

# Regulations 23<sup>e</sup> WINTER TRIAL

From Sunday 26 January until Friday 31 January 2025

Checked by the BSHR on:  
Approved by the KNAF on:

Number:  
Permit number:

## GENERAL PROVISIONS

### 1 PROGRAMME

May 1, 2024	Registration opens
November 1, 2024	Publication of provisional Supplementary Regulations
December 31, 2024	Registration closed and publication of final Supplementary Regulations
January 25, 2025	10:00 am to 3:00 pm, document check, car inspection for ALL participants
January 25, 2025	1:00 pm – 3:00 pm, leg 0 needs to be started between these times 6:00 pm publication of Startlist in the lobby of the Rally HQ hotel
January 26, 2025	8:30 am-5:00 pm: leg 1
January 27, 2025	8:00 am-5:30 pm: leg 2
January 28, 2025	8:00 am-5:45 pm: leg 3 7:00 pm-11:00 pm: evening section 4: Trial category only
January 29, 2025	8:30 am-6:00 pm: leg 5
January 30, 2025	8:00 am-6:00 pm: leg 6 7:30 pm-12:00 am: evening section 7: Trial category only
January 31, 2025	8:30 am-12:45 pm: leg 8 5:30 pm: publication of provisional results 7:30 pm: dinner and awards ceremony



## 2 ORGANISATION

### 2.1 Definition

Classic Events BV is the organizer of the 23rd WINTER TRIAL.

The address of the Rally Office (Competition Secretariat) until January 24, 2025:

Classic Events BV Tel: +31 (0) 578 561115

Marijkeweg 1 B

Email: info@classicevents.nl

8171 CK Vaassen, Netherlands

The locations of the Competition Secretariat during the event will be published in the route book.

The event will be conducted in accordance with:

- the FIA International Sporting Code (ISC) and its appendices;
- the KNAF Regulations Book (KRB);
- the KNAF Standard Regulations for Historic Regularity Rallies;
- this Supplementary Regulation (hereinafter referred to as: Regulation);
- the Road Traffic Legislation of the respective countries;

### 2.2 Organisation committee

Chairman: Timo Rietbergen

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

### 2.3 Officials during the event, specifying their KNAF license numbers

Competition Director: Rudolph Stam (NED), 40529

Assistant Competition Director: Margit Brunet (NED), 49135

Chief Marshals:

Bennie Roetgerink (NED), 29494

Competition Secretary: Margit Brunet (NED), 49135

TC Compliance Officer: Fred Knijn (NED)

Route Manager: Iain Tullie (GB)

Team Contact Person: Margit Brunet (NED), 49135

Head of Results Office: Guus Rietbergen (NED), 44343

Hospitality Coordinator: Menno Brauckmann (NED), 38008

### 2.4 Contactperson drivers

Via a photo in the route book, the drivers contact person will be made known.

The drivers contact person will be present at the start (MTC-out) and finish (MTC-in).

### 2.5 Judges of Fact

The officials of the event are Judges of Fact. The other marshals who serve as Judges of Fact during the Winter Trial will be listed in the route book. All these individuals belonging to the organization can ensure during the event that teams act in accordance with the Supplementary Regulation. Activities contrary to this will always be reported to the competition director. No rights can be derived from self-recorded or recorded by others' images regarding neutralization or the allocation of penalty points.

## 3 GENERAL PROVISIONS

### 3.1 Changes to the regulations / Bulletin

Approved regulations can be modified or supplemented at any time. Each modification or addition to the Regulation will be published through a "Bulletin" and will become part of the Regulation. Bulletins will be posted on the information board or distributed to the teams, who must confirm receipt, unless this is impossible during the course of the Stage.

### 3.2 Route Bulletin

Any modification or addition to the route book, route instructions, timetable, etc. will be published through a "Route Bulletin," which will be distributed to the teams, who must confirm receipt unless this is impossible during the stage.

### 3.3 Application and interpretation of the regulations

The competition director is responsible for the application of the provisions set forth in this Supplementary Regulation. In case of differences in interpretation, the Dutch text is binding. **The Competition director is allowed to make decisions and impose penalties that are not specified in these regulations.**

## 4 EVENT DESCRIPTION

The WINTER TRIAL is a so-called "Long distance Regularity trial through Austria, Slovenia, Italy, and the Czech Republic.

The total distance to be covered for the Trial category is approximately 2,500 km divided into 6 stages and 2 night sections, and for the Challenge category, it is approximately 2,200 km divided into 6 stages.

When determining the route on public roads, consideration has been given to the locally

applicable maximum speeds and potential traffic hindering situations. During the event, the average speed will not exceed 50 km/h, except on sections where expressways or motorways or roads closed to other traffic are included.

The Winter Trial includes regularity sections and special tests (hereinafter collectively referred to as Competitive sections).

The start of the Winter Trial is in Fuschl, at the "Arabella Jagdhof Hotel" (A) and we will finish in Sankt Wolfgang, Hotel Scalaria.

Participants can register in both the Trial class and the Challenge class.

## 5 ELIGIBLE CARS

### 5.1 ELIGIBLE CARS

- 5.1.1 All cars must, at the time of the start and throughout the Winter Trial, comply with the legal requirements stipulated in the country of registration, preferably in as original a condition as possible, and must be in a state that reflects the ambiance of the event. Cars manufactured before January 1, 1986, are permitted.
- 5.1.2 The engine noises of the car must be adequately muted. Engines running at 3500 rpm (2000 rpm for cars built before 1939) must produce 95 dB(A) or less.
- 5.1.3 The registered car does not need to have an FIA Historic Regularity "Car Pass" (HRCP) or a FIVA identity card.



### 5.2 Modifications

- 5.2.1 The car must be equipped with winter tyres. The tyres must be homologated (DOT or E-mark) for use on public roads in the EU and must at all times comply with the legally required standards. Studded tyres are not allowed.
- 5.2.2 The car may be equipped with a safety cage or bar. The front seats must comply with legal requirements. They may be replaced by so-called "competition" seats. The rear seat may be removed.  
**Advice:** Install front seats in the competition car with a high backrest and

- an (adjustable) headrest or replace them with so-called competition seats (to prevent a possible whiplash).
- 5.2.3 The safety belts must comply with the legally required standards and are permitted in old-type cars.  
**Advice:** Equip the driver's and passenger's seats with at least three-point seat belts. The so-called lap belts are strongly discouraged.
- 5.2.4 In addition to the original existing headlights, 2 or 4 extra headlights may be mounted on the car, provided that the total of 6 headlights is not exceeded. Xenon or other high-pressure discharge lamps are strictly prohibited. LED lamps (excluding blue light) are allowed if they are installed in the original lighting housing of the car or other historically appropriate forward-facing lamps. All of this is to ensure the historical character of the event.

### 5.3 Equipment

- 5.3.1 In addition to the legally prescribed equipment of the countries specified in article 3, all cars must be equipped with: a shovel, snow chains, a liquid-proof or PVC groundsheet, securely attached fire extinguisher (minimum capacity 2 kg), towing cable, warning triangle, first aid kit, and sleeping bags.
- 5.3.2 The competitor will have to install the Rallycheck app on their smartphone (and will receive a logger as a backup), which is used for timekeeping and speed control. A power cable to your Phone must be available in the car.
- 5.3.3 Electronic communication and/or navigation devices in the car are not allowed during the stages. The use of a mobile phone is only permitted in emergencies.

### 5.4 Distance meters

- 5.4.1. In addition to the original odometer of the car, any type of distance meter (without the ability to calculate or display average speed) with a maximum total of two odometers is allowed. For example: two distance meters with one odometer each, or one distance meter with two odometers. No mechanical or electronic device (such as the use of the Brantz Electronic Speedtable/so-called "cheat box," GPS, mobile phone, etc.) to calculate or display average speed may be present in the car. The use of a watch with GPS functionality is also prohibited and may not be present in the car.



- 5.4.2 One compass and two electronic clocks or stopwatches, or a combination thereof (maximum 4 displays), are allowed.
- 5.4.3 The Competition Director has the right to search the car.



<https://www.knaf.nl/licentie/licentie-informatie>

## 7 ENTRY / ENTRYFORM

### 7.1 Categories

Participants can register in one of the following categories:

- TRIAL Category: for teams wishing to participate in the competition, including the night stages.
- CHALLENGE Category: for teams wishing to participate in the competition without the night stages.



## 6 ELIGIBLE CREWS

### 6.1 Crew

A crew consists of a driver and navigator as indicated on the application form. If the registrant is a legal entity or not part of the crew, during the event, the driver, as indicated on the registration form, will bear full responsibility for the crew and the registered car and will be liable for all claims and obligations of the registrant. A driver must possess a valid driver's license.

### 6.2 Licenses

Anyone wishing to participate in the Winter Trial must have a valid Rally or Historic Rally license at that time. Participants with Dutch nationality must have a valid KNAF Rally or Historic Rally license. Participants with foreign nationality must have a valid EU Rally or Historic Rally license. Participants with a KNAF license from the KNAF's other motorsport disciplines (excluding Historic and Rally licenses), or a Belgian VAS or ASAF license, have an invalid license for Historic Regularity Rallies. **Those who do not have one of the aforementioned licenses are required to obtain a license issued by the KNAF Historic Rallysport Section. A rally pass is available at Signing on for € 35,- per person to be paid in cash on the spot to the KNAF. In case you are a resident of the Netherlands and participate in other KNAF events later on in 2025 you may want to buy a EU/nationale regularity licentie at € 55,- via the website of the KNAF:**

### 7.2 Individual registration / Modification of registration / Rejection of registration

- 7.2.1 Anyone wishing to participate must send the fully completed application form, along with the pre-registration fee, electronically to the Rally Office no later than January 1, 2025. The application will be provisionally accepted, and a provisional starting number will be assigned. The provisionally accepted application will become final after the documents and vehicle inspection have been successfully completed. Data and/or changes regarding the team and the car can be provided until Saturday, January 25, 2025, at 3:00 PM during the document inspection.
- 7.2.2 The organizer reserves the right to refuse the registration of one or both team members or the car, or to cancel a previously accepted registration without giving any reasons.
- 7.2.3 A maximum of 80 teams will be admitted to the start.

### 7.3 Team entry

Teams consisting of a minimum of 3 and a maximum of 5 cars can register until the start of the 2nd stage. A team does not have to consist of the same category. Teams can consist of cars from both categories.

## 8 ENTRY FEES / REFUNDS

### 8.1 Entry fees

- A - Individual Entry Fees:
- Fully paid before May 1, 2024: €6,390
  - Fully paid before September 1, 2024: €6,690
  - Fully paid after September 1, 2024: €6,990

At the time of submitting the application, a pre-registration fee of €1,500 must be paid, which is part of the total entry fee. The entry fee includes:

- 7 nights' accommodation (including the night before the start), breakfast, lunches, coffee stops, dinners for 2 people, prize-giving dinner
- Insurance premium, route book, map book time control cards, competition numbers, rally plates, trophies, luggage service (1 per person).

- B- Team Registration: €50 per team (3-5 cars/teams).
- C- Single hotel room: €1,850 (subject to availability).

### 8.2 The entry fee will be refunded:

- In case of cancellation by the organizing committee, the entry fee, after deducting a fee for already incurred costs, will be refunded. The refund will be at least 20% of the entry fee.

- If a registrant withdraws:
  - \* Before September 1, 2024: Full entry fee minus €1,500.
  - \* Between September 1 and November 1, 2024: Full entry fee minus €3,000.
  - \* Between November 1 and December 1, 2024: Full entry fee minus €4,000.
  - \* After December 1, 2024: No refund.

## 9 INSURANCE / DECLARATION OF ACCEPTANCE AND WAIVER OF CLAIMS

### 9.1 Insurance of the crew

- 9.1.1 The owner of the registered car must have a valid insurance policy for the car that provides coverage for third-party liability for property damage and/or

personal injury on public roads, including participating in a regularity rally/agility test. 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 insurance.

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

### 9.2 Insurance of the organizer

#### 9.2.1 Primary Liability

The organizer utilizes the KNAF liability insurance (outside of the Motor Vehicle Liability Insurance), to cover the legal liability of the organizer and its employees, officials, marshals, and event staff.

- 9.2.2 The entry fee includes the premium for the secondary liability insurance, which is 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 property or on roads specially closed for this purpose.
- The insured amount of this special insurance is €7,500,000.00 per accident or occurrence.
- With a deductible of €500.00 per registered car.

- 9.2.3 The coverage of the team begins at the start of the event and ends when a team no longer participates.

- 9.2.4 In all cases, the insurance legally established for the owner/team of the car will take precedence over that of the organizer.

### 9.3 Declaration of acceptance and waiver of claims

Every team must sign the following "Declaration of acceptance and waiver of claims" during the document check. Failure to sign means that the respective team and the car will not be admitted to the start.

#### Declaration of acceptance and waiver of claims

*"I have read the Supplementary Regulations and any possible bulletins and declare to accept and comply with 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 declare to accept this risk.*

*I declare that the registered car is suitable and roadworthy to participate 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, the sponsors, the members of the organizing committee, the officials, and other event staff accept no liability for any incident or accident caused by or to participants and participating cars during the event.*

*The FIA, its members, the promoter, the KNAF, section board and members, the organizer, the sponsors, the members of the organizing committee, the officials, and other event staff also accept no liability for the consequences of riots, demonstrations, vandalism, natural disasters, etc.*

*The FIA, its members, the promoter, the KNAF, section board and members, the organizer, the sponsors, the members of the organizing committee, the officials, and other event staff 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, the sponsors, the members of the organizing committee, the officials, and other event staff resulting from activities of said legal entity or persons insofar as they concern organizational activities for the benefit of the event."*

*If a member of the team is under 18 years of age, this declaration of acceptance and waiver of claims must also be signed by his/her legal representative or by a person authorized by his/her legal representative, upon submission of a written authorization.*

## 10 ADVERTISING

**10.1** The space above and below the competition number of both front door stickers of the car and on the rally plates is reserved for advertising by the organizer and cannot be refused, altered, or applied in parts on the car. The mandatory advertising of the organization will be announced in the route book and must be applied in the prescribed manner therein.

**10.2** Applying team's own advertising is permitted, provided it does not conflict with the organizer's advertising and is not offensive.

The total maximum size of the team's own advertising is 50cm x 14cm per side of the car. All other advertising, except

for the model-specific stickers, must be removed.

**10.3** The remaining separate advertising stickers from the organizer (4 different ones) must be applied by the participants to the participating car as indicated in the route book and cannot be refused or bought out.

**10.4** The names of the team in a size of up to 40 x 3cm high may be applied to both sides of the car. National flags, club or team badges in a size of up to 10 x 10 cm may be applied to both sides of the car. Mentioning blood groups is not allowed.



## 11 RALLYPLATES / COMPETITION NUMBERS

**11.1** The organizer provides the team with 2 rally plates and 2 competition numbers.

**11.2** The rally plates must be placed at the front and rear of the car. The rally plates must not cover or partially cover the license plates of the car. The competition numbers are indicated on two different door stickers and must be placed on both sides of the car.

## 12 DOCUMENT CHECK / INSPECTION OF THE CAR

### 12.1 Documents check

12.1.1 The location of the mandatory document check will be indicated in a Bulletin.

12.1.2 The following documents will be checked:  
- A competition license issued by an ASN (National Sporting Authority);  
- Valid driver's license of the driver;  
- Vehicle registration document;  
- Vehicle insurance certificate.

12.1.3 The declaration of acceptance and waiver of claims must be signed by all members of the team.

12.1.4 During the document check, the rally plates, competition numbers,

instructions, possible rally licenses, etc. will be handed out.

## 12.2 Inspection of the car

The location of the mandatory car inspection will be indicated in a Bulletin. After the document check, teams must present the car for inspection once the rally plates and competition numbers have been applied. This inspection is of a general nature. Failure to appear at the specified date and time for inspection will result in a penalty of 30 minutes.

## 13 RESULTS

### 13.1 Determination of results

- 13.1.1 Penalties will be indicated in hours, minutes, and seconds. The results are determined by adding up all penalties incurred during the event.
- 13.1.2 After each stage, provisional results will be published on the results board.
- 13.1.3 At the end of the event, all penalties incurred during the stages will be combined. In case of a tie, the best result from the last Regularity will be decisive. This process will continue if necessary until a difference between the teams is reached. The provisional final standings will be published on the results board (see Schedule) and will be open for questions for 30 minutes after publication, after which it will be declared final.
- 13.1.4 The teams with the lowest penalties in the Trial category and in the Challenge category will be declared the winners of their respective categories in this Winter Trial.
- 13.1.5 The team results are based on the results (the positions in their category) of the best three team members.
- 13.1.6 A team will not be classified if:
  - it did not start an stage and did not finish it;
  - it missed the finish control of the event;
  - the car did not cross the finish line under its own power;
  - the car is not roadworthy or does not comply with traffic regulations.

## 14 QUERIES

### 14.1 Queries

- 14.1.1 Every query must be submitted on the result form of the respective day to the competition secretary. Participants must submit a query no later than the closing time of the finish control (MTC-IN) of the next stage (except for the last stage, see art. 14.1.3). The answer will be available at the start control (MTC-OUT) of the next stage  
An alleged inaccuracy of the distances and/or the schedule cannot be the subject of a question.
- 14.1.2 In the event that a team is unable to follow a route instruction, this cannot be the subject of a question if the organizer can demonstrate that it is not due to a deficiency on the part of the organizer.
- 14.1.3 If it is found that a control is not present at the time of the team's passage, this cannot be a reason to cancel controls if the organizer can demonstrate that the cause of the disappearance is not due to an organizational deficiency on their part.

## 15 AWARDS / AWARD CEREMONY

### 15.1 Awards

Overall Classification: 2 trophies for 1st, 2nd, and 3rd place in each category.  
Best Novice Team: 2 trophies for the best new team.  
Best Mixed Team: 2 trophies for the best team in each category.  
Best on Test: 2 trophies for the best team.  
Best Family Team: 2 trophies for the best family team (parent/ son/ daughter).  
Against All Odds: 2 trophies.  
Spirit of the Event: 2 trophies.  
The Young Ones: 2 trophies for the best youngest team.  
Team Classification: 6 trophies for the three best cars of the registered team.  
Best of the day: 2 trophies for the best team of the day in each category.  
The organization may add and/or omit prizes without giving a reason.

### 15.2 Award Ceremony

The award ceremony takes place on the final Friday evening during the gala dinner. The venue is specified in the programme.



# COMPETITION RULES

## 16 ROUTE INSTRUCTIONS

### 16.1 Route information

The route information will be distributed to the teams on the Saturday before the start. The compulsory map material will be included as part of this in the form of an annotated map book. Participants are not allowed to use any other map material. The compulsory map material must be used in its original scale. The use of information obtained from the internet is not allowed.

The route and locations of controls will be described in route instructions. If the indicated route cannot be followed for any reason, the organizer will provide a diversion using orange arrows or in a Route Bulletin. The permitted driving times will be indicated on the time card.

### 16.2 Route assignments

Some parts of the route are secret and may consist of (partially) marked map material. This information will be provided at the start of a stage or during the course of the stage. It is the responsibility of the team to ensure that they have received the necessary information.

### 16.3 Quiet zones

A quiet zone (Q-zone) aims to ensure a quiet passage of participants with minimal disturbance to residents in the area. Participants should drive extremely cautiously in these zones. 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 labeled as "Q-zone".

## 17 SPEED / TRAFFIC / BEHAVIOUR

### 17.1 Traffic violation(s)

- 17.1.1 During the event, the team must adhere to the regulations of the road traffic act. Failure to comply with traffic rules and/or exceeding the locally permitted maximum speed by more than 10 km/h will be penalized. **The first speed check will have a warning displayed on the Rallycheck app. All others may or may not.**  
1st violation: 1 minute per km/h over 10 km/h too fast  
2nd violation: 1 minute per km/h over 10 km/h too fast  
3rd violation or more: at the discretion of the race director.

Exceeding the maximum permitted speed by more than 50% will result in immediate exclusion.

- 17.1.2 In the event of a violation of road traffic regulations observed by the police or Judge of Fact, the offender will be informed on the spot. If the team cannot be stopped, they can request the race director to impose a penalty.

## 17.2 BEHAVIOUR

- 17.2.1 Throughout the entire event, teams must adhere to the traffic regulations applicable in the countries they pass through and behave in a manner that does not discredit classic rallying or the event. At all times, teams must ensure that disturbance to other traffic, people, and animals is kept to a minimum.
- 17.2.2 Teams are prohibited from intentionally obstructing the passage of participating cars (at checkpoints) or preventing them from overtaking. Unsportsmanlike, incorrect, or fraudulent behavior, dangerous driving, or failure to follow instructions/guidance from officials and/or marshals will be penalized. Violations may result in exclusion, at the discretion of the race director.

## 18 RECONNAISSANCE

- 18 Reconnaissance of the route and/or Regularities, in any form, by a team or using information obtained from third parties is not allowed.

## 19 START / RE-START / MERGING

### 19.1 Start – Re-start

The start of stage 1 will follow the numerical order according to the final start list. During the event, the starting order may be changed.

### 19.2 Time interval

The time interval between participating cars is 1 minute, unless the race director decides to change the interval.

### 19.3 Re-merge

The team that misses the final time control of a stage for any reason during a stage has the opportunity to start in the next stage. The team will be penalized for not completing the stage according to regulations. The starting order for the restarted cars will be determined by the race director.

## 20 SERVICE / ASSISTANCE

- 20.1 Teams are not allowed to organize any form of technical support (support



vehicle, mechanic) themselves. Teams may have repairs to the car carried out by a service team hired by the organizer. The materials used must be paid directly to the respective service team. Teams are allowed to have repairs to the car carried out by or at a specialized company after the finish of a stage.

- 20.2** During repairs and overnight stays, a liquid-proof or PVC tarpaulin groundsheet must be placed under the car.

## **21 CONTROL CARD / CONTROLES / EXCLUSION**

### **21.1 General provisions**

All controls are indicated by boards derived from standard FIA control boards. The area within a radius of 25 meters around the control post is considered as the control area. Control posts may be set up in cafes, gas stations, etc. Control posts become operational 15 minutes before the scheduled passage time of the first car. Unless the race director decides otherwise, the control post closes 30 minutes after the scheduled passage time of the last car, except for the last time control (MTC-IN) of a stage.

It is not allowed to enter and/or exit a control area other than the specified route in the roadbook or route instructions.

### **21.2 Control card**

Each team will receive a control card with the standard times for the fictitious car - 0-. The control card for the entire Winter Trial will be issued after the car inspection. Any corrections or additions to the control card are not allowed (except in the column designated for making personal notes). The team is responsible for handing over the time control card at the various controls and for checking the recorded time.

### **21.3 Passage controls (PC/SC/SPC)**

At a manned passage control, the control card is only marked (stamped) when the team hands over the card. The organizer may set up unmanned passage controls (for example, through the Rallycheck track & trace system) at any point along the route. A passage control not listed in the route book is called a Secret Check (SC); if speed is also measured here, it is referred to as a Speed Check (SPC).

### **21.4 Time controls (TC)**

The marshal records the time when the team hands over the control card. Teams are not penalized if the card is presented within the scheduled 'check-in' minute.

Any difference between the actual check-in time and the scheduled check-in time is penalized. When teams are late at a time control, they may be late by the same number of minutes at the next time control without penalty, provided it is within the maximum permissible lateness (MPL) of 30 minutes. Reporting after the maximum permissible lateness (MPL) means missing the control. The maximum penalty per stage is 4 hours.

### **21.4.1 Unmanned Time Controls (TCL)**

A Time Control can also be unmanned, with timing conducted by Rallycheck or Logger. The control area is indicated by a yellow sign. Timing occurs at the moment of passing the red sign, located 25-50 m further along the route.

### **21.5 Main Time Controls (MTC)**

At the 1st control of each stage (MTC-OUT), a maximum delay of 15 minutes is allowed for starting.

At the last control of each stage (MTC-IN), the team may arrive up to 60 minutes late, with 30 minutes being penalty-free. Missing the last control of a stage (MTC-IN) incurs a penalty. Teams are not penalized for arriving early at the last control of a stage (MTC-IN).

### **21.6 Regrouping controls**

Regrouping controls can be set up along the route. Upon arrival, the team receives instructions about the restart time.

## **22 Regularity's**

### **22.1 General**

The location of the start (RS) is indicated in the route book and/or route instructions. The team must complete the Regularity, up to the Regularity Finish (RF/RP) or the last Timing Point (TP), at the average speed indicated by the organizer. At the designated Rejoin Point (RP), the regularity route merges back into the route of the route book.

### **22.2 Regularity Start Manned (RSM)**

Regularities can be started by a so-called "Manned Start." In this case, the marshal will register the start time and then give the start signal "GO" after counting down the last 5 seconds. If a delay occurs at the start, the team can request an arrival time to be recorded on the control card. If the difference between the arrival time and the start time is more than 3 minutes, this will be considered as a delay, and the team may carry this delay forward to the restart/TC (after the next

regrouping, where the delay is caught up) or the finish of a stage.

### 22.3 Regularity Self Start (RSS)

Regularities can start with a so-called "Self Start." It is the responsibility of the team to depart at the right place, at the right time, and in the right direction. The correct start time can be determined by adding a specified number of minutes to the time of the preceding control (TC or PC). If multiple teams were clocked at the preceding control within the same minute, the marshal there may add a few extra seconds to the start time to prevent multiple teams from starting at the same time.

### 22.4 Regularity Logger Start (RSL)

Regularities can be started with a so-called "Logger Start." With a logger start, the team is allowed to start at any time within the opening time of the control, but only on the whole minute. It is not permitted to start in the same minute as the preceding team. The actual start time is recorded by the Rallycheck track & trace system at the moment you press the save button. The start time is NOT rounded down.

### 22.5 Timing Procedure / Timing Point (TP)

The start of a Regularity also serves as a passage control. A Regularity may have one or more Timing Points (TPs). Timing will be done manually or with a track & trace system. A manned intermediate TP is indicated by a yellow control board, where the car must stop to register the clocked time. When the team sees the TP, they must not stop, drive extremely slowly, or overtake another car in view of the checkpoint. The last TP is indicated by a red control board. If manned, the car must stop to register the clocked time. Do not stop when it is an unmanned (track & trace) TP. Timing is done between the Regularity start (RS) and each TP. The organizer sets a standard time (ideal passage time) for the driving time to each TP. Each second deviation from the standard time will be penalized. For example: If there are 3 timing points (A, B, C), the driving time will be measured from the start to A, from the start to B, and from the start to C.

determined driving time) within the time frame specified in the test instruction. The subsequent rounds must be completed in the same time as the standard time. For each round, every second more or less than the standard time, as per the test instruction, will be penalized.

## 24 AGILITY TEST

**24.1** An agility test is typically timed to the second. For these tests, a bogey time is provided per test. Each test starts with a manned start. The marshal will fill in the start time on the time control card and give the team the starting signal "GO", after counting down the last 5 seconds.

**24.2** The test must be driven according to the prescribed route provided on the handout. Hitting a pylon or marker point will be penalized.

**24.3** Failing to pass a group of pylons with the same letter in the prescribed direction will be penalized.

**24.4** A test may contain one or more "Stop Astride's" intermediate stops. Not stopping or failing to stop as intended by the stop astride, will be penalized.

**24.5** Cars must come to a complete stop "Stop Astride" at the finish line (timing stops when the car comes to a halt, even if it crosses the finish line) and then proceed directly to the marshal to have their driving time recorded. If a car crosses the finish line without stopping, it is not allowed to reverse. Reversing to the finish line or failing to stop astride will result in a penalty of 3 minutes.

**24.6** The maximum penalty for not fully following the prescribed route is 10 minutes. If the test is not completed, the penalty is equal to the maximum penalty.

**24.7 Bogey time**  
The bogey time will be determined based on an average speed between 30 and 60 km/h. The time penalties for the participant in question are determined as follows:  
- Faster than the bogey time: no penalty  
- Slower than the bogey time: 1 second per second

## 23 CIRCUIT REGULARITY TEST

**23.1** During the first timed round, the team must determine the standard time (self-

## 25 NAVIGATION-SECTION

**25.1** A navigation section either has a manned start or starts at the previous time

control.

**25.2** The navigation section will include a number of passage controls that must be passed according to the instructions and in the correct order. Boards (with letters or numbers) are placed at the right side of the road at the passage controls. The track & trace system will record the passage and the order. Only the first passage is recorded for determining the order. Failure to complete the navigation section will be penalized.

## 26 MAPREADING INSTRUCTIONS

**26.1** For all Regularities (except for tulip diagrams), the following basic rules apply. These rules may be deviated from for each segment, in which case it will be clearly stated in the respective handout.

26.1.1 Only roads appearing on the provided map fragments may be used.

26.1.2 Roads may only be included in the route once.

26.1.3 Intersections of roads may be included multiple times in the route, regardless of the direction.

26.1.4 Turning around on the route is not allowed unless instructed to do so.

26.1.5 Map symbols (according to the legend) and map texts do not interrupt a road. Items placed on the map by the organization do interrupt a road.

26.1.6 All roads and road connections depicted on the map that are intended for the correct route are indeed drivable. There are no intended detours or reconstructions throughout the entire Winter Trial.

26.1.7 The correct route is always the shortest route that meets the given instructions.



**Not allowed to start**

- 5.1.1 Non-compliance with road traffic regulations / Non-standard / Car built after 31-12-1985
- 5.1.2 Engine noise exceeding 95 dB(A)
- 5.2.1 Car not equipped with the correct approved winter tires
- 5.2.4 Car equipped with more than 6 headlights at the front
- 5.3.1 One or more equipment items not present in the car
- 6.1 Team not in accordance with the registration form / Driver lacks a valid driver's license
- 6.2 No valid rally pass or license
- 7.2.1 Registration form not signed / Registration form submitted late / Registration fee not paid / No valid starting permit
- 9.1.1 Car not provided with valid insurance
- 9.1.2 No personal accident/passenger insurance
- 12.1 Statement not signed / Documents check not passed successfully
- 12.2 Car not approved

**Time penalties**

- 5.4.1 Distance meter(s) not compliant, per leg 5 minutes
- 5.4.2 More than two electronic clocks / stopwatches in the car, per leg: 5 minutes
- 5.4.1 Use of electronic and/or navigation device 30 minutes
- 5.4.2 Presence/use of electronic navigation device(GPS) 5 minutes per leg
- 12.2 Car not presented for inspection on the specified date and time 30 minutes
- 16.1: Other map material and/or internet information: per violation: 30 minutes
- 17.1.1:
  - 1st traffic violation: 1 minute per km/h over the speed limit above 10 km/h.
  - 2nd traffic violation: 1 minute per km/h over the speed limit above 10 km/h.
  - 3rd violation: at the discretion of the race director up to exclusion.
- 19.3: Interruption of the Winter Trial, up to maximum (per stage): 4 hours
- 20.1: Own service team, per violation: 30 minutes
- 21.1: Approaching / leaving control from the wrong direction: 5 minutes
- 21.2: Missing time control card: 4 hours
- 21.3: Missed Passing control / Secret or (un) manned Passing control: 15 minutes
- 22.4: Every minute late at a time control: 1 minute
- 22.4: Every minute early at a time control: 2 minutes
- 22.4: Missed time control, exceeding maximum delay (MPL): 30 minutes
- 22.4: Maximum penalty per stage: 4 hours
- 22.5: Every minute late at the start of the event or stage, up to 15 minutes: 1 minute
- 22.5: More than 15 minutes late at the start of a stage: 30 minutes
- 22.5: Missing the last control of a stage (MTC-IN): 30 minutes
- 22.5: Early reporting to the last time control (MTC-IN) of a stage: 0 minutes
- 12.2: Car not presented for inspection at the specified time and date: 30 minutes

**Penalties subject to the discretion of the race director (up to exclusion)**

- 5.2.1: Car not equipped with the correct approved winter tires during the rally.
- 5.2.4: Presence or use of colored lights, Xenon, etc.
- 5.3.2: Track & trace system not in the car or not operational, per leg.
- 10.1: Absence or altered advertising of the organizer.
- 10.2: Advertising on the car conflicts with that of the organizer/is not in the spirit of the event/is offensive/exceeds maximum size.
- 10.4: Names of the team not correct.
- 11.2: License plate covered/rally plates and/or competition numbers not correctly installed and/or missing.
- 17.2.2: Unsportsmanlike/incorrect behavior and/or violations of traffic laws.
- 17.2: Dangerous driving behavior and/or unsportsmanlike conduct and/or obstructing passage
- 17.2.2: Failure to comply with instructions from officials and/or marshals
- 20.2: Groundsheet not used during repairs and overnight stops
- 21.2: Improvement and/or addition to the time control card



## Exclusion

13.1.6: Missed the last time control (MC, finish) of the Winter Trial/not finished under its own power/car not roadworthy/not compliant with the traffic laws of the respective countries.

5.4.3: Refusal to allow the car to be searched.

17.1.1.1: Exceeding the maximum speed limit by more than 50%.

## Exclusion

17.1.1: Exceeding the speed limit by more than 50%

18: Route/Regularity scouted

## Time penalties Regularities

Starting in the same minute as the preceding team (RSL):	5 minutes
Starting before the start signal (RSM):	20 seconds
Each second early/late at a TP:	1 second
Missing a TP:	5 minutes
Missing a (secret) Passage Control during a regularity (RS -> RP):	5 minutes
Maximum penalty if triggered, per TP:	5 minutes
Maximum penalty per regularity:	20 minutes
Failure to start the regularity:	20 minutes

## Time penalties Circuit regularity test

Bogey time not achieved in accordance with the test instructions (WT):	10 minutes
Each second more than the norm time, per second:	1 second
Too few laps, per lap:	5 minutes
Too many laps, per lap:	5 minutes
Maximum penalty for driving the test:	10 minutes
Not driving the test:	10 minutes

## Time penalties Agility tests

Bogey time not achieved in accordance with the test instructions (WT):	10 minutes
Each second more than the bogey time, per second:	1 second
Maximum penalty for driving the test:	10 minutes
Not driving the test:	10 minutes


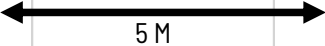






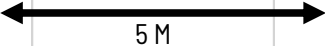









## Other time penalties Agility tests

Starting too early:	20 seconds
Not stopping precisely at the finish line or crossing during the test:	10 seconds
Hitting a pylon or marker point:	10 seconds
Not passing a cone or group of cones according to the prescribed route:	30 seconds
No attempt to stop at the finish line:	3 minutes
Reversing after crossing the finish line:	3 minutes
Not stopping at the finish line:	3 minutes

## Time penalties Navigation section

Missing or activating a passage control in the wrong order:	5 minutes
Maximum penalty for the navigation section:	60 minutes

Appendix 1: Controlsigns explained

Type of Control	Start Control area	Control Area	Marshal/ Stop
<b>PC - Passage Control manned</b>		minimum distance between signs  5 M	
<b>PC - Passage control Unmanned</b>			
<b>TC - Time Control</b>		minimum distance between signs  10 M	
<b>TS - Test Start</b>		minimum distance between signs  5 M	
<b>TF - Test Finish</b>			
<b>RSM - Regularity Start Manned</b>		minimum distance between signs  10 M	
<b>RSS - Regularity Self Start</b>			
<b>RSL - Regularity Start Logger</b>			
<b>Intermediate Manned Timing Point</b>			
<b>Final Timing Point (manned or unmanned)</b>			

Appendix 2: Rallycheck user manual