

SUPPLEMENTARY REGULATION 18th WINTER TRIAL

From Sunday 4th February to Thursday 8th February 2018

Checked by BSHR on: 04-08-2017
Approved by KNAF on: 15 -08-2017

Visa number: 2017.08-01
Permit number: 0452.17.221

GENERAL CONDITIONS

1 PROGRAMME.

Monday 1st May 2017 : Entries open
Monday 7th August 2017 : Publication Provisional Regulations
Monday 1st January 2018: Entry close and publication final Regulations
Monday 15th January : Entry confirmation and Roadbook will be sent out
Saturday 20th January : 10:00-15:00 hrs, Control of documents and car of Dutch/Belgium competitors
(see article 13.1 and 13.2)
Saturday 3rd February : 10:00-17:00 hrs, control of documents and car of non Dutch/Belgium competitors (see article 13.1 and 13.2)
18:00 hrs, publication start list (with startimes)
Sunday 4th February : 08:30-17:00 hrs: leg 1: München (D) – Ceske Budojovice (CZ)
Monday 5th February : 08:30-17:00 hrs: leg 2,:Ceske Budojovice – Aigen im Ennstal (A)
: 18:30-21:30 hrs: leg 3: Marathon category only
Tuesday 6th February : 08:00-17:00 hrs: leg 4:Aigen im Ennstal – Ptuj (SLO)
Wednesday 7th February : 08:00-17:30 hrs: leg 5: Ptuj – Bled (SLO)
: 18:30-21:30 hrs: leg 6: Marathon category only
Thursday 8th February : 08:30-16:00 hrs: leg 7: Bled – St. Wolfgang (A)
18:00 hrs: publication of the provisional final results
19:30 hrs: diner and prize-giving at Hotel Scalaria, Sankt Wolfgang.

2 ORGANISATION

2.1 Definition

Classique BV is the organiser of the 18th WINTER TRIAL.
The address of the Rally Office, until 1st February is:

Classique BV Tel.: +31 (0) 578 575 100
Post Box 94 E-mail: info@thetrail.nl
NL - 8170 AB Vaassen.

The location of Rally Headquarters during the event will be published in the Road book and Rally Magazine. The event will be run in compliance with:

- FIA International Sporting Code;
- KNAF Motorsport year book;
- 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: Bart Rietbergen.

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

2.3 Officials during the event

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

3 GENERAL PRESCRIPTIONS

3.1 Changing the supplementary regulations / Bulletin

Officially approved regulations can be changed at all times. Any amendment or additional provision to the supplementary regulations will be announced by a dated and numbered "Bulletin" which will be an integral part of the supplementary regulations. Bulletins will be issued to crews which have to acknowledge receipt unless this is not possible during the trial.

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", which have to be acknowledge receipt.

3.3 Application and interpretation of the regulations

The Clerk of the course is charged during the Trial with the application of these supplementary 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 18th 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 navigation/regularity "Long distance" trial through Germany, Czech Republic, 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 named: "Regularity) of driver skill and judgement. The maximum required average speed on regularity sections will be 50 kph. The start of the Winter Trial will be at München and the finish will be at Sankt Wolfgang (A). The precise start and finish location will be published by a Bulletin.

6 ELIGIBLE CARS

6.1 Eligible cars

- 6.1.1 All cars must at the date of the start and for the duration of the trial be road-legal in accordance to the rules of the country of registration. They must be safe, roadworthy and must be presented in a condition which reflects credit on the event. Cars with a registration before 1-01-1986 are eligible:
 - 2Wheel driven standard cars;
 - 4Wheel driven cars, except SUV's (see article 6.5 and 16.1).
- 6.1.2 All car engines must be adequately silenced. Engines running at 4500 rpm (3000 rpm for pre 1939 cars) must generate less than 98 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 and must be comply with the legal requirements at all times. 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.
- 6.2.3 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.

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.
- 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 12 volt adapter must be installed 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. *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.
- 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 Period / Classes

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

Period 1: cars, produced up to and inclusive 31-12-1961

- Class 1: up to and included 1300 ccm.
- Class 2: 1301 up to and included 2000 ccm.
- Class 3: over 2000 ccm.

Period 2: cars produced from 01-01-1962 up to and inclusive 31-12-1965

- Class 4: up to and included 1100 ccm.
- Class 5: 1101 up to and included 1600 ccm.
- Class 6: 1601 up to and included 2000 ccm.
- Class 7: over 2000 ccm.

Period 3: cars produced from 01-01-1966 up to and inclusive 31-12-1971

- Class 8: up to and included 1100 ccm.
- Class 9: 1101 up to and included 1600 ccm.
- Class 10: 1601 up to and included 2000 ccm.
- Class 11: over 2000 ccm.

Period 4: cars produced from 01-01-1972 up to and inclusive 31-12-1979

- Class 12: up to and included 1100 ccm.
- Class 13: 1101 up to and included 1600 ccm.
- Class 14: 1601 up to and included 2000 ccm.
- Class 15: over 2000 ccm.

Period : cars produced from 01-01-1980 up to and inclusive 31-12-1985, inclusive 4Wheel driven cars.

- Class 16: up to and inclusive 1300 ccm.
- Class 17: 1301 up to and included 1600 ccm.
- Class 18: over 1600 ccm.

Periods will not be amalgamated. The organiser may combine and/or subdivide any class. The final class structure will be confirmed in the Start List.

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 any kind of 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

8.1 Categories

Competitors can enter in one of the following two categories:

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

II. 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 and signed entry application, together with the deposit of € 1.500,00, arrives at the Rally Office at 1st January 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.

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

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. Crew/car teams may be of both categories.

9 ENTRY FEES / WITHDRAWELL

9.1 Entry fees

- A- Individual entry:
- Fully paid before 30th May 2017 € 5.490,--
 - Fully paid before 1st July 2017 € 5.590,--
 - Fully paid before 1st September 2017 € 5.790,--
 - Fully paid before 1st October 2017 € 5.990,--
 - Fully paid after 1st October 2017 € 6.190,--

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: - 5 nights' accommodation (inclusive pré start), breakfasts, lunches and dinners for 2 persons during the event, 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)

E- Transport of the car from the Netherlands to the start location: € 375,-- (see article 13.2).

9.2 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 1st September, 2017 full amount less € 1.500,00
 - * From 1st September to 1st November, 2017 full amount less € 3.000,00
 - * From 1st November, to 1st December, 2017 full amount less € 4.000,00
 - * After 1st December, 2017 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 Netherlands, Germany, Czech Republic, Austria and Slovenia. 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

Declaration and indemnity clause

I have read the Supplementary regulations of the 18th 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. The he organiser will be published is a bulletin and this advertising must be fixed at the car as instructed.
- 11.2** Competitors’ advertising on the car is allowed but may not conflicts the organisers’ advertising or is not appropriate to the spirit of the event. The maximum total space will be confined to a maximum of two locations of 50 cm x 14 cm, on each side. 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 / CONTROL 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;
- Confirmation of car insurance;

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

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

13.2 Control of the car

The location for the compulsory control of the car will be published in a Bulletin. After the administrative checks the car have to be presented with the fixed rally platen and competition numbers. The control of the car before the start is of a completely general nature.

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.
- 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 (see Programme) 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 categorie Trial and Challenge, except those cars of Period 5 (see article 16.1), will be declared as winners of the 18th WINTER TRIAL 2018.
- 14.1.5 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 at Rally Headquarters for the attention of the Secretary of the Event. Competitors must submit queries before the closing time of the finish control (MTC-IN) of the next leg, at the latest (except the last leg, see Article 14.1.3). 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 1st, 2nd and 3rd place in each category.
 - Class classification: - 2 awards for 1st and 2nd 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.

16.2 Prize-giving

The prize-giving ceremony will be on 8th February 2018 at Hotel Scalaria at Sankt Wolfgang from 19:30 hrs.

17 SUMMARY OF PENALTIES

Start refused

- 6.1.1 Car not road legal/Car produced after 31-12-1979/Car not standard
- 6.1.2 Noice of engine above 98 dB(A)
- 6.2.1 No homologated winter type tyres on the car
- 6.2.3 More than 6 front lights
- 6.3.1 Missing one of the equipment toles
- 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.
- 10.1.2 No valid personal accident insurance
- 10.3 Did not sign the declaration
- 13.1 Did not pass the control of documents
- 13.3 Did not pass the control of the car

Penalties in time

- 6.4.1 Tripmeter(s) not conform, per leg 5 minutes
- 6.4.2 More then two electronic clocks / stopwatches, per leg 5 minutes

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.
- 6.3.2 Use of any means of electronic communication
- 6.3.3 Track & Trace system (logger) not in the car or not in operation
- 6.4.3 Refuses to search the car
- 11.1 Missing or changed organisers' advertising
- 11.2 Advertising conflicts organisers' advertising/Not in spirit of the event/Over maximum total space
- 11.3 Driver name not correct or bloud groups displayed
- 12.2 Rally plates and/or competition numbers missed or not correctly fixed

Exclusion

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

COMPETITION CONDITIONS

18 ROUTE INSTRUCTIONS

18.1 Route information

Route information will be issued to competitors at least two weeks before the start. The to used maps will be published in a Bulletin. These maps must be used. Participants are not allowed to use printed information from any source other than maps which will be published in a Bulletin. These maps must be used at their original scale, enlargements are not permitted. The use of "large scale" maps and information downloaded from the internet is not permitted. The route and control locations will be described in the route instructions and the time allowances will be given on the control cards, which may be altered by a Route Bulletin. 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.

18.2 Route instructions

Some parts of the route instructions will kept secret and this information may include marked maps. Information about a regularity 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.

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:
 - 1st infringement: Official Warning 5 minutes (published on the info board);
 - 2nd infringement, 5 minutes up to 15 minutes time penalty;
 - 3rd infringement or more: exclusion.

Exceeding the maximum speed with more than 50% will be penalized with exclusion.
- 19.1.2 In case the police or officials or Judges of facts noting an infringement of the traffic laws by the competitors they must inform the offender thereof immediately. If the car not stops, they have to inform the organiser which shall penalise the crew.

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

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

21 START / CATCHING UP

21.1 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.

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. The start order for these cars will be decided by the Clerk of the course.

22 SERVICE / ASSISTANCE

22.1 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. Parts and materials used must be paid immediately to the service-team concerned. After the finish of a leg, crews are allowed to arrange service or repairs at a specialised service center.

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

23 CONTROL CARD / CONTROLS / EXCLUSION

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 leg (see article 23.6) 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)

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.

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 Timing points (TP)

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

23.6 Main Time Control (MTC)

The maximum lateness at the 1st control of a leg (MTC-OUT) is 15 minutes. If the crew is late at the start of a leg, they deemed to be started at their planned start time.

Maximum permitted lateness at the last control of each leg (MTC-IN) is 60 minutes of which 30 minutes will be penalty free. Missing the last control of a leg (MTC-IN) will be penalised. Crews will not be penalised for early arrival at the last time control of a leg (MTC-IN).

23.7 Regrouping controls

Regrouping controls may be set up along the route. On arrival, the crews receives instructions about their restart time.

23.8 Penalties in time

18.1	Large scale maps/Information from the internet, per infringement	30 minutes
19.1.1	2 nd infringement traffic rules/exceeding permitted speed, up to	15 minutes
21.3	Interrupting the rally, up to	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	Each second early or late at a Timing point	1 seconde
23.6	Each minute late at the start of a leg up to and included 15 minutes	1 minute
23.6	More than 15 late at the start of a leg	30 minutes
23.6	Missing last control of a leg (MTC-IN)	30 minutes
23.6	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

- 19.1.1 1st infringement traffic rules/exceeding permitted speed
- 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 ontrol card.

23.10 Exclusion

- 19.1.1 3rd 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 an/or regularities

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

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.

24.6 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)

25.1 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.

25.3 Penalties

- Set not individual target time accordance to the test instructions 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 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.

26.3 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.

26.4 The penalisation for not following the entirety 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.

26.6 Penalties

- Time taken from start to finish, each second	1 second
- starting before start signal	20 seconds
- failing to stop astride (overshooting)	10 seconds
- touching a cone or route marker	10 seconds
- failing to attempt to stop astride	3 minutes
- reversing in case of overshooting finish line	3 minutes
- did not stopped at the finish line	3 minutes
- did not follow the prescribed route	10 minutes
- maximum penalty	10 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. Not participating the navigation section will be penalised.

27.3 Penalties

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