

REGULATIONS

13th WINTER TRIAL

From Sunday January 20th to Friday 25th January 2013

Approved by the FIA on: 19th December 2012 Visa number: TRRH/WT/NLD/200113
Approved by the ASN on: 18th October 2012 Visa number: KNAF/BSHR/002/13

PROGRAMME.

01st May, 2012 : Entries open
01st December, 2012 : Publication of the final regulations
05th January, 2013 : Entries closing date
05th January, 2013 : 10:00 – 16:00 Hrs., administrative checks and scrutineering (see art. 10).
19th January, 2013 : 12:00 – 15:00 Hrs., additional administrative checks and scrutineering (see art. 10)
: 19:00 Hrs. publication of the list (with start times) of crews admitted to the start and briefing
20th January, 2013 : 08:15 Hrs. start of the event, leg 1, Enschede (NL)
21st January, 2013 : 08:00 Hrs. start, leg 2, Weimar (D)
22nd January, 2013 : 08:00 Hrs. start, leg 3, Bad Schandau (D)
: 19:00 hrs. start, leg 4, Trial category only
23rd January, 2013 : 08:00 Hrs.start, leg 5, Hradec Králové (CZ)
24st January, 2013 : 08:15 Hrs. start., leg 6, Brno (CZ)
: 19:00 Hrs. start, leg 7, Trial category only
25th Januari, 2013 : 08:30 Hrs.start Linz (A)
: 12:30 Hrs. finish of the event, Salzburg (A)
: 16:00 Hrs. publication of the provisional final results
: 20:30 Hrs: prize-giving at Schloss Hellbrun, Salzburg (A).
Publication of the unofficial results and start times for the following leg, see: art. 8.2.1. and 11.1.2.

Official Notice Board: the locations of the Notice Board will be published in the Road book.

1 – ORGANISATION

1.1. Definition

Classique bv (Classic Car Events) is the organiser of the 13th WINTER TRIAL which takes place between 20th January and 25th January 2013.

The address of the organiser's permanent Rally Office, until 18th January 2013 is:

Classique bv Tel.: +31 (0) 578 575 100

Post Box 50, Fax: +31 (0) 578 577 426

NL - 8170 AB Vaassen. E-mail: info@thetrail.nl

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

The event is run in compliance with:

- the FIA International Sporting Code (and Appendix)
- the FIA Standard Supplementary Regulations for Historic Regularity Rallies
- the present Regulations and eventual Bulletins
- the Highway Code of the countries covered by the rally

1.2 Organising Committee

Chairman: Bart Rietbergen.

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

1.3. Officials during the event

FIA Observer/Steward:	George Pavlopoulos (GRC)
Clerk of the Event:	Bart Rietbergen (NLD)
Deputy Clerk/ Secretary of the Event:	Jan Meester (NLD)
Route designer:	Mark Appleton (GBR)
Chief Marshal:	Timo Rietbergen (NLD)
Eligibility scrutineer:	Ruud Stam (NLD)
Results services/Timekeeping:	Guus Rietbergen (NLD)
Competitors' Relations Officer:	Bart Rietbergen (NLD)
Hotel co-ordinator:	Jan-Peter Nijmeijers (NLD)

1.4. Supplementary to the Regulations

The provisions of the present regulations may be amended if necessary. Any amendment or any additional provision will be announced by dated and numbered bulletins, which form an integral part of present regulations. Any bulletin issued after the beginning of administrative checks must be signed by the Steward of the Meeting. Bulletins will be posted on the official notice board and are also directly communicated to the participants, who must acknowledge receipt by signature unless this is materially impossible during the running of the event.

1.5. Application and interpretation of the Regulations

The Clerk of the Event is charged with the application of the present regulations and their provisions during the running of the event. Any case not foreseen in the present Regulations is judged by the Steward of the Meeting. In case of any sporting dispute over the interpretation of the present regulations the English text is binding.

2 - ELIGIBILITY - TITLE

Championships

The results of the Winter Trial counts for:

- the FIA Trophy for Historic Regularity Rallies 2013 for drivers and co-drivers
- the KNAF Open Dutch Historic Regularity Rally Championship for drivers and co-drivers

3 - DESCRIPTION

- 3.1.** The 13th WINTER TRIAL is a regularity rally for historic and classic cars, taking into account that ultimate speed is not decisive for the results. The most important factor is to implement route instructions. There will be two categories, each with different route instructions, timing and awards, although much of the route will be common to all. The two categories are as follows:
- I. Category TRIAL, suitable for experienced crews. The route will be split up into 8 legs and the total length is approx. 2.500 km with approx. 30 regularity test sections.
The results of this category will be counting for the FIA Trophy for Historic Regularity Rallies 2013.
 - II. Category CLUB. This route is ideally suited to novice competitors and those who like less competition.
- 3.2.** The breakdown of the route as well as its time controls, passage controls, neutralisation periods, etc. are described in the road book and on the time card(s) which gives the crews all information they require to complete the route correctly. All distances, given in the road book and route instructions, will be measured in kilometres. These distances are usually measured during the route survey. Occasionally they will be measured from the maps which are used by the organiser. The list of the used maps will be published in a Newsletter.

4 - ELIGIBLE VEHICLES

- 4.1.** A driver wishing to enter a vehicle for this event must ensure that, at the date of scrutineering and for the duration of the event, his vehicle is road-legal for the countries in which the event is to take place. The event is open to any 2-wheel drive vehicle, first produced up to and included 31st December 1976. The organiser may refuse a car not complying with the period specifications, "spirit" and Aspect. The organiser may combine and/or subdivide any class.
- 4.2. Equipment**
- 4.2.1. All cars must be equipped with:
- Snow chains;
 - Non porous groundsheet;
 - Fire extinguisher (minimum content 2 kg. and fit for fuel fires);
 - Tow rope.
- 4.2.2. All electronic systems, measurement equipment and or information displays of any kind, fixed to the car or not, are not allowed.
Only permitted is: - a non GPS driven compass and/or a by the organiser supplied GPS system;
- a maximum of two (semi-)mechanically or electronic trip meters;
- a maximum of two electronic clocks and/or stopwatches.
- 4.2.3. No electronic means of communication may be used during the running of the legs. Although you may have a mobile phone for emergencies in the car, it must be switched off during the running of the legs.
- 4.2.4. The Clerk of the Event reserves the right to search the car by officials of the event or their assistants.
- 4.2.5. The organiser will supply each car with a track & trace system (so-called "logger"), which will be used for timing purpose and to control the maximum speed. This device must be in the car during the running of the event. A 12 volt electricity adapter (will be specified in a news letter) must be installed in the car. This adapter should be switched off when the engine is not running.
- 4.3.** All cars must have a valid FIA Historic Technical Passport (HTP), or a FIA Historic Regularity "Car Pass" (HRCP), or a FIVA Identity Card, which must be submitted at scrutineering at the latest.
- 4.4. Modifications**
- 4.4.1. The cars must be equipped with winter type tyres. Racing tyres and/or (partly-)studded tyres are not allowed.
- 4.4.2. The car may be equipped with a roll over bar or cage and the front seats may be replaced by competition seats; the rear seats may be removed.
The car must be equipped with seat belts (except for vintage cars, but are strongly recommended).
- 4.4.3. The presence of more than 6 front lights is not allowed.
(Imitation-) high intensity gas discharge lamps or led lights or tinted (blue) bulbs or any other device to imitate gas discharge lamps are strictly prohibited.
- 4.4.4. The organiser may accept cars with modifications if she deems these to be within the spirit of the event. Modifications must be declared on the entry form. Failure to do so will result that the car will be moved into class 22.

4.5. Period / Classes

Cars competing in category **TRIAL** or **CLUB** will be divided into the following cylinder capacity classes:

FIA Period C: cars, produced from 01-01-1919 up to and inclusive 31-12-1930

- Class 1: up to and included 2500 ccm.
- Class 2: 2501 up to and included 4500 ccm.
- Class 3: over 4500 ccm.

FIA period D: cars produced from 01-01-1931 up to and inclusive 31-12-1946

- Class 4: up to and included 2500 ccm.
- Class 5: 2501 up to and included 4500 ccm.
- Class 6: over 4500 ccm.

FIA Period E: cars produced from 01-01-1947 up to and inclusive 31-12-1961

- Class 7: up to and included 1000 ccm.
- Class 8: 1001 up to and included 1600 ccm.
- Class 9: 1601 up to and included 2000 ccm.
- Class 10: over 2000 ccm.

FIA Period F: cars produced from 01-01-1962 up to and inclusive 31-12-1965

- Class 11: up to and included 1000 ccm.
- Class 12: 1001 up to and included 1600 ccm.
- Class 13: 1601 up to and included 2000 ccm.
- Class 14: over 2000 ccm.

FIA Period G: cars produced from 01-01-1966 up to and inclusive 31-12-1971

- Class 15: up to and included 1000 ccm.
- Class 16: 1001 up to and included 1600 ccm.
- Class 17: 1601 up to and included 2000 ccm.
- Class 18: over 2000 ccm.

FIA Period H: cars produced from 01-01-1972 up to and inclusive 31-12-1976

- Class 19: up to and included 1000 ccm;
- Class 20: 1001 up to and included 1600 ccm;
- Class 21: 1601 up to and included 2000 ccm;
- Class 22: over 2000 ccm.

5 - ELIGIBLE CREWS / ENTRY FORM / ENTRIES

5.1. Individual entries

A crew is made up of the first driver and co-driver as specified on the entry application form. The first driver must hold a valid driving licence. Co-drivers may only drive the car if they are in possession of a valid driving licence.

Drivers must:

- either hold any kind of drivers' competition licence issued by an ASN and valid for the current year and event.
- or obtain a "Regularity 50 Rally (H4) Driving Permit" which will be issued during the administrative checks of the event, upon payment of a fee as specified under article 6 (Entry Fees).

5.2.

Anybody wishing to take part in the regularity rally must send the entry form, duly completed to the organisers permanent Rally Office (see art. 1.1), before 5th January, 2013, at the latest, together with the full payment. Official acceptance or refusal will be notified on 5th January, 2013, at the latest.

The organisers reserve the right to refuse an entry or cancel an already accepted one without giving reasons.

Details concerning the crew may be sent in up to the end of the administrative checks. The replacement of the car may be made before the end of the administrative checks and must be approved by the organising committee. All crew members may only be replaced with the agreement of the Observer/Steward.

5.3. Team entries

Make and/or club teams can be entered up to the start of the 3rd leg. A make team must be made up of a minimum of 3 and maximum of 5 cars of the same make but not necessarily of the same model. A club team must be made up of a minimum of 3 and a maximum of 5 crews under a freely chosen name, regardless the category in which the crews are entered. The amalgamated results of the 3 best classified crews (in their category) will be counting.

5.4.

On submitting the entry application form, all drivers undertake to abide by the prescriptions of the present regulations.

6 - ENTRY FEES / INSURANCE

6.1. Entry fees

- | | | |
|---|--|------------|
| A- Individual entry: | - Fully paid before 1 st June, 2012 | € 5.390,-- |
| | - Fully paid before 1 st September, 2012 | € 5.550,-- |
| | - Fully paid after 1 st September, 2012 | € 5.850,-- |
| | Together with submitting of the entry application form a deposit of € 1.000, -- must be paid. This deposit is part of the total entry fee and is not refundable. | |
| B- Make or club team entry: | € 25. -- for each car. | |
| C- Regularity 50 Rally (H4) Driving Permit: | € 75, 00 per driver and per co-driver (see article 5.1). | |
| D- Single room supplement: | € 1.750,-- | |
| The entry fee includes: | - seven nights' accommodation (inclusive pre start), breakfasts, lunches and dinners for 2 persons during the event, prize-giving dinner. | |
| | - Road books, time cards, competition numbers, rally plates, awards. | |

- 6.2.** Entry fees are refunded:
- In full, to candidates whose entry has not been accepted.
 - In full, minus € 500, -- in the case of the rally has been cancelled.
 - In case a competitor withdraws his entry, the following refund scheme will be in force:

* Before 1 st September, 2012	full amount less € 1.500, -- (inclusive non refundable deposit)
* Between 1 st September and 1 st November, 2012	full amount less € 2.100, -- (inclusive non refundable deposit)
* Between 1 st November, 2012 and 6 th January, 2013	full amount less € 2.500, -- (inclusive non refundable deposit)
* After 6 th January, 2013	no entry fees will be refunded.

6.3. Insurance

Competitors 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, inclusive regularity (test) sections. It is the responsibility of competitors to arrange such insurance and/or extend existing insurance as necessary. The insurance of the organiser will be in addition to and without prejudice to any personal insurance policy held by a competitor or any other person or legal entity taking part in the event. Entry fees includes an insurance premium which quarantines the competitor cover for civil liability towards third parties up to a maximum of € 5.000.000,00 per accident. Insurance cover becomes effective at the start of the rally and ceases at the finish of the rally or on withdrawal or disqualification.

6.4. Indemnity clause

The FIA, KNAF, promoter, organisers, sponsors, officials and marshals of the event and/or members of FIA decline liability in any incident or accident caused by or to competitors and competing cars during the event. The FIA, KNAF, promoter, organisers, sponsors, officials and marshals of the event and/or members of FIA also decline any liability for breach of the laws and regulations of the countries in which the event will take place.

Competitors shall be held responsible for any accident or breach of laws and regulations in which they may be involved and shall declare to the organisers particulars of any incident from which liability may arise and shall have no claim against the FIA, KNAF, promoter, organisers, sponsors, officials and marshals of the event and/or members of FIA arising out of any action of the FIA, KNAF, promoter, organisers, sponsors, officials and marshals and/or members of FIA during the course of the event.

6.5. Declaration

Competitors will be required to sign the following declaration.

"I have read the present regulations of the 13th WINTER TRIAL and agree to be bound by them.

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

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

I declare that to the best of my belief the driver(s) possess(es) the standard of competence necessary for an event of the type to which this entry relates and that the car hereby entered is suitable and roadworthy for the event 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 of the crossed countries and valid for taking part in regularity (test) sections.

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

7 - ADVERTISING

- 7.1.** The advertising provisions specified in the FIA International Sporting Code must be respected. A copy of these provisions is available from the organiser, if required. The advertising space along the top and along the bottom of the competition numbers and on the rally plates is reserved for the organisers' advertising and cannot refuse by the participant. The organiser will supply each crew with a number of decals which will be handed out during the administrative checks. The organisers' obligatory advertising and their locations on the car will be published in a bulletin. Absence of the organisers' advertising at any time during the event will be penalised.
- 7.2.** Other advertising is allowed on the car but only with the prior approval of the organisers who may not allow advertising that conflicts with the official advertising or is not appropriate to the spirit of the event.
- 7.3.** Drivers' names (3cm high) and relevant county flags may appear on each side of the car (No blood groups).

8 – GENERAL OBLIGATIONS

8.1. Crews

Only crews specified on the entry form are admitted to the start.

If one member retires or if an additional party is admitted on board, the car may be excluded from the event.

8.2. Starting order – Plates – Numbers

8.2.1. The start of the 1st leg will be given in order of the competition numbers, with the lowest number first. During the event the starting order can be changed. The starting times will be published on the official notice board, 1 hour after arrival of the last crew of that leg, at the latest. Any crew arriving late at the start of the event or a leg will be penalised by the steward of the Meeting, at their discretion.

8.2.2. 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 for the duration of the event. They must under no circumstances cover the car's license plates, even partially.

- The competition numbers provided by the organiser must appear on both sides of the car throughout the whole event. In some cases, the organiser may require competitors to temporarily remove or cover the competition numbers
- 8.2.3. If it is ascertained at any time during the event that any competition number or rally plate is missing, a penalty will be imposed.

8.3. Time card

- 8.3.1. Each crew is given time cards showing the standard times for a fictive Car -0-. The book with the time cards for the whole event shall be handed out after scrutineering. Regularity test section sheets, if any, are an integral part of the time card.
- 8.3.2. Any correction or amendment made to the time card results in exclusion, unless such correction or amendment has been approved by a marshal. The crew alone is responsible for submitting the time card at the different controls. Therefore, it is up to the crew to submit its time card to the marshal at the correct time and to check that the time has been correctly entered.
- 8.3.3. The loss of a time card will result in a penalty.

8.4. Traffic – Repairs

- 8.4.1. Throughout the entire event, the crews must strictly observe the traffic laws of the countries covered. Any crew which does not comply with these traffic laws is subject to penalties at the discretion of the Steward of the Meeting, as follows: 1st infringement: official warning. 2nd infringement: possible exclusion. Exceeding the maximum permitted speed by the traffic laws on two occasions at any time during the event including during the regularity test sections by more than 10 km/hrs. shall result in exclusion. The organizer will check the speed by a 'track & trace system' (logger). In case of an infringement of the traffic laws committed by a crew participating in the event, the police or officials noting the infringement must inform the offender thereof in the same way as for normal road users. When a regularity test section uses closed roads where the legal speed limit does not apply, then the speed limit will be defined by the organisers and will be treated, for penalty purposes, in the same manner as the legal speed limit.
- 8.4.2. Repairs and refuelling are permitted throughout the entire event by crew members alone. Any kind of organised help, except assistance arranged by the organiser, is not allowed.
- 8.4.3. Crews are forbidden under pain of a penalty which may go as far as exclusion:
- to block deliberately the passage of competing cars, or to prevent them from overtaking.
- to behave in an unsporting manner and/or dangerous driving.
- 8.4.4. If the itinerary cannot be followed, for whatever reason, the organiser can make a deviation. This deviation can be allowed by orange "classic events" arrows or given in a route bulletin.
- 8.4.5. A ground sheet must be used during repairs and overnight halts.

9 – RUNNING OF THE EVENT.

9.1. Start

- 9.1.1. The starting interval between the cars is 1 minute, however for the smooth running of the event the Clerk of the event may decide in exceptional cases during the event to reduce this time interval to a minimum of 30 seconds. The event uses the scheduled time system.
- 9.1.2. Crews must have their passage checked at all controls mentioned on their time card in the correct order, under pain of a penalty.

9.2. Controls – General provisions

- 9.2.1. All controls, i.e. passage- and time control, start and end of regularity test sections, are indicated by means of FIA standardised signs. The control area is always deemed to be 25 meters around the control post. Controls may be established inside cafés, fuel stations, etc. A sign "end of control area" is set up by the organiser at a maximum distance of 1 km after the timekeeping at the finish line (except in case of a logger finish). This indicates to the crew that they have passed the last time control of the regularity test section.
- 9.2.2. The arrival at a time or passage control from any direction other than that of the rally or non-reporting at a time or a passage control will be penalized.
- 9.2.3. Control posts 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 unless the Clerk of the Event decides otherwise.
- 9.2.4. Crews are obliged to follow the instructions of the marshal in charge of any control post.
- 9.2.5. The distinguishing signs of the officials and marshals are as follows: orange jack and official/marshal badge.
- 9.2.6. In the event of one or more controls being cancelled for whatever reason, it is up to the Clerk of the Event to decide (and the Steward of the Meeting confirm the decision) as follows:
A) Cancel penalties at that control, or
B) Take the results of the cars which were able to pass the section in accordance to the regulations, and penalise the remaining cars with an average of these results.
- 9.2.7. The clerk of the course may change the penalisation of a regularity test section or closed circuit regularity test section or driving test on the condition that this changement will be published in a official bulletin well in advance.

9.3. Passage- and Time Controls – Withdrawal.

- 9.3.1. *PASSAGE CONTROLS (PC).*
At these controls, the marshals simply stamp and/or sign the time card as soon as it is handed in by the crew, without mentioning the time of passage. The lack of such a stamp and/or signature will be penalised. The organiser may establish secret passage controls (for example by the track & trace system (logger) at any point on the route.
- 9.3.2. *TIME CONTROLS (TC).*
- 9.3.2.1. At these controls, the post marshal shall chip and enters the time on the time card at the moment one of the crew members' hands in the time card to the post marshal. Missing a time control will be penalised.

- Crews do not incur any penalty for checking in if they hand in the time card during their scheduled check-in minute. This scheduled time can be calculated by adding to the Standard Time (shown on the time card) the number of minutes between the competitor and the fictive Car -0-.
- 9.3.2.2. 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 late at the next time control visited without penalties, subject to be within the maximum permitted lateness (MPL). The time at any control visited outside maximum permitted lateness (MPL) will be ignored and the crew is regarded as having missed that control. The MPL at any control is 30 minutes unless otherwise specified.
- 9.3.2.3. The maximum penalty per leg is 4 hours.
- 9.3.3. **MAIN TIME CONTROLS (MTC).**
Maximum permitted lateness (MPL) at the 1st control of each leg is 15 minutes and the last control of each leg (MTC-IN) is 60 minutes of which 30 minutes will be penalty free, unless otherwise specified. Crews will not be penalised for early arrival at the last time control of a leg (MTC-IN).
- 9.3.4. **CATCHING-UP / EXCLUSION.**
- 9.3.4.1. If a crew interrupts the rally by leaving the set itinerary, for technical reasons, it may be re-admitted to the following leg and shall be given a time penalty up to 4 hours, provided that it informs the Clerk of the Course or Secretary of the event of its intention to continue the event. Each case will be decided by the Clerk of the course who may order the car to be subject to a scrutinising check. This catching-up is not applicable for the last leg of the event and in order to be classified, the car must report to the final control (finish) of the event.
- 9.3.4.2. A competitor will be excluded from the event:
- if they have not started a leg and they have not finished that leg.
 - if they have missed the final (finish) control of the event.
 - if the car has not passed the finish line of the event on its own power.
 - if the car is not roadworthy / road-legal.
- 9.4. Regrouping controls**
- 9.4.1. Regrouping controls may be set up along the route. On arrival at these regrouping controls, the crews hand the post marshal their time card. They receive instructions as to their restart time.
- 9.4.2. The purpose of these regroupings is to reduce the intervals which may occur between crews. Thus, the start time from the regrouping control, not its duration, must be taken into account.
- 9.5. Test sections**
- 9.5.1 Regularity test sections (Regularity)**
- 9.5.1.1 Information about regularity, including the start location, will be handed out at the start of a leg or the preceding control post and it is the crews' responsibility to ensure that they have the necessary information. Regularities are organised on roads open to public traffic. The minimum length of regularity on public roads is 3 km. The start location of a regularity will be given by a photograph in the road book. The crews must complete the regularity at one or more average speed(s) fixed by the organiser.
- 9.5.1.2 **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. If there is more than 1 car at the preceding control, the marshal may give a time that includes seconds (usually 30 seconds) so that no two cars can start at the same time.
- 9.5.1.3 **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. A competitor does not have to wait for a specific start time. The actual start time will be taken by the track & trace system (logger) at the moment the car leaves the start line of the Regularity. The start time will be rounded to the nearest whole minute. Starting in the same minute as a previous car will be penalised.
- 9.5.1.4 **REGULARITY START MANNED (RSM)**
Some regularity will have a manned start. It is possible that details for the regularity (route, average speed, etc) will be given to the crew at the start. At a manned start, the marshal will chip and enter the start time at the crews' time card and he/she gives the crew the start signal "GO", after countdown of the final seconds. Any car leaving the start before the start signal will be given a penalty. In the event of a delay at 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 start (after the next regrouping where it must be absorbed) or finish of the leg.
- 9.5.1.5 **TIMING PROCEDURE**
A regularity start is also a passage control. Missing a start will be penalised. Regularity may have one or more timing points. Timing will be done by hand or by the 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. An intermediate unmanned timing point (logger point) will be indicated by a small yellow control sign, the car must not stop at a logger point. The last timing point will be indicated by a red control sign where the car must stop (except at a logger point) for recording the time. 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 and the maximum penalty per timing point or missing a timing point can be different per leg. The penalty for not running the 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.

9.5.1.6 Route reconnaissance or practising of a regularity is not allowed.

9.5.1.7 The crews' worst result of one of the regularity sections (not applicable at night legs) will be deleted for making up the official final classifications.

9.5.2 Closed circuit regularity test sections (Lap Consistency Tests)

9.5.2.1 Details about the closed circuit regularity test will be handed out at the start of the leg (MTC-OUT) or at the preceding control post or at the start of the test. It is the competitors' responsibility to ensure that they have the necessary information for the regularity test.

9.5.2.2 The number of laps, the time- and/or average speed window in which each lap time must fall in will be set by the organiser.

9.5.2.3 Each competitor must set his individual lap 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. This penalty will be between 1 and 10 seconds and will be specified in the test details or a route bulletin.

A penalty will be given if a competitor completes too few or too many laps. The maximum penalty of the test is 6 minutes. Participants who do not take part in the test will be penalised.

9.5.2.4 Route reconnaissance or practising of a lap consistency test is not allowed.

9.5.3 Driving Tests

9.5.3.1 Details about the manoeuvrability test will be handed out at the first time control of the leg (MTC-OUT) or at the preceding control post or at the start of the test. It is the competitors' responsibility to ensure that they have the necessary information for the manoeuvrability test.

9.5.3.2 Each driving test will have 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 seconds.

Any car leaving the start before the start signal will be penalised.

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

If a car passes a cone or course marker on the wrong side, it will be regarded as a wrong test and a penalty of 3 minutes will be allocated to the driven time. Touching a cone or course marker will be penalised.

9.5.3.4 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 and the timing will be stopped at the moment the car stops.

Overshooting the finish line will be penalised. 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.

9.5.3.5 The maximum penalty of the test will be based on the time taken plus an additional penalty of 6 minutes.

Participants who do not take part in the test will be penalised.

9.5.3.6 Route reconnaissance or practising of a driving test is not allowed.

9.6 Parc Fermé

While the vehicles are subject to "Parc Fermé" rules, any intervention on the car (repair, servicing, refuelling, etc.) is forbidden except for safety reasons. Normally there will be no Parc Fermés during the rally, but the FIA Observer/Steward can request the organiser to establish a Parc fermé.

10 – ADMINISTRATIVE CHECKS / SCRUTINEERING / PENALTIES

10.1. Scrutineering before the start

10.1.1 The administrative checks and scrutineering for Dutch crews will be on Saturday 5th January 2013, from 10:00 to 16:00 hrs. at Decos, Huygenstraat 30, Noordwijk in accordance with a timetable, given on the entry confirmation.

An additional administrative checks and scrutineering for foreign crews will be on Saturday 19th January 2013, from 12:00 to 15:00 hrs. at Munsterhuis Sportscars, Goustraat 31-49, Hengelo (Ov).

The following papers must be presented for inspection at the administrative checks:

- Driving licence;
- Any competition license issued by a ASN or Regularity 50 Rally (H4) Driving Permit;
- FIA "Car Pass" or FIVA Identity card of the car;
- Registration papers of the car,
- International insurance certificate for the car,
- Authorisation to drive the car if it is not the property of a crew member.

Crews will receive their scrutineering sheet at the administrative checks, where after the crew presents itself with its car at scrutineering.

10.1.2. The scrutineering carried out before the start is of a completely general nature (checking of make and model of the car, year of construction, conformity of the car with the Highway Code, etc.).

All participants must present a FIA Historic Technical Passport (HTP) or FIA Historic Regularity Car Pass (HRCP) or FIVA identity card of the car.

The competition numbers, rally plates and the kind and location of the advertising will be checked, also.

After scrutineering the crew hand in the scrutineering card at the administrative checks where it receives the time cards.

10.2. Final Control

At the finish of the event, the crews must make their cars available for a brief check by the scrutineers, if requested by the Clerk of the Event.

10.3. Summary of the penalties

START REFUSED

Article	Reason
4.1.	Car not road legal.
4.1.	Car produced after 31-12-1976.
4.1.	Car not complying with "spirit" of the event.
4.3.	No Identity Pass or Card.
5.1.	Crew not in conformity/no valid driving licence.
5.1.	No valid ASN licence or Regularity 50 Rally Driving Permit.
5.2.	Entry form sent in too late.
6.1.	No payment of the entry fee.
6.3.	No valid insurance for the car.
6.5.	Declaration not signed.
7.2.	Advertising not in conformity.
10.1.1.	Did not pass administrative checks.
10.1.2.	Did not pass scrutinising.

PENALTIES IN TIME

Article	Reason	
4.4.1.	Using racing tyres, 1 st infringement	60 minutes
4.4.3.	More than 6 front lights	30 minutes
4.2.2.	Electronic systems, etc. fixed to the car or not, per leg	5 minutes
4.2.2.	Using GPS driven compass, per leg	5 minutes
4.2.2.	Trip meter(s) not in conformity, per leg	5 minutes
4.2.2.	Electronic clocks / stopwatches not in conformity, per leg	5 minutes
4.2.3.	Using electronic means of communication, per leg	5 minutes
4.2.5.	Track & Trace system (logger) not in the car or not in operation, per leg	4 hours
7.1.	Missing organisers' advertising	60 minutes
8.2.1.	Each minute late at start of event or leg	1 minute
8.2.1..	More than 15 minutes late at start of event or leg	30 minutes
8.3.3.	Missing time card(s)	4 hours
9.2.2.	Passing controls not in correct direction	15 minutes
9.3.1.	Missing a passage control	15 minutes
9.3.1.	Missing a secret passage control	15 minutes
9.3.2.1.	Missing a time control	30 minutes
9.3.2.2.	Each minute late at a time control	1 minute
9.3.2.2.	Each minute early at a time control	2 minutes
9.3.2.2.	Missing a time control – outside MPL	30 minutes
9.3.2.3.	Maximum penalty per leg	4 hours
9.3.3.	Early arrival at last time control (MTC-IN) of a leg	0 minutes
9.3.4.1.	Interrupting the rally, up to	4 hours
9.5.1	Regularity section: - each second early or late on a timing point, day 1 and 2	1 second
	- each second early or late on a timing point, day 3 and 4	2 seconds
	- each second early or late on a timing point, day 5 and 6	3 seconds
	- overtaking, slowing down, stopping in sight of finish	10 minutes
	- missing regularity start	15 minutes
	- starting within one minute after the previous car	15 minutes
	- stopping or reversing on de start line or restarting (RSL)	15 minutes
	- leaving the start before the start signal at a RSM start	20 seconds
	- missing timing point or maximum penalty per timing point, day 1 and 2	5 minutes
	- missing timing point or maximum penalty per timing point, day 3 and 4	7 minutes
	- missing timing point or maximum penalty per timing point, day 5 and 6	10 minutes
	- maximum penalty per regularity section	30 minutes
9.5.2	Lap Consistency Tests: - each second below or over individual target time	1 to 10 seconds
	- too few or too many laps	3 minutes
	- maximum penalty	6 minutes
	- not started the test	15 minutes
9.5.3	Driving Tests: - starting before start signal	20 seconds
	- failing to stop astride (overshooting)	10 seconds
	- failing to attempt to stop astride, time taken plus	3 minutes
	- touching a cone or route marker	10 seconds
	- did not follow the correct route (wrong test)	3 minutes
	- reversing in case of overshooting finish line	3 minutes
	- maximum penalty, time taken plus	6 minutes
	- not started the test	15 minutes

PENALTIES LEFT TO THE DECISION OF THE STEWARD OF THE MEETING.

Article	Reason	
4.4.3.	Presence or use of tinted bulbs/high intensity gas discharge lamps, etc.	Up to exclusion
4.4.4.	No modifications declared.	
4.2.	Equipment in the car not in conformity.	
4.2.4.	Refuses to search the car.	
7.2.	Advertising not in conformity	
7.3.	Driver name not correct or blood groups displayed	
8.1.	Number of crew members not in conformity.	
8.2.2.	Rally plates and/or competition numbers not correctly fixed.	
8.2.3.	Missing competition number(s) and/or rally plate(s)	

- 8.4.1. 1st infringement of traffic rules.
- 8.4.1. 2nd infringement of traffic rules.
- 8.4.2. Use and/or presence of pre-organised assistance and/or assistance crew.
- 8.4.5. Not using ground sheet.
- 8.4.3. Dangerous driving and/or non sporting behaviour and/or blocking of the road.
- 9.2.4. Not following instructions of official or marshals.
- 9.6 Did not follow the Parc Fermé rules.

EXCLUSION

- | | |
|----------|---|
| Article | Reason |
| 4.1. | Car not road legal |
| 4.4.1. | Using racing or studded tyres , 2 nd infringement |
| 8.3.2. | Correction or amendment made to the time card. |
| 8.4.1. | Exceeding maximum permitted speed on two occasions. |
| 9.3.4.2. | Withdrawal / missed last control of the event / car not roadworthy. |
| 9.5.1.6 | Reconnaissance or practising regularity section. |
| 9.5.2.4 | Reconnaissance or practising lap consistency test. |
| 9.5.3.6 | Reconnaissance or practising driving test. |
| 10.2. | Refusing Final Control, after finish of the rally. |
| 11.1.4 | Did not finish event correctly. |

In case of exclusion, all forward hotel bookings will be cancelled and no kind of refund will be made.

11 – CLASSIFICATION – PRIZES – PROTESTS

11.1. Classification

- 11.1.1. Penalties will be calculated in hours, minutes and seconds and will be determined by adding together penalties incurred on road sections and/or regularity sections and/or other tests as well as any other penalty that may have been incurred.
- 11.1.2. At the end of each leg, results and/or classifications will be posted at the Official Notice Board. These results and/or classifications are subject to query up to the start of the next leg. These results and/or classifications will be provisional up to 1 hour after the arrival of the last car of that same leg, after which they will be declared final.
- 11.1.3. Any query must be handed in, on the official query form or on the daily results sheet, to the Clerk of the Event. The answer will be posted on the Official Notice Board.
- 11.1.4 To qualify as finisher, the crew must:
 - start at the first time control of each leg,
 - check in at the last time control of each leg.
- 11.1.5 At the end of the event, all penalties incurred in the various legs will be added together (see also article 9.5.1.7.) The crew with the lowest overall total penalties will be declared as winners of the 13th WINTER TRIAL 2013, and so on.
- 11.1.6 In case of a tie, the best time recorded at the last regularity section or the last test of the last leg will be decisive, this going back as far as necessary until a difference between the crews concerned has been reached.
- 11.1.7 The same procedure, as written in article 11.1.2. and 11.1.3. will be used to determine all other classifications.
- 11.1.8 The provisional final classifications are subject to query or protest for a period of 30 minutes after posting on the Notice Board. Any query or protest must be handed in on the official query form to the Clerk of the Event. The provisional final classifications will be declared final 30 minutes after posting.

11.2. 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. |
| Mixed crew classification: | - 2 awards for the best mixed crew . |
| Ladies Cup classification: | - 2 award for the best all female crew. |
| Club Team classification: | - 6 awards for the best team of 3 cars. |
| Make team classification: | - 6 awards for the best team of 3 cars of the same make. |
| Nations Cup: | - Nation trophy, a souvenir award for the best team of 3 crews from one nation. |
| Family team (father/mother-son or daughter): | 1 award for lowest score. |
- With the exception of team, ladies and mixed crew awards, crews may win only 1 award from the above list.

11.3. Prize-giving

The prize-giving ceremony will be on 25th January 2013, at Schloss Hellbrun, Salzburg from 20.30 hrs.

11.4. Protests and appeals

- 11.4.1. All protests must be lodged in accordance with the International Sporting Code. Any protest must be lodged by one single crew and may only be lodged against one single crew or against the organiser. All protest must be handed to the Clerk of the Event with a fee of € 500,-, which will not be returned if the protest is judged to be unfounded.
- 11.4.2. The decision by the FIA Observer/Steward of the meeting are final.
- 11.4.3. In case a competitor cannot implement the original route instructions of the organiser, this cannot be a subject of protest and/or appeal if the organiser can prove that the cause is not a result of an organiser's failure.
- 11.4.4. The accuracy of the distances and the timings calculated by the organisers are not open to protest and /or appeal.

How does it work?

Regularity Start Self (RSS)
Regularity Start Manned (RSM)
Regularity Start Logger (RSL)
Test Start (TS)
= red start flag at the exact location.



Final Timing Point of a regularity
Test Finish (TF)
= red finish flag



Time Control (TC) = red clockboard



Time Control (TC) advance board
Intermediate Manned Timing Point
= yellow clockboard



Passage Control (PC manned or unmanned)
= yellow stampboard

