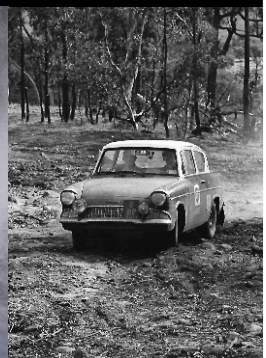




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ALPINE
Rally of East Gippsland

100



GUIDE FOR COMPETITORS



Guide to Competitors

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Please make sure that you support all these businesses whenever you can as their generous support of the sport and in particular, the Lock & Load Transport Alpine Rally of East Gippsland, is invaluable.

***The Lock & Load Transport
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Guide to Competitors

This Guide to Competitors is issued to provide you with the details you will need so that you may compete in the 2022 Lock & Load Transport Alpine Rally of East Gippsland with a minimum of fuss, and so that you may avoid having to make numerous telephone calls to learn the details of where, when, who, etc.....

However, information contained in this guide must not be construed, in any way, as regulations and cannot be used as the basis for lodging a protest.

FIRSTLY.....

The town of Lakes Entrance (see Appendix A for a map) in picturesque Eastern Victoria is to again play host to the 2022 Alpine Rally of East Gippsland. We have received considerable cooperation from the people of Lakes Entrance and they, in return, deserve our respect and consideration, especially in regard to keeping their town CLEAN, QUIET and making sure we observe all traffic regulations, in particular – NO SPEEDING.

Extra police patrols will have been arranged for the duration of the event and they have been encouraged by the Organisers (by the way of being informed where and when the rally will traverse) to charge any offenders – remember those associated with the rally DO NOT have any special privileges. Please cooperate and ensure that the Alpine Rally of East Gippsland may be welcome to return to the area.

The Historic Rally Association and the organisers of the 2022 Alpine Rally of East Gippsland wish to acknowledge the support of the many hundreds of club members from a great number of car clubs throughout Victoria, New South Wales and Tasmania. Without their assistance in manning controls, road closures and controlling spectators, carrying out duties such as control setting, course clearing, scoring, marshalling and in administration etc. it would not be possible to even think of conducting an event such as the Alpine Rally of East Gippsland.

To all those people, some named, most not, the Historic Rally Association expresses its sincere appreciation for their assistance.

AND NOW TO THE GUIDE.....

1. SCHEDULE

The Event will be conducted over 9 divisions generally in accordance with the schedule listed below. All times are for the first car, are approximate, and are subject to change:

Wednesday 30th November

1600-2000 Book-in and Document Issue at 'Bellevue on the Lakes'

Thursday 1st December

0800-1100 Book-in and Document Issue at 'Bellevue on the Lakes'

1045-1145 Cars park in formation on the foreshore near the Rotunda carpark

1200 Competitors Briefing and Ceremonial Speeches at the Rotunda, Lakes Entrance

1300 Ceremonial Event Start. Division 1 flagged off by invited Celebrities

1315 Spectator Point 1 – near Lakes Entrance

1415 Spectator Point 2 – near Lakes Entrance

1434 End Division 1 – Lakes Entrance

Friday 2nd December

0900 Division 2 Start – Rally Headquarters

0920 Spectator Point 3 – near Nowa Nowa

1030 End Division 2 & Service Break – Orbost

1100 Division 3 Start – Orbost

1110 Spectator Point 4 – near Orbost

1248 End Division 3 & Service Break - Orbost

1333 Division 4 Start – Orbost

1400 Spectator Point 5 – near Murrungowar Picnic Ground

1515 End Division 4 & Service Break - Orbost

1600 Division 5 Start – Orbost

1655 Spectator Point 6 – near Nowa Nowa

1740 End Division 5 – Lakes Entrance

Saturday 3rd December

1000 Division 6 Start – Ensay

1140 Spectator Point 8 – near Omeo

1200 End Division 6 & Service Break – Omeo

1300 Division 7 Start – Omeo

1315 Spectator Point 10 – Omeo

1608 Spectator Point 11 – Bairnsdale Speedway

1610 End Division 7 – Bairnsdale Speedway

Sunday 4th December

0900 Division 8 Start – Rally Headquarters

0930 Spectator Point 12 – near Nowa Nowa

1015 Spectator Point 13 – near Bruthen

1040 End of Division 8 & Service Break - Bruthen

1115 Division 9 Start - Bruthen

1145 Spectator Point 14 – near Bruthen

1240 Service Break – Bruthen

1330 Spectator Point 15 – near Bruthen

1400 Event Finish – Lakes Entrance

1700 Champagne Spray on the foreshore near the Rotunda

1800 Post Event-Function – St Brendan's Primary School Hall (tickets only).

2. RALLY HEADQUARTERS

Rally Headquarters for the 2022 Lock & Load Transport Alpine Rally of East Gippsland will be located at Belleview on the Lakes Function Room, 201 The Esplanade, Lakes Entrance and will be open as follows:

Wednesday 30 th November	1600 hrs to 2100 hrs
Thursday 1 st December	0800 hrs to 2000 hrs
Friday 2 nd December	0700 hrs to 2100 hrs
Saturday 3 rd December	0700 hrs to 2100 hrs
Sunday 4 th December	0630 hrs to 1800 hrs

3. COMPETITOR RELATIONS OFFICERS' SCHEDULE

The CROs will be generally present at:

Wednesday 30 th Nov	1600-2000	Documentation, Bellevue on the Lakes
Thursday 1 st Dec	0800-1100	Documentation, Bellevue on the Lakes
	1200	Competitors Briefing, Rotunda, Lakes Entrance
	1300	Ceremonial Start & Division 1 Start Foreshore near the Rotunda
	1430	Rally HQ
Friday 2 nd Dec	0830-9000	Division 2 Start, FanZone
	0945-1600	Orbost Service Park
	1645	Division 5 End, FanZone
Saturday 3 rd Dec	0930-1100	Division 6 Start, Ensay
	1200-1400	Omeo
	1600	Bairnsdale Speedway
Sunday 4 th Dec	0830-1030	Division 8 Start, FanZone
	1115-1315	Bruthen Service Park
	1345	Event Finish, FanZone

4. DECALS

Competitors will be issued with two door panels (including competition numbers and sponsor logos), one windscreen number, one windscreen banner, one bonnet decal and one boot lid decal..

The door panels must be affixed to the front doors, in the configuration shown as Appendix B.

Sponsor decals and windscreen numbers must be affixed to the car in the configuration shown as Appendix B.

5. ODOMETER CHECK

The odometer check starts on Roadknight Street (between Myer and Stock Streets), Lakes Entrance and finishes on the Lakes Colquhoun Road at the intersection with Hoggs Lane (as per the diagram in Appendix C. The organiser's odometer read 4.99km over the measured distance.

6. FINISH

The Finish of the rally will be at the Alpine Rally FanZone. The first car is scheduled to arrive at approximately 1420 hrs on Sunday 4th December. There will be a champagne spray ceremony for the first three outright provisional placegetters at 1700 hrs on the foreshore near the Rotunda.

7. SCORING AND RESULTS

Scoring will be taking place throughout the event at Rally HQ and published on-line.

Refer all scoring questions to the CROs in the first instance.

8. ROUTE DETAILS

The following information is issued for general use by competitors in planning servicing of cars for the rally. It is subject to change and is advice only.

Full details will be issued in the Route Instructions.

	Div 1	Div 2	Div 3	Div 4	Div 5	Div 6	Div 7	Div 8	Div 9
Comp Stage Kilometres	38.0	32.8	53.5	55.9	27.1	53.5	41.0	54.2	53.9
Transport Kilometres	52.8	58.6	45.5	62.0	66.3	57.0	111.6	51.2	60.4
Total Kilometres	90.8	91.4	99.0	117.9	93.4	120.5	152.6	105.4	114.3
Number of Comp Stages	3	2	3	1	3	3	4	2	3
Longest Comp Stage (km)	15.5	18.2	28.3	55.9	11.5	34.1	37.3	33.7	27.3
Late Time (minutes)	30	30	30	30	30	30	30	30	30

9. CONTROL PROCEDURE

When you arrive at a Control at the end of a Transport, stop at the yellow clock sign (Appendix H). Stay in your vehicle and the Control Officials will come to you and ask for your nominated time. (Nominating prior to your actual time will NOT incur a penalty as long as the nominated time is correct). **DO NOT HAND IN YOUR CARD.**

When you reach the Time Control, the official will inform you verbally of your official book-in time so you can enter it on your Card.

Move forward to the Start Line and wait for the RallySafe countdown to commence the Special Stage.

When you reach the Stop Point, **DO NOT HAND IN YOUR CARD.** Stop, then receive the Stage Finish time from the official verbally.

10. QUIET ZONES (QZ)

This has often been referred to as a Restricted Speed Zone in the past. Whenever a QZ is specified in the route instructions, please use your common sense and drive appropriately.

A number of 40kmh, 50kph and 60kmh QZ's are specified past houses and also where there is two-way traffic. Speeds will be checked on RallySafe and those speeding will be referred to the Stewards for penalty.

On all transport sections, particularly in a QZ, your passage should be as inconspicuous as possible, i.e. minimum of noise etc. and courteous driving with respect for other road users.

On the transport sections very few speed restriction signs on major roads have been called up. You are to drive the transport sections as you would your normal car, be attentive to all road signs and what is happening around you,

Please remember, for your own benefit, that the MAXIMUM SPEED LIMIT in Victoria is 100kmh (or 110kmh as nominated on freeways) and 50kph in built-up areas unless otherwise indicated.

PLEASE obey the traffic regulations throughout the weekend, in particular parking regulations. Remember your behaviour reflects on the entire sport.

11. RESTRICTED SPEED ZONE (RSZ)

(Repeated from the Further Regulations)

Restricted Speed Zones (RSZ) will be used in areas of dangerous road conditions as a safety measure. At Restricted Speed Zones, competitors will be required to slow down to 40 kph, within the signed RSZ.

On approaching the RSZ, there will be 300m, 200, 100m warning boards.

At the start of the RSZ, there will be "RSZ START" boards on both sides of the road and at the end of the zone there will be "RSZ END boards. Between the RSZ START and RSZ END boards you need to decrease your speed to 40 kph or below for the entire distance of the RSZ.

- The RallySafe system will be used to determine the speed of the vehicle.
- The RallySafe system will show the distance to the end of the Zone.
- Overtaking is not permitted within the Restricted Speed Zone.
- Vehicles must not impede another vehicle.

12. 999 CAR

(Additional information to the Further Regulations)

The Alpine Rally will have a 999 Car whose purpose is to provide a safety function to the last car on the road to assist them in the case of an accident (until Sweep arrives up to an hour later).

In order to keep up with the last car, the 999 Car will have to overtake cars it encounters that have stopped for some reason. Because there cannot be any non-competing cars mixed up in the field, any car overtaken by the 999 Car will have to cease competing. The 999 car will allow a certain amount of grace time (say 3 -5 minutes) for a stopped car to get going again, but after that they will have to move on.

If a stopped car is encountered by the 999 Car and it can't get going again quickly, this is what will happen:

- The 999 Car crew will formally advise the crew of the stopped car that they have been overtaken by the 999 Car and that they are no longer allowed to travel at competitive speeds for the rest of that division.
- A crew member of the stopped car will be required to sign a log sheet carried by the 999 Car to acknowledge that they have been advised to not travel at competitive speeds.
- The 999 Car crew will also give the crew of the stopped car a form stating that they have been passed by the 999 Car and can no longer travel at competitive speeds. This form will be required if the stopped car gets going again and wants to re-join the event before the end of the division.

If a stopped car that has been passed by the 999 Car gets going again this is what the crew must do:

- In order to not be penalised for missing controls, the car must still follow the route as laid out in the road book and report to all the controls listed in the road book.
- A Maximum time penalty will be given for the stage in which the car was passed by the 999 Car, but Allocated Times will be given for all subsequent stages until either the division end is reached or the car is able to get back in front of the 999 Car.
- The only ways the car can get back in front off the 999 Car is to either short-cut the course (difficult to do in a fully route-charted event) or bypass service. Travelling at competitive speeds to catch up to the 999 Car is forbidden.

If a stopped car that has been passed by the 999 Car does manage to get back in front of the 999 Car, this what the crew must do:

- The form that was handed to them by the 999 Car crew when they were overtaken must be counter-signed by an official at the first control they report to where they are in front of the 999 Car.
- This counter-signing will indemnify the crew against later accusations that they were travelling at competitive speeds when they shouldn't have been.

Regardless of whether the form has been counter-signed or not, the form must be handed in at the time control at the end of the division. This will enable the Scorer to determine which stages the stopped car was prevented from competing on.

Late Time and Sweep

A crew that has been overtaken by the 999 Car and has resumed travelling the course must still manage their Late Time otherwise they will start to accrue OLT Penalties. As long as the crew is within the Late Time Limit they cannot be overtaken by the Sweep Car. Even if they have exceeded their Late Time, provided they are still mobile or have a realistic chance of being mobile again very soon, the Sweep Car cannot disqualify a crew purely because they are over the Late Time Limit. Disqualification only happens at the end of a Division. However, a crew that is going nowhere should hand over their road card and let Sweep get on its way.

13. FUEL

Refuelling

Provision has been made for competitors to refuel during the event as follows:

Div	Source	Comp Distance	Transport Distance	Location	Minimum Service Time
1	Pump/Own	36.10	52.60	Lakes Entrance	No time limit End of Division
2	Pump/Own	24.40	47.50	Orbost	30 mins End of Division
3	Pump/Own	26.70	14.50	Orbost	45 mins End of Division
4	Pump/Own			Orbost	45 mins End of Division
5	Pump/Own	16.50	60.00	Lakes Entrance	No time limit End of Division
6	Own supply			Roadside	No time allowed Optional service
	Pump/Own			Omeo	60 mins End of Division

7	Pump/Own			Swifts Creek	No time allowed Optional service
	Own supply			Roadside	No time allowed Optional service
	Pump/Own			Lakes Entrance	No time limit End of Division
8	Pump / Own	59.40	43.20	Bruthen	40 mins End of Division
9	Pump/Own	53.90	60.90	Bruthen	40 mins

Retail Fuel Outlets

Thursday 1 December

Lakes Entrance United, 16 Princes Highway: E10, 91, 98, LPG, Diesel
 Safeway, Church St: 91, 95, LPG, Diesel
 Mobil, 27 Golf Links Rd 91, 95, 98, LPG, Diesel

Friday 2 December

Lakes Entrance United, 16 Princes Highway: E10, 91, 98, LPG, Diesel
 Safeway, Church St: 91, 95, LPG, Diesel
 Caltex Service Station, Main St. 91, 95, 98, LPG, Diesel,
 Newmerella BP Service Station: 91, 95, 98, LPG, Diesel
 Orbost High Flagstaff 91, 98, Diesel
 United Service Station Self-Serve Card only: 91, Diesel

Saturday 3 December

Omeo Mobil Service Station 91, 95, Diesel
 NB: Bruthen is the closest source of 98
 Swifts Creek Mobil Service Station 91, 95, Diesel

Sunday 4 December

Lakes Entrance United, 16 Princes Highway: E10, 91, 98, LPG, Diesel
 Safeway, Church St: 91, 95, LPG, Diesel
 Caltex Service Station, Main St: 91, 95, 98, LPG, Diesel,
 Bruthen BP Service Station: 91, 98, LPG
 Bairnsdale United Service Station, roundabout at the corner of Princes Hwy & Great Alpine Rd: E10, 91, 98, LPG, Diesel

14. SERVICE CREWS

Service Crew instructions will be issued to competitors with the route instructions at book-in.

Service Crews must clearly display the Service Crew vehicle numbers in the top left hand corner of the windscreen at all times.

At Bruthen only one Service Vehicle per competitive crew will be permitted to enter the service park. Trailers cannot be taken to the Service Park in Bruthen.

Competing cars may be worked on as provided for in the Regulations (remembering that no work is allowed in Control). Also some areas around the route may be banned to service crews. Anyone caught offending will be liable to penalties.

The Event will be run under road closed conditions as per of the Victorian Rally Bulletin. The roads are officially closed for our exclusive use, and all access points to the route will be manned to deter people from entering the sections, BUT nothing is guaranteed and someone may get in somewhere, so be aware of this.

Service Crews are not permitted to enter a competitive section until the Sweep Car has announced that the section is open once again. Service crews can walk in but no vehicles will be allowed to enter the sections until they have been swept. If Service Crews are observed disobeying this requirement, action against those concerned will be taken, including competing crews.

Service Crews can meet with their crews between service breaks, however these locations will not be given by explicit directions and it will be up to the Competitors and Service Crews to work out their own schedule and route, keeping the service crews out of the forest areas at all times. Refuelling must be carried out as per requirements in Further Regulations.

15. BOARDS

The control boards to be used in this year's event will be in accordance with Appendix B of the NRC regulations in the Motorsport Australia's Manual. Samples of boards to be used on this year's event will be displayed at the start.

The "Yellow Clock" will mark the boundary of the Start Control area.

The "Red Clock" will mark the end, for timing purposes, of the transport section, and also the location of the start line.

The "No Wheel spin" area begins at the start line and the sign is placed so you can see it as a reminder.

The "Beige" board will mark the end location of the control boundary and the end of the "No Wheel spin" area at the Start Control.

This event will use the "Red Chequered Flag" board at the location marked in the Route Instructions for the Timing Marker on competitive sections only (Appendix I).

For the added safety of both competitors and officials a "Yellow Chequered Flag" board will be placed approximately 100-150 metres before the timing marker as a visual warning of the approaching control. In some instances the timing markers are up to 300 metres from Control.

The red "STOP" board will mark the exact location of officials at the competitive end.

A Caution board, with !! or !!! denoting the severity of the hazard, will be placed 50 to 150 meters before the hazard. An **X** board will be located at the hazard itself.

Should a Course Car place an additional CAUTION it will be in the form of a red triangle. Crews will be notified at the Start Control prior as to the location and severity.

A Virtual Chicane zone will have 300m, 200m and 100m warning boards before the chicane. The Virtual Chicane zone will be marked by "VC START" and "VC END" boards on both sides of the road.

A Restricted Speed Zone (RSZ) will have 300m, 200m and 100m warning boards before the zone. The Restricted Speed Zone will be marked by "RSZ START" and "RSZ END" boards on both sides of the road.

The blue "Emergency Radio Point" board will mark the exact location of the SOS point. Yellow warning boards will be used.

Refuel Zone In and Out boards will say just that and will be located at all refuel areas except for Service Stations

16. RALLYSAFE

(Repeated from the Supplementary Regulations)

The RallySafe System is the timing system being used on the event.

The cost of the hire of RallySafe GPS tracking unit screen is included in the event entry fee.

All competitors must make provision in their competition vehicle for the RallySafe GPS tracking system.

Competitors must have a RallySafe wiring loom, antennas and mounting kit installed prior to scrutiny. This is a one-off purchase via the RallySafe web shop on the RallySafe website. Installation instructions are available on the RallySafe website.

The RallySafe system must be wired to permanent 12v power, not through a cut-off switch. This will be checked at scrutiny and failure to comply will result in the car failing scrutiny.

The competitor must ensure that 12V power is supplied to the Rallysafe unit from the vehicle's battery for the whole of the time from 30 minutes prior to the due start time for a day to when the car retires from competition on that day or to when the car reaches the final time control for that day, whichever occurs first. A loss of power reported by Rallysafe will be taken as definitive evidence that the power supply to the unit ceased.

The RallySafe GPS tracking unit will be available at the event from Rally HQ prior to the start once book-in is completed successfully.

Competitors are responsible for the unit while it is in their possession. This includes being financially responsible for any damage to the unit. Insurance to waive this liability can be purchased at a cost of \$15 per unit from the RallySafe shop on their website.

The time recorded by Rallysafe that the car passes through the flying finish will be taken as the time that a competitor completes that special stage. The times determined by RallySafe will be taken as definitive, along with other information such as location and speed data provided.

If Rallysafe records that competitor's vehicle that stops at a start line and then commences moving before their due start time, that will be sufficient evidence of a "jump start".

Competitors should familiarise themselves with the use of the RallySafe system by reference to the competitor instruction video available on the RallySafe website noting that chicanes and TC control booking in via RallySafe will not apply for the Alpine.

Link to the RallySafe training video: <https://rallysafe.com.au/competitors-tm/>

Should a competitor retire, they must return the tracking unit to Rally Headquarters as soon as possible. Do not take them home.

The tracking unit should be removed from the rally cars after the final control..

Do not rely on the RallySafe System for an accurate distance reading. Road Book distances are based on the use of a separately mounted and calibrated TerraTrip.

It is solely the competitor's responsibility to return the RallySafe tracking unit to the event organisers immediately after the event.

17. CATERING**Thursday 1st December**

Ceremonial Start	Rotunda Car Park Area, Lakes Entrance	Food and drink available from local shops.
End Division 1	Lakes Entrance	Food and drink available from local shops.

Friday 2nd December

Start Division 2	Rally Headquarters	Food and drink available from local shops.
End Divisions 2 and 4	Orbost Oval	Catering provided at the Service Park by the Orbost Football/Netball Club .
End Division 5	Lakes Entrance	Food and drink available from local shops.

Saturday 3rd December

Start Division 6	Ensay	Provided by the Little River Inn . Egg & Bacon Rolls
End Division 6	Omeo Oval	No catering available. Bring food and water from Lakes or use local shops in Omeo.
End Division 7	Bairnsdale Speedway	Catering provided by the Bairnsdale Speedway Association

Sunday 4th December

Start	Rally Headquarters	Food and drink available from local shops.
End Division 8	Bruthen	Provided by the Bruthen Cricket Club . <i>Menu includes</i> good old-fashioned BBQ. There is also a range of great food shops in town.
After-Event Dinner	Celebration Dinner St Brendan's Primary School Hall, Golf Links Rd	Smorgasbord: hot & cold meats, seasonal vegetables, salads, deserts and tea & coffee. (Tickets Required) DRINKS AT BAR PRICES!

18. SPECTATORS

Spectator Guides will be available from www.alpinerally.org.au and at the Lakes Entrance foreshore Rotunda during start on Thursday.

Spectator points are as follows:

- Two spectator points on Thursday
- Four spectator points on Friday
- Three spectator points on Saturday
- Four spectator points on Sunday

19. ACCOMMODATION

The Historic Rally Association is unable to assist with accommodation, however a booking service is available on telephone 1800 637 060 Lakes & Wilderness Tourist Centre.

20. EMERGENCY SERVICES

Rally Headquarters

General Enquiries **0409 177 902**
Emergencies ONLY **0475 247 598**

AMBULANCE – FIRE – POLICE **000**

Ambulance 000

Hospitals

Bairnsdale 5150 3333
Omeo 5159 0100
Orbost 5154 6666

State Emergency Service 132 500

Fire Brigade 000

Bairnsdale 5153 7400
Bairnsdale 1800 756 566
Omeo 1800 756 566
Fire Restriction Information 1800 240 667

Police

Bairnsdale (Divisional HQ)	5150 2600	Lakes Entrance	5155 1206
Buchan	5155 9268	Omeo	5159 1474
Bruthen	5157 5221	Orbost	5154 1073

Wildlife Rescue 1300 094 535

**A Fire Danger Period has been declared in
East Gippsland**

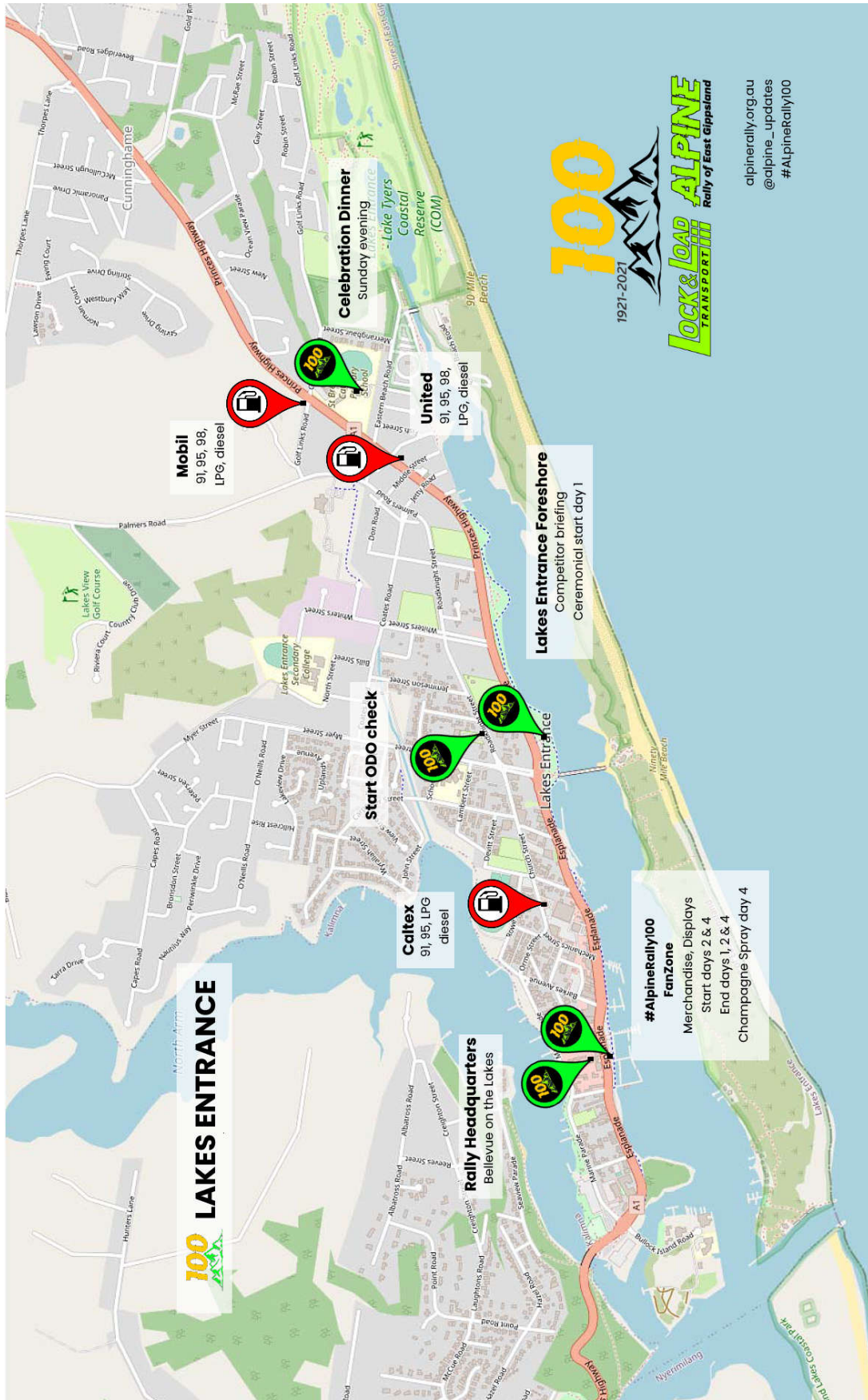
**Please do not light camp fires under any circumstances
Exercise extra caution in the forest**

21. WHO'S WHO FOR 2022

For everybody's convenience, we list a who's who of the Alpine Rally of East Gippsland for those who wish to make contact with someone but are not sure to whom they should speak:

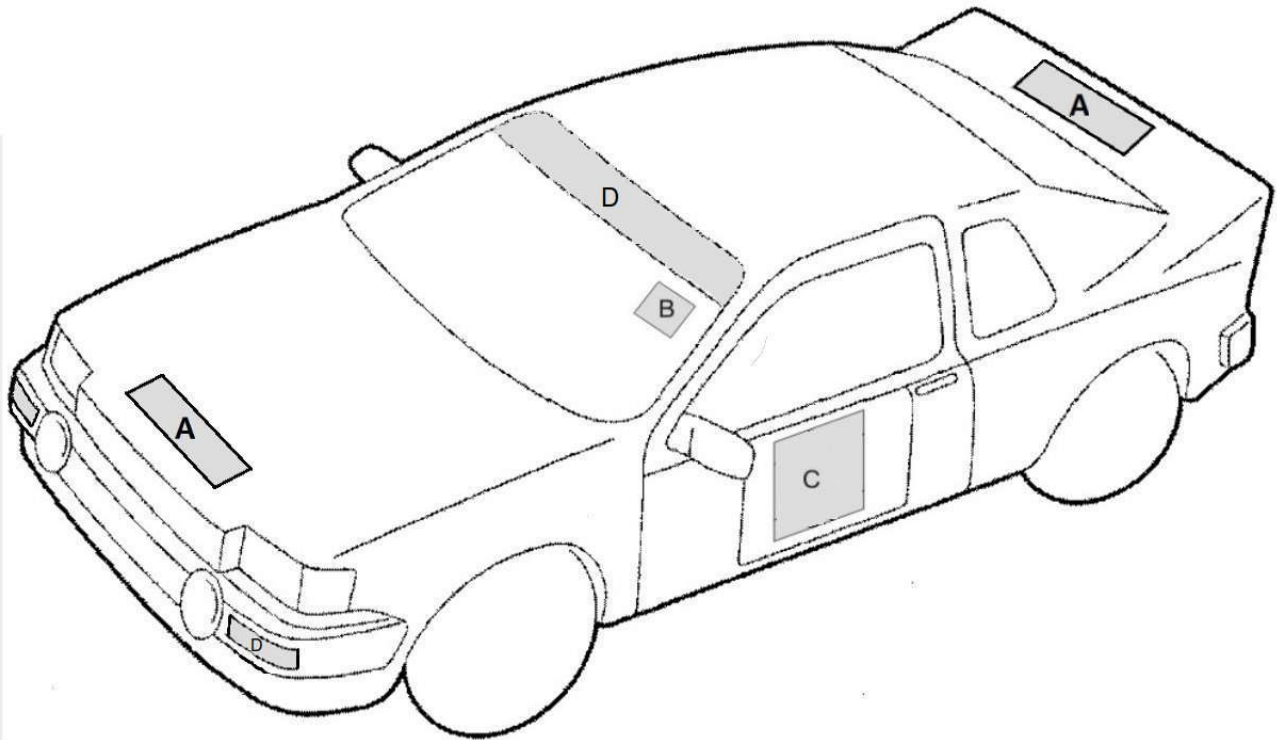
Executive Committee	Clerk of the Course	Owen Polanski
	Deputy Clerk of the Course	Steve Hollowood
	Assistant Clerks of the Course	Andrew Roberts
	Event Secretary	Kerril Maloney
	Entries Secretary	Jeanne Dunkley-Smith
	Officials Coordinator	Dee Knight
Senior Personnel	Operations Manager	Gary Gourlay
	HQ Manager	Gail Gourlay
	Chief Safety Officer	Daryl McHugh
	Emergency Services	Race Day Medical
	Communications PieNet	Roger Baker, Mark Detering Bernard Mirron
	WICEN	Chris Morley
	Chief Scrutineer	Frank Black, Richard Elphick
	Equipment Manager	Barb Boulter
	Competitor Relations Officers	Kaye Kilsby, Lui MacLennan
	Chaplain	Ian Young
	Photographer Liaison	Paul (Golly) Mollison
	Chief Spectator Marshal	Ian Brain
	Public Address	Ian Enders
	Service Park Manager	Frank Grant
	Scorer	Garry Searle, Gary Hodgskiss
Advance Team	Barry Brookes Jim Kennedy David Denny Danny Murphy John Denny Andy White	
Motorsport Australia Officials	Stewards	Michael Holloway Mark Hallowell
	Compliance & Event Checker	Rick Hartmann
	Area Coordinator	Ross Runnalls
Course Cars	Troy Bennett	David Johns
	Adam Boulter	Alex Kovacevic
	Brian Canny	Dave Robinson
	Steve Farrar	Brian Shand
	Bruce Halls	Andrew Wallis
	Rick Hartmann	
Stage Commanders	Jeff Cameron	Glen McAliece
	Max Dunn	Rod McEwen
	Barrie Edmonds	Darren McKemmish
	Col Elliott	Phil Nicholas
	John Ellis	Tim Reynolds
	Laurie Finlay	John Seymour
	Geoff Floyd	Matt & Tash Swan
	Alan Hall	Rick Thorpe
	Barry Johnston	Graham Wallis
	Tom Kaitler	Mike Welsh
	Robert Wilson	
Service Park Commanders	Tom Latta	Carol Latta

Appendix A Map of Lakes Entrance



Appendix B

Vehicle Signage



- A Bonnet & Boot Decal SRP x 2
- B Windscreen Number Additional Car Number x 1
- C Door Panels Door Panel including Numbers x 2
- D Windscreen Banner Lock & Load Transport

All of the above Decals will be supplied by the event

Appendix C Odometer Check



ODO check starts next to the electricity transformer on the north side of Roadnight Street outside Road Nite Caravan Park, 9 Roadnight Street, Lakes Entrance.

Lat/Lon -37.8771271,147.995680

ODO check follows this road (Roadknight Street, Palmers Road and Colquhoun Road) staying in the centre of the lane to ...

white post on the east side of Colquhoun Road at the corner Hoggs Lane, Lakes Entrance

Lat/Lon -37.842000,147.995277

The Organiser's odometer read **4.99 km** in both directions.

Alpine Rally signs will be erected on the start/end points on Thursday 28 November.

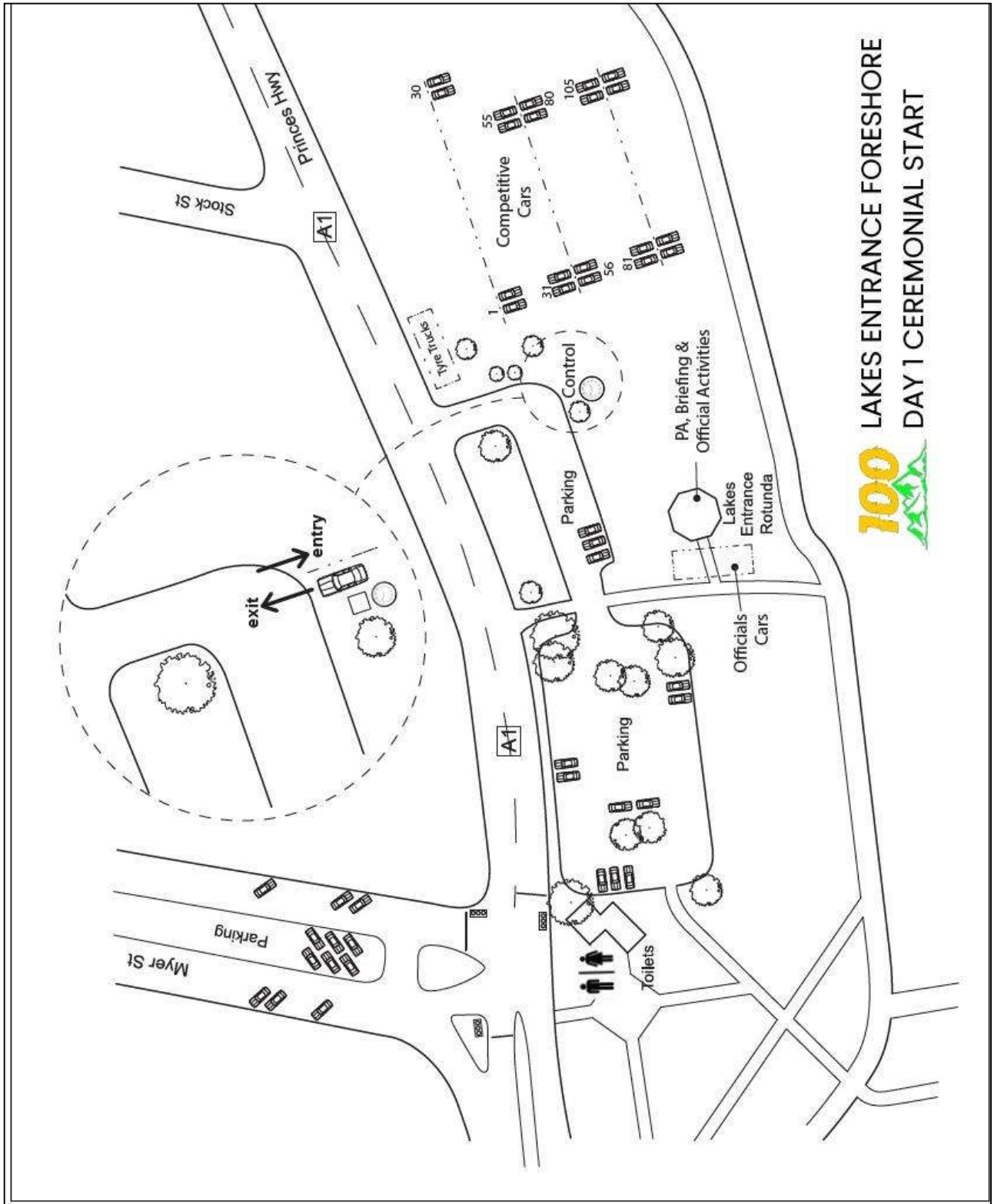
A tip:

You can enter a latitude/longitude into your smartphone mapping app for assistance.

Appendix D

Start Location for Division 1

Thursday's Formation Parking



Appendix E

Sample Road Book - Competitive Advice and Map

Special Stage 13	FROG HOLLOW	Division	5
		Section	SS13
		Target time	12 min
		Distance	13.29 km

Lucky Special Stage 13 didn't make it – it has been cancelled. But that lets us use something tangible for the sample pages in the guide. Competitors roadbooks will be printed in colour with the highlights shown in these samples.



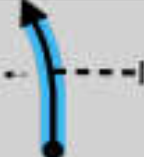






We'll include special messages on the intro page. Like these:




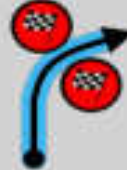



Take care on Kenny Rd – it has recently been gravelled and is very slippery. Watch the RGR at 11.12 km where the new gravel starts.



Appendix F

Sample Road Book - Competitive Instructions

From Frog Hollow Rd, Nowa Nowa VIC 3887		DISTANCE: 13,29 Km		DIV: 5	
To Kenny Rd, Nowa Nowa VIC 3887				SECTION: SS13	
SPECIAL STAGE				TARGET TIME: 12 min	
FROG HOLLOW					
DISTANCE		DIRECTION	INFORMATION	DISTANCE	
TOTAL	PARTIAL			REGRESS	
0,00	0,00	 1	 SO No wheelspin!	13,58	
2,78	2,78	 2	SO on MR (sp Boggy Tk)	10,80	
5,41	2,63	 3	SO then 50m SO (sp Holloways Rd)	8,17	
6,07	0,66	 4	SO then 60 m KL on MR (sp Spankers Rd) (maybe - sign often pinched)	7,51	
7,47	1,40	 5	RGR downhill - gutter on outside	6,11	
7,65	0,18	 6	 RGL CARE trees on outside	5,93	
8,60	0,95	 7	TL sp Kenny Rd	4,98	
	0,73				

From Frog Hollow Rd, Nowa Nowa VIC 3887		DISTANCE:	DW:	
To Kenny Rd, Nowa Nowa VIC 3887		13,29 Km	5	
SPECIAL STAGE		SECTION:	SS13	
FROG HOLLOW		TARGET TIME:	12 min	
DISTANCE		DIRECTION	INFORMATION	DISTANCE REGRESS
TOTAL	PARTIAL			
9,33	0,73	 8	SO (sp Reformatroy Rd (sic))	4,25
11,12	1,79	 9	 CARE RGR Loose gravel - slippery for 800m	2,46
13,29	2,17	 10	 RGR to Flying Finish	0,29
13,58	0,29	 11	 Stop Point	0,00

Appendix G

Sample road Book – Transport Map

Transport 14A	Frog Hollow to Lakes Entrance	Division	1
		Section	TP14A
		Target time	31 min
		Distance	30.47 km

SERVICE CREWS. The start of this transport is Out of Bounds for Service Crews. You can meet them once you get to the bitumen. No time has been allowed.
















Please travel quietly through Nowa Nowa and on the way back into Lakes Entrance.

Map Published by Rooflop Mapping Services, December 2006, C/O Barton PO 3711, General Map Enquiries Ph: 03 57 74 75 75, Fax: 03 57 747 005, email: Rooflop@ycc.com.au, Trade Distribution Enquiries: 03 57 747 005

Appendix H

Sample Road Book – Transport Instructions

From Kenny Rd, Nowa Nowa VIC 3887		DISTANCE: 30,47 Km		DIV: 2	
To FanZones, The Esplanade, Lakes Entrance VIC 3988				SECTION: TP14A	
TRANSPORT				TARGET TIME: 31 min	
Frog Hollow to Lakes Entrance					
DISTANCE		DIRECTION	INFORMATION	DISTANCE	
TOTAL	PARTIAL			REGRESS	
0,00	0,00	 1	 SO START QUIET ZONE 60 kph max	30,47	NO SERVICE CREWS
0,29	0,29	 2	Give Way then TR onto MR END QUIET ZONE	30,18	
0,57	0,28	 3	Give Way then TL onto Hwy sp C620 Nowa Nowa	29,90	
6,20	5,63	 4	sp 60 kph	24,27	
7,22	1,02	 5	TR then 50m Give Way and TR sp A1 Lakes Entrance	23,25	
7,95	0,73	 6	sp 80 kph FMR	22,52	
8,50	0,55	 7	sp 100 kph FMR	21,97	
18,46					

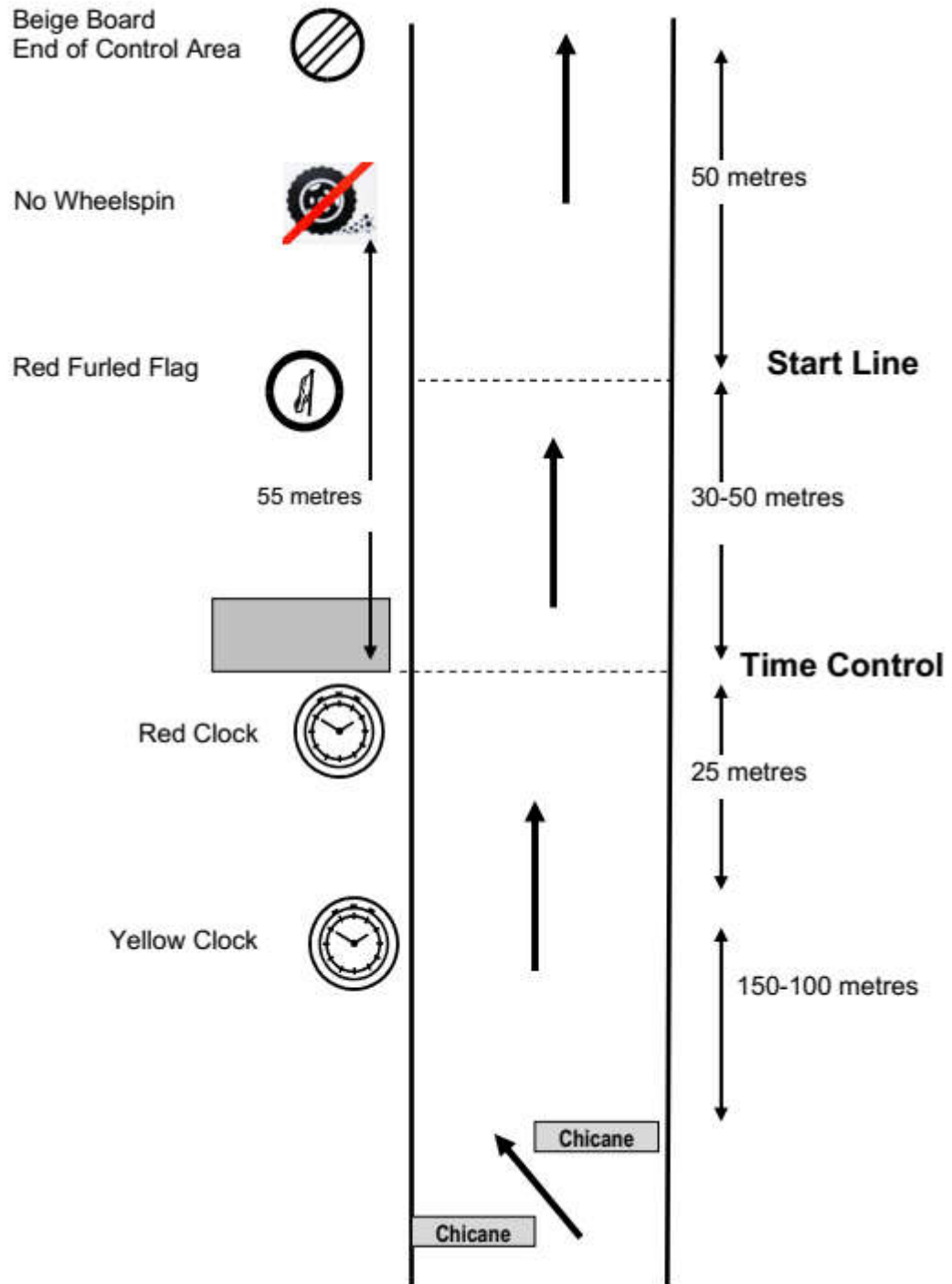
From Kenny Rd, Nowa Nowa VIC 3887		DISTANCE:	DIV:	
To FanZone, The Esplanade, Lakes Entrance VIC 3909		30,47 Km	2	
TRANSPORT		SECTION:	TARGET TIME:	
Frog Hollow to Lakes Entrance			TP14A	
		31 min		
DISTANCE		DIRECTION	INFORMATION	DISTANCE REGRESS
TOTAL	PARTIAL			
26,96	18,46	  8	sp 60 kph FMR into Lakes Entrance	3,51
29,24	2,28	  9	SO at traffic lights	1,23
29,28	0,04	  10	sp 40 kph	1,19
29,49	0,21	   11	SO at pedestrian crossing	0,98
30,28	0,79	  12	SO FMR	0,19
30,47	0,19	   13	 BL into control at FanZone	0,00

Appendix I

Control Board Set Up

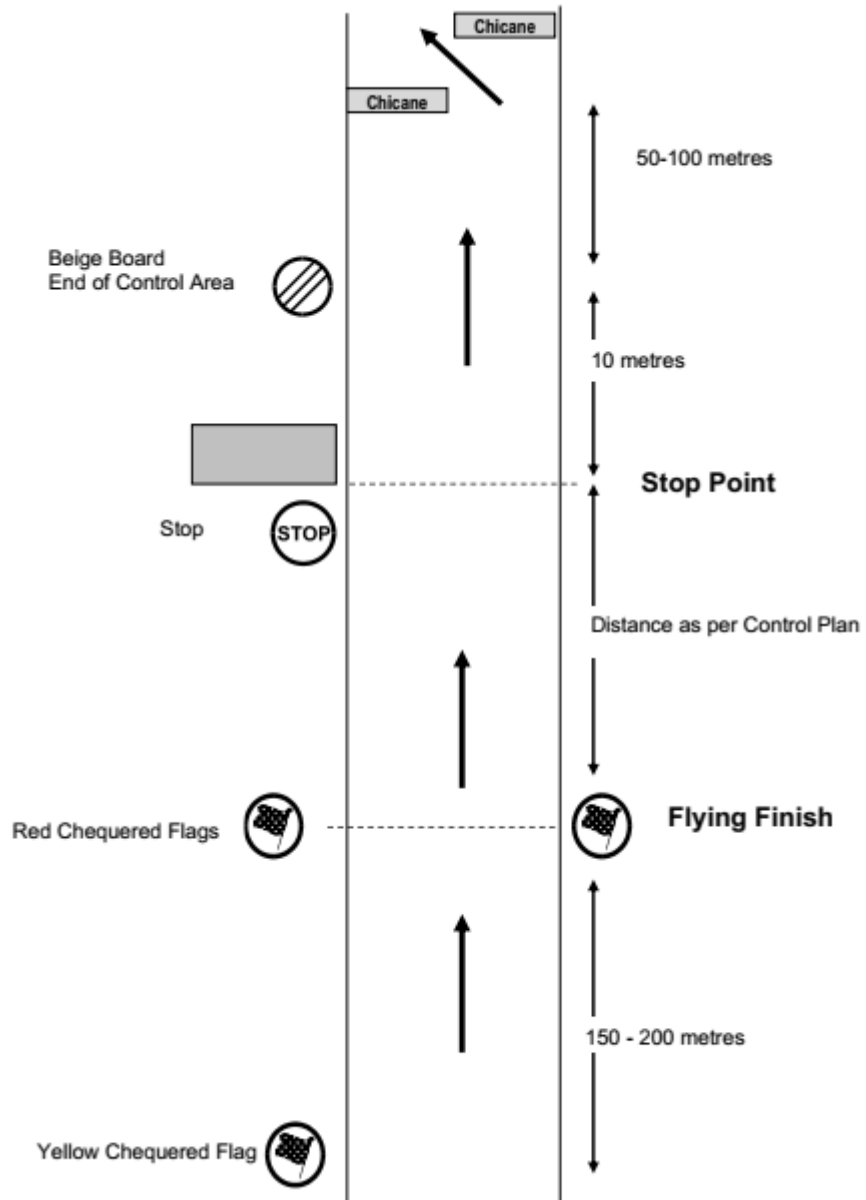
Competitive Start Control

Time Control & Start Line



Appendix J Control Board Set Up

Competitive Finish Control Flying Finish & Stop Point



Appendix K Special Boards

Virtual Chicane Boards



Warning on approach at
300m, 200m and 100m

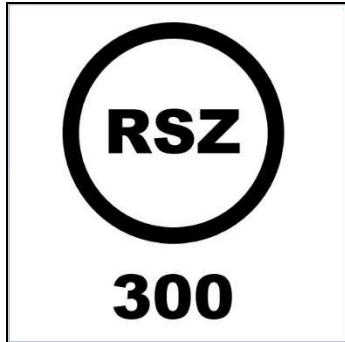


START of the Virtual Chicane



END of the Virtual Chicane

Restricted Speed Zone Boards



Warning on approach to the RSZ at 300m, 200m and 100m



START of the Restricted Speed Zone. May be placed in the RSZ as a reminder.



END of the Restricted Speed Zone

Appendix M

Alpine Timing System Explanation

One of the keys to a successful Alpine Rally of East Gippsland is for competitors to have a good grasp of the timing system of the event. It could make the difference between an enjoyable event and one marred by what appears to be bureaucratic strangeness, particularly if this is your first Alpine

Timing System

The Alpine uses a timing system called Special Stage Timing. It has been designed to allow maximum flexibility and keep competitors in the event. This is a system that has similarities to (and differences from) both the A to B timing system used in Victorian club rallies and the A to A timing system used for most other events in Australia. It has separate timing for the competitive and transport sections. A comparison between Special Stage Timing and other timing systems can be found at the end of this article.

Competitives

The entire time taken for the section counts as the time penalty. Competitives also have Target Times previously known as Maximum Times and these are explained later in the section dealing with Target/Maximum Times.

Transports

Transports also have a Target Time previously known as Time Allowed which must be adhered to otherwise penalties of one sort or another will be incurred. Booking-in before the Target Time will incur an early book-in penalty. Booking-in after the Target Time will not incur a time penalty but late time will begin to accrue

Penalties

There are a number of different ways penalties can be incurred. Some are avoidable and some are not.

Time penalties

Time penalties are accrued on competitive sections. They cannot be avoided and can only be reduced by driving quickly. Allocated times are also regarded as time penalties – see later for how these are calculated.

OLT (Out of Late Time) penalties

Not to be confused with Late Time itself, OLT penalties are incurred when a competitor arrives at a time control over the late time limit. On most other rally, the penalty for doing this is exclusion. For the Alpine as a continued experiment, the penalty will be the number of minutes out of late time. For example, if the late time limit is 30 minutes and a competitor arrives at a control with 35 minutes of late time they will be penalised 5 minutes. If they arrive at the next time control still with 35 minutes of late time they will be penalised another 5 minutes and so on until either the end of the division is reached where all late time resets to zero or they book-in early somewhere to get back inside the late time limit.

Early book-in penalties

Early book-in penalties occur because either a) the co-driver can't add up, or b) the co-driver isn't paying attention to what they're doing, or c) the competitor needs to get back late time. Regardless of the cause, the penalty for early book-in at a control is the amount of time early rounded up to the next minute. 2 minutes early is a 2 minute penalty. Unlike competitive time penalties which are to the second, early book-in penalties are to the

minute. If a competitor books in at 14:23:58 when they should have booked-in between 14:25:00 and 14:25:59 they will be penalised 2 minutes even though they were only 1:02 early. Note that early book-in is allowed at the end of a division (which includes the end of the event). It can be useful to know which time controls are end-of-division controls because a competitor can book-in early at these controls to get back late time without incurring an early book-in penalty.

Other penalties

Other penalties are for the people who do things like wheel-spin at the start of competitiveness, hold up other competitors and anything else listed in the Regulations as an offence with a time penalty attached.

Late Time

Do not confuse Late Time with OLT penalties.

The purpose of late time is to absorb time taken up with mechanical repairs, navigational mistakes, and other things that use up time beyond the maximum times set by the organisers. As long as the amount of late time accumulated is less than the late time limit, there are no penalties. Late time limits are set on a per division basis and all late time resets to zero at the beginning of a division. The penalties for accumulating late time are zero up until the limit is exceeded (and it's calculated to the second), and after that any control arrived at "out of late time" incurs OLT Penalties as described above. The only way to reduce late time is to book-in early at a time control, but until the late time limit has been exceeded or is about to be exceeded, there is no need to reduce late time by booking-in early.

With Special Stage events, it is possible to go through the entire event and not drop any late time at all. Late time only starts to accumulate if a competitor books in late on a transport, or if a Maximum is exceeded on a competitive. The relationship between time penalties and late time is that time penalties are equal to the amount of time taken for a competitive stage up to the Maximum at which point time penalties stop and late time starts to accumulate.

Target Time

Each competitive stage has a Target Time. (This used to be referred to as Maximum Time) and this is the time shown as the Target Time in the Road Book and on the road card.

Time penalties will accrue up to this target/maximum, and any time taken over the target/maximum will be classed as late time.

See the following examples of the relationship between Time Taken, Target, Time Penalties, and Late Time.

	Example 1	Example 2
Start Time	11:00:00	11:00:00
Finish Time	11:06:35	11:07:45
Time Taken	6:35	7:45
Target Time	5:00	8:00
Time Penalty	5:00	7:45
Late Time	1.35	0.00

In Example 1, the Time Taken exceeds the Target Time/Maximum, which means the time penalty applied is the Target Time (5:00). The additional time of 1:35 becomes late time and is rounded down to 1 minute.

In Example 2, the Time Taken is less than the Target Time/Maximum, which means the time penalty applied is the Time Taken (7:45). Because the Target Time/Maximum has not been exceeded, no late time is accrued.

The concept of a Target Time/maximum means that a competitor can take 40 minutes on a stage with a 20 minute Target Time/maximum but only incur 20 minutes of time penalties, so time penalty-wise they're not as badly off as they could have been although they will have used up most of their late time.

Allocated Time

An allocated time is given to a competitor when they are unable to post a realistic time on a competitive section through no fault of their own. The reasons for this could include the stage being cancelled after some competitors had traversed it, stopping to assist another competitor or other delays not the fault of the competitor. In any case where a competitor thinks that they suffered delays on a stage that were not their fault, they **MUST** submit an Incident Report to the Competitor Relations Officer.