



WINTER TRIAL REGULATIONS

2027



 **RECO**
AUTOSCHADE GROEP

 **PELSTER**
automotive

 **TOYOTA**

 **ROBEY**

ClassicJob.

 **NIJBOER**

KEUKEN LAND TM

EURAM
Investment group

REGULATIONS WT 2027



Based on the template of NHRF Regularity Rally Events

Version 4.1.2 – July 2024

Approved under NHRF-GRC-27-01 dated 12-10-2026

TABLE OF CONTENTS

1.	ORGANISATIONAL ASPECTS	3
1.1.	Description of the event	3
1.2.	Organisation	4
1.3.	Locations	4
1.4.	Important dates	4
1.5.	Registration and terms of participation	5
1.6.	Insurance	6
1.7.	Requirements for the car	6
1.8.	Course of the event	8
1.9.	Questions afterwards & neutralisations	10
1.10.	Classification & prizes	10
1.11.	Summary of penalties, organisational aspects	11
2.	TECHNICAL ASPECTS	11
2.1.	Route book	11
2.2.	Control cards	12
2.3.	Route controls	13
2.4.	Time controls (TCs)	13
2.5.	Regularity test/Regularity	15
2.6.	Tests	16
2.7.	Route interruptions	17
2.8.	Route arrows	17
2.9.	Speed checks	18
2.10.	Quiet zones	18
2.11.	Summary of penalties, technical aspects	18
3.	ROUTE PROVISIONS	20
3.1.	General map-reading provisions	20
3.2.	System descriptions	22
	Appendix A – Waiver Declaration	24
	Appendix B – Emergency Procedure	25
	Appendix C – Control Boards	27

These Regulations have been drawn up on the basis of the NHRF Standard Regulations for Regularity Rallies template v4.1.2

The Regulations, including amendments to the standard text, were approved by the NHRF Regulations Committee on

12-10-2026 under number NHRF-GRC-27-01.

Once approved, no further changes will be made to these Regulations. Any additions and amendments will then be announced by means of bulletins.

1. ORGANISATIONAL ASPECTS

1.1. Description of the event

Classic Events is organising the Winter Trial, held in Czechia, Austria, Slovenia and Croatia, from 31 January to 5 February 2027. The route is approx. 2,000 km long for the Challenge and Club drivers and 2,300 km long for the Trial drivers.

1.1.1. General

The Winter Trial is a regularity rally in which the route must be found using map-reading instructions, and it is not speed but the correct approach to route controls and (secret) time controls that determines the classification. Entries can be made in various classes, which differ in the way information is provided, the difficulty level of the instructions, and the average speed to be driven.

The average speed to be driven shall not exceed 50 km/h. Occasionally, for traffic-related reasons, the average speed may be increased (for example on connecting routes along motorways).

1.1.2. Permits/exemptions

The organiser has been granted permission/exemption by the responsible authorities to hold the event on the competition day(s).

The original exemptions, no-objection statements and/or event notifications are available for inspection with the clerk of the course throughout the event. Where applicable, participants may refer police and other public officials to the clerk of the course.

1.1.3. Definitions

Event	regularity rally;
Organiser	organisation affiliated with the NHRF that organises the event;
Crew	the team of participants consisting of a driver and a navigator;
Participant	natural person or legal entity taking part in the event;
Leg	route from an M(T)C OUT to an (M)TC IN
Stage	route from an M(T)C OUT to a TC IN (MTC-Out -> Lunch In, Lunch-Out ->MTC-In)
Section	route between two consecutive TCs (or otherwise between points designated as start and finish);
Clerk of the course	the person responsible for the correct running of the event and the correct application of these Regulations;

1.1.4. Governing body

The organiser is a member of the Nederlandse Historische Rally Federatie (Dutch Historic Rally Federation) and the Winter Trial is therefore the Winter Trial organised under the auspices of the NHRF. This means that the most recent version of the Standard Regulations for Organisers (SRO) applies to this event. The latter document contains no provisions relevant to participants. Interested parties can download the document from www.nhrf.nl.

The Winter Trial is held in accordance with the regulations now before you. These Regulations will only be amended in special cases. Amendments and/or additions to these Regulations will be announced by means of dated and numbered bulletins. Bulletins form an integral part of these Regulations and will be posted on the official notice boards and/or issued/sent to all participants for whom they are intended.

All information/changes (sometimes also "last minute") via the Rallycheck App shall be regarded as binding/as bulletins.

1.1.5. Unforeseen circumstances

In all cases not covered by these Regulations, the clerk of the course shall decide.

1.2. Organisation

1.2.1. Competition secretariat

Name

Marcel van Maanen

Email address

info@classicevents.nl

Phone

+31 6 55 33 10 10

1.2.2. Organising committee

Chair of the organising committee

Timo Rietbergen

Members of the organising committee

Iain Tullie, Bennie Roetgerink, Guus Rietbergen

Route setter(s)

Iain Tullie and Timo Rietbergen

Sweeper(s)

Iain Tullie and Bennie Roetgerink

Clerk of the course

Rudy Stam, Phone: +31 6 40 02 19 07

Head of Emergency Team

Fred Knijn, Phone: +31 6 55 89 72 23

Contact person for participants

Marit Oosting, Phone: +31 6 51 80 66 50

Service team

Classic Job, Phone: +31 6 41 31 68 08

1.3. Locations

1.3.1. Start location

Name

31 – 01 – 2027

Hilton Atrium Hotel, Prague

Address

Pobřežní 311/1, 186 00 Rohanský ostrov, Czechia

Phone

+420 224 841 111

Start time first crew

08:31

1.3.2. Finish location

05 – 02 – 2027

Name

Hotel Gut Brandlhof, Saalfelden

Address

Hohlwegen 4, 5760 Saalfelden am Steinernen Meer,
Austria

Phone

+43 6582 78000

Finish time first crew

13:30 hrs

Publication of results

18:00 hrs

Prize-giving

19:30 hrs

Publication of results on website

05- 02- 2027

1.4. Important dates

Opening of registration

01-03-2026

Closing of registration

by 31-10-2026 at the latest

Publication of Regulations

01-11-2026

Confirmation notice

10-01-2027

Document check

30-01-2027, from 10:30 to 15:30 hrs

Location:

Hilton Atrium Hotel, Pobřežní 311/1, 186 00 Rohanský
ostrov, Czechia

Car inspection

30-01-2027, from 10:30 to 15:30 hrs

Location:

Car park of the Hilton Atrium Hotel, Pobřežní 311/1, 186 00
Rohanský ostrov, Czechia

1.5. Registration and terms of participation

Registration is possible from 01-05-2026, exclusively online via www.classicevents.nl. Registration closes on 31-10-2026 or as soon as the maximum number of 80 crews has been reached.

1.5.1. Entry fee

A registration only becomes final once the applicable entry fee has been credited to Classic Events' bank account.

Individual entry fee:

- paid in full before 31 September 2026 € 7,250.-
- paid in full after 1 September 2026 € 7,450.-

The full entry fee must be paid by 31-12-2026 at the latest to bank account number NL65RA-B00394026756 of Classic Events bv, stating the names of the driver and navigator.

1.5.2. Classes

Entries can be made in three classes:

1. the Trial class, for very experienced participants
2. the Challenge class, the same as the Trial class but without evening legs
3. the Club class, the same as the Challenge class but with lower average speeds and less demanding navigation instructions (for less experienced participants)

The organisation reserves the right to place overly modest crews in a higher class, or to advise overly optimistic crews to enter a lower class. If a registered crew disagrees with the decision to place them in a higher class, they may cancel their registration, in which case they will receive a full refund of the entry fee.

1.5.3. Refusal

The organisation reserves the right to refuse the registration of one or both members of a crew (stating the reason). In such a case the full entry fee will be refunded.

1.5.4. Registration of (national) teams

Registration of a team is free of charge. Teams can be registered at the start location before the first crew starts. A team consists of at least three and a maximum of five crews, all driving a classic car, and they do not have to be in the same class. A crew may only be part of one team. Should there be no applications for national teams, these will be formed by the organisation.

1.5.5. Changing a registration

The crew may replace the car stated on the registration form with another car up to one hour before the start of the first participant at the latest, provided this car meets the participation requirements. Changing cars during the rally/event is not permitted. Violation of this rule leads to exclusion. The driver must hold a valid driving licence and meet the minimum age required by the WAM insurer for participation. It is permitted to swap the roles of driver and navigator with each other during the rally/event, provided both crew members hold a valid driving licence and both meet the minimum age required by the WAM insurer for participation. If, en route, a change of persons (other than swapping driver and co-driver) has taken place in the car, the crew will not be classified.

1.5.6. Cancellation by the participant

Cancellation of a registration is only possible by email to the competition secretariat and is only valid once the competition secretariat has sent confirmation by email. Whether or not the entry fee is refunded depends on the time of cancellation. The entry fee will be refunded as follows:

- before 1 September 2026: full entry fee minus € 1,500.—.
- between 1 September and 1 November 2026: full entry fee minus € 3,000.—.
- between 1 November and 1 December 2026: full entry fee minus € 4,000.—.
- after 1 December 2026: no refund.

1.5.7. Cancellation by the organisation

The organisation will refund part of the entry fee to participants if the event does not take place due to force majeure. The amount refunded depends on the costs incurred.

Force majeure is any event or circumstance beyond the organiser's control, such as the withdrawal of granted exemptions or other measures imposed by the authorities as a result of which the event cannot take place.

1.5.8. Confirmation notice

Around 15 January 2027 all participating crews will receive final confirmation of participation, including their start number. The Waiver Declaration must be signed by both crew members at the Document Check/Registration desk.

1.6. Insurance

1.6.1. Insurance of the participant

Participants must hold, for their car, valid statutory motor vehicle third-party liability insurance (WAM). This insurance must provide cover to the specific driver(s) during the event. Participants must therefore ensure that the driver(s) meet(s) the minimum age required by the insurer as a condition for cover. The policy must also provide cover for participation in regularity rallies and (where applicable) driving skill tests on a closed circuit. The owner of the car is also advised to take out (accident and injury) passenger insurance (for the countries in which the rallies/events are held) to properly insure the driver and the navigator.

It is the sole responsibility of the car's owner to arrange such insurance and/or extensions to existing insurance.

1.6.2. Insurance of the organiser

The organiser has taken out insurance against statutory liability for damage to persons and/or property of third parties and/or volunteers and/or staff and/or participants, as well as secondary WAM insurance. For this it uses the insurance packages collectively purchased by the NHRF. Cover under the secondary WAM insurance begins at the start of the competitive part of the event and ends at the finish of the competitive part or at the moment the crew concerned stops participating. The excess for the owner of the registered car under an NHRF regularity rally is € 1,500.

In all cases, the insurance held by the owner of the car, as legally required, shall always take precedence over the secondary WAM insurance.

1.6.3. Waiver Declaration

Before the start of the event, the members of the registered crew must sign the waiver declaration applicable to the event (see Appendix A). If the declaration in question is not signed, the crew will not be admitted to the start.

1.7. Requirements for the car

1.7.1. Legal requirements

For the Winter Trial only classic cars of a type that was in production before 1 January 1991 are admitted. Cars taking part in the event must comply with the legal requirements applicable to cars in their country of registration. Participating cars may only be driven by two wheels.

1.7.2. Additional requirements

Participating cars must never have an excessive noise level. In the event of excessive noise, the organisation may impose penalties up to and including exclusion.

Every participating classic car must carry a liquid-tight ground sheet (at least 4 x 2 metres) or

drip tray, as well as a securely mounted fire extinguisher of at least 2 kg suitable for liquid fires. A ground sheet or drip tray must be placed under the participating car in the event of damage and/or leakage, and whenever the organiser requires it (for example in the car park at the start location).

Every participating car must furthermore be equipped with:

1. A snow shovel, snow chains, a liquid-tight or PVC-film ground sheet, a properly mounted fire extinguisher (min. capacity 2 kg), a tow rope, a warning triangle, and a first-aid kit.
2. The participant must install the Rallycheck application on their own smartphone and create a Rallycheck account. This app is used for (time) registration and for checking the permitted speed. The smartphone must run at least an (Apple) iOS or Android version supported by the manufacturer. The smartphone must have a good data connection (4G/5G) in the countries where the rally is held. The participant must indicate before the start of the rally which Rallycheck account will be used. This cannot be changed after the start.

Only one smartphone may be used at a time for the Rallycheck App. Switching phones is permitted, provided the participant is logged out on one phone before logging in with the same account on the other phone.

It is the participant's responsibility to keep the Rallycheck app active and in the foreground of the smartphone throughout the entire period between the start and finish of a stage. Not having the app active and in the foreground may result in controls being missed.

3. Electronic communication devices and/or navigation devices in the car are not permitted while driving the stages. The use of a mobile phone is only permitted in emergencies and for the Rallycheck app as described above.

4. Xenon or other high-pressure gas-discharge lamps are strictly prohibited. LED lamps (no blue light) are permitted provided they are fitted in the car's original lighting housing, or are otherwise forward-facing lamps that are historically appropriate. This is all to safeguard the historic character of the event.

1.7.3. Advertising

The organisation may require participants to affix advertising stickers to both front doors of the car. It is not permitted to affix this advertising in parts on the car. An exception to this rule is only possible following consultation with, and approval from, the organisation prior to the start. If any part of the advertising and/or the competition number is missing, the crew will not be admitted to the start.

Advertising on a car may be retained, provided it can be shown that this model of car previously carried this advertising in a particular livery, and provided the stickers, colours, lettering and dimensions exactly match the original.

1.7.4. Rally plates and competition numbers

Participants may be issued rally plates, which must be fitted to the front and rear of the car, and which must not obscure the car's number plate. In addition, or instead, a start number sticker may be issued, which must be fitted to the top right of the inside of the windscreen. Advertising stickers, rally plates and the start number sticker must be present on/in the car throughout the entire event.

1.7.5. Extra fuel

Carrying extra fuel in proper jerry cans in the car is permitted, up to a maximum of 10 litres in total. For safety reasons, this extra fuel must NOT be located in the passenger compartment of the car.

1.7.6. Compass, distance, time and speed meters

In addition to the car's original odometer, any type of distance meter (without the ability to calculate or display average speed) is permitted, with a maximum total of two counters. For example: two distance meters with one counter each, or one distance meter with two counters.

No mechanical or electronic aid whatsoever (for example: the use of the Brantz Electronic Speedtable/the so-called "cheat box", GPS, mobile phone, etc.) for calculating or displaying average speed may be present in the car. The use of a watch with GPS functionality is likewise excluded and may therefore not be present in the car.

1.7.7. Communication and navigation equipment

The use of fixed or mobile navigation equipment by participants is not permitted. During the competition, this equipment (such as mobile phones, smart watches, tablets, laptops, navigation systems) may not be present in the passenger compartment. Mobile phones may be used for:

1. emergencies (see appendix B);
2. the (mandatory) use of the app prescribed by the organisation for registering controls, on a recent smartphone;
3. calling on assistance from the organiser's service team;
4. reporting a withdrawal to the organiser.

All officials are authorised to check, during the event, for the presence of the above-mentioned equipment in the passenger compartment of the car and whether navigation equipment is switched on. Upon the first detection of the use of navigation equipment, the crew concerned will be penalised with 5 minutes; a subsequent violation will result in exclusion. If the crew refuses to be checked, the crew will be excluded from further participation immediately.

1.8. Course of the event

1.8.1. Timetable

The event timetable has been drawn up such that, under normal circumstances, participants can complete the assigned instructions within the given time. If the timetable cannot be maintained due to unforeseen circumstances (e.g. weather conditions), the organiser will make timely, adequate adjustments. The organiser will inform participants of this in good time, for example by means of a bulletin or an announcement by officials en route.

1.8.2. Document check - Registration desk

Both crew members must report within the time frame stated in article 1.4 to the document check or registration desk at the start location to complete the waiver formalities and collect the starter pack (including e.g. rally plates, door/start numbers, etc.).

1.8.3. Start procedure

Crews must be ready to depart 10 minutes before their start time. The start of stage 1 follows the numerical order of the final start list. The starting order may be changed during the event. Crews start at 1-minute intervals and must report to the MC-out at their start time, where (part of) the route book may be issued.

1.8.4. Traffic rules

Throughout the entire event, participants must strictly comply with the traffic rules applicable in the country in which they find themselves. Within built-up areas, participants are required to drive with the utmost care and dignity, so that third parties have no cause to take offence at passing participants.

Detected speeding violations will be penalised in accordance with article 2.9. Other traffic rule violations will be penalised with 10 minutes.

Police officers and/or organisation officials who have identified the violation may notify the crew of this in the usual manner. If they do not stop the driver on the spot, they may ask the clerk of the course to apply the penalty.

1.8.5. Participant conduct

Participants must follow the instructions and/or directions of the officials. Participants must at all times give way to other vehicles wishing to pass.

Any incorrect, fraudulent or unsporting conduct (including reconnoitring the route) by participants, or by persons for whom they are responsible, will be assessed by the organisation's management, which may impose penalties up to and including exclusion.

Excessive speeding violations and repeated traffic rule violations are regarded as bringing the sport of historic rallying into disrepute and may be penalised with exclusion.

Reconnoitring the route and/or Regularities, in any form whatsoever, by a crew, or using information obtained via third parties, is not permitted.

1.8.6. Environment

Participants must not place an unnecessary burden on the environment. For cars leaking fluids, a proper sheet (or drip tray) under the car is mandatory before the start, during rest stops and after the finish. While present (waiting) at manned control posts, participants must cause as little nuisance as possible to local residents. Waste liquids, parts, materials and objects must be taken along in the car or, where available, disposed of in designated waste containers. Should contamination of the ground nevertheless occur, the crew is obliged to report this to the organisation immediately, stating all relevant details. Any damage identified will be recovered from the crew concerned. Violation of these provisions may lead to exclusion, without prejudice to the crew's obligation to pay the costs of cleaning, damage, etc.

1.8.7. Damage

Participants are required to report any unintended damage caused during the event to their own or another party's car and/or property to the organiser as soon as possible, and at the latest at the MC IN of the stage concerned. Failure to report damage may result in a sanction up to and including exclusion, at the discretion of the organisation's management.

1.8.8. Retirement

If a crew retires, it is requested to notify the competition secretariat (Marcel van Maanen) of this as soon as possible, by handing in the time card.

1.8.9. Service

Service is understood to mean the provision of pre-arranged assistance by third parties to a crew for the purpose of repairing the car in the event of a breakdown. Providing this kind of service is not permitted at any point during the event. It is, however, permitted for a stranded car to be towed by the organisation's service team, or by a fellow crew, to for example a workshop. Furthermore, it is not permitted for a crew to be constantly followed by a service car or in any other manner.

Upon the first detection of the use of assistance (other than from the organisation), the crew concerned will be penalised with 5 minutes; a subsequent violation will result in exclusion.

In principle, the car must move under its own power at all times. If the registered car does not reach the finish under its own power, the crew will not be classified.

In the event of technical problems en route, contact can be made with the Classic Job service team. The participant may not derive any rights from this service.

1.9. Questions afterwards & neutralisations

1.9.1. Route-technical questions

Route-technical questions may be submitted up to 30 minutes after the finish closes. The closing time of the finish is stated on the time cards.

The organiser will ensure that questions are answered as soon as possible. Answers will be provided to participants digitally.

1.9.2. Neutralisations

The organisation's management may decide to neutralise controls, either on the basis of its own observations or in response to questions raised by participants. When one or more controls are neutralised, whether before the first participants (of a class) have passed through or after a number of participants (of a class) have passed through, the clerk of the course will decide as follows:

1. any penalty time incurred at the controls concerned will be cancelled (for the class(es) for which the neutralisation applies);
2. the controls concerned will be declared void (for the class(es) for which the neutralisation applies).

If, during a regularity section, the road becomes blocked for some of the participants, the clerk of the course may decide to give the affected participants the average penalty of the participants who were able to drive the route. [Participants who were able to drive the route but incurred a penalty higher than the average will then also receive that average penalty.] This does not apply to individual cases of participants who were delayed.

1.9.3. Calculation-technical questions

Participants may raise questions about the calculation of penalty time and the classification up to 15 minutes after publication. Once these questions have been processed, the final result will be published.

1.9.4. Protests

No protest may be lodged against the answers to route-technical or calculation-technical questions or against neutralisations. The decision of the clerk of the course is binding and no appeal is possible against it.

1.10. Classification & prizes

1.10.1. Classification, tied results

The final classification per class is determined by adding together all penalty points per crew. The crew with the lowest total number of penalty points in a class is declared the winner of that class, the crew with the next-highest number of penalty points is placed second, and so on.

If two or more crews have obtained the same number of penalty points, the crew that incurred the lowest time penalty on the rally's final regularity section will receive the higher placing. Should this not produce a decision, the crew with the oldest car will be placed highest.

The team result is the sum of the final classifications of the three best-classified crews of the team. The team with the lowest time penalty is the winner. Should two or more teams have the same time, the team whose three best-classified crews have the lowest combined time will receive the higher placing.

1.10.2. Result

Once the final result has been published, the prize-giving will take place. The final result will also be published in detail from 06-02-2027 on classicevents.nl.

1.10.3. Prizes

The organisation will reward participants' performances with various prizes.

Final classification: 2 trophies for 1st, 2nd and 3rd place in each category/class.

Best Newcomer Team: 2 trophies for the best new team.

Best Mixed Team: 2 trophies for the best team in each category/class.

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 organisation reserves the right to add or withdraw prizes without giving reasons.

1.11. Summary of penalties, organisational aspects

Reason	Number of penalty points
Failure to sign the waiver declaration	exclusion
Car has an excessive noise level	exclusion
Missing mandatory advertising, rally plates and/or competition numbers issued, at the start	exclusion
Avoidable burden on the environment	exclusion
Failure to report damage	exclusion up to and including
Detected obstructive road behaviour and incorrect, fraudulent or unsporting conduct (including reconnoitring the route)	exclusion up to and including
Bringing the sport of historic rallying into disrepute (for example excessive speeding violations and repeated traffic rule violations)	exclusion up to and including
Detected violation of road traffic legislation	5 minutes per occurrence
First detection of use of a navigation system (classics)	10 minutes per detection
Second detection of use of a navigation system (classics)	Exclusion
Refusing the check on use of a navigation system (classics)	Exclusion
First detection of use of organised service (not from the org.)	5 minutes
Second detection of use of organised service (not from the org.)	Exclusion
Failure to reach the finish under own power	Not classified
Change of crew	Not classified

2. TECHNICAL ASPECTS

For this event, the organisation uses physical route material (route control boards, stamp controls, manned (time) controls, route arrows, etc.), virtual route material (such as time controls, timing points, regularity starts etc. appearing in an app for control registration en route), or a combination thereof.

2.1. Route book

The route information is handed out to the crews on the Saturday before the start.

The mandatory map material to be used will form part of this, in the form of a pre-marked map book. Participants are not permitted to use other map material. The mandatory map material must be used at its original scale. The use of information obtained from the internet is not permitted.

The route and the locations of controls are described in route instructions. Where the indicated route cannot be followed, for whatever reason, the organiser will create a diversion by means of orange arrows or in a Route Bulletin. The permitted driving times are indicated on the control card.

2.1.1. Map material

The route book uses topographic maps at a scale of 1 : 150,000. The scale is always stated on the map extract or in the route instruction belonging to the map extract.

For the regularity stages, separate map extracts are handed out each day (usually at the MC-out); these map extracts normally have a scale of 1 : 50,000. Where this differs, it is explicitly indicated on the map concerned.

It is not permitted to have or carry additional map material in the car, with the exception of the original map books, also used by the organisation, at a scale of 1 : 150,000. Upon detection of a violation of this rule, the crew concerned will be penalised with 5 minutes. A second detection will result in exclusion.

All officials are authorised to check, during the event, for the presence of unauthorised map material. If the crew refuses to be checked, the crew will be excluded from further participation immediately.

2.1.2. Legend

The route/map book contains the legends of the topographic maps and/or bol-and-arrow symbols used.

2.1.3. Route instruction

From start to finish (of each stage), the crew must drive a prescribed route, observing the prescribed average speed and the traffic regulations in force locally. The prescribed route is stated in the form of a route description in the route book and is marked in the map book. (Loose) map extracts with route instructions may also be issued at manned posts, for example for a regularity stage.

2.1.4. Refuelling

As a service to participants, petrol stations may be indicated in the route book. The crew is responsible for its own fuel supply and its own schedule. Time lost due to queues at refuelling points will not be compensated by the organisation.

2.2. Control cards

How registration for RallyCheck (hereafter referred to simply as the app) must take place is stated in the manual; see <https://rallycheck.com/nl/rallycheck-user-manual/>.

The manual also contains a description of how to use the app and how the various types of controls appear. A manual written specifically for the Winter Trial is included as an appendix. At the start of a stage, each crew receives a digital control card via the app. Controls encountered en route are registered on it (by the app). The control card is automatically sent to the organisation and to the crew's email address at the end of each stage.

For all controls where the crew has the choice whether or not to save the control, the crew alone is responsible for registering it on the digital control card. The crew must ensure for itself that time controls are approached at the correct time.

Each crew receives a paper time card with the standard times for the fictitious car -0-. The time card, for the entire Winter Trial, is issued after the car inspection. No correction or addition to the time card is permitted (except in the column intended for the crew's own notes). The crew is responsible for handing in the time card at the various controls and for checking the registered time.

2.3. Route controls

2.3.1. Passage controls (PC/SC/SPC)

At a manned passage control, the control card is only marked (stamped) at the moment the crew hands over the card. The organiser may set up unmanned passage controls (for example via the Rallycheck app) at any point on the route. A passage control that is not included in the route book is called a Secret Check (SC); where speed is also measured there, it is called a Speed Check (SPC).

At a manned SC (Secret Check), a yellow stamp board is placed in advance and a red stamp board is placed at the marshal. You **MUST** stop at the marshals so that they can stamp your time card.

Control boards may be physically placed along the road or may appear on screen in the Rallycheck app.

2.3.2. Route controls on Navigation sections (RCs)

While driving the route, checks are made to ensure that you are driving the correct route. This is done by means of route controls.

Missing a route control or passing a route control that shows the correct route was not driven (wrong order) is penalised with 5 minutes.

When passing a virtual/unmanned route control, a notification appears in the app. The organiser may/will use controls that, when they appear in the app, are automatically placed on the digital control card (i.e. without any action by the participant). In the Winter Trial, all controls will be saved automatically without any action by the participant.

2.4. Time controls (TCs)

2.4.1. Timekeeping

The correct time (at unmanned controls) is determined by the Rallycheck app, based on the time on the participant's smartphone. This time is automatically synchronised by the smartphone via the Network Time Protocol (NTP). At manned controls, the correct time is determined by the Rallycheck app on the marshal's phone.

2.4.2. Time controls (TC)

The marshal enters the time at the moment the crew hands over the control card. Crews are not penalised where the card is presented within the planned 'check-in' minute. Any difference between the actual check-in time and the planned check-in time is penalised. Where crews are late at a time control, they may, without penalty, be the same number of minutes late at the next time control, provided this remains within the maximum permitted lateness (MPL) of 30 minutes. Reporting after the maximum permitted lateness (MPL) means the control is considered missed. The maximum penalty per stage is 4 hours.

Time controls are present from 15 minutes before the ideal passage time of the first participant until 30 minutes after the ideal passage time of the last participant.

2.4.3. Main Time Control (MC)

At the 1st control of each stage (MC-OUT) a start may be up to 15 minutes late at most. At the last

control of each stage (MC-IN) the crew may report up to 60 minutes late at most, of which 30 minutes is penalty-free. Missing the last control of a stage (MC-IN) is penalised. Crews are not penalised for arriving too early at the last control of a stage (MC-IN).

2.4.4. Unmanned Time Controls (TCL)

A Time Control may also be unmanned, in which case timing is carried out by the Rallycheck app or Logger. The app indicates the approach of an unmanned time control. There is a zone with a radius of 50 metres around the Time Control. Within that zone, the TCL is shown on the screen. Timing takes place at the moment of a) confirming the time on the screen (within that zone), or b) leaving the TC zone.

2.4.5. Recognisability and reporting

Each stage starts with an MC OUT and ends with an MC IN. Where a stage consists of more than one leg, there are also "regular" TCs. Only the last TC of a stage (MC IN) may be approached earlier than the ideal passage time (IPT), to avoid unnecessary waiting.

Seconds do not count; time controls are calculated in minutes only. For example, "more than 15 minutes early" and "more than 30 minutes late" mean 16 minutes or more early and 31 minutes or more late, respectively.

There is a TC zone around a TC, within which the time control becomes visible and the running time is shown. Crews must register a TC by either a) saving the time control within the TC zone, or b) leaving the TC zone (in the correct minute). The time registered in doing so (WPT, the actual passage time) is the minute in which the time control is saved, or the minute in which the zone is left.

2.4.6. Penalty points – making up time

At an MC IN, you may report before the IPT without penalty. At another TC (OUT or a 'regular' one), reporting up to and including 15 minutes early is penalised at 2 minutes per minute of deviation from the IPT; reporting more than 15 minutes before the IPT is regarded as missing the TC. Missing a TC is penalised with 30 minutes.

Reporting later than the IPT at a TC (OUT, IN or 'regular') is penalised at 1 minute per minute of deviation. If you were also late at the previous (not missed) TC, only the additional lateness is penalised. Reporting more than 30 minutes after the IPT is regarded as missing the TC.

Making up time is not penalised as long as a TC is not reached before the IPT. If it is, the rules described in the first paragraph apply.

At the last control of the Stage (MC-IN) you may report (unlimited) early without penalty, and the first 30 minutes late are unpenalised.

If you experience problems reaching the start on time, contact the clerk of the course. If you risk running short of time on the way to the finish, it is better to cut a section of the route short to avoid not being classified.

Example table of penalty point calculation:

TC	IPT	WPT	Deviation	Penalty time	Explanation
TC 1 OUT	08:16	08:16	Departed on time	0	Report on IPT at the next TC
TC 2	09:01	09:00	1 min. before the IPT	2 minutes	Pressed save too quickly? At the next TC, do not report a minute early again (as that would be penalised again), but at your IPT.
TC 3	09:21	09:21	On time	0	
TC 4	09:54	10:13	19 min. late	19 minutes	At TC 5 you may report up to 19 minutes after the IPT without penalty. You may make up time in the next leg.
TC 5	10:38	10:55	17 min. after the IPT	0	No penalty time. You have made up 2 minutes of your accumulated deficit, which is unpenalised. Your deficit against the IPT is now still 17 minutes. At TC 6 you may report up to 17 minutes after the IPT without penalty.
TC 6	11:32	11:56	24 min. after the IPT	7 minutes	At TC 6 you were allowed to report 17 minutes late without penalty, but do so 24 minutes late. The extra minutes used are penalised. Your deficit has increased to 24 minutes. At TC 7 you may report up to 24 minutes after your IPT without penalty.
TC 7	12:24	12:56	32 min. after the IPT	30 minutes	Reporting more than 30:59 late means you have missed the TC. Your deficit remains that of the last non-missed TC (TC 6). At TC 8 you may therefore report up to 24 minutes after your IPT without penalty.
TC 8	12:59	13:26	27 min. after the IPT	3 minutes	At TC 8 you were allowed to report 24 minutes late without penalty, but do so 27 minutes late. The extra minutes used are penalised. Your deficit has increased to 27 minutes. At TC 9 you may report up to 27 minutes after your IPT without penalty.
TC 9	13:50	14:05	15 min. after the IPT	0	No penalty time. You have made up 12 minutes of your accumulated deficit, which is unpenalised. Your deficit against the IPT is now still 15 minutes. At TC 10 IN you may report up to 15 (+30) minutes after the IPT without penalty.
TC 10 IN	14:31	14:29	2 minutes before the IPT	0	No penalty time: you may report before the IPT at a TC IN without penalty (to avoid unnecessary waiting).
Total				60 minutes	

2.5. Regularity test/Regularity**2.5.1 General**

The location of the start (RS) is indicated in the route book and/or route instruction. The crew must cover the Regularity, up to the Regularity Finish (RF) or the last Timing Point (TP), at the average speed(s) specified by the organiser. At the indicated Rejoin Point (RP), the regularity route rejoins the route book route. The Regularity Finish (RF), the distance after which there will no longer be any TPs, is sometimes, but not always, indicated in the instruction. The RF is not a separate control. The entire route between the RS and the RP is deemed the mandatory route.

The start of a Regularity is also a passage control, and the start of a Regularity can be carried out in three ways:

2.5.2 Regularity Manned Start (RSM)

Regularities can be started by means of a so-called "Manned Start". In this case the marshal will register the start time, after which, following a countdown of the final 5 seconds, they will give the "GO" start signal. Upon arrival at the manned start, the time is registered by the app. Where a delay has arisen at the start and the difference between the arrival time and the start time is more than 3 minutes, this will be regarded as a delay, and the crew may carry this delay forward as Penalty Free Lateness (PFL) to the next TC/MC.

2.5.3 Regularity Self Start (RSS)

Regularities can be started by means of a so-called "Self Start". It is the crew's responsibility to depart from the correct place, at the correct time, in the correct direction. The correct start time is determined by adding a number of (given on the time card) minutes to the time of the preceding control (TC or PC). Should several crews have been timed in the same minute at the preceding control, the marshal there may add a number of extra seconds to the start time, so as to prevent several crews starting at the same time.

2.5.4 Regularity Logger Start (RSL)

Regularities can also be started by means of a so-called "Logger Start". With a logger start, the crew may start at any time within the opening time of the control, but only on the full minute. It is not permitted to start in the same minute as the preceding crew. The actual start time is registered by the Rallycheck track & trace app at the moment of leaving the start location. Using 'Click to save' on the app screen, you can also record the start time and depart later. In both cases, the time is rounded (truncated) to the full minute. If you click or leave the start location at, for example, 10:20:45, your start time will therefore be 10:20:00, and you will already be 45 seconds behind!

2.5.5 Timing procedure / Timing Point (TP)

A Regularity may have one or more timing points (TPs). Timing will be done by hand or with the Rallycheck app. A manned TP is indicated by means of a yellow control board, or a red control board if it is the last TP, where the car must stop to have the clocked time registered. The app gives the warning 'Marshal!' before a manned TP. When the crew sees the (manned) TP, they may not stop, drive extremely slowly, or be overtaken by another car within sight of the control post. At the control post, the car must stop to have the clocked time registered. Failing to stop at a manned control post is regarded as not approaching (missing) the post. After the last (unmanned) TP, the app displays the message "End of Regularity". Timing is carried out between the Regularity start (RS) and each TP. For the driving time to each TP, the organiser sets a standard time (ideal passage time). Every second's deviation from the standard time will be penalised. For example: where 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.

2.6. Tests

2.6.1 Skill test

The event may include one or more Tests. These take place on a site and/or section of road closed to other traffic. The description of a Test is given on the hand-out, or you will be given it at the start of the Test.

A standard time ("bogey time") is set for each Test. The standard time will be based on an average speed of between 30 and 60 km/h

The start official indicates by means of a countdown when you may start.

A Test may use a so-called "à cheval or Stop Astride". At that point you must bring the car to a stop with the front wheels past, and the rear wheels before, the (imaginary) line between 2 points indicated in the description of the test (often marked with cones).

The start and finish of a skill test are recorded by marshals. You do not need to pay attention to the app for this yourself.

The finish of the test is also a Stop Astride. The time stops when the car has come to a standstill. If you have overshot, do not reverse!

After the car has come to a stop at the Stop Astride finish, the route must be continued QUIETLY, driving, up to the marshal.

2.6.2 Lap Consistency test

In a Lap Consistency test you must drive a number of laps (usually on a circuit), in which, in the first lap, you yourself set a standard time (within certain limits), after which you must complete 2 or more further laps within that standard time.

At a fixed point – while driving! – automatically a start time is registered by the app. You therefore do not need to save this control yourself. On the course of the Test, the app registers whether the correct course is being driven.

2.7. Route interruptions

It may happen that the planned route cannot be driven. Here we distinguish two different kinds of route interruption:

1. Route interruptions that did not exist when the route was set and checked, but which are identified by the organiser shortly before the event or during the pre-run (think of unexpected roadworks, temporarily placed prohibition signs, a street market, etc.). In such a case the organiser may create a diversion using:

- route arrows and/or directions via the app

2. Route interruptions that occur during the regularity rally itself. Think for example of an accident or an angry farmer who has placed his tractor on the road. In such a case you must rejoin the intended route as soon as possible after the interruption. The route to get there is entirely free. There are therefore no restrictions on the roads that may be used, and turning around is permitted.

2.8. Route arrows

Arrows can be placed along the route or simply be made visible in the app. Both types of arrows have the same binding characteristics.

1. Route arrows placed along the route can be recognised by an arrow bearing the words Classic Events. In the app the arrow will just be an orange arrow.

2. Horizontal route arrows placed before a junction, pointing upward, are intended to guide participants, by means of a diversion (see art. 2.7.1), to a point further along the intended route, and must be followed without exception. A diversion is closed off with 2 route arrows placed above or next to each other (so-called double route arrows). From that point you must continue on the intended route; there is NO need to backtrack to drive missed sections of the route.

3. Individual route arrows may also be placed at unclear road situations, to prevent you entering the wrong, unintended road.

4. If a route arrow with the point facing downward is placed at the start of a road, that road may not be entered from this side.

5. If a route arrow with the point facing upward is placed at the start of a road, then you may enter that road, even if it is closed to traffic. You may then assume that the organisation has obtained permission for this.

2.9. Speed checks

Throughout the event, participants must strictly observe the maximum speeds applicable locally. The organiser will hold at least one speed check per day within a built-up area, a 30 km/h zone or a quiet zone, preferably at locations where compliance with the maximum speed is clearly important for the local environment and/or road safety.

For a detected speeding violation of more than ten kilometres per hour, a penalty of 1 minute is applied per kilometre per hour driven above the speed limit, over and above the first ten kilometres. In the event of a speed check, the app will report "Speed check XX km/h" and will also show the speed detected. A speed check may be preceded by a warning from the app in the form of a maximum speed sign.

2.10. Quiet zones

A quiet zone (Q-zone) is intended to ensure a quiet passage for participants, with a minimum of nuisance to local residents. Participants must drive with the utmost care here. The maximum speed in a Q-zone is the maximum speed applicable there!

The app indicates the start and end of a Q-zone with a maximum speed sign and an end-of-maximum-speed sign, respectively. The app will give a warning if speeding occurs in a Q-zone. If speeding occurs in a Q-zone for more than 5 consecutive seconds, this is penalised with 1 minute per km/h over the limit.

So if 55 km/h is driven for more than 5 seconds in a Q-zone with a limit of 50, the penalty is 5 minutes.

2.11. Summary of penalties, technical aspects

Penalties overview

Failure to start

- Car does not comply with road traffic legislation / Non-standard / Car built after 31-12-1991
- Engine noise above 95 dB(A)
- Car not fitted with the correct homologated winter tyres
- Car fitted with more than 6 headlights at the front
- One or more items of equipment not present in the car
- Crew does not match the registration form / Driver does not hold a valid driving licence
- No valid rally pass or licence
- Registration form not signed / Registration form submitted too late / Entry fee not paid/no valid proof of entry
- Car not covered by valid insurance
- No personal accident/occupant insurance
- Declaration not signed
- Document check not passed
- Car not approved
- Penalties at the discretion of the clerk of the course (up to and including exclusion)
- Car not fitted with the correct homologated winter tyres during the rally.
- The presence or use of coloured lamps, Xenon and/or LED lighting, etc.

- Track & trace system not in the car or not working, per stage.
- Absence or altered advertising from the organiser.
- Advertising on the car conflicts with that of the organiser/is not in the spirit of the event/is offensive/exceeds the maximum size.
- Crew names not correct or blood group not stated on the car.
- Number plate covered / rally plates and/or competition numbers not correctly fitted and/or missing.
- Unsporting/incorrect conduct and/or violations of road traffic legislation.
- Dangerous driving behaviour and/or unsporting conduct and/or blocking passage
- Failure to follow instructions from officials and/or marshals
- Ground sheet not used during repairs and overnight stop
- An amendment and/or addition to the time control card

Exclusion

- Missed the last time control (MC, finish) of the Winter Trial/failure to finish under own power/ car not roadworthy/failure to comply with the road traffic legislation of the countries concerned.
- Refusal to allow the car to be searched.
- exceeding the maximum speed by more than 50%.
- route/Regularity reconnoitred

Time penalties

Other map material and/or information from the internet: per violation	30 minutes
Distance meter(s) not compliant, per stage	5 minutes
Presence / use of electronic navigation (GPS) or on the phone	30 minutes per leg
Car not presented for inspection on the indicated date and time	30 minutes
1st speeding violation	30 sec. per km/h, if above the limit (+10%) is driven.
2nd speeding violation	30 sec. per km/h, if above the limit (+10%) is driven.
3rd speeding violation	at the discretion of the clerk of the course, up to and including exclusion.
In a Q-zone	30 sec. per km/h, if for at least 5 sec. above the limit (+10%) is driven.
Interruption of the Winter Trial, up to a maximum (per stage)	4 hours
Own service team, per violation	30 minutes
Approaching/leaving a control from the wrong direction	5 minutes
Time card lost	4 hours
Passage control/Secret or (un)manned passage control missed	15 minutes
Each minute late at a time control	1 minute
Each minute early at a time control	2 minutes
Time control missed, exceeding maximum delay (MPL)	30 minutes

Maximum penalty per stage	4 hours
Each minute late at the start of the event or stage, up to 15 minutes	1 minute
More than 15 minutes late at the start of a stage	30 minutes
Missing the last control of a stage (MTC-IN)	30 minutes
Reporting too early at the last time control (MC-IN) of a stage	0 minutes
Car not presented for inspection at the indicated time and date	30 minutes
Time penalties Regularities	
Starting in the same minute as the preceding crew (RSL)	5 minutes
Starting before the start signal (RSM)	20 seconds
Each second early/late at a TP	1 second
Missing a Timing Point (TP)	5 minutes
Missing a (secret) Passage control during a regularity section (RS ->RP)	5 minutes
Maximum penalty time penalty per TP	5 minutes
Maximum penalty per regularity section	20 minutes
Failure to start the regularity section	20 minutes
Time penalties, Tests	
Each second more than the standard time, per second	1 second
Not following the prescribed route	10 minutes
Maximum penalty for driving the test	10 minutes
Not driving the test	10 minutes
Time penalties, Circuit regularity test	
Standard time not achieved in accordance with the test instruction	10 minutes
Each second more or less than the standard time, per second	1 second
Too few laps, per lap	5 minutes
Too many laps, per lap	5 minutes
Maximum penalty for the test	10 minutes
Not driving the test	10 minutes
Time penalties, skill test	
Starting too early	20 seconds
Failure to stop astride or exceeding time limit during the test	10 seconds
Hitting a cone or marker point	10 seconds
A cone or group of cones not passed according to the prescribed route	30 seconds
No attempt to stop astride	3 minutes
Reversing in the event of crossing the finish line	3 minutes
Not stopping at the finish	3 minutes
Time penalties, navigation leg	
Missing or approaching a passage control in the wrong order	5 minutes
Maximum penalty for, or failure to drive, the navigation leg	30 minutes

3. ROUTE PROVISIONS

3.1. General map-reading provisions

3.1.1. The map

The map extract itself

1. Various types of roads and paths appear on a map extract. Map roads are understood to mean roads bordered by two edge lines, of which at least one is unbroken at every point.

- Edge lines are the outer boundary of a map road.
2. Cycle paths, ferries, footbridges, or roads under construction/design are not map roads. Tunnels on map roads may, however, be used.
 3. A map road indicated on the map as a one-way road may not be included in the route in the opposite direction.
 4. Map symbols and map text do not interrupt passage, with the exception of the road-closure map symbol, which does block passage. Continuous edge lines (at the level of a side road) and continuous lines indicating the division into lanes do not block passage. Where map symbols or continuous edge lines of the uppermost road show that two roads cross at different levels (see the legend), both roads are deemed to continue without connecting to each other.

Items added to the map extract by the organisation/route-setter

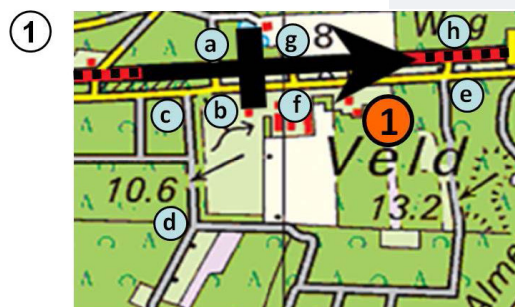
5. Symbols added to a map extract (e.g. small direction arrows along the marked line), stickers (logos, rally plates, etc.) and text boxes (including circled numbers for arrows, points, etc.) interrupt the map road(s) beneath them. Blocking symbols (blocking crosses/dots, barricades, boundary lines) likewise block the map roads beneath them. A map road is blocked if, at that location, the road and both edge lines of the map road are covered.
6. Route symbols added by the organisation (arrows to be driven, points, marked lines and line segments) do not block the map roads beneath them.
7. Route symbols are deemed to lie solely on the underlying map road. Arrowheads that 'protrude' and cover a nearby map road do not block that road, regardless of the direction in which one is driving.
8. Small "bulges" on an arrow, a marked line or a line segment are deemed to have been drawn in keeping with the locally driveable situation.
9. A (part of an) arrow or the marked line may not be included in the route in the opposite direction. Touching and crossing are not considered driving in the opposite direction.
10. An arrow is indicated on the map by a line segment with an arrowhead, which does not always have to be at the end of the line segment. The arrow is deemed to cover the full length of the line segment.
11. A circle is placed around a point. The sole purpose of the circle is to make the point easy to find on the map, and it does not block the route.
12. Circles or ellipses indicating a quiet zone or a situation differing from the map likewise do not block the map roads beneath them.

Figure 1: example of blocking/not blocking

On the adjacent map extract, the "shortest-route arrows with barricades" system applies. The dotted line indicates the main route.

The alternative route around the barricade in arrow 1 runs via a-b-c-d-e-f-g. Do not drive through the barricade, nor along the parallel road. However, driving through the map symbol (small arrow pointing to "10.6") and the map text ("Veld") is permitted.

Finally, driving through the arrowhead of arrow 1 is also permitted.



3.1.2. Constructing the route

1. Only map roads may be used when constructing the intended route.
2. When constructing the intended route, turning around on the route is not permitted.
3. The start and end of a leg may only be included once in the route. The start of an RP or Test may likewise only be included once in the route, and turning around here is not permitted.
4. Unless otherwise stated in the system description, map roads may NOT be included more than once, and only in one direction, in the route per map-reading leg.
5. When constructing the route, account must be taken of any traffic rules applicable locally, such as, for example, the direction of travel at a (mini) roundabout and on roads with separated carriageways.

3.1.3. Driving the route

6. Roads at the start of which there is a dead-end road traffic sign may not be entered if the map situation gives cause to do so. Visibly dead-end roads may NOT be entered.
7. Roads bearing a sign reading "Private road", "Local traffic only", "Pedestrian area", "No entry for unauthorised persons", or signs to similar effect, may not be driven.
8. Black circles may be placed on the map extracts. Within such a circle, the actual situation will generally differ from the situation on the map. The route within the circle is free; any roads, whether or not shown on the map, may be used within the circle. There are no route controls within the circle. Naturally, the circle must still be entered and exited via the correct roads.
9. For all classes, a deviation of more than 100 metres does not occur, and a correctly constructed route can always be driven. All classes therefore never need to construct a detour.

3.2. System descriptions

3.2.1. Marked Line

1. From the start to the end of the route section for which this system applies, the line marked on the map (IL) must be driven as accurately as possible.
2. The IL (or part of it) may only be driven in the direction that must be followed to get from the start to the end of the IL. That direction may also be indicated by small direction arrows along the IL.
3. (Parts of) the IL may be included in the route more than once (this only occurs when re-driving a section).

3.2.2. Shortest-route arrows

1. From the start to the end of the route section for which this system applies, a continuous route must be constructed over map roads, in which all arrows are included from start to finish and in ascending numerical order.
2. (Parts of) arrows may be included in the route more than once.
3. On the way to an arrow, or to the end of the route section for which this system applies, the shortest route must always be constructed, taking the above into account. This is how the intended route is formed.

3.2.3. Route description on map

1. From the start to the end of the route section for which this system applies, a continuous route must be constructed over map roads by carrying out all instructions stated on the map extract in ascending numerical order. In effect this is a rally using the shortest-route-to-points system, since for each instruction the shortest route must be driven to an (exit) point.

2. There are two types of instruction: through an orientation point and along an orientation point. An orientation point is a map symbol or map text.
3. With the instruction through an orientation point, the shortest route over map roads must be constructed to the point where one 'enters' the orientation point. The instruction is carried out once that point is reached (= exit point).
4. With the instruction along an orientation point, the shortest route over map roads must be constructed to the point (on a map road that is not dead-ending (at the map edge or otherwise)) that lies as close as possible to the orientation point. The instruction is carried out once that point is reached (= exit point).
5. For an 'along' instruction, and in the instruction following it, it is not permitted to drive through the orientation point used (in) the 'along' instruction.
6. If an orientation point is not stated between quotation marks in the instruction, it is a map symbol that can be found in the legend belonging to the map extract.
7. If an orientation point is stated between quotation marks in the instruction, the orientation point is map text. The text stated between quotation marks in the route instruction must be identical to the map text, including the use of upper- and lower-case letters. Example:
 1. Through the second "b" of "Abbekerk" – look for the text Abbekerk, shown on the map with a capital A and the rest in lower case;
 2. Along "Abbekerk" – part of the (nearby) map text is missing because it falls outside the map or is hidden, for example, behind a text box of the organiser; look for the fully visible text Abbekerk on the map;
 3. Along "kerk" – do not drive along a map symbol for a church, but look for the text kerk; not as part of the map text Abbekerk, it must be a standalone text. If, on the map, the first four letters of Abbekerk are missing because they fall outside the map or are hidden, for example, behind a text box of the organiser, then the part that is on the map (kerk) may be used as a standalone orientation point.
8. If all parts of an orientation point (for example a building or a street name) lie equally close to a map road, and the instruction requires driving along that map road past that orientation point, then the exit point is reached as soon as the first part of the orientation point is passed.
9. If several orientation points qualify for use in an instruction, the orientation point must be chosen to which the shortest route over map roads is the shortest.

3.2.4. Bol-and-arrow (with or without distances)

1. Using bol-and-arrow instructions, consisting of situation sketches with any additional markings, the shortest route must always be driven, in accordance with the following provisions, from the bol to the point of the arrow. The point of the arrow must be driven in the indicated direction.
2. A situation sketch may show the distance from the previous bol-and-arrow situation and the total distance from the start and/or to the finish of the route section to which the bol-and-arrow instructions apply. The measuring point may be indicated in the drawing with an asterisk (*).
3. The bol-and-arrow instructions must be carried out in numerical order.
4. The situation sketches are not drawn to scale.
5. The situation sketches may be shown in stylised form. This means that roads running more or less diagonally or curved do not need to be drawn as such. Roads that form a 90° angle in the situation drawing need not do so in reality.
6. Paved roads are drawn using a continuous line.
7. Unpaved roads are drawn using a broken line (dotted line).

8. Dead-end roads, roads that are prohibited to enter, and private driveways recognisable as such may not be entered. These roads need not be, but may be, drawn for additional orientation. Such roads are then shown with a small block (blocking mark).
9. All paved roads that emerge into the actual situation and may be entered are included in the situation sketch. Unpaved roads may, but need not, be included in the situation sketch.
10. Between the bol-and-arrow instructions the through (main) road must be followed.

APPENDIX A – WAIVER DECLARATION

The undersigned, hereinafter jointly referred to as “the crew”, consisting of a driver and a navigator, hereby declare that they will take part in the Winter Trial, hereinafter referred to as “the event”, organised by Classic Events bv, hereinafter referred to as “the organiser”.

The undersigned declare the following:

1. The car with which the crew takes part in the event is in good technical condition, is suitable for use on public roads, is insured against the risk of damage to third parties as referred to in the Motor Vehicle Liability Insurance Act (the W.A.M.), and participation in the event is also covered under this insurance.
2. The crew accepts that the organiser is not liable, where applicable, for damage, regardless of what the damage consists of or how it arose, suffered by the crew in connection with (intended) participation in the event, except up to a maximum of the amount the crew paid for participation in the event. To the extent the damage is greater, this shall remain for the crew's own account. In any case, the organiser shall not be liable for a higher amount than is paid out under the liability insurance taken out by the organiser. The reason for this partial exclusion of liability is that, given the current participation costs for crews, the event's budget does not allow for the payment of damages. The crew shall indemnify the organiser against claims from third parties, including other participants in the event, in connection with any damage as referred to above.
3. The members of the crew are in good health and are able and sufficiently competent to take part in the event.
4. The crew acknowledges and accepts the nature of the event and the risks associated with it.
5. The crew is familiar with the provisions of the regulations applicable to the event and will comply with them.
6. The driver holds a valid driving licence and is authorised to drive the vehicle with which the crew takes part in the event.
7. The crew grants the organiser permission to photograph and/or film the crew and the car with which the crew takes part in the event, and to use these photos or videos for publicity purposes.

Thus signed at _____ on _____

The crew: _____ Start number _____

The driver _____ The navigator _____

Signature _____ Signature _____

APPENDIX B – EMERGENCY PROCEDURE

1. What is an emergency?

There is an emergency when:

1. the organisation's management decides that there is an emergency; or
2. there is an accident involving a participant and/or official and involving more than mere "sheet-metal damage";

As soon as there is an emergency, this emergency procedure must be followed as closely as possible, in order to keep the reporting and handling of it as streamlined as possible.

2. Alerting within the organisation

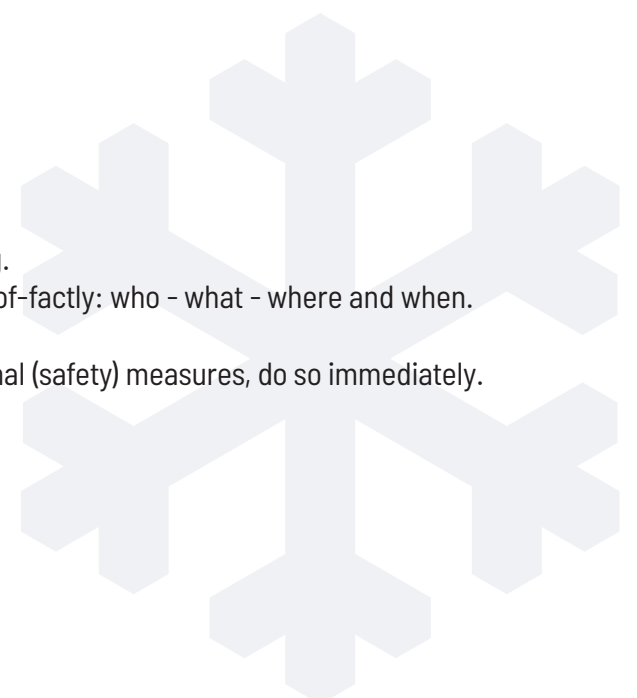
The initial assessment of the severity of such an incident generally lies with the official, a participant, or, where official emergency services are present, with the police, fire brigade or ambulance personnel. Once an emergency has been identified, contact must be made immediately with the:

EMERGENCY TEAM: Fred Knijn **PHONE:** +31 6 558 972 23

3. List of actions

Below is a list of the (initial) actions that the various parties involved can or must undertake.

1. Think of your own safety (and that of others).
2. Has 112 already been called? If "every second counts", call 1-1-2 directly. Practically all Western European countries use this same number for emergency services. Abroad, you therefore do not need to dial the country code first.
3. Alert the Head of the Emergency Team as soon as possible.
4. Give information briefly and concisely, yet as completely as possible.
5. Describe what has happened:
 - a. Who (crew(s), competition numbers if applicable, whether and how many participants/ road users are injured);
 - b. What (whether a person is trapped in or outside the car, car on fire, car in water, and the like);
 - c. Where (street name, road number, the nearest bol-and-arrow, road situation, hectometre marker, etc.);
 - d. When.
6. Describe what you have done and discuss what still needs to be done and by whom.
7. Make sure you are and remain reachable, and state how (mobile phone)!
8. Maintain absolute discipline; unnecessary and/or emotional reporting is more likely to lead to panic, whereas a business-like approach is required.
9. Information about emergencies should only be provided to the emergency team and to external emergency services (never provide information to third parties, the press or the public; the emergency team will handle this).
10. Where possible, secure the scene of the accident (for the benefit of other participants and road users).
11. Where possible, provide first aid (never move the victim unless strictly necessary).
12. Where necessary, keep the public at a safe distance. Assist doctors and emergency services wherever possible (an official is subordinate to the police, fire brigade and/or ambulance (regional emergency medical service)).
13. Always follow the instructions of emergency responders.
14. Note down information (names, times, which hospital, etc.) of victims and of police present.
15. Inform the organisation's management of the progress of external emergency services.



4. Safety rules

1. Stay calm and composed, including in your reporting.
 2. Give your information briefly, concisely and matter-of-factly: who - what - where and when.
 3. Never take risks with regard to your own safety.
 4. If the emergency team instructs you to take additional (safety) measures, do so immediately.
- 

APPENDIX C – CONTROL BOARDS

TYPE OF CONTROL	CONTROL AREA
 PC - Passage Control SC - Secret Check Mannend	Minimum distance between signs  
 PC - Passage Control SC - Secret Check Unannend	
 TC - Time Control	Minimum distance between signs  
 TS - Test Start	Minimum distance between signs  
TF - Test Finish	
 RSM - Regularity Start Manned	Minimum distance between signs  
RSS - Regularity Self Start	
RSL - Regularity Start Logger	
 Intermediate Manned Timing Point	
Final Timing Point (manned or unmanned)	



 **RECO**
AUTOSCHADE GROEP

 **PELSTER**
automotive

 **TOYOTA**

 **ROBEY**

ClassicJob.

 **NIJBOER**

KEUKEN LANDTM

EURAM
Investment group