



Dear Alpine Entrant,

Thank you for entering this year's Alpine Classic. Our 25th Anniversary!

Whether it's your first or your twenty-fifth Alpine Classic, we hope that you enjoy the event.

Our first step in making sure that you enjoy yourself is to make sure that you are safe. The organisers figure that it is less likely that you will enjoy yourself if you have been injured in an accident, so we have undertaken various risk assessments and implemented some risk mitigation features to improve event safety.

The most significant of these features is the procedure when entering some intermediate major controls (those in between the start and end of each Leg). In addition, we think that this procedure evokes a sense of events from the golden years of rallying (check out <https://www.youtube.com/watch?v=nxHh5rgKEDM> and you'll see what we mean). Please note that the correct method of entering each control will be defined in your instructions at the end of each section.

Because of the nature of the Alpine Classic (a Navigation event that runs to a schedule in accordance with MA-NTSR) drivers may not get a chance to have a break between sections and this is outside of well-known recommendations for drivers to take a break approximately every two hours. There is potential for driver fatigue to contribute to an accident, and that wouldn't be enjoyable (would it). So, the procedure at some intermediate controls is expected to reduce driver fatigue (and it may suit some navigators as well). Read the Supplementary Regulations and your instructions carefully!

There will be 5 different types of control as follows:

- 1) Start controls (Major Controls at the beginning of each Division) – You will be provided with instructions before your start time and should leave at the allocated time.
- 2) End of Division controls (Major Controls at the end of each Division) – You may wait outside of these controls before entering at your due time. If the control officials are in a position to process your card they may “wave you in” at which time you may enter control early without penalty (provided that nominate your due time the control officials, if you neglect to nominate a time, the control officials will book you in early and you will be penalised). If you enter control before being “waved in” you will be recorded as arriving early and you will be penalised accordingly. If you arrive later than your due time, proceed directly into the control with care.
- 3) ‘Drive-in’ controls (Major controls between sections where control officials will take your road card from your car) – You may wait outside these controls and enter at your due time.
- 4) Walk in controls (Major controls between sections where the driver must exit the vehicle

to surrender your road card to control officials) – You should find a safe position to park your car in the area of the control (don't drive up to control, they won't take your card) your driver must get out of the car and walk up to the control location. At you due in time the driver should surrender the road card to the control officials for processing. The driver may be provided with instructions for the next section/s (if they haven't already been issued at the start of the Division) and a due out time. Leave the control area carefully at your allocated time. Refer to the detailed description following on how "Walk in controls" should be completed.

- 5) Passage controls (Controls located within sections) – You must enter on sight.
A Manned control proceeded by a P Board – Enter on sight with caution and stop safely.

When approaching "Walk in controls" (check your instructions), slow to a safe speed and find somewhere safe to park within a short walk from control (it should be obvious where to park, but make sure to obstruct other cars or the control location). Irrespective of whether you are early or late, **DO NOT DRIVE INTO CONTROL** – the officials will not accept your road card if you do! The driver must get out of the car and approach the control location with the road card. At the appropriate "Entry time", the driver must present the road card to the control officials by placing it on their desk and at which time they will record the "actual" time on the road card and also on their control card. The control officials will return the road card to the driver. The driver (and only the driver – proof via display of lanyard) will then sign for and be provided with instructions for the next section/s where applicable.

We would recommend that if the driver has received instructions, to return to the car to give those instructions to the navigator because time has been allocated in control for plotting (but it's up to you, if you don't want that advantage). The navigator should use the time available at control (typically 5 - 10 minutes) to plot as much of the next section as possible. The instructions will provide details of how much plotting time is allocated. The plotting time allocated includes the whole minute in which the road card is presented, so for example; if a time card is handed in at 10:33:07 the Exit time is calculated as 10:43 (if a plot time of 10 minutes after 10:33, not 10 minutes after 10:34).

Crews **DO NOT** need to return to control and should leave control on the allocated minute. Officials may be used to observe crew's departure time from controls (REMEMBER they are Judges of Fact), it's up to you....

For example: - A crew due into M2 at 10:15 should try to arrive in the general area of M3 a short time prior and then safely park the car as described in the section instructions.

The driver should get out of the car with the road card and approach control.

Within the minute from 10:15:00 to 10:15:59 (the due Entry time) the driver should place the road card on the table in front of the control officials (and will not be penalised if within the due Entry time minute). The control officials will record the actual in time on the road card and control card. The control officials will also allocate an Exit time and write this on the road card.

The control officials will then confirm that the crew member is the driver (by inspecting their lanyard) and allow the driver to sign for the instructions and any

other information available at the control, if required. It is solely the Driver's responsibility to ensure that the correct maps and instructions are obtained (the Control Officials will do their best, but ultimately it is up to the Driver to ensure that they are given the instructions and maps listed on the sheet that they are signing).

The driver should then return the instructions and any maps to the navigator. The navigator should commence plotting. The driver may wish to have a social chat to other drivers, have a comfort break and or assist other drivers to find a safe and convenient parking location. The Exit time in this case would be 10:25 (10:15 + 10 mins = 10:25)

A short period of time before the required Exit time, the navigator would start yelling at the driver to get back in the car and start the engine. This should happen promptly.

Then both crew members should check that they have their seatbelts on and Exit control within the minute after to the allocated Exit time (i.e. 10:25:00 to 10:25:59). There is no need for crews to visit control a second time.

CREWS THAT ARE RUNNING LATE MUST STILL COMPLY WITH THIS PROCEEDURE!

CONTROL OFFICIALS WILL BE JUDGES OF FACT FOR UNSAFE DRIVING IN CONTROL AREAS.

In the event that crews need to be held in control (Due to issues in the section ahead) control officials may allocate an amended Exit time without penalty.

Not all Major Controls will utilise the above procedure. Check your instructions and enter controls as described above in accordance with the type of control nominated in your instructions.

Please remember that all officials and the event executive are volunteers who have donated their time and in some cases money so that you have the opportunity of enjoying your weekend. Please always treat them with the respect that they deserve.

Time management is an important factor in having a successful "Alpine experience". There are various types of Section on the Alpine Classic and you should be familiar with what each means. Understanding how each type of section works and how you should enter the various controls at the end (and in some cases along the way) of each section should help with your score.

Your safety and enjoyment are our primary objectives. We have done our best to provide challenging instructions and scenic roads to suit each level of competition while maintaining the safety of entrants, officials and the public. Please help us to ensure that this is a safe event by driving sensibly within the road rules at all times.

If you are caught behind a slower competitor, or a member of the public, and this is causing you to lose time, DON'T BE STUPID and try to pass them on a narrow winding road, or around corners, or on crests, or even on dirt roads.

- In the case of a fellow entrant, care should be taken from both crews to ensure a safe

procedure for completing an overtaking manoeuvre with fellow entrants is observed.

- In the case of a member of the public, wait patiently behind them and pass only where safe for everyone.

If you feel that you have lost points because of a significant delay of this nature, approach the organisers (with a filled out event review form) and submit it. Your submission will be considered. The trophies for this event aren't that great to risk anyone's safety.

If you find the instructions too difficult and that is detracting from your enjoyment please let us know and we will move you to an easier level of navigation. If you are spending too much time trying to figure out some instructions it might be better to "cut and run" to the next control location (Maybe follow someone else...). All entrants within each level of competition have the same instructions and therefore the same level of challenge, it's a game and the instructions (and regulations) are just the rules. The prize for doing well might be prestigious but it is essentially worthless. We are not playing for "sheep stations", so just enjoy yourself.

Your rally pack will include a windscreen sticker and your car number. Please place your car number on the top left of the windscreen. Remember that if we can't see your numbers, we can't book you into controls effectively (and you will lose lots of points).

Please remember that the Alpine Classic is meant to be fun, but is also meant to be challenging. It will be both if you have the right attitude and remember that you are all on level playing fields (within each category at least), if it is hard for you, it is likely to be hard for everyone else in your category. Your life won't depend on the outcome!

On behalf of the Classic Rally Club we wish you a safe and enjoyable event and we look forward to seeing you at the Start for breakfast in Lithgow from 7:30 am.

Kind regards,



Alan Walker - Event Director 0432 511 709

Classic Rally Club Inc.

<http://www.thealpineclassic.com.au>

<http://www.classicrallyclub.com.au>

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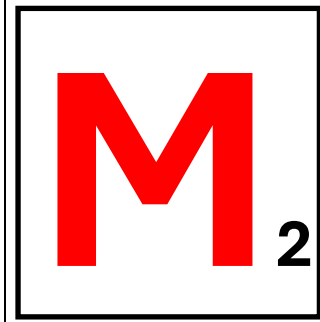
Details of boards that you may encounter during the Alpine Classic.



This is an “M” board. You will find these at the start and end of each Section. These are called Major Controls and will typically be manned (however sometimes they can be unmanned and in which case they will have a number in the bottom right hand corner).

There is no need to record these on your road card; control officials will record these details on your time card for you (you will need to surrender your time card to the officials at this location).

This board applies to all levels of competition (Masters, Apprentices and Tour Categories).



This is what an unmanned Major Control board looks like. There won't be any control officials at this location but you will be required to record the full information on your time card in the appropriate location (In this case record M2 on your time card).

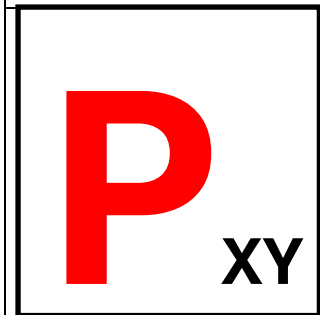
This board applies to all levels of competition (Masters, Apprentices and Tour Categories).



This is Passage Control Board or commonly a “P” board. You will find these at “manned passage controls”. There will be people at this location who will want to mark your road card. There is no need to record these on your road card; control officials will record these details on your road card for you (you will need to surrender your time card to the officials at this location).

Note that these manned passage controls can be either on correct roads or incorrect roads. You don't have to visit the people at a manned passage control if you think that it's on an incorrect road, but you will be penalised if you don't visit one on the correct road!



This board applies to all levels of competition (Masters, Apprentices and Tour Categories).



This is also a “P” board; however this one is called an “unmanned passage control” or can also be called a VRC (Visual Route Check), either way you need to take notice of these boards.

When you encounter this type of board (with the smaller alpha numeric, in this case XY) you will need to record the alpha numeric on your road card in the appropriate location (XY without the “P”). These boards can be on correct and incorrect roads. Record one on an incorrect road and you will lose points.

This board applies to all levels of competition (Masters, Apprentices and Tour Categories).

	<p>This is a “Z” board. Sometimes they are called redirection boards. Typically this board only applies to the levels of competition that rely on mapping for navigation (Masters and Apprentices) and not to Tour categories. Although you should check the Supplementary Regulations just to make sure.</p> <p>If “Z” boards apply to your competition category, when encountered you may need to do a number of things;</p> <ol style="list-style-type: none"> 1. Record the full details of the “Z” board in the appropriate location on your road card (in this case Z3), and 2. Follow the instructions noted for this “Z” board (in this case Z3) as listed in your instructions. 3. Replot your route as required by the Z instruction. 4. Take care as you oppose other crews when returning the previous road junctions. 5. Reverse your trip meter on your way back to previous road junctions (unless otherwise noted).
	<p>This is a sample of a “Triple Caution” board. There are three levels of caution board that you may encounter on events. These are defined in article 2.2 of the National Rally Code as follows:</p> <ul style="list-style-type: none"> • One exclamation mark (!) indicates a hazard where no significant reduction in speed is required but where difficulty might be encountered if Crews were unaware of the hazard. It is not necessary to use the instruction “caution” with this indication. A red triangle sign may be displayed as an alternative to a single exclamation mark. • Two exclamation marks (!!) indicate a situation where damage to a vehicle or Crew could result from negotiating the hazard at speed. This indication shall be used in conjunction with the instruction “caution”. • Three exclamation marks (!!!) indicate a severe hazard which cannot be negotiated without a significant reduction in speed. This indication shall be used in conjunction with the instruction “extreme caution”.