

# SUPPLEMENTARY REGULATION 19<sup>th</sup> WINTER TRIAL

From Sunday 27<sup>th</sup> January to Friday 1<sup>st</sup> February 2019

KNAC Nationale Autosport Federatie (KNAF), Permit number: 0452.18.307 Date: 04-10-2018  
KNAF Sectie Historische Rally's, Approval number: 2018-10-02 Date: 03-10-2018

## GENERAL CONDITIONS

### 1 PROGRAMME.

Monday 7 <sup>th</sup> May 2018	Entries open
Monday 1 <sup>st</sup> October 2018	Publication Provisional Regulations
Monday 31 <sup>st</sup> December 2018	Entry close and publication final Regulations
Saturday 12 <sup>th</sup> January 2019	10:00-15:00 hrs, Control of documents and car of Dutch/Belgium Competitors (see article 13.1 and 13.2)
Monday 15 <sup>th</sup> January 2019	Entry confirmation and Roadbook will be sent out
Saturday 26 <sup>th</sup> January 2019	10:00-16:00 hrs, control of documents and car of non Dutch/Belgium competitors (see article 13.1 and 13.2)) 18:00 hrs, publication start list
Sunday 27 <sup>th</sup> January 2019	09:00-18:00 hrs: leg 1: Berchtesgarden (D) – Lubljana (SLO)
Monday 28 <sup>th</sup> January 2019	08:30-17:45 hrs: leg 2,:Lubljana (SLO) – Lubljana (SLO) 19:00-22:45 hrs: leg 3: Trial category only
Tuesday 29 <sup>th</sup> January 2019	08:30-17:30 hrs: leg 4: Lubljana (SLO) – Leoben (A)
Wednesday 30 <sup>th</sup> Januar 2019	08:00-18:15 hrs: leg 5: Leoben (A) – Linz (A)
Thursday 31 <sup>st</sup> January 2019	08:00-18:45 hrs: leg 6: Linz (A) – Linz (A) 20:00-00:00 hrs: leg 7: Trial category only
Friday 1 <sup>st</sup> February 2019	08:15-13:00 hrs: leg 8: Linz (A) – Salzburg (A) 18:00 hrs: publication of the provisional final results 19:30 hrs: diner and prize-giving

### 2 ORGANISATION

#### Definition

Classique BV is the organiser of the 19<sup>th</sup> WINTER TRIAL.

The address of the Event Office is: Classique BV  
Post Box 94  
NL - 8170 AB Vaassen.  
Tel.: +31 (0) 578 575 100  
E-mail: info@thetrail.nl

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

The Trial will be run in compliance with:

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

#### Organising Committee

Chairman: Bart Rietbergen.

Members: Mark Appleton, Jan Meester, Jan-Peter Nijmeijers, Guus Rietbergen, Timo Rietbergen.

#### Officials during the event

Clerk of the Course:	Bart Rietbergen (NED)	Licence: 7535
DeputyCoC / Chief Marshal:	Timo Rietbergen (NED)	Licence: 8157
Secretary:	Jan Meester (NED)	Licence: 2692
Eligibility scrutineer:	Ruud Stam (NED)	Licence: 40529
Route designer:	Mark Appleton (GBR)	Licence:
Results Officer:	Guus Rietbergen (NED)	Licence: 44343
Hospitality co-ordinator:	Jan-Peter Nijmeijers (NED)	Licence:

### 3 GENERAL PRESCRIPTIONS

#### **Changing the Supplementary Regulations / Bulletin**

Officially approved Supplementary Regulations (*hereafter called: Regulations*) can be changed "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.

#### **Route bulletin**

Any amendment or additional provision to the road book, route instructions, time schedule, etc. will be published by a "Route bulletin".

#### **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 19<sup>th</sup> 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.

### 5 EVENT STRUCTURE

The Winter Trial is a "Long distance" trial through Germany, Austria, Czech Republic, and Slovenia. The trial will cover a total distance of approximately 2.500 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 Betchtesgarden (D) and the finish will be at Salzburg (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

#### **Eligible cars**

The car must be road-legal in accordance to the rules of the country of registration. The first registration of the car must be before 01-01-1986. (*Cars registered between 01-01-1980 and 01-01-1986 will compete only for class results, see article 16*).

A FIA Historic Regularity "Car Pass" (HRCP) or a FIVA identity card for the car is NOT compulsory.

#### **Tyres**

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.

#### **Modifications**

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.

The presence of more than 6 front lights is not allowed. Xenon, Led lights or tinted (blue) bulbs or any other device to imitate gas discharge lamps are strictly prohibited.

#### **Equipment**

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. 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.

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 12 volt adapter must be installed in the car.

#### **Distance Measuring Equipment**

Cars may be fitted with additional mechanical, semi-mechanical or electronic Tripmeters up to a maximum of two distance displays. *Ie. Two tripmeters with single distance displays, or a single tripmeter with a dual distance display.*

No electronic device (ie. 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.

#### **Compass**

One compass and two electronic clocks or stopwatches or a combination of boths (max. 4 displays) are allowed.

#### **Upholding**

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

#### **Classes**

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

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.

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.

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.

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.

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

Class 13: up to and inclusive 1600 ccm.

Class 14: 1601 up to and included 2000 ccm.

Class 15: over 2000 ccm.

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

## **7 ELIGIBLE CREWS**

#### **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.

#### **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, obtain a "Rally Pass" from the organiser which is valid for the duration of the trial upon payment of € 25,-, per crew member.

## **8 ENTRIES / ENTRY FORMS**

#### **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.

#### **Individual entries**

Entrants must ensure that a fully completed entry application arrives at the Event Office at 31<sup>st</sup> December 2018, 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. The organisers reserve the right to refuse an entry or cancel an already accepted one.

#### **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 4<sup>th</sup> leg.

## 9 ENTRY FEES / WITHDRAWELL

### Entry fees

- A- Individual entry:
- Fully paid before 1<sup>st</sup> June 2018 € 5.750,--
  - Fully paid before 1<sup>st</sup> September 2018 € 5.990,--
  - Fully paid before 1<sup>st</sup> October 2018 € 6.290,--
  - Fully paid after 1<sup>st</sup> October 2018 € 6.490,--

Together with submitting the entry application, a deposit of € 1.000, -- 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 persons, 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- Rally Pass: € 25,00 per driver/per co-driver  
D- Single room supplement € 1.750,00 (if available)

### Entry fees refunded:

- In full, to candidates whose entry has not been accepted.
- In full, minus € 1.500, -- in the case of the rally has been cancelled.
- Withdrawell of the entry:
  - \* Up to 1<sup>st</sup> September, 2018 full amount less € 1.500,00
  - \* From 1<sup>st</sup> September to 1<sup>st</sup> November, 2018 full amount less € 3.000,00
  - \* From 1<sup>st</sup> November, to 1<sup>st</sup> December, 2018 full amount less € 4.000,00
  - \* After 1<sup>st</sup> December, 2018 no refund.

## 10 INSURANCE / DECLARATION-INDEMNITY

### Insurance of the participants

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. 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.

### Insurance of the organiser

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.
- The car insurance of the owner, as defined by law, will always prevail.
- 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.

### Declaration-Indemnity clause

*I have read the Supplementary regulations of the 18<sup>th</sup> 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

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.

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.

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

## 12 RALLY PLATES / COMPETITION NUMBERS

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

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 / CONTROL OF THE CAR

### Control of documents and the car

The location of the administrative checks will be published by a Bulletin.

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;

Both members of the crew have to sign the Declaration / Indemnity clause form.

Rally plates, competition numbers, latest instructions, etc. will be issued.

### Control of the car

The location for the compulsory control 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 control of the car before the start is of a completely general nature.

## 14 RESULTS

### Determining of the results

Penalties will be calculated in hours, minutes and seconds and will be determined by adding together all penalty incurred. After each leg, provisional results and classifications will be posted at the Result Board.

### Determining of the final classification

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.

The crew with the lowest overall total penalties, in categories Trial and Challenge (*except those cars of class 13 to 15, see article 6*) will be declared as winners of the 19<sup>th</sup> WINTER TRIAL 2018.

### Exclusion

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

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).

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.

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

### Awards

- Overall classification: - 2 awards for 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> place in each category.
  - Class classification: - 2 awards for 1<sup>st</sup> and 2<sup>nd</sup> 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.
  - Team classification: - Trophies for the whole entered team.
- With the exception of team, mixed, ladies and novice awards, crews may win only 1 award from the above list.

### Prize-giving

The prize-giving ceremony will be on 1<sup>st</sup> February 2019 at Schloss Hellbrunn nar Salzburg from 19:30 hrs.

## 17 SUMMARY OF PENALTIES

### Start refused

- |      |    |   |  |
|------|----|---|--|
| Art. | 6  | Car not road legal/Car produced after 31-12-1985/Car not standard                 |  |
|      | 6  | No homologated winter type tyres on the car                                       |  |
|      | 6  | More than 6 front lights  |  |
|      | 7  | Crew not in conformity with the names on the entry list/No valid driving licence. |  |
|      | 7  | No valid ASN licence or Rally Pass.   |  |
|      | 8  | Entry form not signed/Entry form sent in too late                                 |  |
|      | 9  | No payment of the entry fee.  |  |
|      | 10 | No valid insurance for the car.   |  |
|      | 10 | No valid personal accident insurance  |  |
|      | 13 | Did not sign the declaration  |  |
|      | 13 | Did not pass the control of documents / Did not pass the control of the car       |  |

### Penalties in time

- |   |  |                   |   |
|---|--|-------------------|---|
| 6 | Use of any means of electronic communication       | 5 minutes per leg |   |
| 6 | Tripmeter(s) not conform, per leg                  | 5 minutes per leg | 6 |
|   | Presence/use of electronic navigation devise (GPS) | 5 minutes per leg |   |
| 6 | More then two electronic clocks / stopwatches      | 5 minutes per leg |   |

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

- 6 Presence or use of tinted bulbs/high intensity gas discharge lamps, etc.
- 6 Missing one of the equipment toles
- 6 Track & Trace system (logger) not in the car or not in operation
- 6 Refuses to search the car
- 11 Missing or changed organisers' advertising
- 11 Advertising conflicts organisers' advertising/Not in spirit of the event
- 11 Driver name not correct or bloud groups displayed
- 12 Rally plates and/or competition numbers missed or not correctly fixed

### Exclusion

- 14 Withdrawal/missed last control of the event/car not on its own power/car not roadworthy

# COMPETITION CONDITIONS

## 18 ROUTE INSTRUCTIONS

### 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.

### Maps

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.

### Route instructions

Some parts of the route instructions will kept secret. Information about a regularity will be handed out at the start of a leg or the preceding control post.

## 19 SPEED / TRAFFIC

### Traffic rules

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 <sup>st</sup> infringement: | official warning;                |
| 2 <sup>nd</sup> infringement: | 5 up to 15 minutes time penalty; |
| 3 <sup>rd</sup> infringement: | exclusion.                       |

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

### 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

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

### Start – Restart

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

### Time interval

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

### 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.

## 22 SERVICE / ASSISTANCE

Any kind of organised service, except assistance arranged by the organiser, is not allowed. Crews may use the assistance of te service-team of the organiser.

A ground sheet must be used during repairs and overnight halts.

**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 1<sup>st</sup> car. They close 30 minutes after the scheduled time of the last car, except the last time control(MTC-IN) of 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.

**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.

**Passage controls (PC)**

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.

**Main Time Control (MTC) / 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.

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).

The maximum penalty per leg is 4 hours.

**Timing points (TP)**

The location or the time to a timing point shall not be given. Each second early or late will be penalised.

**Regrouping controls**

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

**Penalties in time**

Art.	18	Large scale maps/Information from the internet, per infringement	30 minutes
	19	2 <sup>nd</sup> infringement traffic rules/exceeding permitted speed, up to	15 minutes
	21	Interrupting the trial, up to	4 hours
	22	Using own service team, each infringement	30 minutes
	23	Approaching controls from other direction than of the rally	5 minutes
	23	Missing time card(s)	4 hours
	23	Missing a passage- or secret- or un-manned passage control	15 minutes
	23	Each minute late at a time control	1 minute
	23	Each minute early at a time control	2 minutes
	23	Missing a time control / exceeding MPL	30 minutes
	23	Maximum penalty per leg	4 hours
	23	Missing last control of a leg (MTC-IN)	30 minutes
	23	Early arrival at last time control (MTC-IN) of a leg	0 minutes

**Penalties left to the decision of the Clerk of the Event, up to exclusion**

- 19 1<sup>st</sup> infringement traffic rules/exceeding permitted speed
- 19 Dangerous driving and/or non sporting behaviour and/or blocking of the road.
- 19 Not following instructions of official or marshals.
- 20 Reconnaissance of the route
- 22. Not using ground sheet during repairs or overnight halt
- 23 Correction or amendment made to the control card.

**Exclusion**

- 19 3<sup>rd</sup> infringement traffic rules / more than 10 km/hr. exceeding maximum permitted speed.
- 19 More than 50% over maximum permitted speed

**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.

**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.

**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.

**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.

**Timing Procedure**

A start of a regularity is also a passage control. A regularity may have one or more timing points. 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.*

The penalty per second early or late can be different per leg. If these penalties will change, this will be published in a Route Bulletin before the start of the leg concerned. The penalty for not running a regularity depends on the number of missed timing points; however the maximum penalty per regularity will be 30 minutes plus 15 minutes for missing the start of the regularity.

**Time penalties**

- Not starting on the whole minute/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 (if not changed) 1 second
- missing regularity start 15 minutes
- missing timing point or maximum penalty per timing point 5 minutes
- maximum penalty for missed timing points, per regularity section 30 minutes
- regularity not driven 45 minutes

**25 CLOSED CIRCUIT REGULARITY TEST (LAP CONSISTENCY TEST)**

Each crew must set his individual target time by his first timed lap. 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.

**Penalties**

- 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

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.

A driving test may have one or more manned intermediate stops astride. Failing to stop, overshooting or reversing will be penalised. Touching a cone or course maker will be penalised.

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, this will be regarded as a wrong test and a penalty of 3 minutes will be allocated to the driven time.

The penalisation for not following the entirely prescribed route is 10 minutes. The maximum penalty for crews who do not take part in the test is 10 minutes, plus 15 minutes for missing de start.

### Time penalties

- starting before start signal	20 seconds
- failing to stop astride (overshooting) and reversing	10 seconds
- did not stopped at a stop astride	driving time plus 3 minutes
- touching a cone or route marker	10 seconds
- reversing in case of overshooting finish line	3 minutes
- did not stopped at the finish line and finish marshal	10 minutes
- Time taken from start to finish, each second	1 second
- did not follow the prescribed route	10 minutes
- maximum penalty	10 minutes
- not started the test	25 minutes

## 27 NAVIGATION SECTION

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

### Time penalties

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

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