

REGULATION

11-ème RALLYE DU DANUBE

30th JULY — 1st AUGUST
1976

CHRONOMETRAGE LONGINES



1

ORGANIZER

The Romanian Automobile Club through the Romanian Automobilism and Karting Federation, together with the Popular Councils of Mehedinți in and Maramureș, organize during the 30 th, 31 st July and 1st August 1976, the 11th edition of the DANUBE'S RALLY.

2

ORGANIZATION

The Danube,s rally is an international motor competition which is organized and takes place according to the IAS's International Sportive Code, to the IAF's Europe championship regulation of the rally for the divers and to the actual regulation.

The Danube-s rally represents a stage in: the Europe's rally championship for Peace and Friendship Cup, the Romania's, Belgium's and Turkish's rally championship.

3

GENERAL DIRECTIONS

All the competitors and drivers handing their requests for registration, comply unreserved with the actual regulation, agree to the eventual penalties they could expose and hire not to submit any contestation before other jurisdictionsthan those forseen in ISC of IAF's, give up any claim and action aganist their organizers or mandatories.

The organizer has the right to introduce in the actual regulation any change dictated of reasons of emer-

gency or security, to postpone or to cancel the rally or a part of it if the circumstances oblige him.

The organizer declines any responsability for the accidents and their consequences, brought about by the competitors or for those in which they would be victims, as well as for any offence to the traffic regulations in force, whose consequences are on their own risk.

Any provisions or enclosures which the organizer would consideruseful to be communicated in connection with the application of the actual regulation would be the competitors know in write, through information bulletins, in due time, they being considered as making part of the actual regulation.

The unforeseen cases in this regulation will be solved by the jury, in accordance with the ICS of IAF's.

In case of misunderstanding the interpretation of the actual regulation, the text in French will be the only one recognised as valid.

Any advertising action without the organizer's autorisation is forhidden.

4

THE ITINERARY

The rally has an overall length oaf 1.727 (1.315 modernized km and 412 unmodernized km) with 35 HC and 9 ST with an overall length of 196,4 km (92,2 modernized km and 103,6 unmodernized km) as in the appendix.

The rally is composed by two parts. The first part of 1,150 km 882 modernized km and 268 unmodernized km) with 25 HC and 7 ST with an overall lengt of 143,8 (70,2 modernized km and 73,6 unmodernized km) represenst the Peace and Friendship Cup and the S.R. of Romania's national championship.

5

PROGRAMME

30 th July 1976

- 08.00–13.00 – technical control and checking the documents
– enclosed park
20.01 – departure of the first car the first part of the rally

31 st July 1976

- 10.00–12.00 – neutralization at the Cluj Napoca
12.01 – departure of first car
18.21 – arrival of the first car in the first part of the rally at Baia Mare
18.21–21.21 – neutralization
21.21 – departure of the first car for the second part of the rally

1 st August 1976

- 7.05 – arrival of the first car at Baia Mare
14.00 – displaying the provisional results
20.00 – delivering the prizes.

6

REGISTRATIONS

The requests for registration, correctly filled in and signed, together with the taxes of participation and 2 photos 4x6 cm for each driver, will be sent to the rally management office in Bucarest, str. Bateriilor no. 32, sector 6, up to the 16 th July 1976 (time checked after the post stamps).

In accordance with the limitations of the 74 th article of the IAF's Sportive Code, the organizer has the right to refuse certain requests for registration without mo-

tivating his action, communicating his decision in 48 hours since the receiving of the respective request for registration.

7

TAXES FOR REGISTRATION

- for a foreign team US 50 \$ (or their equivalents is the national currency of the competitor, at the exchange course of the S.R. of Romania's National Bank;
- for a foreign club team US 20 \$ (idem);
- for the work team (work team) US 60 \$ (idem).

The taxes of participation will be transferred in the Touring ACR,s bank account no. 40.11.216–6 at the Romanian Bank for Foreign Trade – Bucharest. The requests for registration that have no documents to certify the payment of the taxes will be not taken into consideration.

The taxes of participation for the Romanian sportsmen will be paid at the Romanian Federation of Automobilm and Karting.

8

The rally is opened for the cars of 1, 2, 3 and 4 th groups homologated before the departure in the rally and that correspond to the stipulations of the „J” enclosure of ISC as following: The cars of the 1st and 2 nd groups are divided in 6 classes of cylinders:

- the 1st class – up to 850 ccm inclusive;
- the 2 nd class from 851 ccm to 1,150 ccm inclusive;
- the 3 rd class from 1,151 ccm up to 1,300 ccm inclusive;

- the 4 th class from 1, 301 ccm up to 1,600 ccm inclusive;
- the 5 th class from 1,601 ccm up to 2,000 ccm inclusive;
- the 6 th class from 2,001 ccm.

The cars of the 3 rd and 4 th groups are divided in 2 classes of cylinders:

- the 7 th class up to 1,600 ccm;
- the 8 th class over 1,601 ccm.

The following classes will be formed for the Peace and Friendship Cup:

- the first class — up to 600 ccm inclusive;
- the 2 nd class from 601 ccm up to 1,000 ccm inclusive;
- the 3 rd class from 1,001 ccm up to 1,300 ccm inclusive;
- the 4 th class from 1,301 ccm up to 1,600 ccm inclusive;
- the 5 th class over 1,601 ccm.

A class is considered to be formed when there are minimum 6 cars present at the start; otherwise the organizer has the right to put this class together with the immediate high class. If in this new class there are not minimum 6 cars, these ones will participate only for the general classification.

A group is considered to be formed when there are minimum 8 cars present at the start; otherwise they will participate only for the general classification.

The assembling of the protection devices under the chassis is allowed. For the cars of the 2 nd and 4 th groups the roll-bars are compulsory.

It is forbidden the assembling of the headlight on the roof of the car.

9

COMPETITORS AND DRIVERS

All the competitors and drivers that have an international driving licence valid on 1976 may participate in the rally.

10

THE CREW

The crew of a car is formed by two drivers, everyone having his own driving licence valid to drive the car during the rally;

the absence or change of one of the two drivers during the rally brings about the expulsion from the competition.

The change of one of the drivers is allowed only until the beginning of the technical control.

11

THE TEAMS

The crew can be grouped in national teams (one for every country, having 3 or 5 crew), club teams (unlimited having 3 or 4 crew) and mark or work teams (one per class or group, having 3 and 5 crew).

For the classifications per teams the results of the best classified three crew will be taken into consideration. The requests for registration of the teams will be laid until the end of the technical control.

12 INSURANCES

By checking the documents the competitors have to present the international insurance bill of „civil responsibility“ in an unlimited value except the Romanian participants.

The competitor or his representatives, in case of an accident, should present a declaration at the Rally's Management, in which he would mention the place, the date and the circumstances where the accident took place as well as the witnesses' names and addresses.

13 FUELS

Only gasoline that is found in the commerce can be used during the competition. The PECO service have gasoline of 75.90 and 98 octanes. It is forbidden to use any other fuels or mixtures that modify the gasoline's octane number.

14 COMPETITION BOARDS, START NUMBERS, INSCRIPTIONS

For every car there will be distributed two boards „1976 the Danube's rally“ which will be placed one in front and the other at the back of the car.

The start numbers will be delivered in the following order: IAF's priority drivers and then in the class order by drawing of lots.

The start numbers will be stuck or painted by the competitors on those two front doors and on the front hood.

The cars can have firm inscriptions or commercial advertisements, on condition not to be an impediment for the start numbers visibility and not to have political or an immoral character. At the end of the competition or in case of abandonment all the competitors are obliged to take out the rally boards.

15 THE ACCOMPANYING CARS

Every accompanying car will be able to obtain against payment – based on an addressed request to the rally management – a special board that authorises it to drive the rally itinerary except the special test itinerary when the traffic is closed.

16 THE TECHNICAL CONTROL AND CHECKING

The competition and accompanying cars which participate to the rally have to be examined by a technical control before the departure, according to the established programme at the arrival or even during the competition. The two drivers have to be present at the technical control and checking of the car. On this occasion the commission will examine:

- the car homologated paper;
- if the data written in the request are as in the reality;
- the registered certificate and the driving licence;
- the competitor and the driving licences;
- the insurance bill;
- the existence of the seat belts and crash helmets, the first aid kit, fire extinguishers, spotlight triangles, the protection feeders at the back tires;

- the start numbers and the rally boards,
- the registration of the drivers' numbers and the national respective colours on the cars.

17 THE CLOSED PARK

After 10 minutes since the admission of the crew by the technical and checking commissions and till 15 minutes before the departure of the respective competitor and at the arrival from the rally, the cars remain in the closed park under the organizer's control.

When the closed park is far away from the HC the drivers have to follow the indicated itinerary complying the dispositions given by the special charged official. Once out the park the drivers or any other persons cannot enter the park without being accompanied by the park commissar, otherwise being disqualified.

In the „closed park“ is forbidden:

- the supplying with gasoline, oil, water;
- any kind of mendings.

Soon as the car entered the closed park the drivers have to take out their luggage and shot the doors, leaving the keys in the car.

The competitors that participate in the second part of the rally can profit – during the neutralization – by a maximum 2 hours to mend the car in the places established by the organizers.

Any offence to the regulations of the „closed park“ brings about the disqualification.

18 ROAD BOOK

When admitting the crew in the rally the organizer issues the road book, that contains: Data on the drivers and the car, the itinerary with the distances in kilometers and time between HC, the HC and ST's location and the departure hour.

The competitors are obliged to visa their road book at every place forseen in the, in the indicated order and in the way forseen, and to sign in the report of the post officials.

The unpresentation of the own road book, or with omissions of forgery as well as the loss of the road book bring about the expulsion from the competition.

The competitors are obliged to control if the registered data in the road book are right and to certify them through the signature in the report to the post official.

At the arrival from the first part of the rally, the road book will be handed over the officials from ~~25 HC Si~~ ~~ghetu Marmatiu~~ where they will receive the road book for the second part of the rally.

19 DEPARTURES

The departure of the cars is given from minute to minute in the increasing number of the competition, With the motor let in motion, With both drivers in the car.

20 DELAYS

If during a stage all the competitors have to delay because of some road works, landslids or any other obstacles, at the officials confirmation the competitors' times at this stage will be decreased with the best time achieved in this stage.

21 HOURLY CONTROL

The competitors have to drive the itinerary marked in the board notebook passing by every hourly control in the settled time for every stage.

The location of every HC is mentioned in the enclosures .

The itinerary is not special marked so that the orientation is made on the basis of the indicated mileage of the mentioned localities, of the road signals and panels. Any confusion or change of the itinerary cannot be reason for a claim.

At the start the competitors can delay without being penalized utmost 10 minutes, but cannot change the time of the respective stage.

A delay at the start over 10 minutes brings about the elimination from the rally.

Any passing through an hourly control that exceeds the time affected to the respective stage is penalized with 60 secondes for every minute, and any passing in advance with 120 secondes is penalized for every minute.

A delay over 60 minutes during a stage (between 2 HC) brings about the elimination from the competition. The delay cannot be recovered in the next stages. Any delay over 90 minutes during every part of

the rally brings also about the elimination from the competition.

The competitors can use way during a stage but they have to enter HC or at the ST start in the direction of the rally, under the sanction of elimination.

The area included between 20 m before the HC (marked by a panel on yellow background) and 50 m after the HC (marked by a panel on yellow background with a black diagonal line), is considered under the regime of closed park. All the panels are settled down on the right side of the road.

The racing cars that get in advance to an HC have to wait the ideal time in front of the panel on the yellow background, being allowed to enter the HC stage with a minute before the ideal time but they would not present the road book to the officials sitting at the HC table (marked by panel on red background) only at his ideal minute.

Any non-observance of this stipulation is penalized. The ideal time is the hour and minute calculated for the respective stage „0" second till „59" second, that is till the chronometer or the clock indicates the next minute.

As soon as the time is written in the road book and in the official's report attested by the respective signatures, the car has to leave the HC area.

The hourly controls are opened with 30 minutes before the first competitor's passing and are closed after 90 hours at the ideal hour of passing of the last competitor.

The time written in the road book is also the time of departure for the next stage, the competitor having to recalculate the ideal time for the next stage, according to the eventual penalties of advance or delay received at one the stages. The official hour is given by the radio Bucharest.

22 SPECIAL TESTS

Every special test is marked by a yellow panel that indicates the start approach and then a red panel that indicates the start place.

Before the arrival line, the special test itinerary is marked by a yellow panel and the arrival line by a red panel. The area included between the yellow panels of the start and Stop red is under the regime of the closed park.

Their characteristics are mentioned in the enclosure. The organizer has the right to change, replace, shorten or cancel one or more special test in case of emergency, letting the competitors know about it in due time.

The competitors are obliged to drive all the special tests.

In case of the breakdown on the special test itinerary, the crew has to take the car off the road or to carry it closer the road edge, signalling the position through the spotlight triangles.

The special test itinerary is closed to the public traffic during the test. The teams stand for the special test start in their arrival order.

Every team has at its disposal 30 secondes to put their crash helmets, the seat belts and to clock their report card.

The arrival is launched, the halt being made at the Stop panel (on red background) to proceed to the registration of the time achieved in the competitor's record card, by the respective official.

It is forbidden for the competitors to drive in the back way on the special test itinerary during the test.

The competitors have to permit the dubbing on the special test itinerary, on the contrary they will be sanctioned.

It is forbidden for every competitor to undertake unloyal documents against the other competitors, such documents bringing about the elimination from the competition.

23 PENALTIES, ELIMINATIONS

The penalties are applied in minutes as follows:

- for every minute delay to an HC — 60 secondes;
- for the stay in the HC area or in the arrival area of the special test over one minute — 30 secondes;
- for every offence at the road code — the first registration — 30 secondes the 2 nd registration — 100 secondes;
- for every offence at the discipline or sportive equity — 60 secondes;
- for every seconde or part of an achieved second that represents the result of the special test one second;
- for the absence of the fire extinguishers, of the first aid kit, of the spotlight triangles, found at the final technical revision — 300 secondes;
- for the absence of a board with the name of the rally or of one with the start number — 100 secondes;
- for the unpermission of the dubbing — 300 secondes (first time).

ELIMINATION

- for the disuse of the crash helmets or the seat belts after the departure in a special test, found by the respective official;
- for a total delay over 90 minutes in every part of the rally because of the non-observance of the ideal time of the HC;
- for the delay of the rally start over 10 minutes;
- for the entering in the back way to the HC or ST;
- for the registrations that not correspond to the real data of the car regarding the group and the class;
- for the entrance without approval to the closed park and handle of the own car of another competitor's;
- for the loss of the record card with a special test results;
- if through its technical state the car is a danger in the traffic;
- for the driving the car in the rally without the second driver, or with a third person except the case when a wounded person is carried;
- for foreign help in the forbidden cases;
- for the absence of one sealed or marked spare part;
- for the unpresentation at one of the technical control;
- for unloyal documents given the other competitors;
- for the unpassing at one HC;
- for an unfinished special test;
- for the unpermission of the dubbing (the 2nd time).

24 CLASSIFICATION, RESULTS

The classification is made through the addition of the times achieved at the special test, the received penalties at the HC and the technical controls and other offences.

The best time will nominate the winner.

The following classifications are established:

- a) general;
- b) on groups;
- c) on classes;
- d) on nation teams;
- e) on club teams;
- f) on marks teams;
- g) on women teams.

On the classification of teams the three teams whose time is the shortest are taken into consideration.

In case of equality are taken first into consideration the smaller number of penalizing at the HC and then the achieved times at the first special test, at the 2nd special test, etc. The preliminary results will be communicated on the 1st of August 1976 at 14.00 hours, and the officials are at the 20.00 hours.

25 CLAIMS

The competitors have the right to the claims as following:

- against the irregularities that take place during the rally in the latest 30 minutes after the arrival of the last car at the 25th HC for the first part and at the 35th HC at the end of the rally;

— against the classification of a car and against the decisions of the technical commission in the latest 30 minutes after its communication;

— against the results — in the latest 60 minutes after the communication of the provisional results.

The claims are written and handed to the jury and they are taken into consideration only if they are accompanied by a sum of US 20 \$ or their equivalents.

If the claim requires the technical dismantling of one or more cars, the plaintiff has to pay in advance the price of these works.

The claims made from misunderstanding or the ignorance of the actual regulation, of the enclosures and of the official supplementary disposals, are not taken into consideration.

26

All the prizes given in the enclosure will be forwarded at the festival held on this occasion.

27

FINAL DISPOSITIONS

The organizer has the right to cancel the rally if there will be present less than 50 teams.

In case of emergency or if the circumstances occur, the organizer may cancel the whole rally or part of it. The organizer may not install some of the mentioned HC, without informing the participating members. In this case if in a place intended for HC no officials are present the participating members will consider this stage common with the next one, the times being summed up.

The HC and ST signals are given in the enclosure.

11-ème RALLYE DU DANUBE

31 Juillet — 1 Août 1976

P A R C O U R S

CH ES	EMPLACEMENT	ROUTE No.	KILOMETRES		TEMPS (min)	HEURE 1-ère voiture	OBS.
			Etape	Total			
1	2	3	4	5	6	7	8
I-ère PARTIE							
CH 1	DROBETA TURNU SEVERIN — au parage du Hotel Parc Orșova Mehadia	DN 67	0	0	0	20.01	Vendredi 30.7.1976
CH 2	IABLANITA—devant le magasin Alimentara Globul Craiovei Borlovenii Noi	DR 581 A DN 57 B	56	56	56	20.57	
CH 3	BOZOVICI—au panneau de sortie		43	99	43	21.40	
ES 1	VALEA MINISULUI départ : 100 m. après CH 3 long. : 27,5 km arrivée : au panneau d'entrée Anina					21.41	
CH 4	ANINA—devant le magasin Prichindel Carașova	DN 58	34	133	37	22.18	
CH 5	REȘIȚA—au croisement avec la route forestiere	DJ 582 B	40	173	50	23.08	
ES 2	CUPTOARE départ : 100 m. après CH 5 long. : 12,6 km. arrivée : devant la croix, au km. 18,7					23.09	
CH 6	VALUIG—100 m. avant la ramification vers „Complexul Montan Semenic“		18	191	18	23.27	

1	2	3	4	5	6	7	8
ES 3 VALIUG						23.28	
départ: 100 m. après CH 6							
long.: 7,5 km.							
arrivée: devant la maison de garde forestière							
Gărina							
Brebul Nou							
CH 7 SLATINA TIMIS—100 m. avant le croisement avec DN 6			39	230	45	0.13	Samedi
Caransebeș	DN 6						31.7.1976
Constantin Daicoviciu							
Criciova	DJ 681						
CH 8 CRIVINA—au panneau d'entrée			54	284	58	1.11	
Firdea							
Traian Vuia							
CH 9 DUMBRAVA—au panneau d'entrée	DN 68 A		37	321	38	1.49	
Făget							
Deva	DN 7						
CH 10 SOIMUS—au panneau d'entrée	DN 76		72	393	80	3.09	
CH 11 BRAD—au panneau d'entrée			28	421	25	3.34	
Baia de Criș							
Rișca							
CH 12 BULZESTII DE SUS—au panneau de sortie vers Avram							
Iancu, au croisement avec la route vers Valea Gâinii			34	455	42	4.16	
ES 4 DEALUL CRIȘULUI						4.17	
départ: 100 m. après CH 12							
long.: 13,6 km.							
arrivée: 200 m. avant le panneau d'entrée Dealul Crișului							
Avram Iancu							
CH 13 CÎMPENI—sur la route forestière vers Răcățau, 100 m.							
après le croisement avec DN 75			45	500	50	5.07	
ES 5 CÎMPENI							
départ: 100 m. après CH 13						5.08	
long.: 30 km.							
arrivée: 100 m. avant le petit pont vers le groupe de							
maisons près du lac							

1	2	3	4	5	6	7	8
CH 14 RACATAU—au pont, au croisement des routes forestières Someșul Rece et Lot Negruța Someșul Rece Gilău Luna de Sus Săcel		DR 13 DN 1 DJ 107 M	52	552	60	6.08	
CH 15 SURDUC—au panneau de sortie vers Buru Buru		DN 75	64	616	62	7.10	
CH 16 CIMPENI—idem CH 13			69	685	71	8.21	
ES 6 CIMPENI—idem ES 5						8.22	
CH 17 RACATAU—idem CH 14			52	737	57	9.19	
CH 18 CLUJ-NAPOCA—devant le siège de l'ACR			41	778	41	10.00	
NEUTRALISATION					120		
CH 19 CLUJ-NAPOCA Dej						12.01	
CH 20 RETEAG—au panneau d'entrée Beclean Năsăud Ilva Mică Rodna		DN 17 DR 171 DN 17 C DR 171	72	850	70	13.11	
CH 21 SANT—au panneau de sortie			92	942	95	14.46	
CH 22 ROTUNDA—au panneau de sortie vers Borșa, sur DN 18	DN 18		27	969	35	15.21	
CH 23 BORȘA—à la ramification vers le Complex Borșa, sur DN 18 Moisei Dragomirești			36	1.005	30	15.51	
CH 24 VADU IZEI—au panneau d'entrée Giulești Mara			85	1.090	90	17.21	
ES 7 GUTII départ: au panneau de sortie Mara long.: 22,6 km. arrivée: avant l'intersection vers Suior							
CH 25 BAIA MARE—devant le siège de l'ACR			60	1.150	60	18.21	
NEUTRALISATION					180		

1	2	3	4	5	6	7	8
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II-ème PARTIE

CH 26 BAIA MARE		0	1.150	0	21.21	
ES 8 GUTH						
départ: à l'intersection de la route						
DN 18 avec la route vers Suior						
long.: 22,6 km.						
arrivée: au panneau d'entrée Mara						
CH 27 BAIA MARE		102	1.252	102	23.03	
Recea	DN 1 C					
Șomcuta Mare						
Mesteacă	DR 18					
Letca						
CH 28 SURDUC—à la sortie, à l'intersection avec la route vers						
Dej		72	1.324	70	0.13	Dimanche
Chechiș	DJ 109					1.8.1976
Hida						
Sînmihaiu Almas	DJ 161 B					
Zimbor	DN 1 F					
Almaș	DJ 161 B					
CH 29 HUEDIN—au panneau de sortie sur DR 761 B		60	1.384	60	1.13	
Călățele						
Beliș						
Horea						
CH 30 ALBAC—au panneau d'entrée		70	1.454	70	2.23	
Vadul Moșilor	DN 75					
CH 31 CIMPENI—idem CH 13		27	1.481	35	2.58	
ES 9 CIMPENI—idem ES 5					2.59	

1	2	3	4	5	6	7	8
CH 32 RACATAU—idem CH 14			52	1.533	55	3.54	
CH 33 CLUJ-NAPOCA—idem CH 19			41	1.574	41	4.35	
CH 34 DEJ—à la sortie, 100 m. avant le croisement avec DN 17			61	1.635	60	5.35	
CH 35 BAIA MARE			92	1.727	90	7.05	

DETALIS

I—ère PARTIE: 25 CH — 1.150 km.
7 ES — 143,8 km.
temps — 22 h. 20'

(882 km. modernisés + 268 km. nonmodernisés)
(70,2 km. „m” + 73,6 km. „n”)
(20 h. 19' en course + 2 h. 01' Neutralisation à Cluj Napoca
après 13 h. 59')

II—ème PARTIE: 10 CH — 577 km.
2 ES — 52,6 km.
temps — 12 h. 44'

(433 km. „m” + 144 km. „n”)
(22,6 km. „m” + 30 km. „n”)
(9 h. 44' en course + 3 h. 00' Neutralisation à Baia Mare
à la fin de la I—ère Partie)

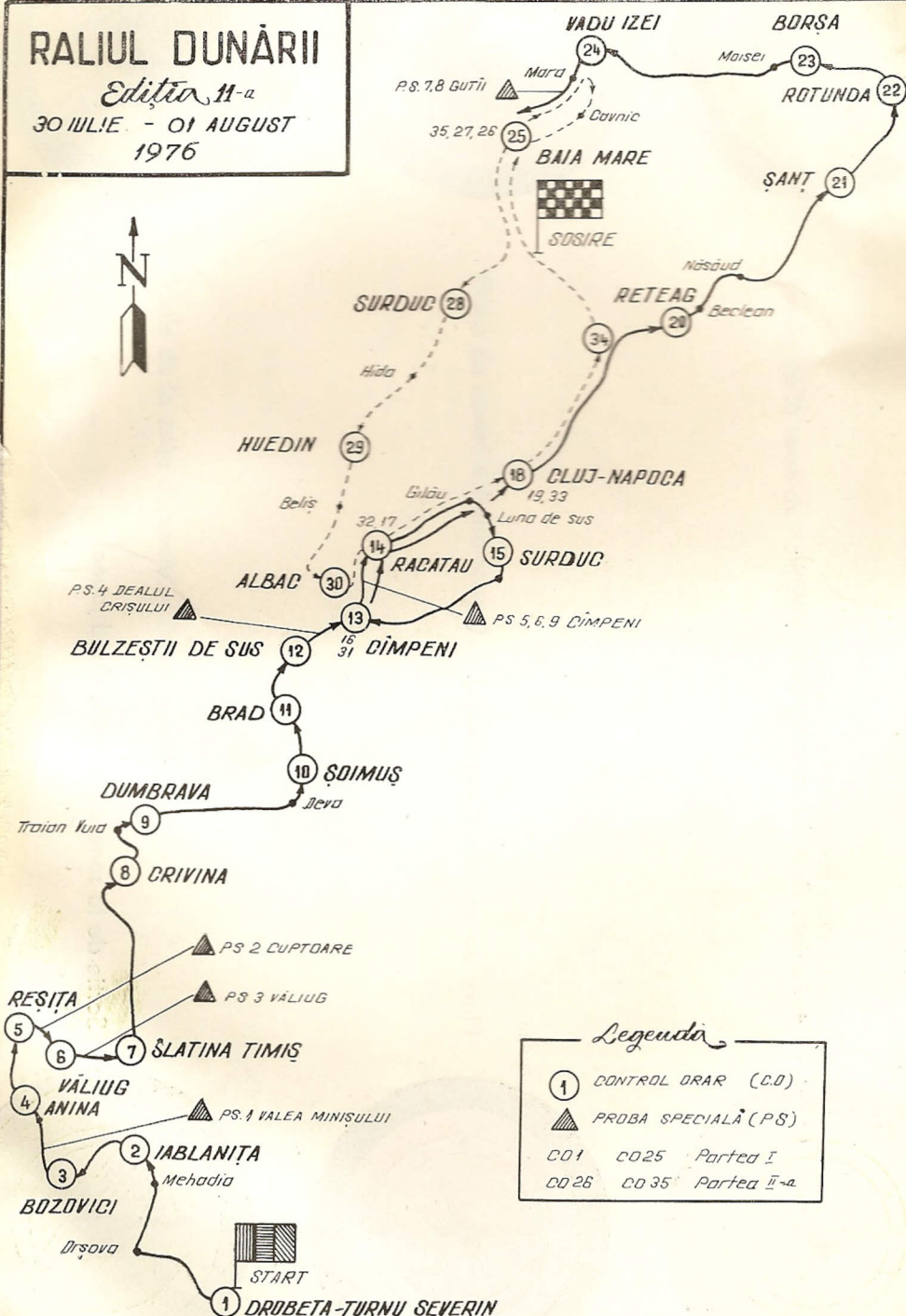
TOTAL RALLYE: 35 CH — 1.727 km.
9 ES — 196,4 km.
temps — 35 h. 04'

(1.315 km. „m” + 412 km. „n”)
(92,8 km. „m” + 103,6 km. „n”)
(30 h. 03' en course + 5 h. 01' Neutralisation)

RALIUL DUNĂRII

Ediția 11-a

30 IULIE - 01 AUGUST
1976

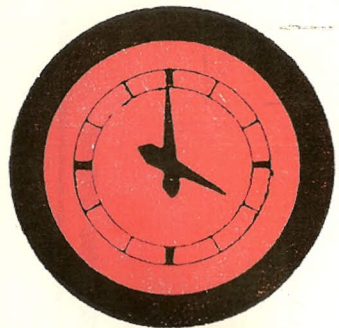


PANNEAU DE SIGNALISATION CONTRÔLE HORAIRE

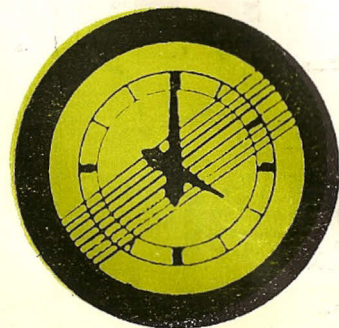
Signalisation préliminaire.
Entrée de la zone du contrôle (fond jaune).



Place du contrôle (fond rouge).



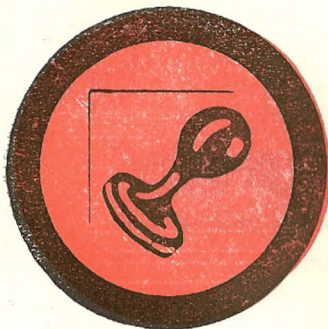
Sortie de la zone du contrôle (fond jaune)



PANNEAU DE SIGNALISATION CONTRÔLE DE PASSAGE



Entrée de la zone du contrôle (fond jaune).

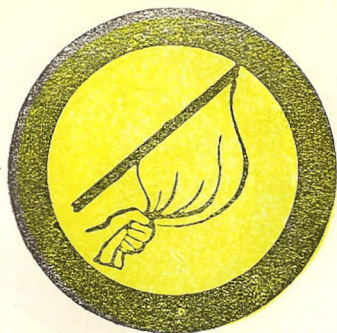


Place du contrôle (fond rouge).

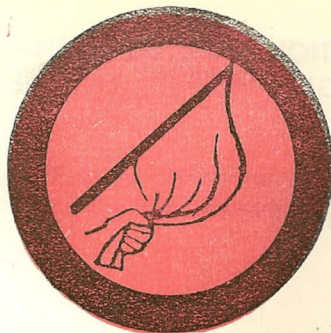


Sortie de la zone du contrôle (fond jaune).

PANNEAU DE SIGNALISATION
ETAPES SPECIALES



A

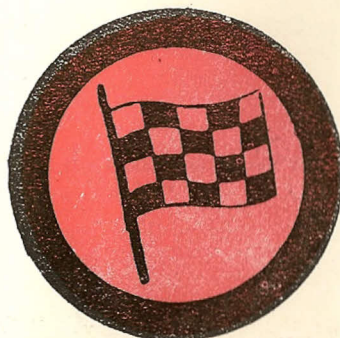


B

- A. Signalisation préliminaire du départ (fond jaune).
B. Départ (fond rouge).



A



B

- A. Signalisation préliminaire de l'arrivée (fond jaune).
B. Arrivée (fond rouge).



Place pour stopper et inscrire le temps de l'arrivée
(fond rouge).



Visitez la Roumanie
par avion-voiture

- Vous gagnez, par avion
Bucarest ou la mer ;
- ou vous attend l'élégante
voiture DACIA - 1300 (sans
chauffeur) ;
- pour une excursion „self-drive“ à tra-
vers la Roumanie à votre gré ;
- avec des services hôteliers assurés ;
- toute assistance technique sans frais
de votre part

FLY & DRIVE ROUMANIE

BUCAREST

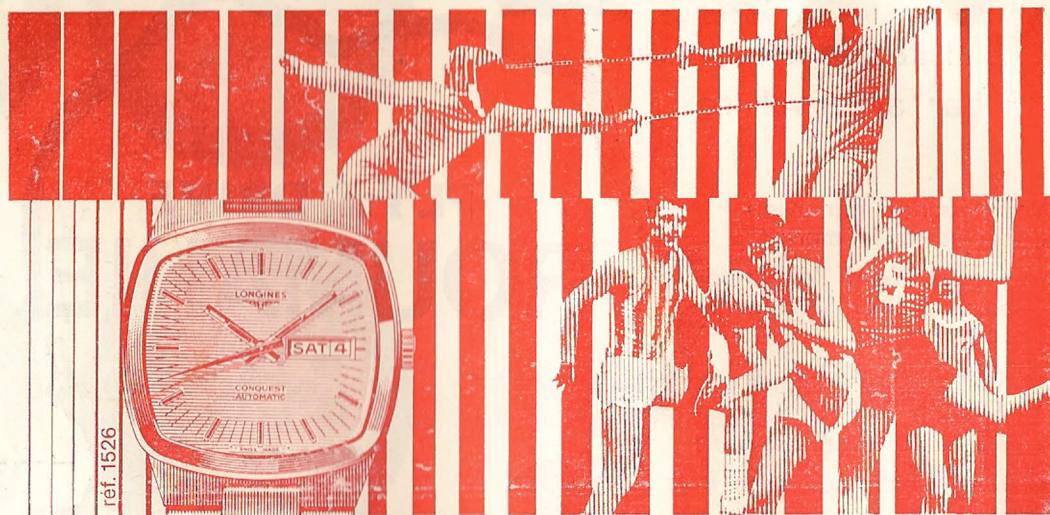
Konstanza



Renseignements

Automobile Club Roumain — TOURING—A.C.R.
27, rue Nikos Beloiannis

Bucarest - Tél. 13.42.60 ou 15.00.00 Télex : 011-373, et aux Bureaux
Roumains d'Informations Touristiques à l'étranger.



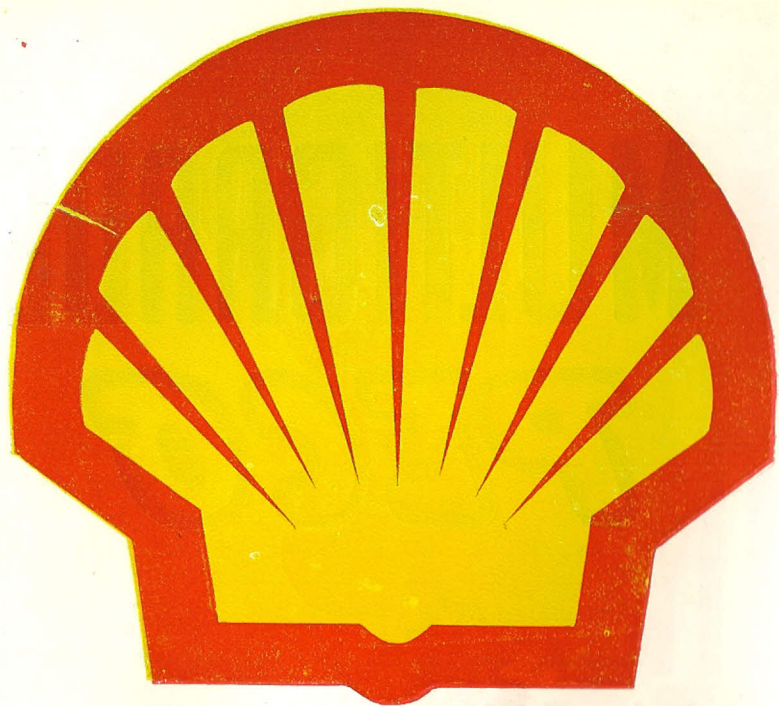
LONGINES

A L'AVANT-GARDE DE LA
MESURE ELECTRONIQUE DU TEMPS

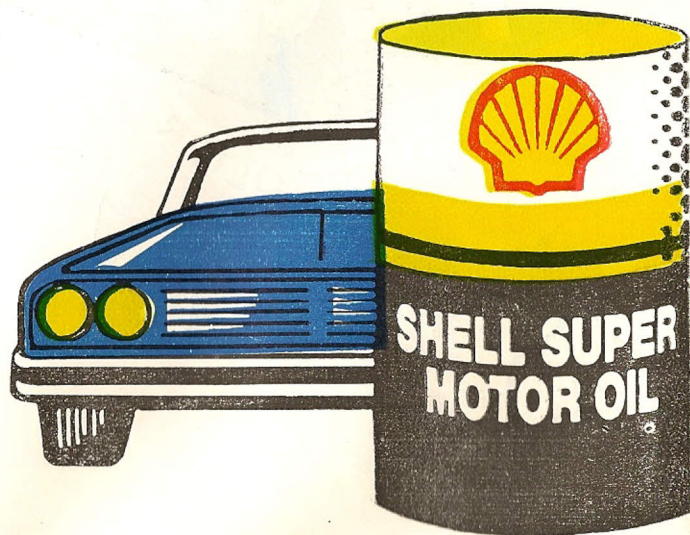


MULTIGRADE *PECO*

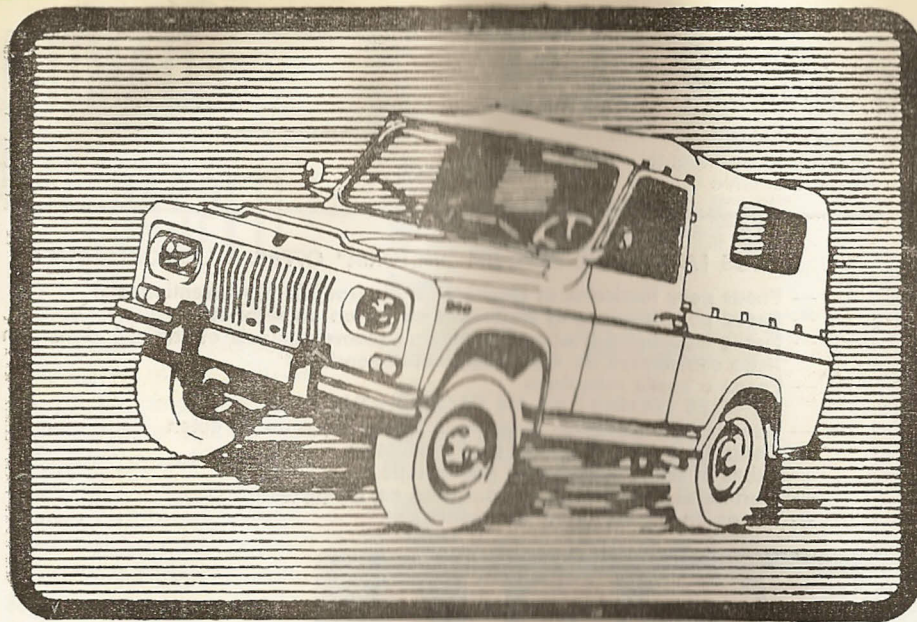
LA SOLUTION
DE VOTRE SUCCES
DANS LE RALLYE
DU DANUBE



Shell



WORLD WIDE LEADER IN AUTOMOTIVE
LUBRICANTS



aro 240

Autoturismele de teren ARO 240 prezintă calități deosebite apreciate și recunoscute pe plan mondial.

Principalele calități constau în :

- motor în 4 timpi de 80 C.P.;
- 700 kg. sarcină utilă ;
- 1000 kg. sarcină remorcabilă admisă ;

- combustibil — benzină — CO 90;
- performanțe rutiere — viteză maximă (km./h. 110-114);
- interior comod — 8 locuri (inclusiv scaunul conducătorului auto);
- scaunul conducătorului auto și cel al pasagerului pot fi deplasate înainte și înapoi; cele două bănci laterale pot fi ridicate pentru a mări spațiul; autoturismul este prevăzut cu instalație de încălzire și ventilație; autoturismul poate fi decapotat.

ARO 240 rulează perfect în orice condiții rutiere.

Îl considerăm foarte util pentru familiile cu mulți membri, celor din agricultură, celor ce se ocupă cu creșterea albinelor, crescătorilor de animale și tuturor celor care au de transportat produse voluminoase și în orice alt scop gospodăresc. De asemeni, vânătorilor și pescarilor pentru calitățile deosebite de a pătrunde pe orice drum.

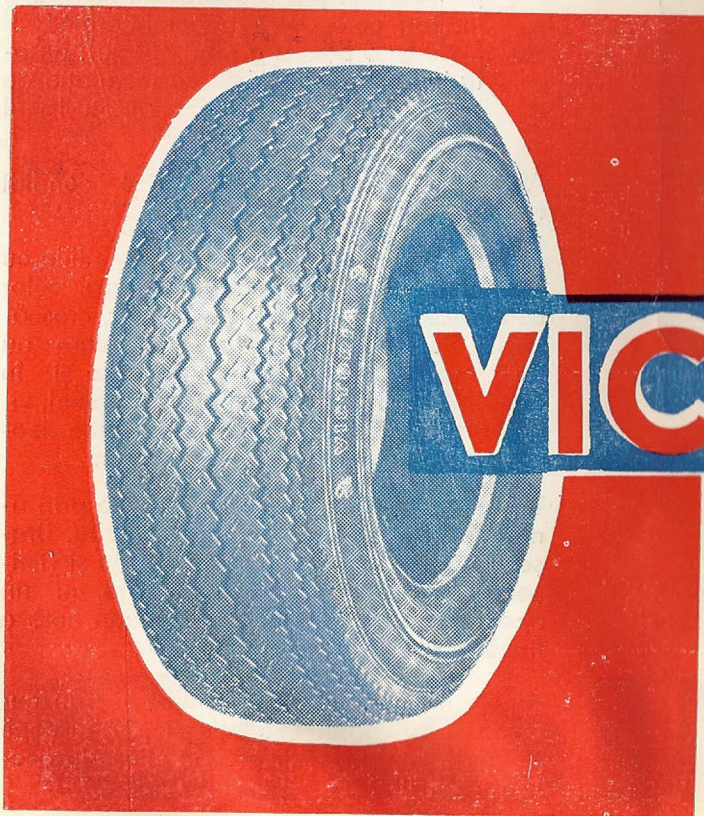
Vinzarea acestui autoturism se face prin unitățile I.D.M.S. din București, Bacău, Brașov, Cluj-Napoca, Iași, Pitești, Reșița și Timișoara și cu plata în 36 rate lunare, cu un acout minim în funcție de retribuția netă a fiecărui cumpărător.

Autoturismul poate fi cumpărat și prin cumularea salariilor, soț-soție și părinți-copii salariați, necesități, care locuiesc la același domiciliu.



DANUBIANA
ENTREPRISE POUR LE COMMERCE
EXTERIEUR

Téléphone : 49 50 60/49 50 10
Telex : 11489, 11748, 11842, 10074
P.O.B. : 2350
Telegramme : DANAZ—R
202 A Splaiul Independenței
Bucarest — Roumanie



SOUS LA MARQUE DEPOSEE „VICTORIA” OFFRE A L'EXPORTATION :

- Pneus pour tourisme et chambres à air (radials et conventionnels)
- Pneus pour camions et chabres à air (nylon ou rayonne)
- Pneus type agricole et pour tracteurs (conventionnels et radials) dans un riche assortiment de type, profils et dimensions.
- Pneus à corde métallique
- ARTICLES TECHNIQUES EN CAOUTCHOUC :**
- Bandes transporteuses à insertion synthétique ou en coton
- Courroies trapezoidales et de transmission
- Tubes et tubes flexibles en caoutchouc
- Garnitures et anneaux d'étanchéité en caoutchouc
- Pièces en ébonite pour accumulateurs

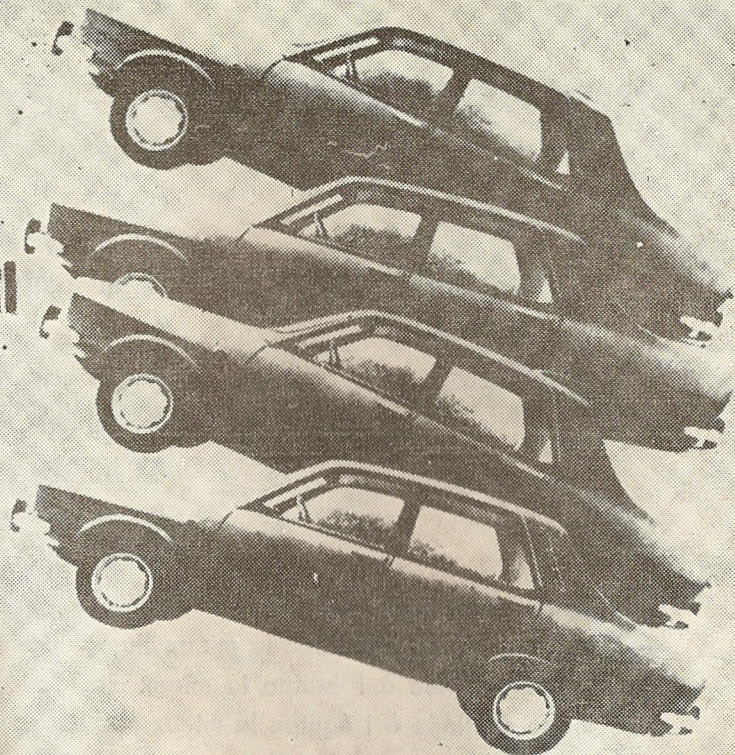
- Plaques techniques en caoutchouc et en caoutchouc régénéré
 - Granules, feuilles, revêtements de sol, dalles, tubes, tuyau, profils en PVC
 - Planques planes et ondulées en PVC rigide
 - Feuilles soufflées en polyéthylène, sacs et sachets
 - Produits en polyéthylène réalisés en moulage par rotation
 - Articles injectés techniques et ménagers
 - Emballages de protection et transport, casiers
 - Fûts et jerrycans en polyéthylène jusqu'à 200 l. capacité
 - Produits thermoformés en polystyrène pour l'emballage et l'étalage des fruits, autres produits alimentaires etc.
 - Planques extrudées résistantes au choc en polystyrène ou en ABS
 - Charbon végétal actif pour l'industrie alimentaire, pharmaceutique, etc.
- La marque déposée „VICTORIA” garantit la qualité supérieure de tous les produits.

STIMAȚI

OASPEȚI !

Administrația Asigurărilor de Stat vă oferă serviciile sale, informându-vă că persoanele fizice și cele juridice străine ce folosesc pe teritoriul R.S. România autovehicule înmatriculate în străinătate, pentru care posedă documente internaționale de asigurare, au obligația de a plăti — la ghișeele de schimb valutar aflate la frontieră sau la oricare din unitățile Administrației Asigurărilor de Stat — primele pe luni de asigurare corespunzătoare perioadei de la intrarea până la ieșirea autovehiculelor din țară, datorate la asigurarea prin efectul legii de răspundere civilă auto. Persoanele străine au, de asemenea, posibilitatea să încheie la Administrația Asigurărilor de Stat asigurarea auto pentru avarii (casco) și pe o perioadă de 1 lună, cu plata primelor în lei ori în valută (în funcție de țara

ASIGURARE DESPAGUBIRI AVANTAJE SIGURANȚA



în care este înmatriculat autovehiculul ce se asigură), precum și alte asigurări de bunuri sau de persoane.

Administrația Asigurărilor de Stat —
ADAS — ROMÂNIA
București, str. Smîrdan nr. 5
tel. 13.93.06 și 15.05.19
telex : ADAS 11209, 10145
telegrame : ADAS — București

P R I X

Les prix en espèces seront attribués suivant le classement général, selon le barème ci-dessus :

Au premier	10.000 lei
Au deuxième	5.000 lei
Au troisième	4.500 lei
Au quatrième	4.000 lei
Au cinquième	3.500 lei
Au sixième	3.000 lei
Au septième	2.500 lei
Au huitième	2.000 lei
Au neuvième	1.500 lei
Au dixième	1.000 lei

- Coupe destinée à l'équipe la mieux classée dans la compétition internationale.
- Coupe destinée à l'équipe la mieux classée dans la Coupe de la Paix et de l'Amitié.
- Coupe destinée à l'équipe la mieux classée dans la compétition des clubs.
- Coupe destinée à l'équipe la mieux classée dans la compétition d'usines.
- Coupes destinées aux 6 équipages les mieux placées dans le classement général.
- Coupes destinées aux 3 équipages les mieux placées dans le classement par groupes.
- Coupe des Dames pour le meilleur équipage féminin.
- En plus, coupes destinées à l'équipage le mieux placé dans chacune des classes.
- Indépendamment des prix mentionnés ci-dessus, le Comité d'organisation attribuera d'autres prix d'honneur, individuels et par équipage.
- Pour tous les concurrents, le Comité d'organisation attribuera des plaquettes et des diplômes.