be given either by a marshal or by Self Start.

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

- For each tenth of a second below the ideal time: 0.2 penalty points.
- For each 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 late or early at the checkpoint, compared to the ideal time of passage at each checkpoint.

Other penalties:

- maximum penalty per timing point: 25 points
- missing 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 ZR of the event, or for any ZR designated as a Power ZR. There are no Power ZRs for the DISCOVERY category.

On each Regularity Zone, the first intermediate finish will be at least **600 m** after the start, then they may be at any point in the ZR,

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until the end of it. As a safety measure, 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 ZRs will be taken into account for 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: 4 jokers
- Stage 4: 3 jokers

In the event of an accident involving a third party, you are liable and must stop to fill out an accident report, even in a regularity zone, or you will be disqualified from the race.

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 "racing incident" and will not result in any points being deducted.

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

7.9 P: CLOSED PARK

The cars will be in parc fermé on Tuesday 15 September 2026 after scrutineering at 17:45. Each evening at the stage, there is a guarded parc fermé (not compulsory) for the night, with everyone free to take their car to their hotel after checking in at the end of stage control.

ART.8 – COMPLAINTS

In accordance with Article 9.2 of the FFSA general regulations, no complaints are admissible in rallies taking place on open roads. If you have a sporting problem 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 submitted upon your arrival at the midway or end-of-stage CH or within 30 minutes of your arrival.

ART.9 – CLASSIFICATION

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

A general HISTORIC classification will be established for groups 1 to 6 and another **INTEGRAL** 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 their vehicles.

1. the smallest engine capacity
2. the oldest car

ART.10 - CUPS AND PRIZES

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

You may invite guests from your audience or circle of friends to this event for €80 per person. Places are limited and reservations must be made before the administrative checks are completed on Tuesday 15 September at 5pm.

10.1 P: Prize-giving ceremony

- Two trophies for the top three finishers in the overall "**HISTORIC**" classification.
- Two trophies for the top team in the "**HISTORIC MID-LOW**" category.
- 2 trophies for the top 3 in the overall "**INTEGRAL**" classification (4-wheel drive).
- 3 prizes for the top "**TEAM**" crew.
- Special "**PARTNERS**" prizes for SPECIAL PRIZES awarded by the organisation.



APPENDIX 1

SUMMARY TABLE OF INFRINGEMENTS AND PENALTIES

Summary of penalties	Article No.	Disqualification Disqualified	Penalty points	Financial penalty	Penalty according to the stewards' assessment
Failure to present mandatory documents during inspections	1.2 P				Refusal to start and loss of entry rights
Vehicle not compliant with checks	1.3 P				Refusal to start and loss of entry rights
Excessive noise	1.3	Up to			
Non-compliant tyres	1.4 P	Up to			
Equipment or application enabling the creation and/or reading of a digital trace of the rally	1.4 P	X			
Change of vehicle during the rally	4.3 P		300		
Breach of regulations regulations	4.4P	X			
Absence of organiser advertising 1 st violation 2 nd offence 3 rd 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 organisation	6.1	X			
Speeding 1 st offence 2 ^e offence 3 ^e offence	6.3 P	X	see table Art. 6.3 P		
Correction of logbook of inspection	6.2 P	X			
Loss of control book	6.2 P		60		
Repeated advance in ZR	6.3 P	Up to			
Unfair, unsportsmanlike manoeuvre damaging to the image of rallying		Up to			
Missing CP	7.3 P		150		
Per minute ahead at CH	7.4 P		2		Maximum 60 points
Per minute behind at CH	7.4 P		1		Maximum 30 points
Absence of visa at CH	7.6 P		150		
Failure to leave a regularity zone	7.7 P		150		
Per 1/10 second delay at a time check (above the 0.5 second tolerance)	7.7		0.1		Maximum 25 points
Per 1/10 second ahead at a time measurement (above the 0.5 sec tolerance)	7.7 P		0.2		Maximum 25 points
Per missing time recording	7.7 P		30		
Maximum penalty for a Regularity Zone	7.7		120		

APPENDIX 2

Annexe Tripy

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

DESSCRIPTIF 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:

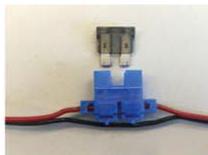
- La connexion d'alimentation que vous fournissez devra être réalisée à l'aide d'un câble composé de deux conducteurs d'une section d'environ 1 mm².
- Le pôle positif (+) sera différencié par un conducteur rouge et devra être protégé par un fusible de minimum 1 Ampère installé au plus proche du départ batterie. Nous vous conseillons un porte fusible automobile comme sur la photo ci-dessous (éviter les fusibles tubulaire en verre qui sont peu fiables).
- 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



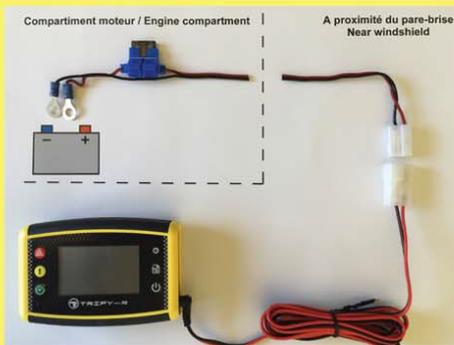
During technical inspection, the Tripy-R GPS device will be installed & checked by a technician.

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 advise 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 a male 2 way « T » cable connector housing fitted 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.



APPENDIX 2

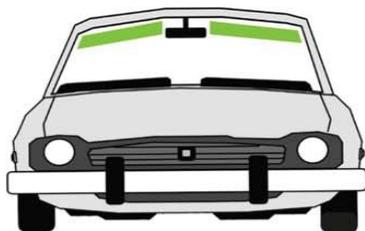
Vous pouvez trouver ces connecteurs dans les boutiques Würth outillage (souvent avec des quantités minimum de 10 pièces).

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 illustrée 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.

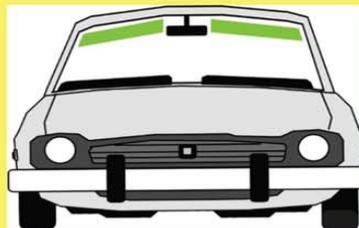
You can find these connectors in Würth tooling shops (often with minimum order quantities of 10 units).

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 "of no contraindications to driving"

French or foreign competitors who do not hold a valid competition or regularity licence for the year 2026 issued by their motor sports association may request an "Event Participation Permit" from the organisers.

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

To obtain this participation certificate, 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 below:

I, the undersigned

Doctor

Practising at:

Certify that I have examined Mr

Who has no contraindications to driving a motor vehicle.

Done at:

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



Signature and stamp of the doctor

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