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# NATIONALE 4 CLASSIC



**SATURDAY DECEMBER 7, 2024**

"MARATHON" REGULARITY RALLY

VASAF CHALLENGE 2024

DÉCOUVERTE / CLASSIC / EXPERT

## COMPETITOR INFORMATION

ORGANIZED BY



[WWW.NATIONALE4CLASSIC.BE](http://WWW.NATIONALE4CLASSIC.BE)

**DISCLAIMER: THIS INFORMATION SHEET DOES NOT REPLACE THE SPECIAL REGULATIONS TO BE PUBLISHED. INFORMATION DISPLAYED ON THIS DOCUMENT IS SUBJECT TO CHANGE IN BETWEEN.**

## I. TIMING

### 2024

<b>July 1</b>		Pre-registration opens.
<b>October 1</b>		Publication of the Special Regulations approved by the ASAF.
<b>November 29</b>		Registration closes.
<b>December 2</b>		Allocation of starting numbers and invitations.
<b>December 7</b>	11:00	Opening of reception, secretarial services and administrative control
	11:15	Opening of the technical inspection & Tripy placement
	13:45	Closure of administrative control
	14:00	Closure of the technical inspection
	14:05	Displaying the list of qualified cars and crews
	14:10	Briefing and final instructions
	14:30	Departure of the first car for leg 1
(~)	16:45	Arrival leg 1 and lunch ( <i>CH 2 – Km 100</i> )
		<i>Regroup in Arlon</i>
	17:30	Departure of the first car for leg 2
(~)	20:20	Arrival leg 2 ( <i>CH 29 – Km 225</i> )
		<i>Regroup in Marbehan</i>
		<i>End of rally and dinner for the “Découverte” category</i>
	20:30	Departure of the first car for leg 3
(~)	21:30	General arrival and meal ( <i>CH 30 – Km 275</i> )
(~)	22:00	Displaying results
(~)	22:25	Formalization of results
(~)	22:30	Announcement of the results and presentation of the trophies

## II. ORGANISATION

### Art. 1 – Organisation

The non-profit organisation **COUPE DES SOURCES**, a club recognised by the ASAF, sports registration (CSAP Lg04), is organising the first edition of the **Nationale 4 Classic** on **Saturday 7 December 2024**.

This event will be held in accordance with:

- To the latest sporting prescriptions of the ASAF:  
[https://production-asaf.inforius.be/wp-content/uploads/2022/12/23ter\\_ro\\_re\\_2021.pdf](https://production-asaf.inforius.be/wp-content/uploads/2022/12/23ter_ro_re_2021.pdf)
- The Special Regulations of the "Marathon Regularity" Rallies (*Art. 30. and 30.26. of the R.P.R.*)
- The Special Regulations to be published shortly, to which the competitors will undertake to submit by the sole fact of their commitment.

Organizing Committee:

- |                        |                    |
|------------------------|--------------------|
| • Race Director        | COLLARD, Thomas    |
| • Competitor relations | COLLARD, Pascal    |
| • Course Manager       | COLLARD, Thomas    |
| • Computing Center     | MINGELS, Elizabeth |
| • Tripy placing        | MARECHAL, Olivier  |

### III. GENERAL TERMS

#### Art. 2 – Eligibility

The Nationale 4 Classic is a **"Regularity Marathon" type event** (Art 30 and 30.26 of the R.P.R.) counting for the **ASAF "Type A" rally challenge** and **VASAF-Marathon rally championship**.

#### Art. 3 – Description of the route

	<b>1</b>	<b>2</b>	<b>3</b>
ASAF	<b>Découverte</b>	<b>Classic</b>	<b>Expert</b>
VASAF	(N/A)	<b>Touring</b>	<b>Marathon</b>
	<b>225 Km</b>	<b>275 Km</b>	<b>275 Km</b>
	29 CH	30 CH	30 CH
	5 RT	5 RT + 2 Power RT	5 RT + 2 Power RT
	100% Tarmac	99.5 % Tarmac	99.5 % Tarmac

#### Art. 4 – Registration – Procedure and participation in costs

The number of cars allowed is limited to 60.

##### 4.1 Registration

Participants can fill out a simplified form as a pre-registration.

**When they are available**, the legibly completed entry form, the document "copies of licenses" as well as the possible application for a Participation Permit and the payment of it (amount depending on the type requested) **MUST** reach the ASBL COUPE DES SOURCES:

- Via the website: [www.nationale4classic.be](http://www.nationale4classic.be) ("Inscription" tab)

*NB: No registered mail will be accepted or collected.*

The amount of the contribution to the costs must be transferred to the following bank account and deposited there before November 29, 2024 at 6:00 p.m.:

**BE15 0688 9106 1730** from the **BELFIUS bank** on behalf of the non-profit organisation Coupe des Sources with the communication "**Nationale 4 Classic [Driver Name – Co-Driver Name]**"

*Reminder: A duplicate transfer form is not proof of payment.*

If the maximum number of participants listed above is not reached, it will still be possible, after this period, to register and/or pay the amount of the participation in the costs on site, but the additional catering services can no longer be provided by the organizer with certainty.

Similarly, competitors who register after this deadline will not be able to take part in the allocation of numbers to determine the order of departures (*see Art. 12, below*).

The organizer has the right to refuse any car at the start of the event, whether for reasons of safety, presentation of the vehicle, diversification of the field, or for any other reason.

#### 4.2 Cost

The amount of the contribution to the costs – <b>excluding licence(s)</b> – is <b>€250</b> including VAT
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The contribution to the costs includes the provision of all the elements necessary for the organisation of the event (road-books, roadmaps, signs, numbers, trophies, meals, etc.) as well as the premiums for the following insurances:

- R.C. of the organizer.
- P.J. related.
- Individual covering, in bodily accidents, the volunteers taking part in the demonstration.
- P.J. relating thereto (via the annual licence or the "TP-L").
- R.C. Circulation of the competitors during the event.
- P.J. related.
- R.C. "Competitors" covering the redemption of the deductible applicable to the amount of the damage to roads and road infrastructure, in the event of an accident.

#### **Art. 5 – Refuelling**

Various refuelling points will be mentioned in the road-book. The refuel points will be a maximum of 120 km apart – payment by card (Maestro).

#### **Art. 6 – Admission of vehicles**

The event is open to all cars, registered, insured and in compliance with the rules and laws in force.

Competitors assume full responsibility for the consequences of any shortcomings they may have, even if they have been granted the start by the organiser, whether by mistake, partial or total lack of control or for any other reason.

## 6.1 Difficulty Levels

The difficulty levels of the event are **DÉCOUVERTE**, **CLASSIC** et **EXPERT**.

Reading systems used for each category:

- **Découverte (ASAF only) :**  
100 % Metered Tulip, oriented
- **Classic (ASAF) / Touring (VASAF) :**  
75 % Metered Tulip, oriented or not  
15 % Drawn IGN map 1:25000 max (300ppi min resolution)  
10 % Non-metered Tulip, oriented
- **Expert (ASAF) / Marathon (VASAF) :**  
50 % Metered Tulip, oriented or not  
30 % Drawn IGN map 1:25000 max (300ppi min resolution)  
20 % Non-metered Tulip, oriented or not

## 6.2 Motor vehicle technical inspection

**The colour of the CTA certificate must be GREEN.**

Registration plate: Normal / "O" plate / Competition (category 1).

## 6.3 Compliance

All of these vehicles must comply with the legal requirements for road traffic, both in terms of documents, safety equipment and noise.

## 6.4 Rankings

A general classification, all cars combined, will be established by category.

## 6.5 Age of Vehicles – Age Coefficients

Coefficients (**Ka**) will be assigned to the cars, depending on their age. They will be determined as follows: the last two digits of the vintage **of the 1st year of registration**, taking the year 1900 as a basis.  $Ka = (\text{year of the vehicle, minus 1900}), \text{divided by } 100$ .

Examples: 1975 ►  $Ka = 0.75$                       2020 ►  $Ka = 1.20$

This coefficient will only act **on lateness penalties**, whether incurred in the various TCs or those incurred in the RTs. It therefore has no influence on the penalties relating to Secret Checks (*cf. Art. 13.1 and 13.2*).

## Art. 7 – Open starting park

Truck Center - Zoning des Coeuvin 5 - 6720 Habay, Belgium

## Art. 8 – Administrative Audits - Licences

Participation in the **Nationale 4 Classic** is open to all ASAF and VAS licensees.

The minimum license to be able to participate (driver and navigator) is the annual **license "L"** (ASAF) or **"R"** (VAS).

Any annual licence, including the **"L"** or **"R" licence**, can be acquired from a club recognised by the ASAF or the VAS.

**Competitors who are not annual licensees of the VAS or the ASAF will apply for a daily participation ticket "TP-L" (€15).**

The **"TP-L" application forms** are an integral part of these Regulations.

**There are two ways to apply for this "TP-L":**

1. **Or** complete the practical work request form, attached to these rules, duly completed, annexed to the entry request and returned at the same time as it to the organizer.  
The amount (€15 per "TP-L") will be paid at the same time as the commitment to the account listed above.  
*Reminder : no medical requirements for TP-L applications; a sworn declaration of fitness to practice motor sport is sufficient.*
2. **Or** carry out all the formalities described above, on the day of the event with the Sports Commissioner designated for this task.

No experience or medical formalities are required to obtain the annual "L" or "TP-L" licences.

**All ASAF licences (including the "L") and TP (including the "TP-L") include "Bodily Injury" and "Legal Protection" coverage.**

The co-drivers of the cars entered must also be at **least 18 years old**.

**No derogation will be possible in this regard (even in the event of filiation between the pilot and the co-pilot).**

**It is recalled that all annual licences issued by the VAS can be usefully used.**

## Art. 9 – Technical impositions

### 9.1 Compliance

The entered competitors will certify in writing on their entry form that their vehicle complies with the legislation on road traffic, the organisers, the CSAP and the ASAF disclaiming any responsibility in this area.

### 9.2 General

All vehicles must comply with the regulations of their country of registration and with the technical standards of this regulation.

Vehicles participating in this test must comply with Art. 30.17 of the R.P.R. and must be accompanied by the following documents:

- The registration certificate
- Any document (if required for this vehicle) of the vehicle technical inspection (color **green**, as a reminder)
- The "green" insurance card
- The documents relating to the "Z" plates, as to the persons authorised to use them use

**The organisers will be able to carry out checks** on the following points and refuse to allow the start to any vehicle that does not comply with them:

- The presentation aspect of the vehicle
- Compliance (which must correspond to that indicated on the commitment form)
- The presence of a jack, a spare tire in good condition, a safety triangle
- The presence of a valid powder fire extinguisher (minimum 1 kg), properly attached and easily accessible
- The presence of seat belts (for vehicles after September,1 1967 if the anchorage points were provided by the manufacturer)
- Checking the brake fluid level and battery attachment
- the condition of the tyres, which must be in good condition, not exceed the bodywork and have tread patterns of at least 1.6 mm at the finish of the event; "Racing" tyres that are not authorised for road use are prohibited.
- The operation of lighting, lights (which must be in accordance with the Highway Code) and windshield wipers

The noise level may be checked before the start or during the event and must comply with the legislation in force (noise emitted, on or off, at 3/4 of its maximum engine speed, **below 95 decibels**).

At any other time during the event, additional checks may be arranged.



## Art. 10 – Road Book

The road book will include a copy of the insurance certificate for the event and an accident report. The mention of a telephone number where the "permanence" can be reached will also appear.

## Art. 11 – Maximum time limits

### 11.1 Period of disqualification (Art. 30.15 of the R.P.R.)

The deadlines for disqualification are set by the organiser. They will be communicated during the briefing.

If the organizer were to modify them for any reason whatsoever, it could only do so on the condition that all competitors are notified before the start of the section concerned, **by a written communication from the race direction and a sign-in sheet signed by each competitor.**

**The exclusion will be pronounced as soon as the period of disqualification has been reached.**

#### **Important:**

The location of the groupings, name of the street and municipality, as well as the GPS position and the opening/closing hours of the station will be mentioned in the road-book.

### 11.2 General Council

As a consequence of what is stipulated in point 11.1 above, competitors who could be excluded for too long a delay, have an interest (if they want to start the next section or be included in the classification of the event), to "short-circuit" what is necessary of the imposed course to get to the place of the finish of the current section on time.

A penalty in points corresponding to the missing controls will then be applied to them in addition to any penalties for advance or delay.

It should be noted that the advance will not be penalized to the TCs at the end of the section.

## Art. 12 – Order of departures

The order of departures is left to the discretion of the organizer.

It will be communicated at the same time as the numbers assigned to the competitors and can be consulted in your invitation and on the [www.nationale4classic.be](http://www.nationale4classic.be) website.

## Art. 13 – Controls

### 13.1 "Secret" Passage Checks (« CP »)

Those panels with a written letter will be at least A4 in size, with a white background, with top and bottom bands 4 to 5 cm wide, in red or orange.

They will be presented during the briefing.

**Their sole function is to observe the competitor's passage and/or to make him slow down or stop at their place.**

These panels may not be **less than 10 cm from the ground (base of the panel), nor more than 2m high (ridge of the panel). In addition, they must be located less than 2m from the side of the road.**

If the size of the signs must meet a minimum, the letter to be collected (written in black and unequivocally worded) may be greatly reduced, at the discretion of the organiser, who may use this option to force the competitor to stop to decipher it (for safety reasons, only).

However, in very specific places and only in cases where the standard size of the signs would make them too visible even if the competitor was not taking the right road, the size of these signs may be reduced (12 x 15 cm, at least) but they must, despite their reduced size, be fully visible to the competitors who are driving on THIS road (reduced size but the same presentation characteristics as the A4 panels).

These reduced panels may only be used if necessary.

**The CPs collected will have to be entered on the Time Sheet as they go along.**

### 13.2 "Human" Secret Checks (« CPH »)

Checkpoints (pre-signalled and signposted, respectively by yellow and red signs with the design of a stamp – FIA/Rally Style or « CP » inscription) manned by delegates of the organiser, who will affix a mark or stamp in the first free box of the Time Sheet.

### 13.3 Time Controls (« CH »)

- The CH are intended to verify compliance with the time limit.
- The CH will be pre-indicated by a yellow sign (A3 or A4) with a drawing of a clock and followed, between 50m and 100m further, by the same red sign.
- Times are recorded in Hours and Minutes.
- Advance and delay in time control will be penalized.
- The clocking of the time must be done, under penalty of penalization, **during the course of the ideal minute of clocking in.**
- Under penalty of penalty, entry into the time control zone (crossing the yellow sign) cannot take place before the start of the ideal minute of clocking in.
- At these checks, the delegate shall enter on the Time Sheet the time at which the participant will have presented his Time Sheet to him.
- The time of check-in is the sole responsibility of the crew.
- Checking in ahead of the ideal time will never reduce the number of minutes of delay previously recorded.
- No CHS (Time Control to the second) is planned for the Nationale 4 Classic 2024.

## Art. 14 – Regularity Tests (RT)

An RT is a road section on a road "open to public traffic", where the competitor will have to maintain as much as possible an average speed imposed until the finish of the regularity test.

However, an RT must be driven in strict compliance with the Highway Code.

There can be several time takes in the same regularity section.

### 14.1 Departures

The RT starts will be given either as a manned start (follow the instructions of the delegate) or according to the "**Autostart**" system :

At the start of the RT, at a place indicated in the Road-Book and by an "organisation" sign on the ground, the competitor calculates his own start time by adding to his time of passage at the CH before the autostart, the number of minutes provided for in the roadmap.

Example:           Autostart RT 1 = CH 3 + 11'

You clocked in at CH 3 at 15h27

Your autostart time for the RT1 = 15h 27' + 11' = 15h38.

You enter the RT 1 at 15:38:00.

#### **Important:**

An autostart is not a free start. Any delay at the start of an RT in autostart will have an impact on the RT's time taken until the crew is "synced". However, the organisation will make sure to allow a reasonable amount of time in the event of an autostart.

## 14.2 Controls

There may be several time taken in the same RT, when passing the **CSR (Secret Control of Regularity)**.

These secret time recordings are taken thanks to the Tripy system and are expressed in Hours, Minutes and Seconds. As these time takings are "secret", there is no mention of the position of the CSRs in the road-book or in the field.

## Clause 15 – Penalties

### 15.1 Denied departure

- Vehicle declared non-compliant or dangerous by the organiser or the sports commission.
- Non-payment of the full registration fee.
- Prior reconnaissance of the course.

### 15.2 Exclusion

- Dangerous driving.
- Rudeness or threat to a delegate.
- Non fair-play act.
- Excessive noise : 95 dB (+).
- Serious traffic offence.
- Attempted cheating or unsportsmanlike act.

### 15.3 Common Penalties (Art. 30.22.3 R.P.R.)

<i>Points</i>	<i>Coeff.</i>	<i>Description</i>
<b>1200</b>		By <b>CH</b> missing, surplus, taken out of the expected order or passed to the reverse
<b>120</b>		By <b>minute ahead</b> on the Time Sheet
<b>60</b>	x Ka	By <b>minute delay</b> on the Time Sheet
<b>300</b>		By <b>CPH / Tripy</b> missing, surplus, or out of order
<b>100</b>		By <b>CP</b> missing, surplus, or out of order
<b>600</b>		Maximum cumulative penalty for a RT (after application of the coeff. Ka and outside CP/CPH/Tripy)
<b>100</b>		By <b>CSR</b> missing or surplus (in RT)
<b>60</b>		Maximum penalty for late payment to <b>CSR</b> (after application of the coeff. Ka)
<b>2</b>		By <b>second ahead</b> in RT
<b>1</b>	x Ka	By <b>second late</b> in RT

**15.4** Special Penalties

<i>Points</i>	<i>Description</i>
<b>600</b>	By attempt at falsification, erasure, overloading at the level of the <b>CP</b> Found
<b>1800</b>	By attempt at falsification, erasure, overloading at the level of the <b>CPH</b> Found
<b>3600</b>	By attempt at falsification, erasure, overloading in the tenses of the <b>CH</b> or <b>RT</b> on the Time Sheet ( <i>unsigned by a delegate</i> )
<b>15000</b>	Loss or alteration of the Time Sheet
<b>100</b>	<b>Delay</b> on the hour of <b>convocation</b>

**15.5** Speeding

Speed checks will be carried out with the Tripy system.

These checks will be carried out in **Instantaneous speed** on sectors clearly defined in the road-book. The penalties incurred are equivalent in points squared to the difference between the maximum instantaneous speed recorded and the maximum authorised speed.

Examples:	<b>Maximum speed allowed</b>	<b>30 km/h</b>		
	Maximum recorded speed	31 km/h	1 point	(= 1 <sup>2</sup> )
		35 km/h	25 points	(= 5 <sup>2</sup> )
		40 km/h	100 points	(= 10 <sup>2</sup> )

(If exceeding the maximum speed allowed by 2x)      60 km/h      **exclusion**

**NB:** In addition to any sanctions imposed by the Federation and the police authorities, any competitor who has been responsible for damage to a third party or to the property of a third party and who has not taken all the necessary measures, i.e. to leave his contact details with the opposing party and to return the "declaration of claim" document as soon as he returns to a collection point, will be permanently excluded from the event and will no longer be able to take part in the following years.

**As a reminder, the organization pays for insurance that covers these claims!**

## Art. 16 – Complaints / Appeals

- Any complaint concerning the section covered must be presented to the Race Director within half an hour of the crew's arrival.
- Any complaint concerning the rankings must be presented to the Race Director within the half an hour after the results are posted.
- Only written and individual complaints will be considered.
- It is always possible to lodge a complaint against the decision of the organizing committee with the ASAF Stewards or appeal against a decision of the latter.

In the latter case, the closure will be totally or partially suspended until the verdict issued by the ASAF Sports Court. Any "crazy appeal", judged as such by the Council of administration, will not be taken into consideration.

## Art. 17 – General

### 17.1 Devices

All measuring or guiding devices are permitted.

### 17.2 Calibration

A calibration process for distance measuring devices will be set up by the organizer over a distance of at least **5 km**.

### 17.3 Catering & Hospitality

Apart from those included in the rally, meals not included with the inscription fee will be available on Saturday lunchtime by reservation in advance by the crew itself with the host establishment.

On the same principle, the establishment has double rooms to stay from Saturday to Sunday, subject to availability and subject to reservation by the crew at their own expense to Coupe des Sources NPO.

## Art. 18 – Cylinder classes

The vehicles in each category will be divided into the following classes:

- A**     **0 to 1300cc**
- B**     **1301cc to 2000cc**
- C**     **more than 2000cc**

The organizer may, eventually, group classes that do not have 5 competitors, with the class directly higher.

## IV. AWARDS

### Art. 19 – Proclamation of results

The announcement of the results and the presentation of the trophies will take place 10 minutes after the official results.

Trophies will be distributed as follows:

- First Lady by category
- Top 3 per category
- Top of the class by category

## V. POINT OF CONTACT

### Art. 20 – Permanences

Until the publication of official regulations:

- Thomas Collard [info@nationale4classic.be](mailto:info@nationale4classic.be)

For more information, please consult [www.nationale4classic.be](http://www.nationale4classic.be)

## IV. APPROVALS

### Art. 21

As regards the articles not included in these regulations, the texts of the latest ASAF requirements **in french** will apply.

### Art. 22

All unforeseen cases, disputes and disputes will be decided by the Race Direction in agreement with the ASAF Stewards' Board.