

SUPPLEMENTARY REGULATION 21st WINTER TRIAL

From Sunday 31st January to Friday 5th January 2021

KNAC Nationale Autosport Federatie (KNAF), Permit number: 0486.20.194
KNAF Sectie Historische Rally's,

Approval number: BSHR-20-09-02

Date: 20-09-2020
Date: 15-09-2020

GENERAL CONDITIONS

1 PROGRAMME

Friday 1 st May 2020	Entries open
Tuesday 1 st September 2020	Publication Provisional Regulations
Thursday 31 st December 2020	Entry close and publication final Regulations
Saturday 16 th January 2021	10:00-15:00 hrs, Control of documents and car of Dutch/Belgium Competitors (see article 13.1.4 and 13.2)
Monday 18 th January 2021	Entry confirmation and Roadbook will be sent out
Saturday 30 th January 2021	10:00-16:00 hrs, documents and car check of non Dutch/Belgium competitors (see article 13.1.2 and 13.1.3) and fitting of the Rally Safe device. 18:00 hrs, publication start list
Sunday 31 st January 2021	09:00-18:00 hrs: leg 1:
Monday 1 st February 2021	08:30-17:45 hrs: leg 2: 19:00-22:45 hrs: leg 3: Trial category only
Tuesday 2 nd February 2021	08:30-17:30 hrs: leg 4:
Wednesday 3 rd February 2021	08:00-18:15 hrs: leg 5:
Thursday 4 th February 2021	08:00-18:45 hrs: leg 6: 20:00-00:00 hrs: leg 7:
Friday 5 th February 2021	08:15-13:00 hrs: leg 8: 18:00 hrs: publication of the provisional final results 19:30 hrs: diner and prize-giving

2 ORGANISATION

2.1 Definition

Classic Events bv is the organiser of the 21st WINTER TRIAL.

The address of the Event Office is: Classic Events BV Tel.: +31 (0) 578 561115
Post Box 94 E-mail: info@classicevents.nl
NL - 8170 AB Vaassen.

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

The Trial will be run in compliance with:

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

2.2 Organising Committee

Chairman: Timo Rietbergen.

Members: Remco Luksemburg, Ruud Stam, Bart Rietbergen en Guus Rietbergen..

2.3 Officials during the event

Clerk of the Course:	Rudy Stam (NED)	Licence: 40529
DeputyCoC / Chief Marshal:	Bennie Roetgerink (NED)	Licence:
Secretary of the event	Cees van Hattum (NED)	Licence:
Eligibility scrutineer:	Fred Knijn (NED)	Licence:
Route designer:	Remco Luksemburg (NL)	Licence:
Drivers contact:	Eize Rinsema (NL)	Licence:
Results Officer:	Guus Rietbergen (NED)	Licence: 44343
Hospitality coordinator:	Menno Brauckman (NED)	Licence:

2.3.1 Drivers contact

The Drivers Contact person will be published with a picture in the roadbook of the event. He will be present at both the MC OUT as well as the MC IN of every leg(day) of the event.

2.3.2 Judge of fact

All officials of the Winter Trial are a Judge of Fact. There will be a list of names published in the roadbook identifying all event officials.

3 GENERAL PROVISIONS

3.1 Changing the Supplementary Regulations / Bulletin

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

3.2 Route bulletin

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

3.3 Application and interpretation of the regulations

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

4 CHAMPIONSHIP

The results of 21st Winter Trial will be counted for one of the following Championships, category Sport and Tour:

- Dutch Historic Regularity Championship, Drivers;
- Dutch Historic Regularity Championship, Navigators.
- FIA Trophy for Historic Regularity Rallies

5 EVENT STRUCTURE

The Winter Trial is a "Long distance" trial through Austria and Slovenia. The trial will cover a total distance of approximately 2.300 km. The design of the route on roads open to the public has been done in such a way that the local maximum allowed speed and possible hazards will be avoided.

The trial will include Regularity Sections and Special Tests (*hereafter called: "Regularity"*). The maximum required average speed on a regularity will be 50 kph. The start of the Winter Trial will be at the Fushlsee (A) and the finish will be at Fushlsee (A). The precise start and finish location will be published by a Bulletin.

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

6 ELIGIBLE CARS

6.1 Eligible cars

- 6.1.1 The car must 2 wheel driven and road-legal in accordance to the rules of the country of registration. The first registration of the car must be before 31-12-1990. (*Cars registered between 01-01-1980 and 31-12-1990 will compete only for class results, see article 16*).
- 6.1.2 Engine sounds should be adequately tempered. Engine's running at 3500 rpm (2000 rpm for pre 1939 cars) should not exceed 95 DB(a).
- 6.1.3 A FIA Historic Regularity "Car Pass" (HRCP) or a FIVA identity card for the car is NOT compulsory.

6.2 Modifications

- 6.2.1 The cars must be equipped with winter type tyres. Tyres must be homologated (DOT or E approval) for use on open roads within the EU. Studded tyres are not allowed.
- 6.2.2 The car may be equipped with a safety cage or rollover bar and front seats with head restraints designed to reduce whiplash. The rear seats may be removed.
Advice: We advise you to place seats in the car with higher backrests or at least a head rest in order to prevent a possible whiplash.
- 6.2.3 Seatbelts should at least comply to the rules of the country of registration.

Advice: We advise you that the car has at least 3-point seat belts for both the driver and the navigator. The so called "hip belts" are strongly discouraged.

- 6.2.4 The presence of more than 4 extra front lights, apart from the original cars lighting, is not allowed. (i.e. no more than 6 forward facing lights are allowed) Xenon lights or any other device to imitate gas discharge lamps are strictly prohibited. Led lights (no blue lights) are allowed but only in the original housing of the cars headlamps or period extra forward facing lighting (maximum of 4). LED lightbars are prohibited to safeguard the the historical atmosphere.

6.3 Equipment

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

6.4 Distance Measuring Equipment

- 6.4.1 Cars may be fitted with additional mechanical, semi-mechanical or electronic Tripmeters up to a maximum of two distance displays. *I.e. Two tripmeters with single distance displays, or a single tripmeter with a dual distance display.* o electronic device (*i.e. mobile phone application, GPS units, electronic average speed tables, etc.*) capable of calculating or displaying information concerning the average speed of the car may be carried in the car.
- 6.4.2 One compass and two electronic clocks or stopwatches or a combination of boths (max. 4 displays) are allowed.
- 6.4.3 The Clerk of the Course reserves the right to search the car by officials or their assistants.

6.5 Classes

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

- Period 1: Cars registered up to and inclusive 31-12-1961
- Class 1: up to and included 1600 ccm.
 - Class 2: 1601 up to and included 2000 ccm.
 - Class 3: over 2000 ccm.
- Period 2: Cars registered from 01-01-1962 up to and inclusive 31-12-1967
- Class 4: up to and included 1600 ccm.
 - Class 5: 1601 up to and included 2000 ccm.
 - Class 6: over 2000 ccm.
- Period 3: Cars registered from 01-01-1968 up to and inclusive 31-12-1972
- Class 7: up to and included 1600 ccm.
 - Class 8: 1601 up to and included 2000 ccm.
 - Class 9: over 2000 ccm.
- Period 4: Cars registered from 01-01-1973 up to and inclusive 31-12-1979
- Class 10: up to and included 1600 ccm.
 - Class 11: 1601 up to and included 2000 ccm.
 - Class 12: over 2000 ccm.
- Period 5: Cars registered from 01-01-1980 up to and inclusive 31-12-1990
- Class 13: up to and inclusive 1600 ccm.
 - Class 14: 1601 up to and included 2000 ccm.
 - Class 15: over 2000 ccm.

The organiser may combine and/or subdivide any class. The final class structure will be confirmed in the Start List.

Crews starting in a car that is placed in Period 5 will only be eligible for class awards.

7 ELIGIBLE CREWS

7.1 Crew

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

7.2 Start permits

The driver and co-driver must either:

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

8 ENTRIES / ENTRY FORMS

8.1 Categories

Competitors can enter in one of the following two categories:

Category **Trial**: for crews who like to take part in the competition, inclusive night driving.

Category **Challenge**: for crews who like to take part in the competition without night driving.

8.2 Individual entries

8.2.1 Entrants must ensure that a fully completed entry application arrives at the Event Office at 31st December 2020, at the latest. The entry will be provisionally accepted and a provisional start number will be issued. The provisional accepted entry will be declared final after the control of documents and of the car. Details or replacement of the crew and/or of the car may be made up to the end of the administrative checks.

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

8.2.3 A maximum of 90 crews will be admitted

8.3 Team entries

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

9 ENTRY FEES / WITHDRAWELL

9.1 Entry fees

A- Individual entry:	- Fully paid before 1 st June 2019	€ 5.990,--
	- Fully paid before 1 st October 2019	€ 6.290,--
	- Fully paid after 1 st October 2019	€ 6.690,--

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

The entry fee includes:

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

B- Team entry: € 50,00 per team (3-5 crews/cars)

C- Single room supplement € 1.850,00 (if available)

9.2 Entry fees refunded:

- In case of a cancellation of the event by the organisers, the entryfee, with a deduction of cost made, will be refunded. The refund will be at least 20% of the total entry fee.

- In full, to candidates whose entry has not been accepted.

- Withdrawell of the entry by the competitor:

- * Up to 1st September, 2020 full amount less € 1.500,00
- * From 1st September to 1st November, 2020 full amount less € 3.000,00
- * From 1st November, to 1st December, 2020 full amount less € 4.000,00
- * After 1st December, 2020 no refund.

10 INSURANCE / DECLARATION-INDEMNITY

10.1 Insurance of the participants

- 10.1.1 The owner of the car must have a valid insurance covering them against liability for both personal injury to, and damage to the property of, third parties on public roads. The cover must be eligible for the countries as mentioned in article 5. It is the responsibility of the owner of the car to arrange such insurance and/or extend existing insurance as necessary.
- 10.1.2 The owner of the car must have a personal accident insurance for the crew and it is strongly recommended to take out a 'get-you-home' rescue cover.

10.2 Insurance of the organiser

- 10.2.1 The entry fees include the costs of the insurance of the organiser which can be summarize as follows:
- The organiser has arranged an insurance which covers competitors against third parties when driving on private properties and/or on closed roads;
 - The maximum sum of this insurance is € 7.500.000,00 per incident/accident;
 - The own risk of the owner of the car is € 500,00 per incident/accident.
- 10.2.2 The car insurance of the owner, as defined by law, will always prevail.
- 10.2.3 The insurance will be in effect at the first time control of the trial and will cease at the last time control of the trial or at the moment of retirement or exclusion.

10.3 Declaration-Indemnity clause

I have read the Supplementary regulations of the 21st WINTER TRIAL and agree to be bound by them.

I declare that I am physically and mentally fit to take part in the trial and I am competent to do so.

I acknowledge that I understand the nature and the type of the trial and the potential risk inherent with motor sport and agree to accept that risk.

I declare that the car hereby entered is suitable and roadworthy for the trial and that it is in conformity with the traffic laws and regulations for the use on public roads.

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

I declare that I have a personal accident insurance.

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

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

- *in any incident or accident caused by or to competitors and competing cars during the trial.*
 - *caused by riots, vandalism, natural catastrophies, etc.*
 - *for breach of the laws and regulations of the countries by competitors in which the trial will take place.*
- Competitors shall be held responsible for any accident or breach of laws and regulations (material, immaterial, personelinjury or consequential) in which they may be involved.*

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

11 ADVERTISING

- 11.1 The advertising space along the top and bottom of the competition numbers and rally plates is reserved for the organisers' advertising which cannot be refused and may not be changed. These advertising must be fixed at the car as instructed.
- 11.2 Competitors' advertising on the car is allowed but may not conflict the organisers' advertising or is not appropriate to the spirit of the event. All non-current advertising, with the exception of the model's period livery, must be removed.
- 11.3 Drivers' names (3cm high) and relevant country flags may appear on each side of the car (No blood groups).

12 RALLY PLATES / COMPETITION NUMBERS

- 12.1 The organiser shall supply each crew with 2 rally plates and 2 competition numbers.

- 12.2 The rally plates must be fixed to the front and to the rear of the car in a visible position. The rally plates must not obscure the registration number plates of the car.
The competition numbers must appear on both sides of the car.

13 ADMINISTRATIVE CHECKS / ELIGIBILITY OF THE CAR

13.1 Control of documents and the car

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

13.2 Eligibility of the car

The location for the compulsory eligibility check of the car will be published in a Bulletin.
It is the responsibility of the owner of the car that the car is in accordance to the Road Traffic Laws.
The eligibility check of the car before the start is of a completely general nature.
Failure to appear on the specified date and time for the check is penalized with a 15-minute penalty.

14 RESULTS

14.1 Determining of the results

- 14.1.1 Penalties will be calculated in hours, minutes and seconds and will be determined by adding together all penalty incurred during the Trial.
- 14.1.2 After each leg, provisional results and classifications will be posted at the Result Board.
- 14.1.3 At the end of the Trial, all penalties incurred in the various legs will be added together. The crews' worst result of one of the regularities (*except those of the night legs*) will be deleted. In case of a tie, the best result recorded at the last regularity of the last leg will be decisive, this going back as far as necessary. The provisional final classifications will be published on the Result Board and are open for query for a period of 30 minutes, after which they will be declared final.
- 14.1.4 The crew with the lowest overall total penalties, in category Trial and Challenge will be declared as winners of the 20th WINTER TRIAL in their category.
- 14.1.5 Team results will be based on the results (position in their category) of the three best team members.
- 14.1.6 A competitor will be excluded:
- if they have not started a leg and they have not finished the same leg.
 - if they have missed the final (finish) control of the trial.
 - if the car has not passed the finish line of the trial on its own power.
 - if the car is not roadworthy / not road-legal.

15 QUERIES

15.1 Queries

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

16 AWARDS / PRIZEGIVING

16.1 Awards

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

Crews classified 1st, 2nd or 3rd in their category are not eligible for a Class classification.
Cars entered in period 5 or 6 are not eligible for the Overall classification.

Prize-giving

The prize-giving ceremony will be on 5th February 2021 at Fushlsee, from 18:30 hrs.

17 SUMMARY OF PENALTIES

Start refused

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

Penalties in time

- | | | |
|-------|---|--------------------|
| 6.4.1 | Tripmeter(s) not conform, per leg | 5 minutes per leg |
| 6.4.2 | More then two electronic clocks / stopwatches | 5 minutes per leg |
| 6.3.2 | Use of any means of electronic communication | 30 minutes per leg |
| 6.4.2 | Presence/use of electronic naviagation devise (GPS) | 5 minutes per leg |

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

- 6.2.3 Presence or use of tinted bulbs/high intensity gas discharge lamps, etc.
- 6.2.1 car not equipped with the correct homologated winter tyres during the event.
- 6.3.3 Track & Trace system (logger) not in the car or not in operation
- 11.1 Missing or changed organisers' advertising
- 11.2 Advertising conflicts organisers' advertising/Not in spirit of the event
- 11.3 Driver name not correct or blood groups displayed
- 12.2 Rally plates and/or competition numbers missed or not correctly fixed
- 12.3 unsporting behaviour and/or violation of the applicable traffic laws.

Exclusion

- 14.1.5 Withdrawal/missed last control of the event/car not on its own power/car not roadworthy
- 6.4.3 refusal of a search of the car by the organisers.

SPORTING REGULATIONS

18 ROUTE INSTRUCTIONS

18.1 Route information / Road book

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

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

18.2 Route instructions

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

19 SPEED / TRAFFIC

19.1 Traffic rules

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

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

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

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

19.2 Unsporting behaviour

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

20 RECONNAISSANCE

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

21 START / TIME INTERVAL / CATCHING UP

20.1 Start – Restart

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

21.2 Time interval

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

21.3 Catching up

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

22 SERVICE / ASSISTANCE

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

23 CONTROL CARD / CONTROLS / PENALTIES

23.1 General provisions

All controls are indicated by means of FIA standard signs. The control area will be 25 meter around the control post. Controls may be established inside café's, fuel stations, etc. Controls are ready to function at least 15 minutes before the scheduled time for the passage of the 1st car. They close 30 minutes after the scheduled time of the last car, except the last time control (MTC-IN) of the leg (see article 23) unless the Clerk of the Course decides otherwise. All Controls must be visited using the direction of approach and departure implied in the Road Book, marked map or other official instructions.

23.2 Control card

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

23.3 Passage controls (PC/SC/SPC)

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

23.4 Time controls (TC)

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

23.5 Main Time Control (MTC)

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

23.6 Regrouping controls

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

23.7 Penalties in time

18.1	Large scale maps/Information from the internet, per infringement	30 minutes
19.1.1	1 st infringement traffic rules/exceeding permitted speed by 10km/h, per km/h	15 minutes
	2 nd infringement traffic rules/exceeding permitted speed by 10km/h, per km/h	15 minutes
21.3	Interrupting the trial, up to (per leg)	4 hours
22.1	Using own service team, each infringement	30 minutes
23.1	Approaching controls from other direction than of the rally	5 minutes
23.2	Missing time card(s)	4 hours
23.3	Missing a passage- or secret- or un-manned passage control	15 minutes
23.4	Each minute late at a time control	1 minute
23.4	Each minute early at a time control	2 minutes
23.4	Missing a time control / exceeding MPL	30 minutes
23.4	Maximum penalty per leg	4 hours

23.5	Missing last control of a leg (MTC-IN)	30 minutes
23.5	Early arrival at last time control (MTC-IN) of a leg	0 minutes
23.9	Penalties left to the decision of the Clerk of the Event, up to exclusion	
19.2	Dangerous driving and/or non sporting behaviour and/or blocking of the road.	
19.2	Not following instructions of official or marshals.	
22..2	Not using ground sheet during repairs or overnight halt	
23.2	Correction or amendment made to the control card.	
23.10	Exclusion	
19.1.1	3 rd infringement traffic rules / more than 10 km/hr. exceeding maximum permitted speed.	
19.1.1	More than 50% over maximum permitted speed	
20	reconnaissance of the route	

24 REGULARITY TEST SECTION

24.1 General

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

24.2 Regularity Start Manned (RSM)

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

24.3 Regularity Self Start (RSS)

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

24.4 Regularity Start Logger (RSL)

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

24.5 Timing Procedure/ Timing Points (TP).

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

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

24.6 Time penalties

Starting within the same minute as a previous car (RSL)	5 minutes
starting before start signal (RSM)	20 seconds
each second early or late on a timing point	1 second
missing timing point	5 minutes
missing a (secret) passage control during a regularity (between RS and RP)	5 minutes
maximum penalty per timing point, if visited	3 minutes
maximum penalty for missed timing points, per regularity section	25 minutes
regularity not driven	35 minutes

25 CLOSED CIRCUIT REGULARITY TEST (LAP CONSISTENCY TEST)

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

25.2 Penalties

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

26 DRIVING TEST

26.1 Each test has a manned start. The marshal at the start shall enter the start time at the card and he/she gives the start signal "GO" after countdown of the final seconds.

26.2 A driving test should be driven according to the route indicated on the handout. Touching a cone or course maker will be penalised.

26.3 Not passing a group of cones with the same letter, in the prescribed direction will be penalised.

26.4 A driving test may have one or more manned intermediate stops astride. Failing to stop, overshooting or reversing will be penalised.

26.5 Cars must stop astride at the finish of the test and must then immediately move forward, to have their time registered. If the car overshoots the finish line, it must not reverse. If a car reverses back to the finish line or fails to attempt to stop astride, a penalty of 3 minutes will be added to the driven time.

26.6 The penalisation for not following the entirely prescribed route is 5 minutes. The maximum penalty for crews who do not take part in the test is 25 minutes.

26.7 Target time (Bogey time)

For each Class a Bogey time will be set by the fastest crew (without any additional penalties). For all other crews the time penalty will be the time taken minus the Bogey time.

26.8 Time penalties

- Time taken minus the bogey time, each second	1 second
- starting before start signal	20 seconds
- failing to stop astride (overshooting)	10 seconds
- failing to attempt to stop astride	3 minutes
- not passing a group of cones in the correct direction	30 seconds
- touching a cone or route marker	10 seconds
- reversing in case of overshooting finish line	3 minutes
- did not stop at the finish line	3 minutes
- did not follow the prescribed route	5 minutes
- maximum penalty	5 minutes
- not started the test	25 minutes

27 NAVIGATION SECTION

27.1 A navigation section will have a manned passage control as start or a start at the previous time control.

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

27.3 Time penalties

missing the start	15 minutes
missing a Route Check	5 minutes
maximum penalty or not running the navigation section	60 minutes

28 MAP READING INSTRUCTIONS

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

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

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

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

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

28.1.5 Crossroads may be used more than once

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

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

