

## Pre-regulation

This rally, placed under the High Patronage of His Serene Highness The Sovereign Prince of Monaco, organised by the Automobile Club de Monaco, under the care of the Fédération Internationale de l'Automobile (FIA), of ASN members of the FIA and particularly the assistance of AVD (Germany), CSAI (Italy), DASU (Denmark), FFSA (France), KAK (Sweden), KNAC (Norway), and RACC (Spain) is registered on the FIA events calendar.

This FIA historical regularity rally, reserved for historic vehicles, on invitation, is named:

### « 8e RALLYE MONTE-CARLO HISTORIQUE »

It will be run in compliance with the FIA International Sporting Code and its new Appendix K, the FIA standard supplementary regulation for historic regularity rally and the provisions of the supplementary regulations and its appendix.

#### **1 - ELIGIBLE CARS**

Are eligible, vehicles that are road-legal and that are holding:

- an FIA historic vehicle identity form or an FIA historic technical passport,
- or an FIA historic regularity rally car pass,
- or a FIVA identity card.

These cars should be of the same model as of those which took part in the Monte-Carlo Rally between 1955 (25th edition) and 1977 (45th edition).

The cars will be divided into the following categories:

- I - vehicles built before 31/12/1961
- II - vehicles built between 01/01/62 and 31/12/65
- III - vehicles built between 01/01/66 and 31/12/71
- IV - vehicles built between 01/01/72 and 31/12/76

Each category is divided into 4 cubic classes:

- 1 - up to 1300 cc
- 2 - 1301 cc to 1600 cc
- 3 - 1601 cc to 2000 cc
- 4 - over 2000 cc

The eligible cars will be selected by the organiser who reserves itself the right to accept or to refuse the entry, without justifying the reasons.

#### **2 - ELIGIBLE CREW**

Any crew must be made up of the first driver plus a minimum of one or a maximum of two crew members, all of them holding a valid driving licence. All crew members must stay on board during all the race under pain of exclusion from the race

All crew members must either:

- hold any kind of drivers' competition or regularity licence valid for 2005 issued by an ASN member of FIA;
- or obtain a « Regularity Rally Driving Permit » from the organiser for the duration of the event. Upon payment of a fee of 45 €, this « Regularity Rally Driving Permit » is issued by the Automobile Club de Monaco and delivered during the administrative checks in the starting town. The 45 € must be paid with the entry fees and will not be refundable in case of cancellation (application form enclosed).

#### **Team entry:**

Make and/or club teams may be entered until the confirmation of entries date. A car may only be entered for one make and/or one club team. A team must be made up of a minimum of 5 cars.

#### **3 - PROGRAMME**

Date	Time	Description
Septembre, 13th 2004	---	Entry opening date
Novembre, 15th 2004	---	Entry closing date (end of the <u>reception date</u> for <u>complete</u> and paid entries)
Novembre, 26th 2004	---	Confirmation of selected cars and publication of the regulations.
January, 27th 2005	---	Administrative checks and scrutineerings Distribution of plates and official documents to competitors starting from OSLO.  Entrance of the cars in the Parc Fermé.  Start of the Concentration Leg OSLO - VALS LES BAINS (about 2 850 km).
January, 28th 2005	---	Administrative checks and scrutineerings. Distribution of plates and official documents to competitors starting from BARCELONA, MONTE-CARLO, REIMS, and TORINO.  Entrance of the cars in the Parc Fermé.
	As from 6:30pm	Starts of the Concentration Legs from BARCELONA, MONTE-CARLO, REIMS and TORINO to VALS LES BAINS (about 830 to 920 km).

January, 29th 2005	As from 12:00pm	Arrival of the Concentration Legs at the Time Control of VALS LES BAINS (secured park).
January, 30th 2005	At 8:00am	Start of the Classification Leg « VALS LES BAINS - VALS LES BAINS » (about 300 km) including 4 regularity tests: - Burzet - Saint Martial - Bif. D 9 / D 214 (Freydaparet) - St Pierre / Doux - Saint Félicien - Labatie d'Andaure - Saint Pierreville - Antraigues.
	As from 2:30pm	Passage Control at CHIROLS Time Control in VALS LES BAINS. End of the Classification Leg (secured park).
January, 31th 2005	At 7:00am	Start of the Common Leg, Part 1: « VALS LES BAINS - TALLARD's Aerodrome » (about 390 km) including 4 regularity tests: - St Jean en Royans - Vassieux en Vercors - St Nazaire le Désert - La Motte Chalancon - Rosans - Col de Pommerol - Col des Tourettes - L'Épine - Savournon - Sigoyer.
	As from 3:15pm	Time Control in GAP, TALLARD's Aerodrome. End of the Common Leg, Part 1 (secured park).
February, 1st 2005	At 7:30am	Start of the Common Leg, Part 2 : « GAP, TALLARD's Aerodrome - MONACO » (about 360 km) including 2 regularity tests: - Selonnet - Bayons - Trigance - Châteaueux.
	As from 2:10pm	Time Control in EZE VILLAGE - End of the Common leg, Part 2 Passage Control in MONACO (Parc Fermé).
	As from 6:30pm	Welcome buffet hosted by the Automobile Club de Monaco - Quai Albert 1er.
	At 8:15pm	Start of the Final Leg « MONACO - MONACO » (about 160 km) including 3 Regularity Tests: - Castillon - Sospel - Sospel - Col de Turini - La Bollène Vesubie - Lantosque - La Cabanette - Touët de l'Éscarène.
	As from 12:am	Arrival of the Final Leg « MONACO - MONACO »
February, 2nd 2005	A 12:00pm	Publication of the final classification at the Headquarter of the Rally, 23 boulevard Albert 1er, Monaco.
	A 9:00pm	Prize Giving Gala Dinner. Salle des Etoiles, Sporting Monte-Carlo. Black tie (Tuxedo) compulsory.

#### 4 - STARTING ORDER

The start of the Concentration Legs will be given from minute to minute in the competition numbers order.

The start of the Classification, Common and Final Legs will be given **from 30 seconds to 30 seconds**, in the competition number order for the Classification Leg, and, for the following legs, in the provisional classification order (established after the 4 regularity tests held during the Classification Leg).

Concerning the start of the Common and Final legs, competitors which have chosen the high average speed for the regularity tests will start before those having chose the low average speed (Art. 6).

#### 5 - PASSAGE CONTROLS - TIME CONTROLS

##### A) PASSAGE CONTROLS:

The marshals in charge of these controls must simply stamp the time card when handed in by the crew, without mentioning the time of passage.

The organiser may establish, at his own discretion, secret passage controls at any point on the route.

##### B) TIME CONTROLS:

1. At these controls, the post marshal enters the time at which one of the crew members hands in the time card. The target check-in time is the time obtained by adding the time allowed to complete the road section to the time of leaving the time control of the section.

2. Any difference between the actual check-in time and the target check-in time will be penalised.

#### 6 - REGULARITY TEST SECTIONS

In order not to put the oldest cars and the cars with the lowest cubic capacity at a disadvantage, like the previous editions, the choice between two different average speed categories, compulsory in the regularity sections, is maintained.

**Competitors will have to inform the organisation about their choice of average speed (low or high), after the Classification Leg, by filling out an application form delivered to them during the administrative checks in their starting towns.**

**This average speed, when chosen, cannot be changed during the event and will apply on the Common and Final legs.**

The organiser may set up, at his own discretion, intermediate timekeeping points at any spot on a regularity test section. There must be a minimum of one secret time check on each regularity test section.

Timing will be done to 1/10th of a second. For each 1/10th of a second below or above the target time at this point (based on the distance from the

start and the imposed average speed) a one point penalty will be imposed.

## **7 - MEASURE MATERIALS    NEW !!!**

**Only speedometers provided by the car maker and originally equipping the car are permitted.**

However, only one mechanical tripmeter can be put in the car, under the condition that it only shows the total or partial distances (such as Halda trip/twin/master, Retrotrip, Belmogtwin, etc.), but in no way the average speed.

**The use of screen display or electronic equipment (Chronograph...) will be tolerated BUT IN NO WAY ONE OF THIS EQUIPMENT WILL BE FIXED, AND, OR, CONNECTED TO THE CAR, even temporarily.**

**The devices installed in the vehicle will be checked by the scrutineers throughout the rally.**

**1st infringement = 10.000 penalty points.**

**2nd infringement = exclusion from race.**

## **8 - WITHDRAWAL / RE-ENTRY TO RALLY**

If a crew interrupts the Rally by leaving the set route and misses a control, he may be re-admitted to the event provided that he informs the Clerk of the Course, within the hour following his expected time at this control, of his intention to continue the event.

**Furthermore, the crew must be present at the end of the daily leg Time Control within 30 minutes following its theoretic target time, engine on and without any external help.**

If one of these two conditions is not respected, **THE COMPETITOR WILL BE EXCLUDED FROM THE RACE** and will not be able to continue the rally.

## **9 - ASSISTANCE - PARC FERME**

Repairs and refuelling are permitted throughout the whole event, except in the Parc Fermé and in cases expressly forbidden by a clause in the regulation. However, the assistance vehicles are not allowed in the regularity tests areas throughout the whole event. One assistance plate will be given to each competitor.

## **10 - ROAD BOOK**

Similar to the early Monte-Carlo Rallies, in order to promote navigation, no road-book will be given, except for the regularity stages for which a mini road-book will be provided when the entry is confirmed.

## **11 - PUBLICITY**

The Advertising provisions specified in Article 5.2 of the new Appendix K of the FIA International Sporting Code must be respected.

Publicity material will take up a maximum of six locations of 50 cm x 14 cm. Four locations will be placed above and below the side doors competition numbers and two locations can be placed where the competitor decides **except on the windows and on the windscreens where advertising is forbidden**. Should these areas be insufficient, the publicity material may be placed next to the number, without however touching it. One of the two locations adjacent to each competition number may be reserved for the organiser's publicity space, without the competitor being able to refuse. The pilot's name may appear only once on each side of the car, on an area not exceeding 10 cm x 40 cm. A club-recognised insignia may be shown on each side of the car, its dimensions not exceeding 10 cm x 10 cm.

A car can compete in its original publicity regalia, if it has been established that this chassis number has definitely raced under this regalia at the time. This regulation will be strictly applied.

## **12 - WHEELS AND TYRES**

Only tyres which are in conformity with the road use of the countries crossed will be accepted.

The use of studded tyres is authorised according to the road conditions (snow, ice, etc...) with respect to the highway code of the countries covered by the rally.

## **13 - ENTRY FEES**

The entry fee for each car remains as last year at:

**2 700 €** for a 2 persons crew,

**which includes:**

- Insurance premium covering third party liability of the competitor,
- Plates and numbers,
- Souvenir gifts of the event,
- Welcome buffet in Monte-Carlo on Tuesday, 1st February 2005,
- Accommodation for 2 nights (Tuesday and Wednesday) in Monaco in a luxury hotel including breakfast for 2 persons taken in the dinning room (breakfast served in the room will be fully charged on the personal bill)
- 2 tickets for the Prize-giving Gala Dinner at the Salle des Etoiles of the Sporting Monte-Carlo (**black tie, tuxedo, compulsory**).

**MOST IMPORTANT:** It should be noted that details of this draft, and, in particular the choice of the regularity test sections, are subject to changes.