

NEIGE ET GLACE

A word from Patrick Zaniroli

Good sport, good friends, absolute authenticity ...

Successfully held every year since 2009 in the Upper Doubs & Jura region, it's with total confidence that we invite you to join us once again this winter for the Snow & Ice Rally. Often referred to as Little Siberia, France's coldest region is the ideal venue for this arctic automotive adventure. Often cloaked in a blanket of snow, the roads around Malbuisson await the many competitors from all across Europe who to experience one of the most thrilling and highly regarded winter regularity rallies.



With their little forest roads, rarely used and often snow-covered, the wild landscapes and white deserts nestled deep within the French mountains make the Upper Doubs and Jura regions the ideal playground for those who love snow & ice and winter motor sports.

The teams will loop their way through the most breathtaking winter wonderland, as majestic as Finland this time of year! Averaging 300 kilometers per day, the teams will tackle about six regularity tests a day and enjoy lovely lunch break at one of the region's many charming inns.

The Snow & Ice Rally invites you to enjoy more than 1,000 kilometers of pure pleasure, winding your way through country roads that are usually closed at this time of year but are specially opened for our rally, thanks to the kind cooperation of the towns through which we'll be driving.



Background & Evolution

Since its creation in 1953 by the *Association Sportive de l'Automobile Club Dauphinois*, the **Critérium Neige & Glace** (Snow & Ice Rally) has become a winter event not to be missed. Top names in the motor sport world have joined in over the years including: Bernard Darniche, Bruno Saby, Bob Neyret, Jean Vinatier, Jean-Claude Andruet and Gérard Larousse.



Following the oil crisis in 1974, it was transformed into a classic car parade, with plenty of ups & downs. In 2004, it was rescued by **Patrick and Viviane Zaniroli** (the creator of several successful road rallies including the Princesses Rally, the Trophée des Alpes and the TransMaroc). It has now become a dynamic, dazzling motor sport event that showcases the art of regularity, an increasingly popular discipline for classic car owners. Yesterday's champs are back on the road as today's classics, more beautiful with age, carefully preserved and restored by their most devoted lovers.

Classic car rallies differ from modern car rallies in two main ways: first by the age of the cars, which must be at least 30 years old; secondly by their speed. Traditionally speed was king. But regularity has taken the lead in this class act. Competitors must come as close as possible to the average speed set by the organizers (40, 45 or 50 km/h depending on the age of the car).

When they took on this legendary event, on par with the Historic Monte Carlo Winter Rally, Viviane and Patrick Zaniroli wanted to give it back its rightful glory with all the motor sport aspects and the power to unite countless lovers of classic cars around an incomparable moment.

Regularity: how does it work?

Regularity events are designed for those who love motor sports without the quest for maximum speeds. Regularity competitions include rankings, with a first and a last place, but it's not a race. The fastest car is not the winner.

Regularity events require the competitors maintain a set average speed from the start to the end of the test (referred to as an RT). Although the competitors know where the starting point is, they don't know where the end is. And the end is located at a point determined by the commissioner.

To make sure that each and every car has a chance at winning, no matter how old they may be, a fair system of average speeds is set up for each age group and road conditions. The average speeds imposed for each group will be stipulated in the road book.

