

SUPPLEMENTARY REGULATION 22nd WINTER TRIAL

From Sunday 28th January to Friday 2nd February 2024

KNAC Nationale Autosport Federatie (KNAF), Permit number:
KNAF Sectie Historische Rally's, Approval number:

Date:
Date:

GENERAL CONDITIONS

1 PROGRAMME

1 st May 2023	Entries open
1 st November 2023	Publication Provisional Regulations
31 st December 2023	Entry close and publication final Regulations
13 January 2024	10:00-15:00 hrs, Control of documents and car of Dutch/Belgium Competitors (see article 6.1, 6.2.1 and 6.3.1) plus the fitting of the Rally Safe system (art. 6.3.2) for Dutch and Belgian competitors
13 January 2024	Entry confirmation will be sent out
27 January 2024	10:00 -14:00 hrs, documents and car check of non Dutch/Belgium competitors (see article 6.1, 6.2.1, 6.3.1 and article 13.2) and fitting of the Rally Safe device. 13:00 -14:00 hrs, starting time of Leg 0. 18:00 hrs, publication start list in the lobby of the Rally HQ hotel.
28 January 2024	08:30-17:30 hrs: leg 1
29 January 2024	08:30-17:45 hrs: leg 2
30 January 2024	08:30-17:30 hrs: leg 3 18:30-21:00 hrs: leg 4 Trial category only
31 January 2024	08:15-17:30 hrs: leg 5
1 February 2024	08:30-18:00 hrs: leg 6 20:00-23:15 hrs: leg 7 Trial category only
2 February 2024	08:15-13:00 hrs: leg 8 17:30 hrs: publication of the provisional final results 18:00 hrs: buses leave for prize giving venue 19:30 hrs: dinner and prize-giving

2 ORGANISATION

2.1 Definition

Classic Events bv is the organiser of the 22nd WINTER TRIAL.

Till January 26, 2024, the address of the Event Office is:

Classic Events BV
Marijkeweg 1b
NL - 8171 CK Vaassen, Netherlands.

Tel.: +31 (0) 578 561115
E-mail: info@classicevents.nl

The location of Rally Headquarters during the event will be published in the Road book.

The Trial will be run in compliance with:

- FIA International Sporting Code;
- the KNAF Regulations for Historic Regularity Rallies;
- the present Regulations and eventual Bulletins;
- the traffic rules in the various countries concerned.

2.2 Organising Committee

Chairman: Timo Rietbergen.

Members: Iain Tullie, Margit Brunet, Ruud Stam, Menno Brauckmann en Guus Rietbergen.

2.3 Officials during the event

Dep. Clerk of the Course:	Margit Brunet (NED)	Licence: 49135
Clerk of the Course:	Rudolph Stam (NED)	Licence: 40529
Chief Marshal:	Bennie Roetgerink (NED)	Licence: 29494
Secretary of the event	Margit Brunet (NED)	Licence: 49135
Eligibility scrutineer:	Fred Knijn (NED)	
Route Manager:	Iain Tullie (GB)	
Drivers contact:	Margit Brunet (NED)	Licence: 49135
Results Officer:	Guus Rietbergen (NED)	Licence: 44343
Hospitality coordinator:	Menno Brauckmann (NED)	Licence:

2.4 Drivers contact

The Drivers Contact person will be published with a picture in the roadbook of the event.

He/she will be present at both the MC OUT aswell as the MC IN of every leg(day) of the event.

2.5 Judges of fact

All officials of the Winter Trial are a Judge of Fact. There will be a list of names published in the roadbook identifying all event officials. All these officials, as a part of the organization, can and will be checking for conformity to the regulations of actions taken by the participants. Actions conflicting with these regulations will always be reported to the clerck of the course. Images taken by the crew or by others will not contribute to the penalisation of the crews.

3 GENERAL PROVISIONS

3.1 Changing the Supplementary Regulations / Bulletin

Officially approved Supplementary Regulations (*herafter called: Regulations*) can be changed by a "Bulletin" which will be an integral part of the regulations. Bulletins will be published on the Info Board or will be issued to crews during the Trial. If the latter is the case a signature will be demanded for confirmation of receipt of the bulletin.

3.2 Route bulletin

Any amendment or additional provision to the road book, route instructions, time schedule, etc. will be published by a "Route bulletin". A signature will be demanded for confirmation of receipt of the bulletin.

3.3 Application and interpretation of the regulations

The Clerk of the course is charged with the application of the Regulations. Should any dispute arise as to the interpretation of these regulations only the Dutch text will be deemed authentic.

4 CHAMPIONSHIP

The results of 22nd Winter Trial will be counted for one of the following Championships, category Sport (Trial) and Tour (Challenge):

- Dutch Historic Regularity Championship, Drivers;
- Dutch Historic Regularity Championship, Navigators.

5 EVENT STRUCTURE

The Winter Trial is a "Long distance" trial through Poland, Slovakia and Czech Republic. The trial will cover a total distance of approximately 2.250 km. Challenge is approx. 1.950. The design of the route on roads open to the public has been done in such a way that the local maximum allowed speed and possible hazards will be avoided.

The Winter Trial will include Regularity Sections and Special Tests (*hereafter called: "Regularity"*). The maximum required average speed on a regularity will be 50 kph. The start and the finish of the Winter Trial will be at Hotel Grand Sheraton in Krakow (PL).

Participants can enter either in category **TRIAL** or **CHALLENGE**.

6 ELIGIBLE CARS

6.1 Eligible cars

- 6.1.1 The car must 2 wheel driven and road-legal in accordance to the rules of the country of registration. The first registration of the car must be before 1-01-1986.
- 6.1.2 Engine sounds should be adequately tempered. Engines running at 3500 rpm (2000 rpm for pre 1939 cars) should not exceed 95 DB(a).
- 6.1.3 A FIA Historic Regularity "Car Pass" (HRCP) or a FIVA identity card for the car is NOT compulsory.

6.2 Modifications

- 6.2.1 The cars must be equipped with winter type tyres. Tyres must be homologated (DOT or E approval) for use on open roads within the EU. Studded tyres are not allowed.
- 6.2.2 The car may be equipped with a safety cage or rollover bar and front seats with head restraints designed to reduce whiplash. The rear seats may be removed.
Advice: We advice you to place seats in the car with higher backrests or at least a head rest in order to prevent a possible whiplash.
- 6.2.3 Seatbelts should at least comply to the rules of the country of registration.
Advice: We advice you that the car has at least 3-point seat belts for both the driver and the navigator. The so called "hip belts" are strongly discouraged.
- 6.2.4 The presence of more than 4 extra front lights, apart from the original cars lighting, is not allowed. (i.e. no more than 6 forward facing lights are allowed) Xenon lights or any other device to imitate gas discharge lamps are strictly prohibited. Led lights (no blue lights) are allowed but only in the original housing of the cars headlamps or period extra forward facing lighting (maximum of 4). LED lightbars are prohibited to safeguard the the historical atmosphere. These measures are meant to protect the integrity and the historic nature of the event.

6.3 Equipment

- 6.3.1 Next to the legal prescriptions in the countries named in article 5, cars must be equipped with: a shovel, snow chains, liquid tight-groundsheets, a firmly secured fire extinguisher (min. 2 kg AFFF), tow rope, safety triangle, sleeping bag and first aid kit.
- 6.3.2 The organiser will supply each car with a Rally Safe track & trace system (and a "logger" as back-up), which will be used for timing purpose and to control the maximum permitted speed. A free 12 volt cable must be available in the car.
- 6.3.3 No electronic means of communication may be used during the running of the legs. Although you may have a mobile phone for emergencies in the car.

6.4 Distance Measuring Equipment

- 6.4.1 Cars may be fitted with additional mechanical, semi-mechanical or electronic Tripmeters up to a maximum of two distance displays. *I.e. Two tripmeters with single distance displays, or a single tripmeter with a dual distance display.* An electronic device (*i.e. mobile phone application, GPS units, electronic average speed tables, etc.*) capable of calculating or displaying information concerning the average speed of the car may NOT be carried in the car.
- 6.4.2 One compass and two electronic clocks or stopwatches or a combination of both (max. 4 displays) are allowed. GPS equipped watches are also banned from use in the car and are therefore deemed illegal equipment in the car.

6.4.3 The Clerk of the Course reserves the right to search the car by officials or their assistants.

6.5 Period/Classes

Cars competing in category **TRIAL** and **CHALLENGE** will be divided into the following classes:

Period 1: Cars registered up to and inclusive 31-12-1961

Class 1: up to and included 1300 ccm.

Class 2: 1301 up to and included 2000 ccm.

Class 3: over 2000 ccm.

Period 2: Cars registered from 01-01-1962 up to and inclusive 31-12-1965

Class 4: up to and included 1300 ccm.

Class 5: 1301 up to and included 2000 ccm.

Class 6: over 2000 ccm.

Period 3: Cars registered from 01-01-1966 up to and inclusive 31-12-1971

Class 7: up to and included 1300 ccm.

Class 8: 1301 up to and included 2000 ccm.

Class 9: over 2000 ccm.

Period 4: Cars registered from 01-01-1972 up to and inclusive 31-12-1979

Class 10: up to and included 1300 ccm.

Class 11: 1301 up to and included 2000 ccm.

Class 12: over 2000 ccm.

Period 5: Cars registered from 01-01-1980 up to and inclusive 31-12-1985

Class 13: up to and inclusive 1600 ccm.

Class 14: 1601 up to and included 2000 ccm.

Class 15: over 2000 ccm.

Periods will not be combined. The organiser may combine and/or subdivide any class. The final class structure will be confirmed in the Start List.

7 ELIGIBLE CREWS

7.1 Crew

A crew is made up of the first driver and co-driver as specified on the entry application form. If the owner of the car is not part of the crew, the driver will be held entirely responsible for all liabilities and obligations.

7.2 Start permits

The driver and co-driver must either:

- hold a valid drivers' competition licence at least at Club level, issued by an ASN member of FIA;
- or they will receive a "Rallypass" valid for the duration of the Winter Trial.

8 ENTRIES / ENTRY FORMS

8.1 Categories

Competitors can enter in one of the following two categories:

Category **Trial**: for crews who like to take part in the competition, inclusive 2 evening sections.

Category **Challenge**: for crews who like to take part in the competition without the 2 evening sections.

8.2 Individual entries

8.2.1 Entrants must ensure that a fully completed entry application arrives at the Event Office at 27 December 2024, at 14:00 o'clock the latest. The entry will be provisionally accepted and a provisional start number will be issued. The provisional accepted entry will be declared final after the control of documents and of the car. Details or replacement of the crew and/or of the car may be made up to the end of the administrative checks.

8.2.2 The organisers reserve the right to refuse an entry or cancel an already accepted one.

8.2.3 A maximum of 90 crews will be admitted

8.3 Team entries

A team must be made up of a minimum of 3 crews/cars and maximum of 5 crews/cars and can be entered up to the start of the 4th leg.

9 ENTRY FEES / WITHDRAWAL

9.1 Entry fees

- A- Individual entry:
- Fully paid before 1st June 2023 € 6.390,--
 - Fully paid before 1st September 2023 € 6.690,--
 - Fully paid after 1st September 2023 € 6.990,--

Together with submitting the entry application, a deposit of € 1.500, -- must be paid which is part of the total entry fee.

The entry fee includes:

- 7 nights' accommodation (inclusive pré start), breakfasts
- lunches and dinners for 2 people, prize-giving dinner
- insurance premium ,Road books, time cards, competition numbers, rally plates, awards.

- B- Team entry: € 50,00 per team (3-5 crews/cars)
C- Single room supplement € 1.850,00 (if available)

9.2 Entry fees refunded:

- In case of a cancellation of the event by the organisers, the entryfee, with a deduction of cost made, will be refunded. The refund will be at least 20% of the total entry fee.
- In full, to candidates whose entry has not been accepted.
- Withdrawal of the entry by the competitor:
 - * Up to 1st September, 2023 full amount less € 1.500,00
 - * From 1st September to 1st November, 2023 full amount less € 3.000,00
 - * From 1st November, to 1st December, 2023 full amount less € 4.000,00
 - * After 1st December, 2023 no refund.

10 INSURANCE / DECLARATION-INDEMNITY

10.1 Insurance of the participants

10.1.1 The owner of the registered car must possess a valid insurance covering third-party liability for property damage and/or personal injury on public roads, including participation in regularity rallies/skill tests. The coverage area must be at least all EU countries or all so-called "green card" countries. It is the responsibility of the car owner or the team to arrange such insurance or an extension of the existing coverage.

10.1.2 The owner of the car must have personal accident insurance for occupants, and it is recommended to organize repatriation insurance for the car.

10.2 Organizer's Insurance

10.2.1 Primary Liability

The organizer utilizes the KNAF liability insurance (outside the WAM coverage) to cover the legal liability of the organizer and its employees, officials, marshals, and event staff.

10.2.2 The registration fee includes the premium for secondary liability insurance valid in all so-called "green card" countries. This can be summarized as follows:

- The organizer has taken measures to insure the team against third parties when participating in a specific part of the event held on private premises or on roads specifically closed for this purpose.
- The insured amount for this special insurance is €7,500,000.00 per accident or incident.
- With a deductible of €500.00 per registered car.

10.2.3 The team's coverage begins at the start of the event and ends if a team no longer participates.

10.2.4 In all cases, the insurance established by law of the car owner/team will take precedence over that of the organizer.

10.3 Declaration-Indemnity clause

Each team must sign the following "Declaration of Acceptance and Waiver of Liability" during the document check. Failure to sign means that the respective team and the car will not be allowed to start.

Declaration of Acceptance and Waiver of Liability:

"I have read and accept the Supplementary Regulations and any possible bulletins, and agree to abide by them. I declare that I am physically and mentally fit to participate in the event and am competent to do so. I acknowledge that I am aware of the nature of the event and the potential risks inherent in a motorized event, and I willingly accept these risks. I affirm that the registered car is suitable and roadworthy for participation in the event and complies with the Road Traffic Legislation for use on public roads. I declare that the registered car is insured in accordance with the Motor Vehicle Liability Insurance Act (WAM) for use on public roads, including regularity stages and tests. I declare that, as the driver of the registered car, I possess a valid driver's license.

The FIA, its members, the promoter, the KNAF, section board and members, the organizer, sponsors, members of the organizing committee, officials, and other event staff accept no liability for any incident or accident caused by or involving participants and participating cars during the event. The FIA, its members, the promoter, the KNAF, section board and members, the organizer, sponsors, members of the organizing committee, officials, and other event staff also accept no liability for the consequences of riots, demonstrations, vandalism, natural disasters, etc. They also accept no liability for violations by participants of the laws and regulations of the countries where the event takes place.

Participants will be held responsible for the consequences (material, immaterial, injury, or consequential damage) of any incident or accident or violation of the laws and regulations in which they may be involved.

Participants cannot file a claim against the FIA, its members, the promoter, the KNAF, section board and members, the organizer, sponsors, members of the organizing committee, officials, and other event staff arising from activities of the said legal entity or individuals insofar as they relate to organizational activities for the event.

If a member of the team is under 18 years of age, this Declaration of Acceptance and Waiver of Liability must also be signed by his/her legal representative or by a person authorized by his/her legal representative, with a written authorization provided."suitable and roadworthy for the trial and that it is in conformity with the traffic laws and regulations for the use on public roads including regularities and circuit tests.

I declare that the use of the entered car is covered by insurance as required by the law which is valid for such part of this event as shall take place on roads as defined by the law.

I declare that I have a personal accident insurance.

I declare, as driver, that I am in the possession of a valid driving licence".

The FIA, members of FIA, promoter, organisers, organising committee, sponsors, officials and marshals of the trial decline liability:

- in any incident or accident caused by or to competitors and competing cars during the trial.

- caused by riots, vandalism, natural catastrophies, etc.

- for breach of the laws and regulations of the countries by competitors in which the trial will take place.

Competitors shall be held responsible for any accident or breach of laws and regulations (material, immaterial, personelinjury or consequential) in which they may be involved.

Competitors shall have no claim against the FIA, members of FIA, promoter, organisers, organising committee, sponsors, officials and marshals of the trial arising out of any action of the FIA, members of FIA, promoter, organisers, organising committee, sponsors, officials and marshals during the course of the trial.

11 ADVERTISING

- 11.1 The advertising space along the top and bottom of the competition numbers and rally plates is reserved for the organisers' advertising which cannot be refused and may not be changed. These advertising must be fixed at the car as instructed.
- 11.2 Competitors' advertising on the car is allowed but may not conflicts the organisers' advertising or is not appropriate to the spirit of the event. All non-current advertising, with the exception of the model's period livery, must be removed.
- 11.3 The organisers advertising stickers (4 in total) are a mandatory part of the acceptance to the event and must be applied by the participant in the manner described in the roadbook. This advertising may not be refused or bought off.

- 11.4 Drivers' names (3x40 cm) and relevant country flags may appear on each side of the car (No blood groups).

12 RALLY PLATES / COMPETITION NUMBERS

- 12.1 The organiser shall supply each crew with 2 rally plates and 2 competition numbers.
12.2 The rally plates must be fixed to the front and to the rear of the car in a visible position. The rally plates must not obscure the registration number plates of the car.
The competition numbers must appear on both sides of the car.

13 ADMINISTRATIVE CHECKS / ELIGIBILITY OF THE CAR

13.1 Control of documents and the car

- 13.1.1 The location of the administrative checks will be published by a Bulletin.
13.1.2 The following papers must be presented for inspection:
- Any kind of valid competition license issued by an ASN (or the Rally Pass will be issued);
- a valid driving license for the driver of the car;
- Registration paper of the car (make, model, year of first registration);
- Confirmation of car insurance;
13.1.3 Both members of the crew have to sign the Declaration / Indemnity clause form.
13.1.4 At signing on the rally plates, competition numbers, latest instructions, and possible competition license etc. will be issued.

13.2 Eligibility of the car

The location for the compulsory eligibility check of the car will be published in a Bulletin.

It is the responsibility of the owner of the car that the car is in accordance to the Road Traffic Laws.

The eligibility check of the car before the start is of a completely general nature.

Failure to appear on the specified date and time for the check is penalized with a 30-minute penalty.

14 RESULTS

14.1 Determining of the results

- 14.1.1 Penalties will be calculated in hours, minutes and seconds and will be determined by adding together all penalty incurred during the Trial.
14.1.2 After each leg, provisional results and classifications will be posted at the Result Board.
14.1.3 At the end of the Trial, all penalties incurred in the various legs will be added together. The crews' worst result of one of the regularities (*except those of the night legs*) will be deleted. In case of a tie, the best result recorded at the last regularity of the last leg will be decisive, this going back as far as necessary. The provisional final classifications will be published on the Result Board and are open for query for a period of 30 minutes, after which they will be declared final.
14.1.4 The crew with the lowest overall total penalties, in category Trial and Challenge will be declared as winners of the 22nd WINTER TRIAL in their category.
14.1.5 Team results will be based on the results (position in their category) of the three best team members.
14.1.6 A competitor will be excluded:
- if they have not started a leg and they have not finished the same leg.
- if they have missed the final (finish) control of the trial.
- if the car has not passed the finish line of the trial on its own power.
- if the car is not roadworthy / not road-legal.

15 QUERIES

15.1 Queries

- 15.1.1 All queries must be made in writing only and handed in before the closing time of the finish control (MTC-IN) of the next leg, at the latest. Replies will be available for collection at the Rally Headquarters administration desk (MTC-OUT).
- 15.1.2 In case a competitor cannot implement the original route instructions of the organiser, this cannot be a subject of query if the organiser can prove that the cause is not a result of an organiser's failure. The accuracy of the distances and the time schedule calculated by the organisers are not open to query.
- 15.1.3 In case a passage control is not present at the moment of the crews' passage, this can not be a reason to cancel that control if the organiser can prove that the cause is not a result of an organisers' failure.

16 AWARDS / PRIZEGIVING

16.1 Awards

- Overall classification: - 2 awards for 1st, 2nd and 3rd place in each category.
Class classification: - 2 awards for 1st and 2nd place in each class in each category.
Best Novice crew: - 2 awards for the best novice crew in each category.
Best Mixed crew: - 2 awards for the best crew in each category.
Ladies Cup classification: - 2 awards for the best all female crew in each category.
Best Family Team - 2 awards for the best family crew.
Team classification: - 6 Trophies for the best three qualified cars in the team.

Crews classified 1st, 2nd or 3rd in their category are not eligible for a Class classification. The organizer may add or take away awards to be handed out as he deems fit.

16.2 Prize-giving

The prize-giving ceremony will be on 2 February 2024, location to be advised.

17 SUMMARY OF PENALTIES

Start refused

- 6.1.1 Car not road legal/Car produced after 31-12-1985/Car not standard
6.1.2 Engine sounds above 95DB(a)
6.2.1 No homologated winter type tyres on the car
6.2.4 More than 6 front lights
6.3.1 1 or more of the mentioned equipment pieces missing
7.1 Crew not in conformity with the names on the entry list/No valid driving licence.
7.2 No valid ASN licence or Rally Pass.
8.2.1 Entry form not signed/Entry form sent in too late/ no payment of the entry fee.
10.1.1 No valid insurance for the car.
10.1.2 No valid personal accident insurance
10.3 + 13.1.3 Did not sign the declaration
13.1.2 Did not pass the control of documents
13.2 Did not pass the control of the car

Penalties in time

- 6.3.3 Use of any means of electronic communication 30 minutes per leg
6.4.1 Tripmeter(s) not conform, per leg 5 minutes per leg
Presence/use of electronic navigation devise (GPS) 5 minutes per leg
6.4.2 More then two electronic clocks / stopwatches 5 minutes per leg

13.2 Car not offered for scrutineering at the correct time, date, place 30 minutes

Penalties left to the decision of the Clerk of the Course, up to exclusion

- 6.2.1 Car not equipped with the correct homologated winter tires during the rally.
- 6.2.4 Presence or use of coloured lights, Xenon and/or LED lighting, etc.
- 6.3.2 Track & trace system not in the car or not functioning, per stage.
- 11.1 Absence or modified advertising from the organizer.
- 11.2 Advertising on the car conflicts with that of the organizer/is not in the spirit of the event/is offensive/exceeds the maximum size.
- 12.2 License plate covered/rally plates and/or competition numbers not correctly applied and/or missing.

Exclusion:

- 6.4.3 Refusal to allow the car to be searched.
- 14.1.6 Missed last time control (MC, finish) of the Winter Trial/not finished under own power/car not roadworthy/does not comply with the traffic regulations of the respective countries.

SPORTING REGULATIONS

18 ROUTE INSTRUCTIONS

18.1 Route information / Road book

Route information will be issued to competitors on the day before the start. If the itinerary cannot be followed, for whatever reason, the organiser can make a deviation. This deviation can be arrowed by orange signs or given in a route bulletin.

The maps to be used will be issued as marked maps together with the route information.

Participants are not allowed to use printed information from any source. These maps must be used at their original scale, enlargements are not permitted and information downloaded from the internet is not permitted.

18.2 Route instructions

Some parts of the route instructions will be kept secret. Information about a regularity will be handed out at the start of a leg or the preceding control post and may be issued as a (partially) marked map or a map with separate instructions for plotting.

18.3 Quietzones

The purpose of a quiet zone (Q-zone) is to ensure a quiet passage for the participants, with a minimum of nuisance for local residents. Participants should drive very carefully here. The maximum speed in a Q zone is 30 km/h. Q-zones are indicated on the map fragments and are recognizable by a red circle or ellipse, possibly with the indication "Q-zone".

19 SPEED / TRAFFIC

19.1 Traffic rules

19.1.1 Any crew which does not comply with the traffic laws or exceed the maximum permitted speed at any time by more than 10 km/h. will be penalised as follows:

- 1st infringement: 1 minut penalty per km/h exceeding the speedlimit;
- 2nd infringement: 1 minut penalty per km/h exceeding the speedlimit;
- 3rd infringement: exclusion.

Exceeding the maximum speed with more than 50% can directly be penalized with exclusion.

19.1.2 In case of an infringement of the traffic laws detected by local officials (Police officer) the crew will be informed of this on the spot. Should the Police not have able to be stop the crew but notify the Clerck of the Course of this infringement. The penalty will be applied by the clerck of the course.

19.2 Behaviour

Crews are forbidden to block deliberately the passage of competing cars, or to prevent them from overtaking and to behave in an unsporting manner and/or dangerous driving and/or not following instructions of officials or marshals will be penalised.

20 RECONNAISSANCE

20.1 Reconnaissance of the route and/or regularities, in any way whatsoever, by the crew or using informations of other parties is forbidden.

21 START / TIME INTERVAL / CATCHING UP

21.1 Start – Restart

The start of leg 1 will be in order of the given competition numbers, in accordance with the start list. During the Trial the starting order will be changed.

21.2 Time interval

The starting interval between the cars is 1 minute, unless the Clerk of the Course decide to change this time interval.

21.3 Catching up

During the trial, crews have the possibility to be re-admitted to the following leg if they have for whatsoever reason missed the last time control of the leg. The crew will be penalised for not finishing the leg according the regulations.

22 SERVICE / ASSISTANCE

- 22.1 Any kind of organised service other than the assistance arranged by the organiser, is not allowed. Crews may use the assistance of the service-team of the organiser or a local garage after the finish of a leg. The materials used in order to fix the car should be payed to the crew giving the assistance.
- 22.2 A ground sheet must be used during repairs and overnight halts.

23 CONTROL CARD / CONTROLS / PENALTIES

23.1 General provisions

All controls are indicated by means of FIA standard signs. The control area will be 25 meter around the control post. Controls may be established inside cafés, fuel stations, etc. Controls are ready to function at least 15 minutes before the scheduled time for the passage of the 1st car. They close 30 minutes after the scheduled time of the last car, except the last time control (MTC-IN) of the leg (see article 23.5) unless the Clerk of the Course decides otherwise. All Controls must be visited using the direction of approach and departure implied in the Road Book, marked map or other official instructions.

23.2 Control card

The control cards, showing standard times for a notional Car -0-, for the whole trial shall be handed out after control of the car. Any correction or amendment made to the control card will be penalised. The crew is responsible for submitting the control card at the different controls and to check that the time has been correctly entered.

23.3 Passage Controls and Secret Checks (PC/SC/SPC)

At a manned Passage Control or Secret Check the marshal will simply stamp or mark the control card as soon as it is handed in by the crew. The organiser may establish unmanned Passage Controls or Secret Checks (for example by the Rally Safe track & trace system) at any point on the route. A Passage Control or Secret Check can be combined with a Speed Check by the Rally Safe track & trace system.

23.4 Time Controls (TC)

The marshal shall enter the time on the control card as soon as it is handed in. Crews do not incur any penalty for checking in if they hand in the control card during their scheduled check-in minute. Any difference between the actual check-in time and the scheduled check-in time will be penalised. If crews are late at one time control, they are allowed to be an equivalent amount minutes late at the next time control, without penalties, within the maximum permitted lateness (MPL) of 30 minutes. Visiting outside maximum permitted lateness (MPL) will be regarded as having missed that control. The maximum penalty per leg is 4 hours.

23.4.1 Unmanned Time Controls (TCL)

A Time Control can also be unmanned and the timing will be done by the RallySafe or Logger. The control area will also be indicated with a yellow sign. The timing will be at the moment of passing the red sign, 25-50 m. further down the route.

23.5 Main Time Control (MC)

At the first control of the leg (MC-OUT) a maximum of 15 minutes late start is allowed. Maximum permitted lateness at the last control of each leg (MC-IN) is 60 minutes of which 30 minutes will be penalty free. Crews will not be penalised for early arrival at the last time control of a leg (MC-IN).

23.6 Regrouping controls

Regrouping controls may be set up along the route (e.g. *Lunchstop*). On arrival, the crews receive instructions about their restart time.

23.7 Penalties in time

18.1	Large scale maps/Information from the internet, per infringement	30 minutes
19.1.1	1 st infringement traffic rules/exceeding permitted speed by 10km/h, per km/h	1 minute
	2 nd infringement traffic rules/exceeding permitted speed by 10km/h, per km/h	1 minute
21.3	Interrupting the trial, up to (per leg)	4 hours
22.1	Using own service team, each infringement	30 minutes
23.1	Approaching controls from other direction than of the rally	5 minutes
23.2	Missing control card(s)	4 hours
23.3	Missing a passage- or secret- or un-manned passage control	15 minutes
23.4	Each minute late at a time control	1 minute
23.4	Each minute early at a time control	2 minutes
23.4	Missing a time control / exceeding MPL	30 minutes
23.4	Maximum penalty per leg	4 hours
23.5	Missing last control of a leg (MC-IN)	30 minutes
23.5	Early arrival at last time control (MC-IN) of a leg	0 minutes
23.6	not presenting the car for scrutineering at the designated day and time	15 minutes

23.9 Penalties left to the decision of the Clerk of the Course, up to exclusion

- 19.2 Dangerous driving and/or non sporting behaviour and/or blocking of the road.
- 19.2 Not following instructions of official or marshals.
- 22..2 Not using ground sheet during repairs or overnight halt.
- 23.2 Correction or amendment made to the control card.

23.10 Exclusion

- 19.1.1 3rd infringement traffic rules / more than 10 km/hr. exceeding maximum permitted speed.
- 19.1.1 Exceeding the maximum speed limit by more than 50%.
- 20.1 Reconnaissance of the route.

24 REGULARITY TEST SECTION

24.1 General

The start location of regularity will be given in the road book or by the route instructions. The crews must complete the regularity at one or more average speed(s) fixed by the organiser.

24.2 Regularity Start Manned (RSM)

Some regularity will have a manned start. At a manned start, the marshal will enter the start time on the crews' control card and he/she gives the crew the start signal "GO", after countdown of the final 5 seconds. In the event of a delay at a manned start regularity, the crew may ask for an arrival time. If the difference between the arrival time and the start time is more than 3 minutes, this will be considered as a delay and crews may carry this delay forward up to the next regrouping, or finish of the leg, where it must be absorbed.

24.3 Regularity Self Start (RSS)

Some regularities will use the self start system where it is the crews' responsibility to start at the correct time and in the correct direction. The start time is given as a number of minutes from the control post (TC or PC) immediately preceding the regularity. If this control is a passage control then the time entered on the control card has no significance other than to allow the crew to calculate their start time at the subsequent self start regularity.

24.4 Regularity Start Logger (RSL)

A regularity start logger is much like a regularity self start. On a regularity start logger, the competitor can leave the start location at his own time, but only on the whole minute so that no two cars can start at the same minute. The actual start time will be taken by the Rally Safe track & trace system (logger) at the moment the car leaves the start line of the regularity. The start time will be rounded down to the previous whole minute.

24.5 Timing Procedure/ Timing Points (TP).

A start of a regularity is also a passage control. A regularity may have one or more Timing Points, where timing will be done by hand or by the Rally safe track & trace system (logger). An intermediate manned timing point will be indicated by a yellow control sign where the car must stop for recording the passing time. However, once the crew sees a manned timing point they must not stop, slow down or overtake another moving car in sight of the control post under pain of a penalty.

The last timing point, if manned, will be indicated by a red control sign where the car must stop for recording the time. If the last timing point is unmanned (Rally Safe track&trace), then the car must not stop. Timing will be done between the regularity start (RS) and each of the timing points. The organiser will set for each timing point a target time (ideal time), each second below or over the target time will be penalised. *For example: if there are 3 timing points, A, B and C, then the times will be measured from RS to A, from RS to B and from RS to C.*

24.6 Time penalties

Starting within the same minute as a previous car (RSL)	5 minutes
starting before start signal (RSM)	20 seconds
each second early or late on a timing point	1 second
missing regularity start or timing point	5 minutes
missing a (secret) passage control during a regularity (between RS and RP)	5 minutes
maximum penalty per timing point, if visited	3 minutes
maximum penalty for missed timing points, per regularity section	20 minutes
regularity not driven	25 minutes

25 CLOSED CIRCUIT REGULARITY TEST (LAP CONSISTENCY TEST)

25.1 Each crew must set his individual target time by his first timed lap. This target time should be within the limits as given in the hand out. Subsequent laps must be completed in an identical time. For each second below or over the individual target time on each lap, a penalty will be applied. The maximum penalty of the test for not following the entirety of the test instructions is 10 minutes. The maximum penalty for not participating the test is 10 minutes plus 15 minutes for missing the start of the test.

25.2 Penalties

- Target time not within the limits	3 minutes
- each second below or over individual target time, per second	1 to 10 seconds
- too few laps, per lap	difference on target time, plus 3 minutes
- too many laps	difference on target time, plus 3 minutes
- maximum penalty	10 minutes
- not started the test	25 minutes

26 DRIVING TEST

Timed tests will normally be handling and manoeuvrability tests against the clock. A bogey time for each timed test will be published, based on an average speed between 30 and 50 km/h, as appropriate.

- 26.1** Each test has a manned start. The marshal at the start shall enter the start time at the card and he/she gives the start signal "GO" after countdown of the final seconds.
- 26.2** A driving test should be driven according to the route indicated on the handout. Touching a cone or course maker will be penalised.
- 26.3** Not passing a group of cones with the same letter, in the prescribed direction will be penalised.
- 26.4** A driving test may have one or more manned intermediate stops astride. Failing to stop, overshooting or reversing will be penalised.
- 26.5** Cars must stop astride at the finish of the test and must then immediately move forward, to have their time registered. If the car overshoots the finish line, it must not reverse. If a car reverses back to the finish line or fails to attempt to stop astride, a penalty of 3 minutes will be added to the driven time.
- 26.6** The penalisation for not following the entirely prescribed route is 5 minutes. The maximum penalty for crews who do not take part in the test is 25 minutes.
- 26.7 Target time (Bogey time)**
For each test a Bogey time will be set an average speed between 30 and 50 km/h, as appropriate.
- 26.8 Time penalties**
A competitor's deemed time for each test will be calculated as follows:
 - (i) Taking less than the bogey time: 1 second per second
 - (ii) Taking the bogey time or longer: 1 second per second

Before scoring, additional time will be added to the time taken, for each offence, as follows:

- starting before start signal	20 seconds
- failing to stop astride (overshooting)	10 seconds
- failing to attempt to stop astride	3 minutes
- not passing a cone or a group of cones in the correct direction	30 seconds
- touching a cone or route marker	10 seconds
- reversing in case of overshooting finish line	3 minutes
- did not stop at the finish line	3 minutes
- did not follow the prescribed route (excl Slalom)	5 minutes
- maximum penalty	Bogey + 5 minutes
- not starting/driving the test	25 minutes
- Wrong test, not following the correct route of the test	Bogey + 5 minutes

27 NAVIGATION SECTION

- 27.1** A navigation section will have a manned passage control as start or a start at the previous time control.
- 27.2** A navigation section will have a number of Route Checks (RC), which have to be visited as instructed and in the correct order. At these Route Checks, code boards will be placed at the right side of the road. The Rally Safe Track&Trace system will register the passage and the order of the passage. Only the first passage will be registered to decide the order of passage.
- 27.3 Time penalties**

missing the start	15 minutes
missing or found in wrong order of a Route Check	5 minutes
maximum penalty or not running the navigation section	60 minutes

28.1 You will notice that the routes for Regularity Sections, Tests and the Evening Legs are not included in the Roadbook. These will be issued at various points throughout the event and most require you to plot the route onto a map extract - normally at a scale of 1:50,000. The maps are orientated with North at the top unless otherwise stated and, unless the instructions specifically say otherwise:

28.1.1 the correct route is always the shortest that complies with the instructions.

28.1.2 the correct route only uses roads that are shown on the included map extract. This includes roads of any colour (including white), but not tracks marked with a single black line (either solid or dashed).

28.1.3 the correct route does not use any stretch of road more than once

28.1.4 It is not allowed to turn on the route, unless clearly stated otherwise

28.1.5 Crossroads may be used more than once

28.1.6 Map markings do not block the road unless they were placed there by the organisation

28.1.7 All roads and road connections on the map that are necessary to drive the correct route are in fact driveable. There are therefore no reconstructions or diversions built into the correct route by the organisers.