

RALLY ALBANIA 2017

GENERAL REGULATIONS

IMPORTANT

In the window below are the **General Regulations**.
Supplementary Regulation will be given before the event.
For any question that comes up from these regulations please contact before the Race
and be sure to be clarified, by sending an email to: **info@rallyalbania.org**

1. GENERAL DESCRIPTIONS

MotorSport Club Albania from **03 to 10 of June 2017**, will organize "**RALLY ALBANIA 2017**" an "International Off-Road Rally" event for Bikes, Quads and Cars with six days of competition. It is open to amateurs that are at least 18 years old and have the driving license in the category they want to participate.

The theme of the rally this year will be:

"one week of fun, sports and individual holidays away from the paved roads".

Community and collegiality are the necessary elements of the event.

For a good result is not only needed a good race machine, but also the cooperation between driver and co-driver, understanding the road book and more; and the last but not the least, a little luck in finding the right way.

2. ELIGIBLE VEHICLES

Rally Albania is a Rally Raid Cross Country Race type and open to:

- 1. Bikes**
- 2. Quads**
- 3. Cars (all terrain vehicles below 3.5 ton)**
- 4. Side by Side Vehicles.**

1. Bikes are divided in six classes

M-1 (Under 450cc)

M-2 (450cc – 600cc)

M-3 (over 600cc and single cylinder)

M-4 (over 600cc and bicylinder)

- M-5** (Veteran. Under 450cc. Born before 1 January 1967)
- M-6** (Veteran. Over 450cc. Born before 1 January 1967)
- M-7** (Female driver)
- M-A** (Adventure Regularity Formula)

2. Quads are divided in three classes

- Q-1** (2x4 drive)
- Q-2** (4x4 drive)
- Q-3** (Female driver)
- Q-A** (Adventure Regularity Formula)

3. Cars are divided in five classes

- C-1** (Modified)
- C-2** (Production)
- C-3** (Adventure Regularity Formula)

4. SSV

- C-1.1** (Single Post)
- C-1.2** (Two Pilots)
- C-3** (Adventure Regularity Formula)

There will be a different classification for each category.
There will be a different classification for each class in the respective category.
In the end will be three general standings for three categories.

All vehicles need to be road legal in the country whose registration plates they carry, with all papers valid at least until June 11, 2017.
All vehicles and participants are obliged to have minimum safety equipment.

3. ENTRIES

"Rally Albania" is open to amateurs that are at least 18 years old and have the standard driving license in the category they want to participate.

Anybody wishing to participate in Rally Albania 2017 must send to the organization, an application file, along with the entry fees.

Up to the moment of the technical scrutinizing, the pilot may freely replace the entered machine with another.

At the time of race scrutinizing, if a machine does not correspond in its presentation to the group in which it was entered, this machine may, be transferred by the Stewards to a different class.

4. IDENTIFICATION

1. Bike/Quad

The Organizers will supply each pilot with a set of identification plates comprising 1 front and 2 side adhesive plates.

Throughout the duration of the Event, the plates must be affixed on each side and on the front of the machine.

The front and rear rally plates must be positioned legibly and the front plate must be the 1-st inscription legible from the front.

No other old residue numbers must be on the machine.

2. Car

The Organizers will supply each team with a set of identification plates comprising two side doors plates, one back door adhesive plate and one front windshield small plate.

Throughout the duration of the Event, the plates must be affixed on each side the machine.

At any time during the Event all vehicles must have all these stickers. In case of damaged or missing, the drivers are responsible of asking to the organization one other set (for free).

5. RACE NUMBERS AND STARTING ORDER

In Rally Albania participants have their personal race number.

This number will be reserved up until three years of non participation.

Winners of last race of in the category will have **1, 200, 300** number.

The starting order of the prologue will be defined by the race number in respective categories.

The first stage starting order for **bikes and quads** will be: from 1-st to 20-th result of the prologue in the **inverse order**;

from 21-st to the last in prologue result.

The first stage starting order for car will be defined by result of the prologue.

Second stage up to last stage will be defined by the result of the previous stage and NOT the overall standings.

(possible penalties will not count on the starting order but will be added on overall time).

First start Bikes.

Starting order will be by defined by prologue overall in category result and not the class.

Five minutes after the last Bike will start the first Quad.

30 minutes after the last quad will start the first car.

Second stage until the end, bikes and quads will start together.

(time between starts inside the category will be decided the day before every stage)

Bikes Numbers (White Background), **1 - 199**

Quads Numbers (White Background), **2xx**

Car (White Background), **3xx**

Assistance vehicles (Yellow Background), **6xx**

Media (Green Background), **7xx**

Organization (Red Background), **9xx**

6. ADVERTISING

Competitors are allowed to affix any kind of advertising to their machines, unless:

1. It is not likely to give offence.
2. It is not in religious or cultural conflict in the route of Rally.
3. It is not in direct competition with organization sponsors.

7. ROAD BOOK, NAVIGATION AND CLASSIFICATION

Organization takes all the responsibility that the route will remain secret until the Road Book is distributed to pilots.

The route is described in a Road Book and for each stage it will be distributed at 20:00 on the day before the stage.

The road book of Rally Albania is in standard A5 format for cars, and in 135 mm wide roll for bikes and quads.

Minimum unit distance is 10 meters and every participant should calibrate their rally computer the day before the race in a defined distance given by the Organizer.

In Road Book will be described every Passage Control, Time Control, Waypoint, and eventual Speed Limit Zones.

Those zones and points are compulsory and must be respected on pain of penalties up to Maximum Time Allowed.

It is absolutely forbidden to go in the opposite direction of the route and is not allowed to go deliberately off the track.

The route is divided in connection section "Liaison" and timed section "Special".

In liaison section the competitors have to follow the route with a defined average speed and an exact Target Time.

The special section is to be covered in the fastest time possible and the sum of all special sections of all stages will define the winner.

Eventual penalties will be added to this time.

THE FASTEST THE BEST!

The clerk of the course is the only responsible of timekeeping.

Possible penalties will be given only in time.

For every category and class will be an individual classification.

The time of the stage will be the sum of all times of special sections, plus possible penalties.

There will be winners and trophy in all categories in all classes.

The winner of the rally will be decided from the sum of time of all stages, plus possible penalties.

The smallest time the winner, and so on.

In case of draw the winner will be the team that has the best time in the last stage and if not enough,

this rule will continue in reverse calendaric order.

All the results will be published on the bulletin board near the organization facilities.

GPS

Every team will be equipped by the organization with a GPS/GPRS tracker.

It is sealed and erased to zero on every start.

It's use by the competitors is prohibited and only used as data recorder or SOS purposes.

The data in the GPS will be transmitted instantly in a Rally Tracking Software and will show the eventual route that was followed, passage controls, hidden waypoints passage and speed in speed limit zones.

(Eventual penalties for any irregularity will be given to the administrative check).

TIME PENALTIES

Specific time penalties will be published in Supplementary Regulations, before the event.

8. MEDICAL SERVICE

There will be:

The full time and specialised medical team of the race.

- Two teams of doctors in moto/quad.
- Two 4x4 ambulances on track.
- Stationary ambulance on every bivouac.
- One emergency helicopter.
- Dedicated physiotherapy team on every bivouac.

9. TRAFFIC SPEED AND PUBLIC ZONES

During the whole event all the teams have to obey on the traffic speed rules of Republic of Albania.

All these limits will be specified on the road book.

During the special sections there are speed limit sections that will be described accurately on the Road Book.

10. ASSISTANCE AND REFUELLING

Assistance can be done on every part of the route.

For assistance in the end of special sections will be a different road book for the assistance teams.

The vehicle that is taking assistance must be at least 5m off the route.

On-route assistance vehicles will start 10 min after the last race vehicle and will travel only in the direction of the route.

They will be declared, registered and with race number.

Assistance trucks provided by organization consist only in transporting the damaged vehicle from that point of the route till the nearest asphalt road.

For broken bikes, the transport to the next bivouac.

If a broken vehicle can start tomorrow's stage again, the stage time will be given the Maximum Time Allowed.

One race vehicle can be pulled to the next bivouac (without penalty), only by another race vehicle.

Refueling

Refueling is responsibility only of the participant.

On the Road Book in liaison sections there will be marked the fuel stations available.

On the special section refueling will be only in declared passage controls.

If will be any such refueling, in that point will be a neutralization period equal for all the competitors.

Minimum fuel independence is 130 km, suggested 160 km.

11. INSURANCE

Even with professional and skilled performance activities, accidents and injuries may always occur.

The participant is NOT fully insured by the organization.

There will be a small personal insurance (obligative) that will cover the transport, hospital intervention and examination.

A private health insurance for abroad your country is necessary.

An individual health insurance is recommended.

A good insurance of the vehicle, including theft, is expressly a matter for the participant.

The participant had to have knowledge of the particular risks that participation in a motorsport event takes.

It is hereby recommended that the member examines his/her insurance coverage sufficiently for the risks in particular accidents, medical care and liability, and if necessary, for this kind of risk taking an extra cover.

The organization completed collective insurance covering third part civil liability for all participants, for first aid, transportation in hospital and eventual medical intervention.

Rally Albania is about active participation in motor sport where speed is an important factor.

Damage during this type of event is generally excluded by most of normal health insurances.

Have the necessary insurance side of the participant in the Motorsport liability and "subsidiary coverage", just in case your personal insurance refuses payment of damages.

12. TIMEKEEPING AND ZONES

The timing will be conducted by Rally Albania Staff.

A Magnetic Memory RFID Transponder will be used. The Time Card will be used for back-up and passage controls.

This Transponder is shock, water and mud resistant.

Every team will take their Transponder in the administrative check.

Every Transponder will be personalized to each team details in its internal memory.

In the start of the stage, on every time control and in the finish, this device will be presented to the marshals in charge of timekeeping.

On it are recorded all timing data.

Every competitor is responsible for its personal Transponder.

Losing it, the stage times will be detracted from the GPS (with 30 seconds minimal accuracy).

This also will lead in **15 minutes penalty** added to the stage time.

Another Transponder can be provided by the organization with payment of its full value.

Time Card standard function data details will be included in the Road Book, on which are described the Target Times and the Maximum Times authorized to cover each Liaison Section and each Special Section.

1. Late at the Time Control at the start of a stage.

All competitors late for the start of a Stage will be penalized 1 minute for every minute late, until 5 minutes before the start of the 1-st vehicle of the thereafter category.

If competitor arrives late but within this limit, will start the last in its category.

Later than this limit, the competitor will be disqualified from the stage.

2. Late at the Time Control at the start of first Special Section.

All competitors late for the start of the first special section will be penalized 1 minute for every minute late,

until 5 minutes before the start of the 1-st vehicle of the thereafter category.

If competitor arrives late but within this limit, will start the last in its category.

Starting time in the second, third or fourth special section, will be according to the target time between the previous and next special section.

Later start or earlier start is equally penalised.

Starting time in the first special of the stage is responsibility of the race marshals.

Starting time in the next sections is responsibility only of the competitor.

Being late in the start of special section will put the competitor in the waiting list row.

3. Liaison section

A target time is given for each liaison section.

Any competitor exceeding or starting early this target time will incur a penalty of one minute for every minute late/early.

This rule is **not valid** only for arriving early in the finish after the end of the last special section (every stage).

4. Special sections

Special sections will be run in real time and fastest possible, but within a maximum time allowed.

Pilots checking-in after this maximum time will incur the fixed penalty for the day.

5. Timing

Target Times and Maximum Times Allowed, the Starting Order and the gaps will be given at administrative checks, as well with the Closing Times of controls (PC's and TC's) and the Fixed Penalties.

6. Passage Controls

In order to check that the crews are respecting the itinerary in the road book, Passage Controls will be set up at a significant location mentioned and numbered in the Road Book.

The Control Zone will be defined using the official signposting and will be clearly visible and signaled to pilots and sited on fairly level ground.

7. Closing of Time Control

Time Control signpost will be closed **60 minutes** later than ideal time of the last competitor started.

8. Signals

The terrain signals and their frequency will be published in a latter time and also given to the administrative check.

13. ADMINISTRATIVE CHECKS AND SCRUTINEERING

Go in the links in the top of the page to see details on this chapter.

14. PROTESTS/APPEALS

Claims and complaints can only be lodged with the leaders of the organization team.

The Organizer will make every effort to post up time list daily on the bulletin board before any briefing takes place, showing the day's times, the overall times and any changes.

Protests of any kind must be lodged with the Organizers manager within maximum of 30 minutes after the publication of the results.

Three responsible leaders of the event organizing team will reach decision on protest, after listening to the accounts given by those involved. The decision will be announced at least before the start of the next stage or, in case of the protest on last stage results, before announcement of total results.

FAIR PLAY

Any stop for technical help that a competitor gives to another competitor during the race will count on the helper's day stage time.

Any stop for medical help that a competitor gives to another competitor during the race will NOT count on the helper's day stage time.

15. PENALTIES

Outside help to arrive in bivouac – **Fixed Time Penalty**

Loosing the Timing Chip – **15 minutes over the new detracted time.**

Avoiding hidden waypoints – **Last valid stage time of the day plus 30 minutes for every point missed.**

Missing checkpoint or entering checkpoint from the wrong side - **Last valid stage time of the day plus 1 hour.**

Withdrawing from the stage - **Last valid stage time of the day plus 2 hours penalty time.**

Not starting the stage - **Last valid stage time of the day plus 3 hours penalty time.**

Not wearing helmet or not fastening the seat belt - **60 minutes penalty time.**

In repeated case, **120 minutes penalty time.** Repeated again leads to the exclusion from the Rally.

Driving off the road book through the fields - **60 minutes penalty time.**

In repeated case - **500 Euro fine and giving Fixed Time Penalty.**

In the case above mentioned or at least a draw between 2 of more competitors, will be favorite whom who have more stages and CP covered, (despite the time).

16. GENERAL SAFETY INSTRUCTIONS

Throughout the event participants are required to follow the instructions of the organizers and staff.

The organization points out explicitly that the participants undertake and follow the instructions of the organization.

Throughout the event, the drinking of excessive alcohol and any drug use is prohibited.

Follow these rules in the interest yours and all the organization safety during the event. In the case of violation of these, the organization has the right to exclude any participant without warning to exclude from further participation in the rally.

The fee will then not be returned.

Psychological condition is essential in the participation in this Rally. The participant is obliged to inform the organization about any health problems.

It is forbidden to start the rally under the influence of alcohol, drugs and other mind-blowing agents.

Each participant has to be aware that Rally Albania takes place in very remote and sometimes heavy terrain under unpredictable weather conditions and associated changing street and road conditions. The speed of the vehicle must be in accordance with the conditions, the condition of the physical state and the skills of the driver, all in the interest of safety, in general, of all participants. Own speed should adapted to the conditions of the vehicle and the safety of passengers.

Individual over-estimation of the driving experience, defects to the vehicle caused by accident or by wear of materials, unsporting behavior and ignoring advices on limits of safe vehicle driving; are the most common causes of personal injury, sometimes even death.

The participants themselves are responsible to carry out control of the vehicle before the start of a stage.

Each participant should take note to himself health before he/she decides to step in the vehicle. As always, it is important to avoid unnecessary risk out.

The length of the rally and the long day-stages make concentration problems inevitable.

We ask each participant to report their physical state in case he/she is running very late in the stage in order to avoid unnecessary searches.

It is compulsory for a helmet and safety belt use.

Any open vehicle must have a body mounted rollbar. We recommend installation of a rollbar also to closed vehicles.

All components of the vehicle shall be permanently mounted or secured in such a way that they do not endanger passengers and spectators.

Even with the strongest effort by the Organizer and also the effort of Local Municipalities, Ministry of Transport help and others involved;

!!! THE ROUTE IS ALWAYS OPEN TO TRAFFIC !!!

You can not meet any traffic for a 1000 turns, but it always can suddenly appear to the turn 1001.

PLEASE TAKE EXTRA CAUTION TO SMALL CHILDREN, SPECTATORS AND EVEN ANIMALS ON THE REMOTE VILLAGES!

Despite all care in the preparation and audit of road books, because of long and remote route areas

it is always possible to have strangers, old trucks, illegal woodcutting people, free domestic animals and even other

competitors walking or running in opposite direction.

Differ from the road book can lead to the entry of prohibited and/or dangerous area.

Each participant must know and be sure witch routes are not required to leave and witch routes to avoid.

END

The Organizers of Rally Albania 2016 wished you a safe, successful and pleasant time in Your participation in this race.

Motorsport Club Albania, January 2017.