

KITZBÜHELER ALPENRALLYE



TIMELESS. PASSION.

40th KITZBÜHELER ALPENRALLYE

2-5 June 2027 · Kitzbühel

SUPPLEMENTARY REGULATIONS / FULL EDITION

English translation · The German text prevails

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English translation of the complete supplementary regulations supplied in the German HTML file. Article numbering, amounts, deadlines and penalty provisions have been retained. In case of doubt, the German text alone is authoritative (Article 3.4). This translation is not certified. External documents linked from the source page are not reproduced.

Welcome

Dear rally friends,

Please find below all relevant information about the 40th Kitzbüheler Alpenrallye, taking place from 2 to 5 June 2027. We look forward to welcoming you in Kitzbühel, in our participants' marquee, and to sharing some beautiful routes with you.



Programme / Timetable (as at 15 October 2026)

Publication of the supplementary regulations

Thursday, 15 October 2026.

Closing date for entries

Sunday, 11 April 2027 — 24:00.

Control schedule

The source page includes a control-schedule link. External linked documents are not reproduced in this translation.

Rally training: theory & practice for registered crews

Wednesday, 2 June 2027 — 16:00–19:00.

Strongly recommended for beginners and experienced participants alike!

Administrative checks

Parc fermé, Kitzbühel.

Wednesday, 2 June 2027 — 13:30–18:00.

Thursday, 3 June 2027 — 08:00–15:00.

Scrutineering

Parc fermé, Kitzbühel.

Wednesday, 2 June 2027 — 13:30–18:00.

Thursday, 3 June 2027 — 08:00–15:00.

Roadbook distribution

Venue: Range Rover Forsthaus Stadtchalet, Franz Reisch Strasse 21, Kitzbühel.

Thursday, 3 June 2027 — 10:30–12:30.

Participants' briefing (mandatory)

K3 – Wirtschaftskongress.

Thursday, 3 June 2027 — 13:30–14:00.

Publication of start and arrival times

Start times, arrival times, intermediate results and final results will be communicated online at alpenrallye.at and/or via the QR code linked in the roadbook.

Start of prologue / Leg 1 “St. Johann in Tirol” — first car

Parc fermé, Kitzbühel.

Thursday, 3 June 2027 — 15:30.

Finish of prologue / Leg 1 — first car

Parc fermé, Kitzbühel.

Thursday, 3 June 2027 — approximately 17:00.

Start of Leg 2 “40 Jahre Alpenrallye x Großglockner” — first car

Parc fermé, Kitzbühel.

Friday, 4 June 2027 — 08:30.

Finish of Leg 2 — first car

Kitzbühel town centre.

Friday, 4 June 2027 — approximately 16:00.

Range Rover Rallyenight

Friday, 4 June 2027 — 19:30.

Start of Leg 3 “Salzburger Land” — first car

Parc fermé, Kitzbühel.

Saturday, 5 June 2027 — 09:30.

Finish of Leg 3 — first car

Kitzbühel town centre.

Saturday, 5 June 2027 — approximately 16:30.

The official final results will be available online at www.alpenrallye.at.

The prize-giving ceremony will take place in Kitzbühel town centre on Saturday after all participants have arrived.

1 / Organiser / Description of the event

Organiser

Kitzbühel Pro-Motion GmbH

Sportfeld 2

A-6370 Kitzbühel

Organising committee

Rupert Mayr-Reisch

Dr. Hartmut Fromm

Dr. Clemens Winkler

Mike Mayr-Reisch

Mag. Florian Zinnagl

Sporting Director

Mag. Wolfgang Nölscher

Rally Director & Roadbook

Detlef Ruf

Timekeeping & Results

Kart Data

Route safety

Motorsportclub Kitzbühel / Alfons Nothdurfter

Competitor Relations Officer

Josef Pointinger

Technical jury

Jury responsible for technical assessment and assessment of originality, restoration, and the technical and visual condition of the vehicles:

DI Werner Amend (Chair)

Kfz.-Mstr. Mathias Grubert

Luis Stegner

Markus Pruy

1.1. GENERAL PROVISIONS

The Kitzbüheler Alpenrallye 2027 is a regularity and reliability event for classic cars.

The 40th KITZBÜHELER ALPENRALLYE 2027 is open in four classification categories:

a) SPORT PLUS

A classic touring event with timed tests (WPs), measured by light beam and/or timing hose, and average-speed regularity tests (GLPs), measured using GPS transponder technology.

SPORT PLUS is offered solely in accordance with the rules of the Sandglass classification. Particular attention must be paid to Article 18.1, MEASURING EQUIPMENT & SANDGLASS CLASS, and the additional information on the website!

Latest year of manufacture: 1980.

b) SPORT

A classic touring event with timed tests (WPs), measured by light beam and/or timing hose, and average-speed regularity tests (GLPs), measured using GPS transponder technology.

No Sandglass classification is offered. The choice of measuring equipment is therefore unrestricted.

Latest year of manufacture: 1980.

c) CLASSIC

A classic touring event with timed tests (WPs), measured by light beam and/or timing hose.

No Sandglass classification is offered. The choice of measuring equipment is therefore unrestricted.

Latest year of manufacture: 1980.

d) EXOTIC

Special and rare vehicles may take part in the Alpenrallye in the EXOTIC category, without restriction on their year of manufacture.

A touring event with timed tests (WPs), measured by light beam and/or timing hose.

No Sandglass class is offered. The choice of measuring equipment is therefore unrestricted.

The organiser reserves the right to select the vehicles.

Description of the event

The event covers approximately 580 km and includes approximately 18 timed tests (WPs) and approximately 15 regularity tests (GLPs). Changes for organisational reasons are reserved.

Austrian and German road traffic regulations apply throughout the route. Particular attention is drawn to compliance with speed limits, carrying a warning triangle and high-visibility vests, and the recommendation to drive with dipped headlights switched on during the day as well.

The route, time controls and other details are described in the roadbook and time cards provided to crews as information to enable them to complete the regularity rally correctly.

The official organiser's time, transmitted by GPS, applies during the rally. The time can be checked at the start.

1.2. COMPETITOR RELATIONS OFFICER

The Competitor Relations Officer's principal task is to provide crews with information or clarification concerning the regulations and the running of the event.

The precise locations and times at which the Competitor Relations Officer will be available throughout the event will be published at administrative checks and at the event office.

The Competitor Relations Officer will be identifiable by an orange high-visibility vest marked "Teilnehmer-Verbindungsman".

2 / Eligible vehicles

Classic cars manufactured up to and including 1980 are eligible for the SPORT PLUS, SPORT and CLASSIC categories. Vehicles manufactured from 1981 onwards may take part in the EXOTIC group. Participation is by invitation of the organiser, subject to the organising committee's decision. The organiser also reserves the right to accept vehicles of particular historical value from this era.

Timed-test coefficient of 0.9 for vehicles manufactured up to and including 1945

To improve equality of opportunity, crews with vehicles manufactured up to 1945 (Class 1) receive a coefficient of 0.9. This means that penalty points received in a timed test (WP) or regularity test (GLP) are multiplied by 0.9.

The coefficient does not apply, for example, to maximum penalties relating to a WP target time, penalties for missing or failing to complete a WP, or unauthorised stopping during a timed test. Nor does it apply to any other time penalties or infringements under Article 24.

IMPORTANT: The number of starters is limited.

2.1. VEHICLE REGISTRATION / REGISTRATION PLATES / STARTING ORDER

All cars complying with Austrian and German road traffic regulations are eligible. This also includes black seasonal registration plates, historic-vehicle registrations with an H plate, and red 07 plates.

The starting order for the 40th Kitzbüheler Alpenrallye 2027 is as follows:

Leg 1, Thursday (prologue), 3 June 2027

All classes start in the order of their allocated competition numbers.

Leg 2, Friday, 4 June 2027

The SPORT PLUS & SPORT categories start first. Unlike Thursday, these crews start not in competition-number order but according to the overall results of Leg 1 (Thursday). Thursday's winner therefore starts first on Friday.

The CLASSIC & EXOTIC categories follow. They start in the order of their allocated competition numbers, NOT according to the previous day's results.

Leg 3, Saturday, 5 June 2027

The SPORT PLUS & SPORT categories start first. As on Friday, these crews start according to the overall classification after Leg 2 (Friday). The overall leader after Friday's drive therefore starts first on Saturday.

The CLASSIC & EXOTIC categories follow. They start in the order of their allocated competition numbers, NOT according to the overall classification.

On all legs, SPORT PLUS and SPORT entrants start BEFORE CLASSIC & EXOTIC entrants. A five-minute gap will be provided between the last SPORT entrant and the first CLASSIC & EXOTIC entrant.

2.2. ELIGIBLE CREWS

A crew consists of the first driver and second driver (= co-driver) named in the entry. The first and second drivers may exchange driving duties.

No crew member may be under 16 years of age.

3 / Entry / Entry fee

Entries for the 40th KITZBÜHEL ALPENRALLYE 2027 must be sent to the organiser by Sunday, 11 April 2027 — 24:00. Completion of the official entry form or the online entry form accessible via www.alpenrallye.at is mandatory. Confirmation of participation entails acceptance of these regulations.

The entry fee is:

a) Individual entry: €3,500 excluding accommodation; from €3,950 including hotel accommodation (2 people, 3 nights).

b) Team entry: free of charge.

Team entries (team classification) may be submitted online at <https://www.anmeldung.alpenrallye.at/teams> or handed in at the Drivers Desk until Thursday, 3 June 2027 at 15:00. Each vehicle may be entered for only one team. A team consists of at least three and at most five vehicles and may be entered under a team name of its choice — see Article 18.

The entry fee also includes rally documents, rally catering, an emergency breakdown service during the legs, and two evening events.

After receipt of your entry, all details will be checked and you will receive confirmation and a request to transfer the entry fee. The entry is complete and valid only once the entry fee has been credited to the account.

The entry fee must be transferred to the following account:

Bank: Sparkasse der Stadt Kitzbühel

Account holder: Kitzbühel Pro-Motion GmbH

IBAN: AT57 2050 5000 0030 1457

BIC: SPKIAT2KXXX

The driver's name must be included in the payment reference.

3.1. CONFIRMATION OF PARTICIPATION

Entered vehicles are accepted in accordance with Article 2. Confirmation of participation will be issued exclusively in writing by email.

3.2. CANCELLATION / REFUND

- a) 100% if the event is cancelled.
- b) 100% credit if the participant cancels participation before Monday, 1 February 2027, less a €300 administration fee.
- c) 50% credit if the participant cancels participation before Sunday, 4 April 2027, less a €300 administration fee.
- d) No credit if the participant cancels participation after Sunday, 4 April 2027.
- e) Hotel bookings are subject to the respective hotel's cancellation policy.

3.3. AMENDMENTS TO THE REGULATIONS

The organiser may amend these regulations if necessary. Each amendment or supplementary provision will be issued in a numbered and dated bulletin forming part of these regulations.

Any bulletin issued after the start of administrative checks must be signed by the Sporting Director and/or Rally Director. These bulletins form part of the regulations and will be published on the official noticeboard in front of the event office and/or may be distributed directly to participants. Participants must acknowledge them by signing, unless this is not possible during the running of the event.

3.4. APPLICATION AND INTERPRETATION OF THE REGULATIONS

The Rally Director is responsible for applying these regulations during the event. Any unforeseen case will be examined and decided by the Sporting Director. In cases of doubt, only the GERMAN TEXT of these regulations is authoritative.



4 / Exclusion of liability

Participants understand and are fully aware of all risks and dangers of motorsport and accept them in full. Should a participant be injured during an event, by submitting their entry for that event they expressly consent to any medical treatment, rescue, transport to hospital or other emergency facility.

All such measures will be undertaken by personnel appointed by the organiser, acting to the best of their knowledge and according to their assessment of the participant's condition. Participants undertake to bear all associated costs insofar as they are not covered by other insurance contracts.

For themselves and their legal successors, and also on behalf of any insurance company with which they may have concluded additional contracts, participants therefore waive all direct and indirect claims for damages against the organiser, its officials, the event operator or circuit owner, and any other person or association connected with the event (including all officials and authorities or organisations granting permits for the event), as well as other entrants and drivers, collectively referred to as the "Parties".

By submitting their entry for this event, participants declare that they irrevocably and unconditionally waive all rights, remedies, claims, demands, actions and/or proceedings that might be brought by them or on their behalf against the "Parties" in connection with injuries, losses, damage, costs and/or expenses (including legal fees) incurred by participants as a result of an incident or accident during this event.

By submitting their entry for this event, participants irrevocably declare that they forever release, discharge and relieve the "Parties" from liability for such losses, protect the Parties and hold them harmless.

By submitting their entry for this event, participants declare that they understand the full meaning and effect of these declarations and agreements, that they enter into these obligations of their own free will, and that they thereby irrevocably waive any right of action for damages against the "Parties", to the extent permitted under Austrian law.

In any event, participants, for themselves and their legal successors, waive against the "Parties", in particular the organiser, its officials, the event operator or circuit operators, and the authorities or organisations granting permits for this event, all claims for damage of any kind associated with the typical risks of the sport, in particular all typical and foreseeable damage. This also applies in the event of slight negligence on the part of the "Parties".

4.1. ARBITRATION AGREEMENT

a) All disputes arising from this contract and from claims for damage (personal injury, property damage or financial loss) between participants and the organiser and event operator, and their officials, in connection with this motorsport event shall be finally decided by an arbitral tribunal, to the exclusion of the ordinary courts.

b) The arbitral tribunal shall consist of three arbitrators: a chair and two co-arbitrators. The chair must be a lawyer or former judge with experience in liability issues relating to motorsport.

c) Each party shall appoint one co-arbitrator within two weeks of notification of the intention to commence arbitration. If proceedings are brought by several claimants or against several respondents, the arbitrator shall be appointed by agreement among the co-parties. The

co-arbitrators shall select the chair. If they cannot agree on the chair within two weeks, the chair shall, at a co-arbitrator's request and having regard to paragraph b), be appointed by the President of the Vienna Bar Association. The co-arbitrators may, however, replace the chair so appointed at any time by mutual agreement.

d) If a party does not appoint its co-arbitrator within two weeks of receiving a written request from the opposing party, or if several co-parties cannot agree on a co-arbitrator within that period, the co-arbitrator shall be appointed by the President of the Vienna Bar Association at the request of the other party. The same applies if a co-arbitrator leaves office and the party concerned fails to appoint a successor within two weeks.

e) If an arbitrator does not accept office, refuses to perform their duties, unduly delays their performance or becomes incapable of acting, the above provisions shall apply accordingly to the appointment of a replacement. The arbitrator concerned shall simultaneously be removed from office.

f) Subject to the statutory provisions applying subsidiarily, the arbitral tribunal shall in principle determine its procedure freely. The tribunal shall sit in Vienna. It may investigate circumstances it considers necessary to establish the facts and take evidence even without an application by a party.

g) The tribunal shall decide by simple majority. The award must state detailed reasons. The tribunal shall also decide on the allocation of the costs of both the arbitration proceedings and legal representation. Arbitrators shall be remunerated in accordance with the Austrian lawyers' tariff.

h) To the exclusion of the ordinary courts, the arbitral tribunal is also entitled to issue interim injunctions, provided that the opposing party has first been given an opportunity to comment. An interim injunction may also be set aside on application if circumstances change materially.

i) Sporting jurisdiction remains unaffected by this arbitration agreement.

5 / Insurance

The organiser holds liability insurance of €10,000,000 for personal injury and property damage.

6 / Media coverage

Participating crews consent to the organiser disseminating all events connected with the event through the media, without this giving rise to claims of any kind against the organiser or the publishing media.

A consent declaration under the EU General Data Protection Regulation will be available for signature.

7 / Running of the event

7.1. DOCUMENT DISTRIBUTION

Document distribution is general in nature and must be completed before scrutineering. Its location and time are stated in the timetable in these regulations.

The following documents and items will be issued at administrative checks:

- Various competition-number stickers and/or plates (see Article 7.5.).
- Rally lanyard cards identifying participants.
- An information brochure (event programme, information on positioning stickers/organiser's advertising, important telephone numbers).
- A reference route for calibrating distance recorders.
- Various commemorative gifts from the organiser and/or sponsors.

The roadbook will be issued separately. The location and time are stated in the timetable in these regulations.

7.2. SCRUTINEERING

The make/model of the entered vehicle and compliance with road traffic regulations (lights, tyres, etc.) will be checked. Permission to participate is granted by the technical jury, which authorises the vehicle to start by placing a special sticker on the windscreen.

Modifications made after scrutineering that contravene these regulations will result in disqualification.

Important: All stickers, rally plates, etc. (as described in Article 7.5.) must be fitted to the vehicle before scrutineering. Scrutineering will not be carried out unless they have been correctly fitted.

The following documents must be presented to the organiser no later than scrutineering:

- Valid vehicle documents in accordance with the national regulations of the country of origin.
- Valid proof of third-party liability insurance.

7.3. TECHNICAL CHECKS

During the rally, the technical jury may require a vehicle to be inspected. Participants must make their vehicles available. Otherwise, the Sporting Director will determine a penalty.

7.4. STARTING INTERVAL

The interval between vehicles at time controls (ZKs) may be 30 seconds or 1 minute.

The start-time list for the forthcoming leg will be published on the official noticeboard, online and at the time controls (ZKs). The location and time are stated in the timetable in these regulations. The organiser's time, which can be checked at the respective time control, is applicable.

7.5. COMPETITION NUMBERS / CLASSIFICATION

The organiser provides each crew with:

- 1 small competition number for the front of the vehicle.
- 2 competition-number stickers, approximately 40 cm in diameter, including sponsor advertising, to be fitted to the sides of the doors.
- 2 rally plates, as adhesive or plastic plates (as specified in the entry), showing the event title and competition number, including sponsor advertising, to be fitted at the front and rear.
- 2 name stickers including sponsor printing, to be fitted on the left and right.
- 1 transparent scrutineering sticker, placed on the windscreen by the technical jury after successful scrutineering, serving as permission to start.

All other stickers (e.g. competing sponsors' advertising) must be covered or removed. Competition numbers from previous events must also be clearly crossed out with adhesive tape in an X shape or completely removed.

Failure to remove or cover a previous competition number will incur penalty points (see Article 24, Schedule of Penalties).

Crews are responsible for fitting the stickers before scrutineering. Stickers/competition numbers must never cover the official registration plate, even in part. A detailed explanation with an illustration will be provided in the documents handed to you on site.

If, at any point during the event, a competition number or rally plate is found to be missing or poorly visible, penalty points will be imposed (see Article 24, Schedule of Penalties).

All stickers and plates must be recognisable in their entirety. Any change must be agreed with rally management. The advertising specified by the organiser must be respected and fitted.



8 / Participants' briefing

A mandatory participants' briefing will be held before the start of the event. The organiser will communicate current and safety-related information to participants.

At least one member of each crew must attend and confirm attendance by signing. The location and time are stated in the timetable in these regulations.

Failure to attend will incur penalty points (see Article 24, Schedule of Penalties).

9 / Allocation of competition numbers / Changes of vehicle, crew and classification category

Competition numbers in the SPORT PLUS and SPORT categories are allocated according to year of manufacture: the oldest vehicle receives the lowest number, and so on.

In CLASSIC and EXOTIC, competition numbers are allocated in the order in which entries and/or entry fees are received; cars manufactured up to 1945 are always placed first.

If a participant changes their entered vehicle, they retain their competition number regardless of any change in year of manufacture. The organiser nevertheless reserves the right to place the participant at the back of the field or reject the entry.

If a vehicle is changed during the event, the crew will be included only in the daily classification, not in the overall or class classification.

A change of driver or co-driver is possible but must be notified to the event office in writing in advance and approved by the Sporting Director.

If a crew changes classification category after Sunday, 11 April 2027, a charge of €150 will apply. This must be transferred in advance or paid on site at the Drivers Desk.

Up to two additional people may travel in the CLASSIC & EXOTIC categories, subject to prior registration.

Additional persons (and dogs) may travel ONLY in CLASSIC & EXOTIC. NO additional persons or dogs are permitted in vehicles in SPORT PLUS and SPORT. Infringements incur penalty points (see Article 24, Schedule of Penalties).

10 / Service / Repairs / Restart

If, for any reason, a crew cannot start or finish a leg, it may restart on the following day. The restart must be notified to the rally office in writing or verbally no later than 60 minutes before publication of the start-time list for the next leg. The location and time are stated in the timetable in these regulations.

If the renewed registration does not reach the rally office within the time limit, the crew will not appear on the start-time list and is therefore not entitled to start.

Rally management decides the starting order of readmitted vehicles. To be classified, the vehicle must pass the final time control of the event. All controls and timed tests not visited up to that point will be penalised under Article 24, Schedule of Penalties.

Crews wishing to use service and/or support vehicles must register them in advance. The competing crew is jointly responsible for its service team and/or support vehicles.

Service and/or support vehicles are subject to these regulations and will receive separate route information containing all relevant details, such as bypass instructions. On the route, they must never drive ahead of the vehicle they are supporting.

Refuelling and repairs are permitted during the rally except in locations designated as prohibited zones in the roadbook. Care must be taken not to obstruct other rally participants, road users, pedestrians or residents.

Infringements will be penalised under Article 24, Schedule of Penalties, and charged to the competing crew.

11 / Roadbook & Time card

The roadbook and time cards will not be issued at administrative checks. The location and time are stated in the timetable in these regulations.

Drivers are responsible for checking that the roadbook and time cards are complete before the rally.

The roadbook describes the exact route in detail and forms the basis of a rally. The prescribed route must be followed strictly in the specified, consecutively numbered order. It also contains all information relevant to the event: timetable, timed sections, time and passage controls, overview maps showing important locations, important telephone numbers, etc.

The route is described using tulip diagrams. Distances and average speeds are stated in kilometres and miles.

The time cards are issued together with the roadbook and document the route covered, including time entries, passage controls, etc.

The time cards contain the prescribed driving times between the individual time controls (ZKs), as well as passage controls (DKs), and must be presented personally to officials at the controls for completion.

Only an official (an organisational representative authorised by the organiser) may amend or enter a time in the time card. The exception is specially marked fields that participants may use for notes.

Each crew is responsible for its own time cards. Loss of a time card, missing required control stamps or failure to hand it in at the end of a section/leg will be penalised (see Article 24, Schedule of Penalties).

Loss of the issued roadbook also incurs penalty points (see Article 24). A €50.00 replacement fee will additionally be charged. The organiser is not obliged to guarantee a replacement, as the number of roadbooks printed is limited.

After handover, the crew itself is responsible for ensuring that all documents and materials are complete and present.

12 / Start times

Vehicles in the Kitzbüheler Alpenrallye start at intervals of 1 minute or 30 seconds. Start times at the start must be observed strictly.

Any deviation, whether early or late, at the relevant control will be penalised (see also Article 13.2, Time controls, and Article 24, Schedule of Penalties).

The start-time list for the forthcoming leg will be published on the official noticeboard in front of the event office and at the relevant time control (ZK). The location and time are stated in the timetable in these regulations.

The organiser's time, which can be checked at the relevant time control, is applicable.



13 / Controls

All controls, i.e. passage and time controls, are marked with control signs (see appendix to the regulations).

Failure to visit a control, or approaching it from the wrong direction, incurs penalty points (see Article 24, Schedule of Penalties).

Controls open 15 minutes before the first crew's scheduled arrival and close 15 minutes after the theoretical arrival time of the last crew, unless the Rally Director decides otherwise.

Crews must follow the instructions of the official at the control.

13.1. PASSAGE CONTROLS (DKs) AND GENERAL PROVISIONS

At a DK, passage is confirmed by a stamp without a time entry. The crew is responsible for presenting its time card for stamping at the DK and for ensuring that it is correct.

At a DK, the control official confirms passage with a stamp. Failure to visit a DK, or approaching it from the wrong direction, incurs penalty points (see Article 24).

The organiser reserves the right to set up secret passage controls. Visiting a secret DK is confirmed by a stamp on the time card. The participant is responsible for ensuring that the entry is correct.

13.2. TIME CONTROLS (ZKs)

The driving times for the route sections are shown on the time card. Early or late arrival at a ZK incurs penalty points (see Article 24). Early arrival is permitted only if clearly stated in the roadbook and time card. The participant is responsible for ensuring that the entry is correct.

Example for a 30-second starting interval:

Scheduled time at the time control: 12:30:00.

Passing the yellow control sign: from 12:29:30.

Handing over the time card for the time entry: 12:30:00 to 12:30:29.

For the next crew:

Scheduled time at the time control: 12:30:30.

Passing the yellow control sign: 12:30:00.

Handing over the time card: 12:30:30 to 12:30:59.

This means that entry into the control zone (yellow sign) may take place half a minute before the required scheduled time. At the red sign, the time is entered after the time card has been handed to the control personnel.

Any deviation of the actual arrival time from the scheduled arrival time will be penalised (see Article 24, Schedule of Penalties).

14 / Timed sections

Timed sections such as timed tests (WPs) and average-speed regularity tests (GLPs) open 15 minutes before the theoretical scheduled arrival time of the first competing vehicle and close 15 minutes after the scheduled arrival time of the last vehicle to have started. Scheduled times are shown in the roadbook.

14.1. TIMED TESTS (WPs)

Timed tests (WPs) are driven to a prescribed target time. They may be held on public roads and/or closed areas. Road traffic regulations continue to apply even when WPs take place on closed roads.

Driving a WP in the opposite direction incurs penalty points (see Article 24), unless this is expressly required by the task.

Timing is by light beam and/or timing hose. In special cases, a starting clock, buzzer, traffic light or lighting system may also be used to start the test.

The WPs and their tasks are described in detail in the roadbook. Failure to fulfil the task (e.g. leaving the course, driving around cones or boundaries, choosing the wrong route) incurs additional penalty points (see Article 24).

Participants normally start a WP themselves unless the roadbook description provides otherwise, for example for a circuit or where two or more vehicles start simultaneously. In such cases a starter controls the procedure.

The organiser also reserves the right to announce the required driving times or distances for a WP only shortly before the start.

Immediately before each WP there is a yellow sign bearing a starting-flag symbol. This indicates that a WP follows immediately. Participants must make their preparations BEFORE this yellow sign, without obstructing any other participant. After passing the yellow sign, the participant must enter the WP immediately.

If other participants are obstructed, the timekeeper will report this to rally management. A serious infringement may result in a penalty (see Article 24).

No secret average-speed measurements take place within a WP.

Times driven by participants are scored as follows: exceeding or falling short of the ideal/target time at the timing points incurs 1 point per 1/100 second.

Example: prescribed target time: 48.00 seconds.

a) Actual time: 48.33 seconds = +0.33 seconds = 33 points.

b) Actual time: 46.79 seconds = −1.21 seconds = 121 points.

For further examples of timed tests, see the appendix to the regulations.

14.1.1. SHORT TIMED TESTS (kWPs)

Distance: up to approximately 1,000 metres. The start is by traffic light, starting clock, light beams and/or timing hose. Timing is by light beam and/or timing hose.

Stopping during a short timed test (kWP) is prohibited and incurs penalty points (see Article 24).

Stationary wheels caused by locked brakes are not considered stopping; only the entire vehicle coming to a standstill is counted as stopping.

14.1.3. MULTIPLE TIMED TESTS (mWPs)

A combination of timed-test variants, for example short + short or short + long. They may follow one another or overlap. The task is clearly shown in the roadbook.

The start is by traffic light, starting clock, light beams and/or timing hose. Timing is by light beam and/or timing hose.

The times recorded for the individual sections are shown separately in the results lists, but are reported as the combined points total for the multiple WP.

Example: double WP — 2 starts, 1 finish.

14.1.4. ROLLING TIMED TESTS (rWPs)

An rWP is a short timed test in which the vehicle must travel down a descending road without any engine assistance.

Stop your vehicle at the yellow WP sign and switch off the engine. On the marshal's instruction, let the vehicle roll from start to finish without engine assistance.

Starting the engine between the yellow WP sign (advance warning) and the red WP finish sign is prohibited and will be penalised (see Article 24).

Participants whose vehicles, by design, require hydraulic assistance to operate the brakes and/or steering may, by agreement with the marshal, leave the engine running and roll downhill in neutral.

Engaging a gear and accelerating under engine power between the yellow WP sign and the red finish signs is prohibited and will be penalised (see Article 24).

14.1.5. SECRET TIMED TESTS (gWPs)

One or more gWPs may be included on each rally day. They may appear before, within or after known timed tests, or at any point along the entire route.

Each is always 50 m long and must be completed in a target time of 8 seconds. The start and finish lines are marked by green signs.

Stopping immediately before, during or immediately after a gWP is not permitted (see Article 24).

14.2. REGULARITY TESTS (GLPs) — SPORT PLUS & SPORT ONLY

The procedure and objectives of each regularity test (GLP) are clearly described in the roadbook. Timing is by GPS transponder technology.

Crews start a GLP themselves at their own discretion after reaching the start point precisely identified in the roadbook and by the “starting flag on a red background” sign. No start time is prescribed.

No prescribed average speed exceeds 50 km/h. No measurements are taken within built-up areas or at junctions.

The end of the test is marked by a beige sign with diagonal stripes. Scoring is to 1/10 second.

Changes of prescribed average speed may also be included in GLPs. Timing is by GPS transponder technology.

Failure to take part in or complete a GLP incurs penalty points (see Article 24).

Times driven by participants are scored as follows: exceeding or falling short of the ideal/target time at the timing points incurs 1 penalty point per 1/10 second.

Example: prescribed average speed: 40.00 km/h.

Length of timed section: 0.80 km (= 800 m).

Target time: 1 minute 12.0 seconds.

a) Actual time: 1 minute 12.8 seconds = +0.8 seconds = 8 penalty points.

b) Actual time: 1 minute 10.1 seconds = –1.9 seconds = 19 penalty points.

15 / Protests against timekeeping

No protest against timekeeping or time measurement is permitted.

16 / Lunch stops

Lunch stops may be provided during a leg. A time control (ZK) is located at the exit of each venue.

The section time is clearly shown in the roadbook and time card. Break time is included in the section time. Start times for the new, following section will also be published.

Example: the target time from the start to the time control (lunch stop) is 5 hours 00 minutes. The theoretical driving time is 3 hours 50 minutes. This leaves 1 hour 10 minutes for the break.

17 / Closed parking area — Parc fermé

The parc fermé at Hahnenkamm car park, Kitzbühel, is reserved exclusively for participating vehicles and vehicles authorised by the organiser, and is subject to the organiser's rules.

Parking spaces are marked with individual competition numbers. Participants may park their vehicles only in the space marked with their competition number.

Infringements will be penalised under Article 24, Schedule of Penalties.



18 / Classification

Penalties are expressed in penalty points. The CLASSIFICATION is calculated by adding the penalty points imposed. The crew with the lowest total penalty points is declared the winner. The remaining positions follow in increasing order of penalty points.

For the TEAM CLASSIFICATION, the best three results are used. At least three vehicles in a team must be classified; the fourth and worst-placed crew's result is discarded.

As only WPs driven by SPORT PLUS, SPORT, CLASSIC & EXOTIC participants count towards the team classification, crews from these categories may be combined in one team. Classification is based on designated WPs, which will be announced in a bulletin.

In a tie (ex aequo), the crew driving the older vehicle is declared the winner. If the tie remains, the crew with the better result in the first WP is declared the winner.

18.1. MEASURING EQUIPMENT & SANDGLASS CLASS

SPORT PLUS (Sandglass class)

Distance recorders: only purely mechanically operated distance recorders are permitted. All sensing and transmission (driving the counter via a T-piece and speedometer cable) must be purely mechanical. No pulse generator may be fitted between the drive and the sensing point. Illumination of the counter is permitted.

All electromechanical and electronic counters are prohibited. This includes devices using electrical and/or electronic sensors/signals (e.g. sensors on the gearbox, engine, wheels, drive shafts or propeller shafts), as well as radio, GPS and radar.

Clocks/watches: only mechanically operated clocks, stopwatches and wristwatches with analogue displays are permitted. Clocks and watches must not be battery-powered. Radio-controlled clocks and watches are also prohibited, even if they have an analogue display.

Further clarification: the use of mobile phones, tablets and computers as aids is not permitted. All digital and acoustic displays/aids (e.g. engine-speed and/or gear-change indicators) are prohibited. Single-line calculators without a memory function may be used.

Mobile phone note: carrying one or more mobile phones in the vehicle is generally permitted, but at no time during a timed test or regularity test (WP/GLP) may they be “within reach and in sight” of the vehicle’s occupants.

Vehicles in SPORT PLUS will be marked with a corresponding symbol identifying their eligibility for the Sandglass classification. Registration is via the entry form. See also the separate information at www.alpenrallye.at.

SPORT, CLASSIC & EXOTIC

Both mechanical and electronic measuring devices are permitted. NO Sandglass class is offered in these categories.

19 / Prizes and trophies

1st-3rd place, Sport Plus category.

1st-3rd place, Sport category.

1st-3rd place, Classic category.

1st-3rd place, Exotic category.

Winner among participants in the NextGen and Parents & Kids groups.

Winner of the team classification.

Winner of the ladies’ classification.

Trophies will not be sent to participants’ homes. They must be collected at the prize-giving ceremony.

20 / Obstruction, objections, traffic regulations

Obstruction within a timed section

A claim for correction of the result by rally management is possible only if more than 20% of participating crews are obstructed in a WP/GLP. The correction value is calculated from the affected crew’s deviations in the other WPs/GLPs on that day.

The obstruction must be reported in writing, with a meaningful explanation, on the designated form in the roadbook, to the Competitor Relations Officer at the leg finish, no later than 15 minutes after the crew arrives (time entered on the time card). Objections submitted later will not be accepted.

Drivers are prohibited, on pain of penalty points or exclusion (see Article 24), from:

- a) deliberately blocking the route;
- b) obstructing other participants when overtaking;
- c) behaving in an unsporting or even boorish manner.

PROTESTS / OBJECTIONS

The protest period ends 15 minutes after publication of the results of the preceding day's leg. On the final rally day, the protest period ends 15 minutes after publication of the provisional final results. Publication is online via the link sent by the organiser.

For clarification of questions, the roadbook contains a corresponding form, which must be submitted to the Rally Director and/or Competitor Relations Officer with appropriate contact details, such as a mobile phone number.

Objections to results must be submitted in writing to the Rally Director and/or Competitor Relations Officer.

Objections to the third day's results, and therefore also to the overall results, may be lodged until 15 minutes after publication. The time shown on the relevant results list applies.

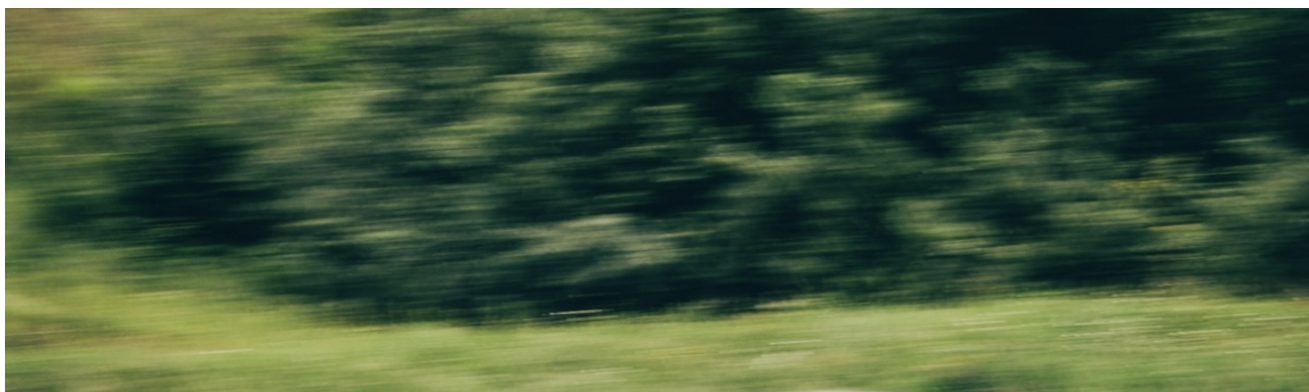
TRAFFIC REGULATIONS

Throughout the event, crews must strictly comply with the road traffic regulations of the country through which they are travelling. Any crew failing to comply is subject to penalties at the Sporting Director's discretion.

Exceeding the legally permitted maximum speed by more than 50% results in exclusion of the crew.

If a participating rally crew infringes road traffic regulations, the police officer recording the incident must treat the persons concerned as ordinary road users.

Infringements will be penalised under Article 24, Schedule of Penalties.



21 / Dropped result in timed tests

To determine the daily result, the highest points score in a WP (or part-WP) is discarded. Other points under Article 24, Schedule of Penalties, are not eliminated.

The dropped result is taken into account in the overall classification after the respective leg. This applies only to the first and second legs. No result is discarded for the third leg.

22 / Publication of results

Official results will be published at locations specified by the organiser. Once the objection period has expired, the results are considered final.

23 / Definitions

LEG: A leg may consist of several sections (ZK to ZK = section). A leg may include several sections. There must be a break of at least 8 hours between two legs.

SELF-START: Starting a GLP or WP immediately after arrival at the start point, at the crew's discretion, by independently passing the starting timing equipment.

EXCLUSION: The entered crew is no longer entitled to participate in the Kitzbüheler Alpenrallye.

24 / Schedule of Penalties

Classification is based on a points system: the fewer points, the better.

Penalty points

Failure to attend the mandatory participants' briefing: 1,000.

Late arrival at a ZK, per minute: 100.

Early arrival at a ZK, per minute: 100.

Failure to visit a ZK: 1,000.

Approaching a ZK or DK from the wrong direction: 500.

Failure to visit a DK: 500.

Failure to participate in or complete the required task, and unauthorised driving against the direction of travel in a WP (including part-WP)/GLP: 500.

Exceeding or falling short of the target time(s): WP, per 1/100 second (maximum 500 points per target time); GLP, per 1/10 second: 1.

Unauthorised stopping during a WP: 50.

"Rolling WP" — unauthorised starting of the engine between the yellow WP sign (advance warning) and the red WP finish sign: 50*.

"Rolling WP" — engaging a gear and accelerating under engine power between the yellow and red WP signs: 100*.

Knocking over, moving or missing a cone in a WP, per occurrence: 20*.

Loss of roadbook (an additional €50.00 fee is charged for a replacement): 250.

Damage to measuring equipment/timekeeping equipment (e.g. light beam or timing hose): 1,000.

Infringements of the service and repair rules

1st infringement: 500.

2nd infringement: 1,000.

3rd infringement: up to and including exclusion.

Vehicle occupants

Carrying a third person or a dog in Alpenrallye Sport Plus or Sport:

1st infringement: 500.

2nd infringement: exclusion.

Absence of a driver, per leg: 500.

Presence of an unregistered person in Alpenrallye Classic or Exotic, per leg:

1st infringement: 500.

2nd infringement: up to and including exclusion.

Competition numbers / Advertising

Failure to remove or cover competition numbers from previous events or competing third-party advertising:

1st infringement: 400.

2nd infringement: exclusion.

Missing competition number or rally plate, or covering registration plates: 1,000.

Scrutineering sticker

Missing scrutineering sticker: refusal of permission to start and/or exclusion.

1st infringement: 1,000.

2nd infringement: exclusion.

Traffic offence / Excessive speed

Traffic offence and/or exceeding the maximum permitted speed by 50% (under road traffic regulations):

1st traffic offence: exclusion.

Sport Plus classification

Infringement of measuring-equipment rules, per infringement: 1,000.

Time-card alteration

Correction or alteration of the time card without an official's confirmation: exclusion.

Reconnaissance outside event times

Driving the route outside event times, or sending persons to drive/inspect the route in advance:

1st infringement: 1,000.

2nd infringement: exclusion.

Obstruction / Unsporting conduct

Deliberate obstruction of others, blocking the route, obstructing others when overtaking or unsporting behaviour: up to and including exclusion.

Time-card loss / Non-submission

Loss of the time card after the start: 500.

Failure to hand in the time card: exclusion.

* In addition to time-based points.

Changes to the programme and supplementary regulations are reserved.

CONTACT & PHOTO CREDITS



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