



Lakes Entrance
29 November - 1st December 2019

Photo - B Team Rally Media

GUIDE FOR COMPETITORS



2017 Alpine Rally Winners - **Ben Barker / Damien Long**

Photo - B Team Rally Media

Guide to Competitors

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Our heartfelt thanks to all our sponsors, without their support this event would not run.

Please make sure that you support all these businesses whenever you can as their generous support of the sport and in particular the 2019 Alpine Rally of East Gippsland is invaluable.

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 2019 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 Appenix A for a map) in picturesque Eastern Victoria is to again play host to the 2019 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 2019 Alpine Rally of East Gippsland wish to acknowledge the support of the many hundreds of car 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. GENERAL SCHEDULE

The Event will be conducted over 8 divisions generally in accordance with the schedule listed below. All times are for the first car, are approximate, and are subject to change:

Thursday 28th November

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

1500-1900 Re-scrutiny at the rear of the Bellevue

Friday 29th November

0700-1230 Book-in and Document Issue at 'Bellevue on the Lakes'

0930-1200 Re-scrutiny at the rear of the Bellevue

1300-1400 Cars park in formation on the foreshore near the Rotunda carpark

1400 Ceremonial Speeches at the Rotunda on the foreshore, Lakes Entrance

1415 Competitors Briefing at the Rotunda, Lakes Entrance

1500 Ceremonial Event Start. Division 1 flagged off by invited Celebrities

1513 Spectator Point 1 – near Lakes Entrance

1800 Spectator Point 2 – Bairnsdale Speedway

2100 End Division 1 – Bairnsdale Speedway

Saturday 30th November

0800 Division 2 Start – Rally Headquarters

0815 Spectator Point 3 – near Nowa Nowa

0920 End Division 2 & Service Break – Orbost

0940 Division 3 Start – Orbost

1035 Spectator Point 4 – near Orbost

1158 End Division 3 & Service Break – Cann River

1228 Division 4 Start – Cann River

1245 Spectator Point 5 – near Cann River

1440 End Division 4 & Service Break - Orbost

1504 Division 5 Start – Orbost

1525 Spectator Point 6 – near Nowa Nowa

1614 End Division 5 – Lakes Entrance

Sunday 1st December

0900 Division 6 Start – Rally Headquarters

0930 Spectator Point 7 – near Nowa Nowa

1000 Spectator Point 8 – near Bruthen

1033 End of Division 6 & Service Break - Bruthen

1053 Division 7 Start - Bruthen

1115 Spectator Point 9 – near Bruthen

1212 Service Break – Bruthen

1310 Spectator Point 10 – near Bruthen

1338 Event Finish – Lakes Entrance

1530 Champagne Spray on the foreshore near the Rotunda

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

2. SCRUTINY

Official Scrutiny will be held at:

**Performance Exhaust,
Factory 20, 10 Henderson Road, Knoxfield.**

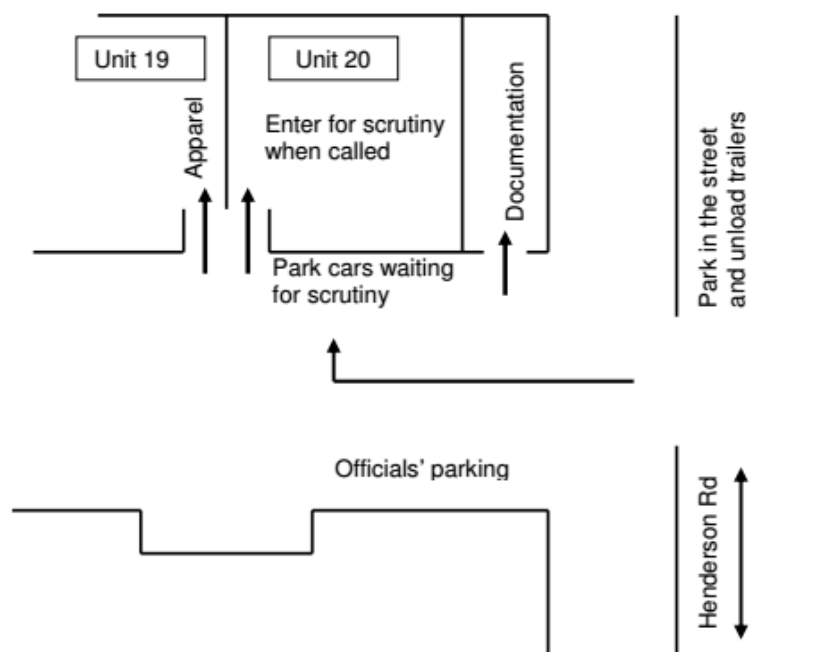
on Saturday 23rd November, between 1200hrs and 1600hrs, for those who have indicated that they will be attending Official Scrutiny. Cars will be scrutineered in the following order as far as practicable:

Melbourne Scrutiny Schedule

Time	Car Nos	Time	Car Nos
12:00	1 - 15	14:00	51 – 65
12:30	16- 25	14:30	66 - 75
13:00	26 - 40	15:00	75 - 90
13:30	41 - 50	15:30	91 - 110

There will be a facility for re-scrutineering at the rear of the Bellevue on the Lakes on Thursday 28th November between the hours of 1500 and 1900 and on Friday 29th November between the hours of 1000 and 12300.

Performance Exhaust



A BBQ will be provided at Scrutiny for all officials and competitors courtesy of the HRA.

A coffee van will also be on-site for the purchase of hot drinks.

Upon arrival at the scrutiny location, unload trailers in the street and bring cars into the car park in front of Units 19 or 20. Report to the Entries Secretary in the Unit 20 office for documentation.

Document Examination.

The following documents will be checked:

- CAMS Licence - Driver, Co-driver & Competitor (where applicable)
- Civil Licence - Driver & Co-driver (Co-drivers who do not present a civil licence must complete a Navigator Only Declaration)
- Club Membership Card - Driver & Co-driver
- Nominated Official supplied and confirmed
- CAMS vehicle log book
- Vehicle registration/permit papers
- Competitors with vehicles registered in Queensland must produce proof of the special extension of their third party insurance.

Receive a Scrutiny Queue Number prior to having your vehicle checked.

Competitors who present at scrutiny with all their paperwork correct i.e. complete and signed entry form, current licences, vehicle registration etc., and who pass vehicle scrutiny will be able to exchange their Scrutineer Report for a GREEN book-in card, which entitles them to preferential treatment at book-in at the start of the event.

Apparel Examination

From Documentation, move to the Unit 19 loading bay where the following apparel will be checked for compliance as per the Supplementary Regulations:

Mandatory:

- Helmet
- FHR device
- Driving suit
- Shoes

Not mandatory but strongly recommended:

- Balaclava
- Socks
- Flame-retardant gloves

Vehicle Movement

Cars are to be left in the parking bays outside scrutiny until such time as their number is called. Keep access to scrutiny clear at all times.

The scrutiny bay should be treated as Parc Fermé and only scrutineers, officials and people associated with a vehicle being checked should be in the scrutiny area. No spectating allowed.

Cars are to be removed from the premises as soon as scrutiny is completed.

Vehicle Examination

Vehicle examination will take place in Unit 20, entry through the loading bay.

Particular attention will be paid to:

- Safety equipment
- Noise
- Fire extinguishers

- First Aid Kits
- **General presentation of bodywork and interiors**

Competitors are required to present their vehicles in a clean and tidy state, including underneath the bonnet and wheel arches, the engine number must also be legible. **Poor presentation of a vehicle can be grounds for failing scrutiny.**

Noise testing, in accordance with rally car regulations, may be carried out at scrutiny and at the start of the event. Competitors failing to comply with this regulation will be deemed to have failed scrutiny and will not be permitted to start the event.

You are particularly reminded to be aware of the requirements of NRC VG Vehicles General.

RUV Permit Cars

A reminder that an RUV Permit "number plate" must not be fitted to a vehicle, and the paper RUV Permit must be displayed in the window, as required by Victorian law.

"The UVP is required to be displayed at all times in the bottom corner of the windscreen, and failure to do this means that the vehicle is not compliant, and therefore the driver may be charged with operating an unregistered vehicle, involving a significant fine, and the vehicle being "grounded" immediately.

Also note that cars running on UVPs are NOT to have the old "RALLY UVP" stickers in place of where a number plate should be, in fact, this is technically illegal, and Vic Roads have requested we do not do this anymore.

3. RALLY HEADQUARTERS

Rally Headquarters for the 2019 Alpine Rally of East Gippsland will be located at Bellevue on the Lakes Function Room, 201 The Esplanade, Lakes Entrance and will be open as follows:

Thursday 28 th November	1400 hrs to 2000 hrs
Friday 29 th November	0700 hrs to 2000 hrs
Saturday 30 th November	0700 hrs to 2200 hrs
Sunday 1 st December	0630 hrs to 1930 hrs

4. COMPETITOR BOOK-IN AND DOCUMENT ISSUE

Competitor Book-in and Document Issue will be available at Rally Headquarters at the Bellevue on the Lakes, 201 The Esplanade, Lakes Entrance from 1600 - 2000 Thursday 28th November and 0700 – 1230 on Friday 29th December.

There will be two sign-posted queues at Book-in - the fast GREEN card queue and the probably slower other queue.

GREEN card holders will exchange their GREEN card for the event documents and be on their way without further delay.

The other queue will only be issued with event documents once the Entries Secretary is satisfied that all the required paperwork previously listed in the Supplementary Regulations 4.1 has been sighted and the entry form signed and completed.

Crews will be issued with the following documents:

- **Route Instructions**
- Vehicle Numbers
- Sponsor Decals
- Service Crew Instructions (quantities as per entry form)

- Spectator Guide
- Polo shirts

Any further instructions necessary will also be included.

Celebration Dinner tickets, if ordered prior to 16 November, will be included in competitors packs. Later orders can be collected at Rally Headquarters.

The issued documents can only be collected by the **Driver or Co-driver**. It will be the responsibility of this person to check the documents for quantity and then sign for them. No claims for missing documents will be recognised once they have been signed for.

If on checking the documents later for completeness, any documents are found to have pages missing, they will be replaced.

Once book-in is completed successfully, RallySafe units can be collected at Rally HQ.

5. COMPETITOR RELATIONS OFFICERS' SCHEDULE

The CROs will be generally present at:

Saturday 23 rd Nov	1200-1600	Official Scrutiny, Knoxfield
Thursday 28 th Nov	1600-2000	Documentation, Bellevue on the Lakes
Friday 29 th Nov	0700-1130	Documentation, Bellevue on the Lakes
	1400	Competitors Briefing, Rotunda, Lakes Entrance
	1500	Ceremonial Start & Division 1 Start
		Foreshore near the Rotunda
	1800	Bairnsdale Speedway
Saturday 30 th Nov	0730-9000	Division 2 Start, Rally Headquarters
	0945-1600	Orbost Service Park
	1645	Division 5 End, Rally Headquarters
Sunday 1 st Dec	0900-1030	Division 6 Start, Rally Headquarters
	1115-1315	Bruthen Service Park
	1345	Event Finish, Rally HQ

6. DECALS

Competitors will be issued with two door panels (including competition numbers and sponsor logos), one windscreen number, one bonnet decal and two decals for lower front guards.

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.

7. 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.

8. COMPETITORS BRIEFING

A compulsory briefing of drivers and co-drivers will take place as follows:

Date: Friday 29th November

Time: 1400 hrs

Place: Rotunda on the foreshore, Lakes Entrance

Last minute information regarding any route changes, course conditions, schedule, etc will be given at this briefing.

9. FINISH

The Finish of the rally will be at Rally Headquarters. The first car is scheduled to arrive at approximately 1336 hrs on Sunday 1st December. There will be a champagne spray ceremony for the first three outright provisional placegetters at 1530 hrs on the foreshore near the Rotunda.

10. SCORING AND RESULTS

Scoring will be taking place throughout the event at Rally HQ.

If you have a problem with the scores find the Competitor Relations Officers (CRO) and get them to sort it out. Your cooperation with the scoring officials will greatly assist to speed up provision of scores.

Provisional results will be available on www.alpinerally.org.au/results as soon as they become available.

Results will be sent to all competitors in the week after the Event.

11. ROAD CONDITIONS / CHECK

At the time of the Course Check the roads for the Saturday were in good condition, sometimes a little boney due to their dry condition. Mostly fast, flowing, major logging roads with several twisty tracks thrown in to keep you interested.

One thing I will say about the roads we have chosen is their ability to catch you out if you try to overdrive. We have attempted to call all the bends and crests we think would trouble you, but we are bound to have missed some because we are not travelling at your speed. So be aware that if you go over crests flat out and commit to bends that you don't know how tight they are, you will eventually get caught because these roads are fairly quick with many crests leading into lots of twisty downhills, mainly to floodways. We want to see you all at the finish with your cars in one piece, so please drive accordingly.

Sunday however is completely different, more mountainous terrain that creates many crests and blind corners. These also tend to be rocky and have suffered the most from the winter rain. The worst of these have been noted in the instructions. The Speedway at Bairnsdale is being used to try and drag some spectator interest out of the local area. A Stage where you can't win the event but you can certainly lose it if you're not careful.

12. 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
Comp Stage Kilometres	36.60	33.40	83.30	76.60	16.50	59.50	46.70
Transport Kilometres	68.50	48.50	66.40	62.90	60.00	43.20	60.70
Total Kilometres	105.10	81.90	149.70	139.50	76.50	102.70	127.40
Number of Comp Stages	4	2	3	3	1	2	3
Longest Comp Stage (km)	13.50	17.40	56.60	37.90	16.50	39.00	27.80
Late Time (minutes)	15	30	30	30	30	30	30

13. TIME CONTROL PROCEDURE

It has become increasingly difficult to find enough officials to allow this style of event to run, so once again we are doing away with a separate Start Line for the Competitive Stages. There will be one Time Control location at the end of the Transport Section, and this will then be the start of the Competitive Stage. As there is no wheelspin allowed, the cars behind are quite safe.

When you arrive at the Control at the end of a Transport, stop at the yellow clock sign (Appendix H) then nominate your time on the RallySafe unit. If you are in the first five cars stay in your vehicle as the Control Officials will be instructed to come to you and collect your Road Card.

When you arrive at the control and there are more than 5 cars you are to get out, walk to the Control, nominate your time, and leave your card. (Placing your Road Card down early will NOT incur a penalty). Then go back and get into your car and get yourself ready.

If you don't understand what Nominated Times are and you are not sure of what's written above, find out before you start, don't leave it until the last minute.

14. 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 rejoin 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 of 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.

15. SERVICING

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.

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

16. RESTRICTED SPEED ZONES (RSZ)

Whenever a RSZ is specified in the route instructions, please use your common sense and drive appropriately.

A number of 40kmh, 50kph and 60kmh RSZ are specified on shire roads not within towns, but past houses and also where there is two-way traffic.

On all transport sections, particularly in a RSZ, 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.

17. 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	Own supply	36.60	68.50	Speedway	No time limit End of Division
2	Pump/Own	33.40	48.50	Orbost	20 mins End of Division
3	Own supply	26.70	14.50	Roadside	5 mins optional service
	Own supply	56.60	31.91	Roadside	No time allowed optional service
	Pump/Own		19.99	Cann River	30 mins End of Division
4	Pump/Own	76.60	62.90	Orbost	20 mins End of Division
5	Pump/Own	16.50	60.00	Lakes Entrance	No time limit End of Division
6	Pump / Own	59.50	43.20	Bruthen	20 mins End of Division
7	Pump/Own	66.70	60.70	Bruthen	40 mins

Retail Fuel Outlets**Friday 29 November**

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

Saturday 30 November

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 Caltex Service Station: E10, 91, 95, Diesel
 United Service Station Self-Serve Card only: 91, Diesel
 Thirsty Camel 91, 98, Diesel

Cann River United Service Station: E10, 91, 98, LPG, Diesel
 Shell Service Station: 91,95, 98, LPG, Diesel

Sunday 1 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

18. ROAD CLOSED CONDITIONS AND SERVICE CREW ACCESS

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.

Unless allowed for in the service instructions, 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.

19. 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 CAMS 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 approximately 50 meters before the hazard. 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.

The blue "Emergency Radio Point" board will mark the exact location of the SOS point. No warning board 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

20. 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.

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.

21. SPECTATORS

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

Spectator points are as follows:

- Two spectator points on Friday
- Two spectator points during the Saturday morning stages
- Two spectator points during the Saturday afternoon stages
- Three spectator points during the Sunday morning stages

- One spectator point on the Sunday afternoon stages

22. CATERING

Friday 29th November

Ceremonial Start	Rotunda Car Park Area Lakes Entrance	On-site coffee van, local shops.
End Division 1	Bairnsdale Speedway	Speedway club

Saturday 30th November

Start Division 2	Rally Headquarters	Food and drink will be available from shops in the vicinity
End Divisions 2 and 4	Orbost Oval	Provided by local football/netball club, menu to include: bacon rolls, sausages, hotdogs, hamburgers, assorted sandwiches, cake, tea, coffee & soft drink.
End Division 3 Lunch Break	Cann River Oval	Provided by the Cann River Community Centre. Menu includes: sandwiches, cakes, tea & coffee, cold drinks.
End Division 5	Lakes Entrance	Food and drink will be available from local shops.

Sunday 1st December

Start	Rally Headquarters	Food and drink will be available from shops in the vicinity
Division 6 Lunch Break	Bruthen	BBQ catered for by the local community. Otherwise available from shops in the vicinity.
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!

23. 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.

24. EMERGENCY SERVICES**Rally Headquarters****General Enquiries 0409 177 902****Emergencies ONLY 0460 547 925****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 5152 3048

Bairnsdale 1800 756 566

Fire Restriction Information 1800 240 667

Police

Bairnsdale (Divisional HQ) 5150 2600 Cann River 5158 6202

Buchan 5155 9268 Lakes Entrance 5155 1206

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**

25. WHO'S WHO FOR 2019

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
	Mentor	Stuart Lister
	Deputy Clerk of the Course	Steve Hollowood
	Assistant Clerks of the Course	Andrew Roberts, Frank Grant
	Event Secretary	Kerril Maloney
	Entries Secretary	Colin Hardinge
	Officials Coordinator	Dee Knight
	Promotions	James Nixon
Senior Personnel	Operations Manager	Gary Gourlay
	HQ Manager	Gail Gourlay
	Chief Safety Officer	Daryl McHugh
	Emergency Services	Motorsport Rescue
	Communications PieNet	Roger Baker, Mark Detering
	Chief Scrutineer	Frank Black
	Equipment Manager	Adam Boulter
	Competitor Relations Officers	Kaye Kilsby, Lui MacLennan
	Chaplain	David Vaughan
	Photographer Liaison	Paul (Golly) Mollison
	Chief Spectator Marshal	Ian Brain
	Public Address	Ian Enders
	Service Park Manager	Ron Gottschalk
	Scorer	Garry Searle
	Section Leaders	Barry Brookes John Denny Jim Kennedy Andy White
CAMS Officials	Stewards	Mark Hallowell, Michael Holloway
	Compliance & Event Checker	Rick Hartmann
	Area Coordinator	Ross Runnalls
Course Cars	Troy Bennett	Rick Hartmann
	Daniel Binotto, Michael Powell	Craig Jarvie
	Doug Fernie	David Johns
	Steve Farrar	Dave Robinson
	John Hadden	Brian Shand
	Bruce Halls	Andrew Wallis
Stage Commanders	Bill Aggenbach	Rod McEwan
	Peter Corkran	Ron Moore
	Jeff Cameron	Steven Porter
	Ross Cox	Wayne Rowett
	Barrie Edmonds	John Seymour
	Laurie Finlay	Chris Snell
	Geoff Floyd	Matt & Tash Swan
	Alan Hall	Rick Thorpe
	Glen McAliece	Mike Welsh
	Darren McKemmish	
Service Park Commanders	Tom Latta	Carol Latta

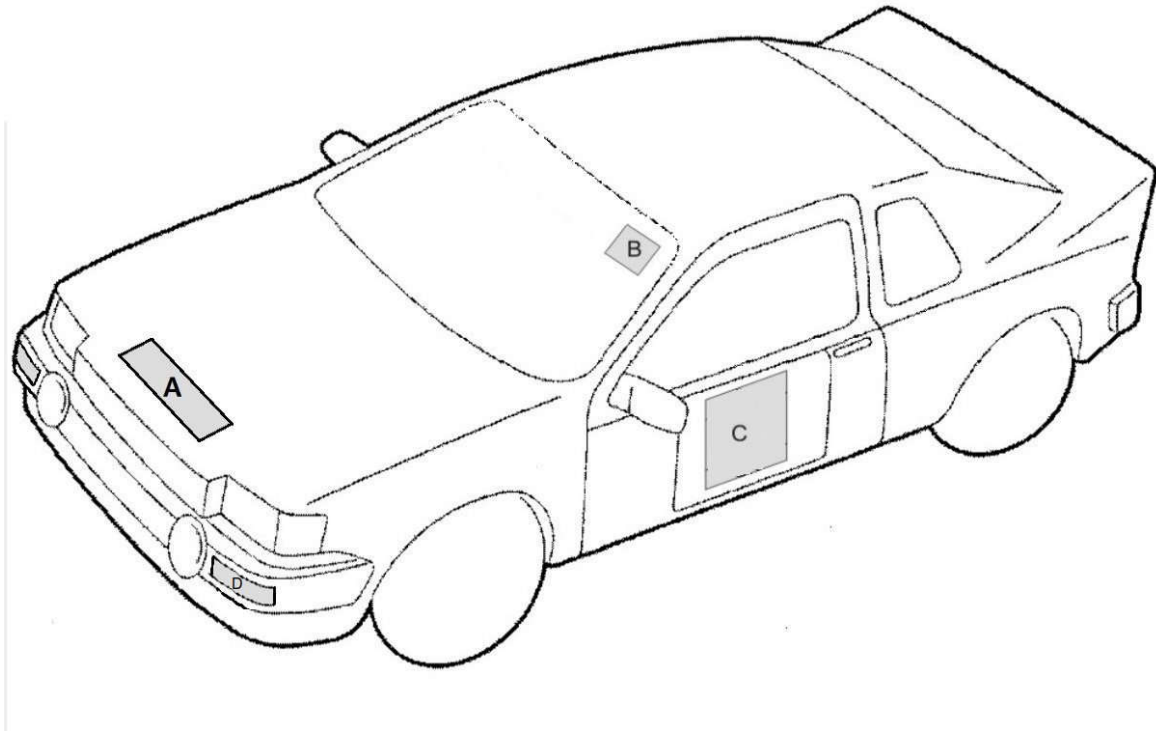
Appendix A

Map of Lakes Entrance



Appendix B

Vehicle Signage

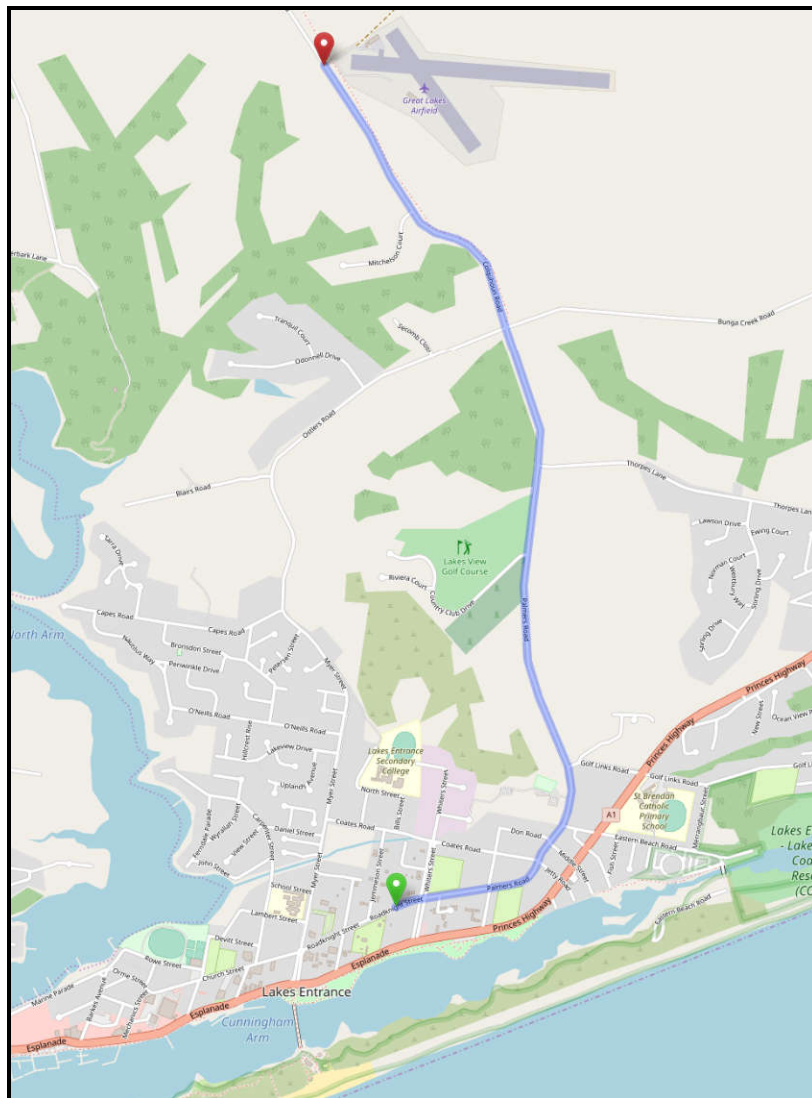


- A** Bonnet Decal Performance Exhaust x 1
- B** Windscreen Number Additional Car Number x 1
- C** Door Panels Door Panel including Numbers x 2
- D** Front Guards Koni x 2

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 Roadnite Caravan Park, 9 Roadnight Street, Lakes Entrance.

Lat/Lon -37.8771271,147.995680

ODO check follows this road (Roadnight 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.

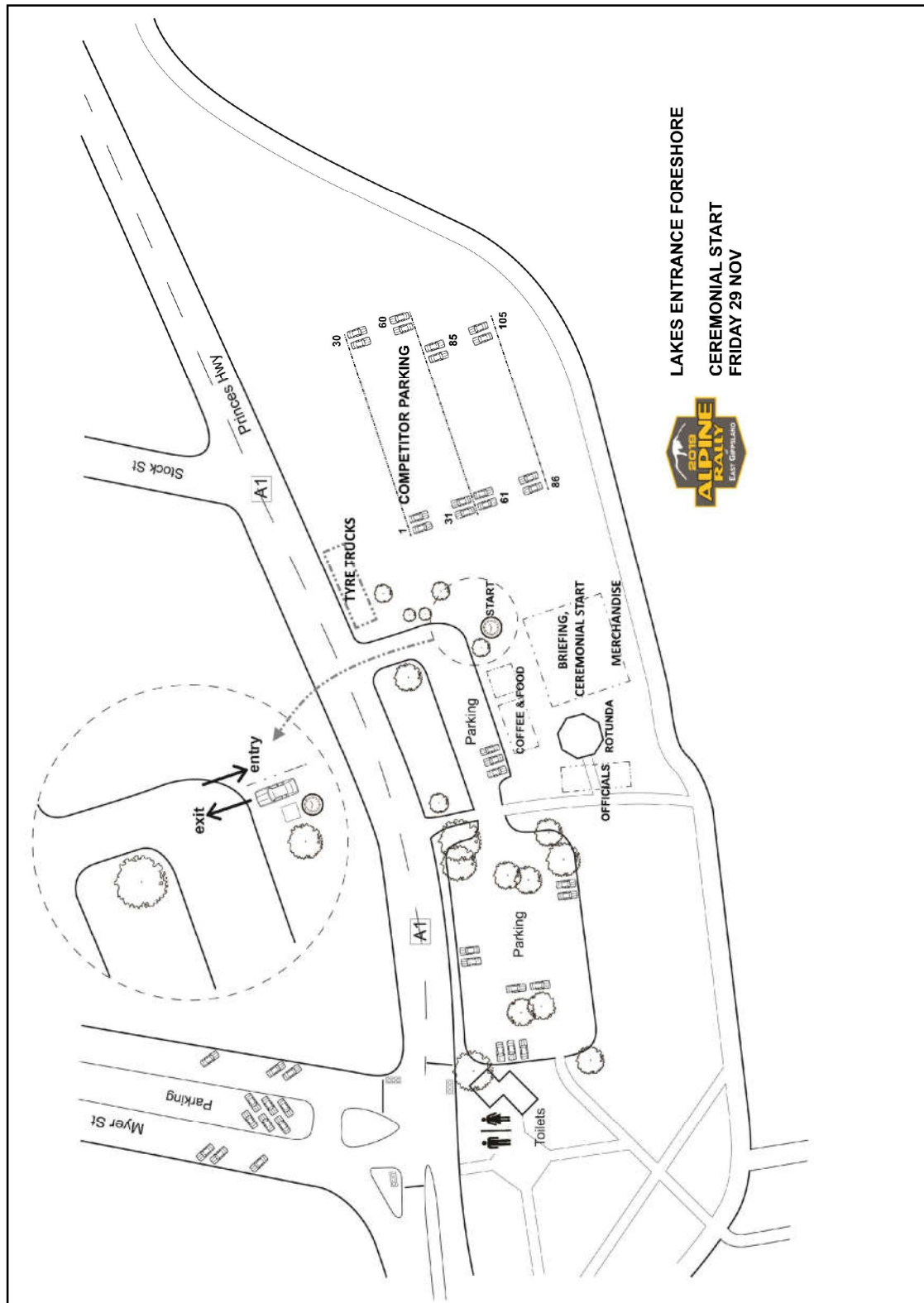
A tip:

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

Appendix D

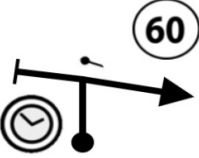
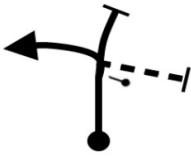
Start Location for Division 1

Friday's Formation Parking



Appendix E

Sample Road Book - Transport Instructions

From TC 3 Oil Bore Tk		DISTANCE: 4,22 Km		DIVISION: 1
To TC 4 Blackfellows Rd		SECTION: TP B		
TRANSPORT OIL BORE to BLACKFELLOWS		AVERAGE: 42.2 kph	TIME ALLOWED: 6 min	
DISTANCE		DIRECTION	INFORMATION	DISTANCE REGRESS
TOTAL	PARTIAL			
0,00	0,00	 1	 TR onto MR  	4,22
1,16	1,16	 2	SO (sp Berkley Square Rd)	3,06
4,05	2,89	 3	TL sp Blackfellows Rd	0,17
4,22	0,17	 4	 Control 	0,00

Appendix F

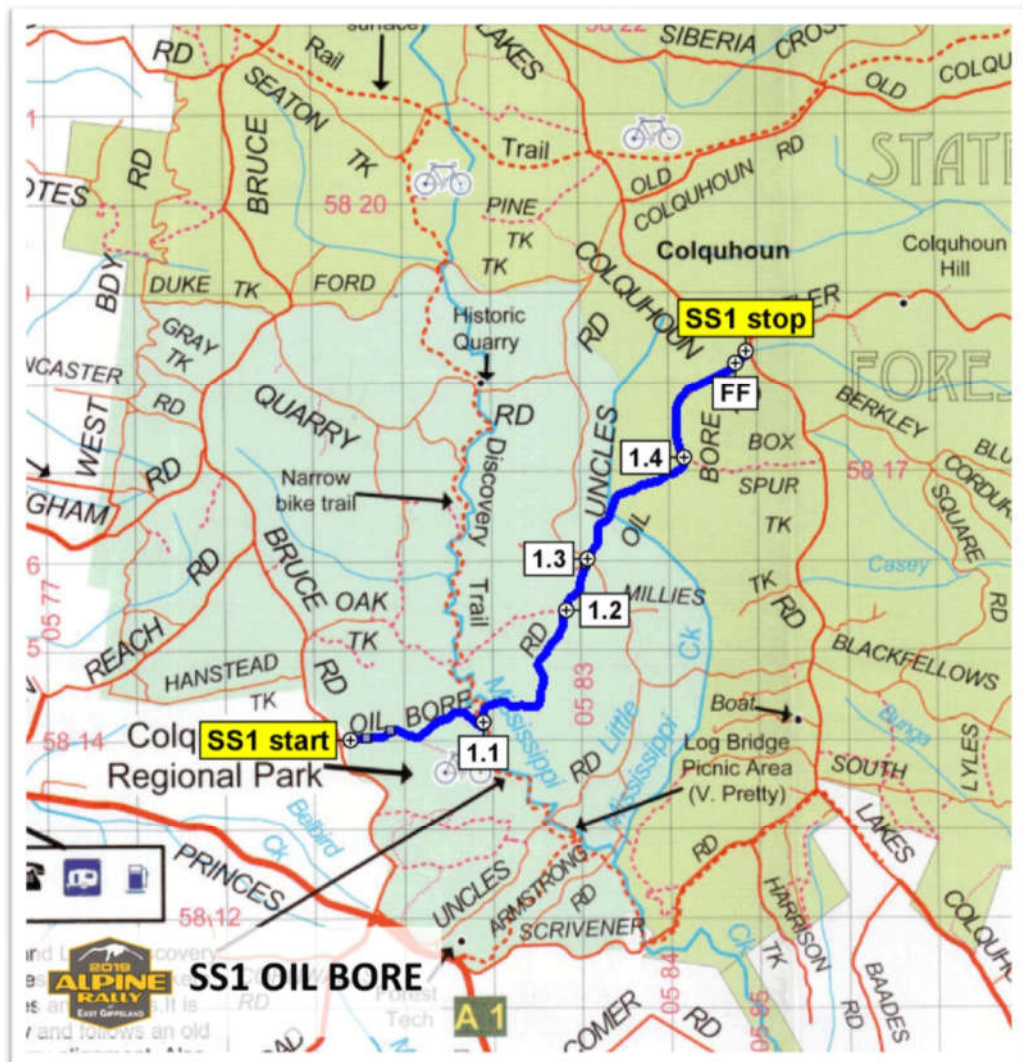
Sample Road Book - Competitive Advice & Map

Special Stage 1	OIL BORE	Division	1
		Section	SS1
		Maximum time	7 min
		Distance	7.55 km

About this stage:

A quick stage to open proceedings... the track is narrow in spots and there are a couple of corners and creek called in the roadbook that you need to take care on. Keep in mind that you cannot win the Alpine on the first stage – but you can easily do the opposite!

In the past: 2017 was similar and was won by Ben Barker/Damien Long in a BMW 320is, in 4:44, in “slightly damp” conditions.



Appendix G

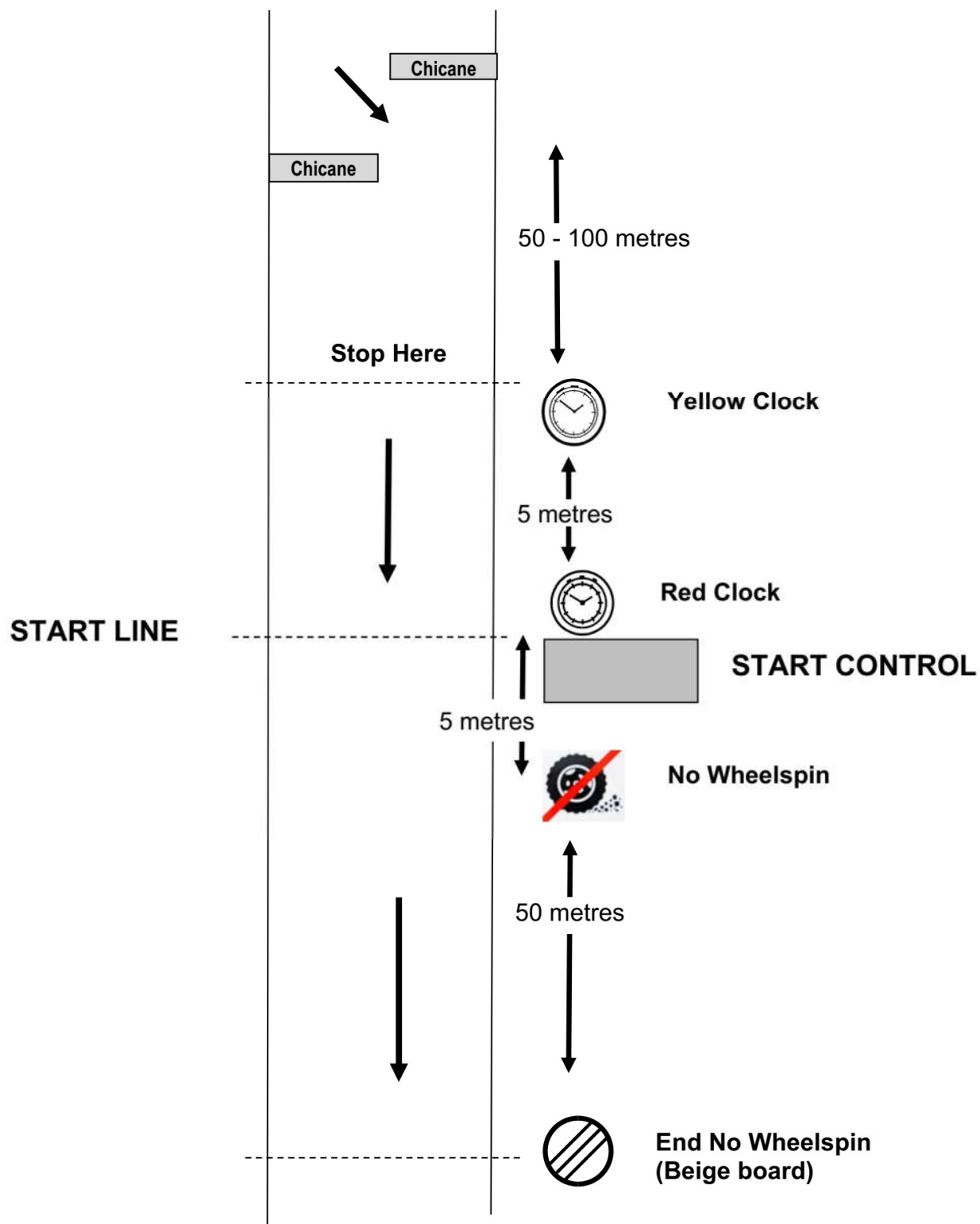
Sample Road Book - Competitive Instructions

From TC 2 Oil Bore Tk, nr Bruce Rd		DISTANCE:	1	
To TC 3 Oil Bore Tk, nr Lakes Colquhoun Rd		7,54 Km	SECTION: SS1	
SPECIAL STAGE OIL BORE			MAXIMUM TIME: 7 min	
DISTANCE		DIRECTION	INFORMATION	DISTANCE REGRESS
TOTAL	PARTIAL			
0,00	0,00	1 	 SO No wheelspin! 	7,75
1,27	1,27	2 	RGR downhill	6,48
4,38	3,11	3 	SO (sp Uncles Rd)	3,37
4,74	0,36	4 	RGR Tree on outside	3,00
4,93	0,19	5 	 Caution Ford	2,82
7,54	2,61	6 	 Flying finish	0,21
7,75	0,21	7 	 Control 	0,00

Appendix H Control Board Set Up

Competitive Start Control

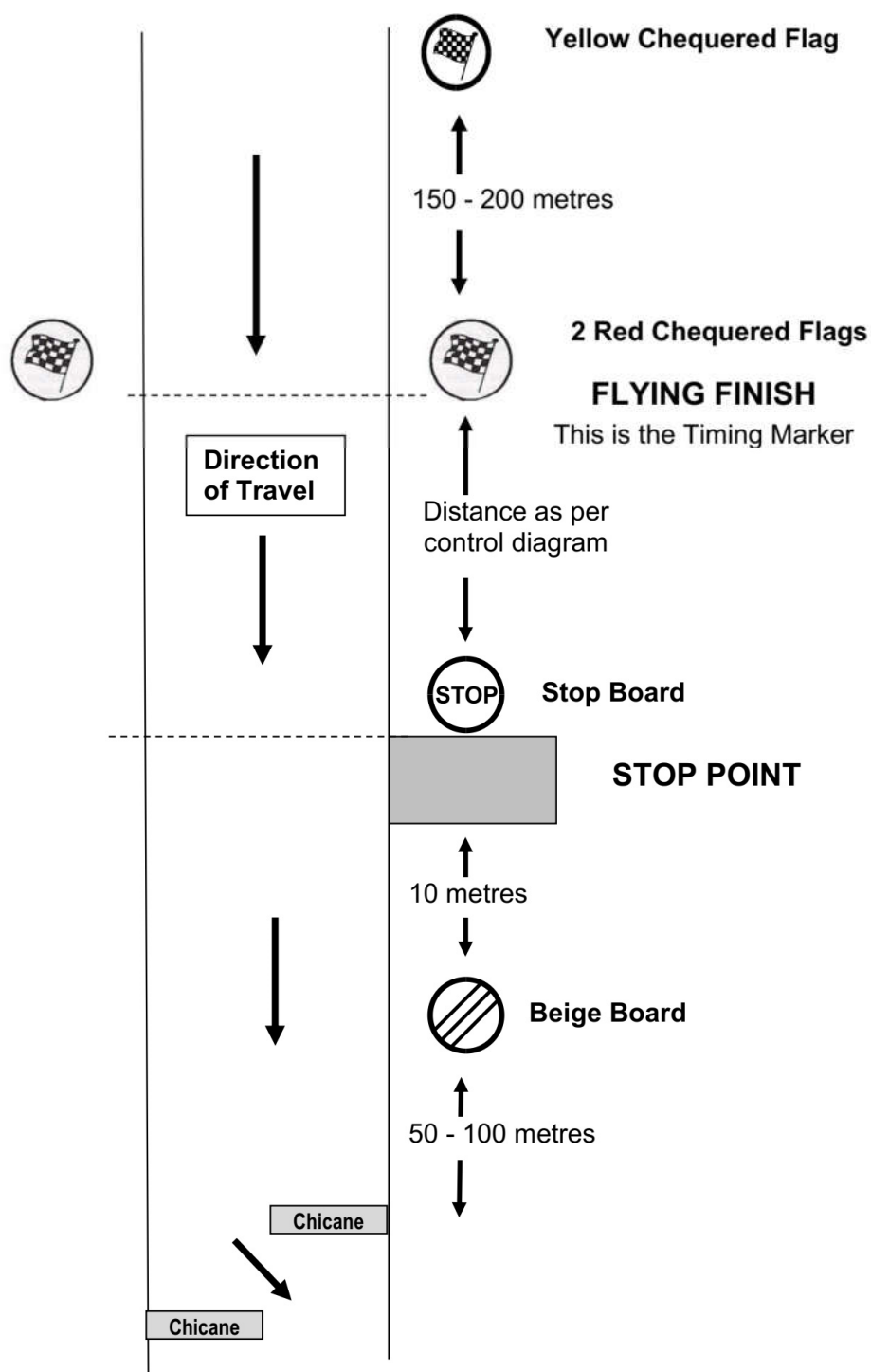
Time Control & Start Line



Appendix I Control Board Set Up

Competitive Finish Control

Flying Finish & Stop Point



Appendix J

Chicane Boards



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



START of the Virtual Chicane



END of the Virtual Chicane

Appendix K

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 Maximum Times and these are explained later in the section dealing with Maximum Times.

Transports

Transports have a Time Allowed which must be adhered to otherwise penalties of one sort or another will be incurred. Booking-in before the Allowed Time will incur an early book-in penalty. Booking-in after the Allowed 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.

Maximum Times

Each competitive stage has a Maximum Time and this is the time shown as the Maximum Time in the Road Book and on the road card. Time penalties will accrue up to this maximum, and any time taken over the maximum will be classed as late time.

See the following examples of the relationship between Time Taken, Maximum, 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
Maximum 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 Maximum, which means the time penalty applied is the Maximum (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 Maximum, which means the time penalty applied is the Time Taken (7:45). Because the Maximum has not been exceeded, no late

time is accrued.

The concept of a maximum means that a competitor can take 40 minutes on a stage with a 20 minute 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.