



# TRUST **CLASSIC DUTCH** RALLY

**29 – 30 September 2012**

- provisional -  
**Supplementary Regulations**

(1<sup>st</sup> edition – 27 December 2011)

**(Provisional) Supplementary Regulations**  
**Trust Classic Dutch Rally**  
**29 - 30 September 2012**

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## **1. Organisation**

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### **1.1 Description of the Event**

Classic Dutch Rally Stichting organises from 29 through 30 September 2012 the "Trust Classic Dutch Rally 2012", a regularity rally with driving tests for cars with a year of make through 31 December 1985.

The event will be run in accordance with the "KNAF Reglement Historische Regularity Rally's " and has the approval of KNAF with number: BSHR/... dated dd/mm/yyyy.

The event is also open for entry by European (non Dutch) competitors and is also included in amongst others the KNAF Open Dutch Historic Rally Championship.

During the event the crews will cover three Sections, which correspond with the morning and afternoon parts of the days. Each Section is divided into a number of Stages with Tests (driving skills) and Regularities (regularity stages). The event will be run in the South-West of Holland (mainly in West-Brabant and Zeeland).

The route will be on roads open to the public and at special locations (closed for public) with the average speed to be not more than 50 km/hr. In some occasions, when route and traffic permits so, the average speed will be higher, e.g. when primary roads (N-roads) or motorways (A-roads) are included in the route.

There will be three separate classes: Sporting, Touring and Club.

These classes are divided into categories based on the cubic capacity of the engine of the car.

The difference between the three main classes is distinguished by the length of the route, the information on the route and the average speed.

### **1.2 Board of Classic Dutch Rally Stichting**

The Classic Dutch Rally Stichting, being a foundation without profit, is registered with the Chamber of Commerce Gooi-, Eem- en Flevoland under number 32125479.

### **1.3 Organisation Committee and Officials**

Officials of the event are:

- |                                 |                            |
|---------------------------------|----------------------------|
| ▪ Clerk of the course           | Cees de Jong               |
| ▪ Assistent clerk of the course |                            |
| ▪ Event secretary / Rallyoffice | Anne de Jong               |
| ▪ Clerk of the Tests            | Rutger Reinders            |
| ▪ Liaison officers for crews    | Erwin Berkhof              |
| ▪ Liaison officers for marshals | Folkert Kamp               |
| ▪ Head of the results centre    | Wil van den Heuvel         |
| ▪ Observer/Steward              |                            |
| ▪ Permits                       | Event Secretariat          |
| ▪ Assistance car                |                            |
| ▪ Route controls                | AMAC Marshal Club / others |
| ▪ Time keepers of tests         | AMAC Marshal Club / others |

### **1.4 Event Secretariat**

Before and after the event: Classic Dutch Rally Stichting

Torenlaan 31  
1251HG LAREN (NH)  
The Netherlands

Postal address:

Postbus 110  
1250AC LAREN (NH)  
The Netherlands

Telephone:

+31 (0)35-5414630

Telefax:

+31 (0)35-5429671

E-mail:

secretariaat@classicdutchrally.org

During the event:

- \* Rallyhotel - Dordrecht
- \* De Nieuwe Kloof - Bergen op Zoom
- \* Hotel Goes - A. Fokkerstraat 100 - 4462ET GOES

Telephone:

+31 (0)6 53366377

E-mail:

secretariaat@classicdutchrally.org

### **1.5 Official Notice Boards during the Event**

The official notice boards will be placed in the areas at the start- and finish location as well as in the reception hall of the lunch location in Bergen op Zoom and the rally hotel in Goes.

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## **2. Programme**

### **2.1 Summary**

#### **January 2012**

Opening for Entries (maximum 90 crews)  
Publication (provisional) Supplementary Regulations

#### **Sunday 20 August 2012**

🕒 24:00 hrs Closing for entries

#### **Friday 28 September 2012**

🕒 from 20:00 hrs. Document control possibility at the rally hotel in "Dordrecht"  
until 21:00 hrs

#### **Saturday 29 September 2012**

🕒 from 07:00 hrs. Document control at the starting location in "Dordrecht"  
🕒 from 07:45 hrs. Briefing for competitors  
🕒 from 08:30 hrs Start 1<sup>st</sup> competitor Section 1  
🕒 from 12:30 hrs. Lunch "Bergen op Zoom"  
🕒 from 13:30 hrs. Start 1<sup>st</sup> competitor Section 2  
🕒 from 18:00 hrs. Arrival 1<sup>st</sup> competitor at the rally hotel in "Goes"  
🕒 ± 20:15 hrs. Dinner buffet at the rally hotel  
🕒 ± 22:30 hrs. Publication classifications

#### **Sunday 30 September 2012**

🕒 from 06:30 hrs. Breakfast  
🕒 from 08:30 hrs. Start 1<sup>st</sup> competitor Section 3  
🕒 from 12:30 hrs. Arrival 1<sup>st</sup> competitor at finish location in "Dordrecht"  
🕒 13:30 hrs. Lunch buffet at finish location  
🕒 ± 14:15 hrs. Publication provisional classifications  
🕒 ± 14:30 hrs. Publication final classifications and price giving

Note: Above times are with due reserve.

## **3. Regulations / Eligible Cars / Entry / Entry Fees**

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### **3.1 Regulations and Bulletins**

#### **3.1.1 Regulations in force**

The "Trust Classic Dutch Rally 2012" will be run in compliance with the "KNAF Reglement Historische Regularity Rally's" which is published on [www.knaf.nl/hist-rally/2-reglementen.aspx](http://www.knaf.nl/hist-rally/2-reglementen.aspx); these Supplementary Regulations with possible issued bulletins; and the Dutch laws for use of public roads.

#### **3.1.2 Amendments or additions to the regulations**

The provisions of these regulations may be amended or supplemented at any time by the organisation. These amendments or supplements will be published by issuance of bulletins. These bulletins are an integral part of these regulations.

#### **3.1.3 Bulletins**

Apart from the bulletins mentioned under 3.1.2. other (important) information for the competitors will be published by issuance of so-called information-bulletins.

In case bulletins are issued before 20 September 2012 then these will be published by the organisation on the website [www.classicdutchrally.org](http://www.classicdutchrally.org).

During the event bulletins will be posted on the notice board and, if necessary, will be handed out at (un)manned route controls.

#### **3.1.4 Application and interpretation of the regulations**

The clerk of the course is responsible for the running of the event and is charged with the application of these regulations.

In case of doubt, with regard to the interpretation of these regulations, the Dutch text will be binding. In all cases where these regulations are not complete or do not provide unambiguous direction, the clerk of the course will decide.

### **3.2 Eligible cars**

#### **3.2.1 Entry conditions**

The event is open for any properly maintained passenger cars with a year of make until 31 December 1985 and which comply with the statutory regulations of the country in which they are registered and for which, if applicable, a valid proof of conformity is issued. Furthermore the car must be able to drive faster than 80 km/hr.

Safety belts, also when not obligatory, are recommended and a roll bar is allowed.

Until 24 hours before the documents control a competitor may replace the entered car by another car unless this car meets the requirements for entry to the event.

#### **3.2.2 Sub-classes in categories**

The cars entered per class (see article 3.3.3) are divided by category "cubic capacity":

- a: 0000 - 1300 cc
- b: 1301 - 1600 cc
- c: 1601 - 2000 cc
- c: 2001 - 2500 cc
- d: 2501 and up

The organisation reserves the right, based on actual entries, to amend categories (range of cc) and/or to combine categories with the next higher or lower category when too few cars are entered in a category.

Also cars with a motor capacity other than "standard" can be placed in another category.

#### **3.2.3 FIA or FIVA Identity Card**

Cars entered for the "Trust Classic Dutch Rally 2012" are not checked on the presence of FIA Car Pass and/or FIVA Identity Card.

Such document may serve to confirm the registration of the car in a sub-class in accordance with article 3.2.2.

#### **3.2.4 Compulsory equipment**

- a country sticker;
- a fire extinguisher (minimal 2 kg. and suitable for liquid fires) which is well fixed in the interior of the car;
- a warning triangle;
- two safety vests in the colour orange, red or yellow;
- a first aid kit with sound and ample contents;
- a towing cable;
- a foil (min. 2 x 4 meters) and/or an oil pan, for use when parking in the grounds of the rally hotel and the luncheon location(s) as well as when carrying out repair works.

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### **3.2.5 Exhaust noise**

The noise level of the exhaust pipe may at no moment in time during the event exceed the maximum levels that apply for The Netherlands or be excessive. The noise level may not exceed the 92 dB(A) at 4000 rpm (or 2/3 of the maximal allowed rpm for low rev engines), when the measuring apparatus is held at a distance of 50 cm from the tail of the exhaust pipe and in 45 degrees of the middle line of the pipe. The measuring apparatus will be placed 50 cm (+/- 10 cm) from ground level.

If the car does not meet this compliance then the organisation can and may exclude the car and the crew from (further) participation to the event.

This for judgement by the head of the conformity control and during the event by the officials.

### **3.2.6 Extra fuel**

The transportation of extra fuel in the car is allowed up to a maximum of 10 litres in total. These jerry cans may not be carried in the interior of the car. During the event there will be plenty of possibilities for petrol stops.

### **3.2.7 Advertising**

Advertising fixed to the car by a competitor and/or third parties as well as so-called advertising banners and/or text at full length on the windscreens, front and/or back, is not allowed;

The names of the driver and co-driver, with country flags, are permitted but may only be placed on both sides of the car. The maximum dimensions (l x h) are 40 x 10 cm;

The display of blood groups of the competitors is not allowed;

A club- or team badge with the maximum dimensions 10 x 10 centimetre is allowed;

The space for advertising on rally plates is strictly reserved to the organisation and this advertising must remain visible;

The organisation can supply self adhesive sheets with the rally number and advertising. These stickers must be fixed by the competitors on the front doors.

### **3.2.8 Right to refuse an entry**

The organisation reserves the right to refuse the entry of a car:

- which does not comply with the regulations;
- which has undergone too modern amendments;
- which still is under restoration and/or shows clearly visible signs of damage or wear;
- which is equipped with a non-mechanical driven apparatus for distance measurement (see article 8.2);
- which is equipped, fixed or not, with GPS(navigation) system (e.g. Tom-Tom).

## **3.3 Eligible crews**

### **3.3.1 Entrant / Competitor**

Every natural person is eligible to act as entrant and/or as competitor with the restriction that the driver must have a valid drivers licence and that the co-driver may not be younger than 16 years of age.

Corporate bodies are eligible to act as entrant only. See also article 3.4.5.

### **3.3.2 Crew**

A crew will consist of a driver and a co-driver with the remark that during the event the co-driver may act as second driver under the restriction that he/she is in possession of a valid drivers licence.

During the course of the event all responsibilities of the crew rest on the driver as mentioned on the entry form.

### **3.3.3 Classes**

The competitors can enter for one of the three classes, namely:

- the **Sporting** for crews with significant or sufficient experience in rallying
- the **Touring** for crews with average or less experience
- the **Club** for crews with no experience and for crews with a car with a year of make before 1946.

The Sporting- and Touring class are divided into categories by cubic capacity of the engine (see article 3.2.2).

### **3.3.4 Maximum of crews**

The total number of entries / participating crews is limited to 90 cars.

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### **3.4 Entry and Entry fee**

#### **3.4.1 Entry form**

Everybody who wishes to participate into the "Trust Classic Dutch Rally 2012" is invited to enter for the event. One can register by using the "Online Entry Form" at the website [www.classicdutchrally.org](http://www.classicdutchrally.org) or by completing and sending in the "paper" entry form published on the website.

The entry must ultimately on the closing date of 20 August 2012 be in the possession of the event secretariat.

#### **3.4.2 Signing of entry form**

By sending in the digital entry form both members of the crew submit themselves, with the exemption of other sectional remedies, to the regulations of KNAF and to the jurisdictions of these regulations and to all that is comprised thereunder..

#### **3.4.3 Right to refuse an entry**

The organisation reserves the right to refuse an entry, eventually without statement of reasons.

#### **3.4.4 Entry fee crews**

The entry fee amounts to, irrespective the class of entry:

€ 630,00 per crew with payment on or before 1 June 2012;

€ 680,00 per crew with payment in period from 1 June through 31 July 2012;

€ 730,00 per crew with payment in period as from 31 July 2011.

At the time of entry a first payment of € 100,00 for registration cost is to be made.

The entry fee for a package for two persons consists of:

- a badge for both crewmembers serving as passe-partout for luncheons and dinners;
- two hard plastic rally plates with competition numbers;
- two sidedoor stickers with competition numbers;
- the road books and possible other road documents;
- a copy of the regulations.

for Saturday 29 September 2012:

- welcome;
- luncheon at location;
- festive dinner at rally hotel;
- overnight stay at rally hotel on basis of 2 persons sharing a room;

for Sunday 30 September 2012:

- breakfast at rally hotel;
- luncheon and price giving.

In case a crew requires two single rooms instead of one double/twin room then an extra charge of € 90,00 applies.

The entry fee must be paid into the:

Rabobank-account 1301.50.169 in name of Classic Dutch Rally Stichting in Laren (NH) – The Netherlands by stating the names of both crewmembers.

For payments from abroad apply IBAN: NL66RABO0130150169 – BankSortCode: RABONL2U.

#### **3.4.5 Entry fee business**

The entry fee amounts to, irrespective the class of entry:

€ 930,00 per crew with payment on or before 1 June 2012;

€ 980,00 per crew with payment in period from 1 June through 31 July 2012;

€ 1.030,00 per crew with payment in period as from 31 July 2012.

The entry fee includes:

- entry of a crew and the package for two persons;
- a black-white advertisement of one page (A4) in a road book and in the results book.

In case a crew requires two single rooms instead of one double/twin room then an extra charge of € 90,00 applies.

The business entry fee must be paid immediately within 10 days after receipt of the invoice into the:

Rabobank-account 1301.50.169 in name of Classic Dutch Rally Stichting in Laren (NH) – The Netherlands by stating the names of both crewmembers.

For payments from abroad apply IBAN: NL66RABO0130150169 – BankSortCode: RABONL2U.

#### **3.4.6 Reservation of starting place**

At the same time of entry a down payment for registration cost of € 100,00 is to be done. This amount is included in the entry fee mentioned in article 3.4.4 and 3.4.5.

Only when the full entry fee (see article 3.4.4 and 3.4.5) is paid a crew is assured of a starting place.

Assignment of a starting place is on the basis of sequence of receipt of 1<sup>st</sup>) the down payments and 2<sup>nd</sup>) the payment of the of the complete entry fee.

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### **3.4.7 Entry fee teams**

The entry fee for teams amounts to € 50,00 per team.

A team shall consist of a minimum of 3 and a maximum of 5 crews from as well the Sporting- as the Touring class.

A crew can be part of a maximum 2 teams, viz. one car make team and one club team.

Entry of a team is possible until the closing of the documents control by submitting the names of the crews to the event secretariat.

The entry fee for teams can be paid:

- up to 15 September 2012 by payment of € 50,00 into:  
Rabobank-account 1301.50.169 in name of Classic Dutch Rally Stichting in Laren (NH) – The Netherlands by stating name of team and contact person;
- after 15 September 2012 by cash payment at the document control.

### **3.4.8 Refund entry fee**

In case the entry is withdrawn by the crew than the entry fee is refunded with deduction of the registration cost (article 3.4.6) for:

- 100 % refund when the entry is cancelled before 16 June 2012;
- 75 % refund when the entry is cancelled between 16 June through 13 July 2012
- 40 % refund when the entry is cancelled between 14 July through 20 August 2012
- 0 % refund when the entry is cancelled after 20 August 2012

When the "Trust Classic Dutch Rally 2012" is cancelled due unforeseen circumstances a 75 % refund of the entry fee is given.

## **4. Insurances**

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### **4.1 Insurance statement**

Competitors must be in possession of a valid insurance covering sectional third-party liability for them and their car during the event, such as "Wettelijke Aansprakelijkheidsverzekering Motorvoertuigen (WAM)". It is the responsibility of the competitor to arrange for such an insurance and/or an extension of their policy.

Dutch competitors are obliged to show prove by means of a so-called "assurantieverklaring", as drafted by the FEHAC/KNAF. The lack of this "assurantieverklaring" will result that the crew will not be admitted to the start of the event

Foreign competitors who can not show a valid insurance statement should make this known at time of the entry. In case it is not possible to sign a valid certificate of insurance statement then the competitor is obliged to obtain, against payment, this certificate through the organisation.

### **4.2 Waiving liability**

#### **4.2.1**

The organisation rejects any liability in case of any accident that is caused throughout the event by and/or to competitors and participating cars. The organisation rejects any liability in case of not acting to the laws and regulations of The Netherlands, on which territory the event is held. Competitors will be held responsible for any accident in which they are involved and/or not acting the laws. They will report to the organisation details of any incident which may or could well result in a liability. Against the organisation no claim shall be submitted, which claim may derive from incidents and/or accidents as a result of actions of the organisation and/or assistants and/or officials, as far as it concerns organisational actions related to the event..

#### **4.2.2**

Each crew must sign at the document control a statement for acceptance of the indemnity terms.

"Ik heb het Reglement Historische Rally's en het reglement van de rally gelezen en verklaar deze te accepteren en na te leven.

Ik erken dat de aard van de rally en het mogelijk risico, inherent aan een gemotoriseerd evenement ken en verklaar dit risico te accepteren.

Ik verklaar dat ik lichamelijk en geestelijk gezond ben om aan de rally deel te nemen en ook bekwaam ben om dit te doen.

Ik verklaar dat de deelnemende auto aan de rally overeenkomstig de wegverkeerswetgeving is verzekerd, inclusief deelname aan regelmatigheidsrally's.

Ik verklaar dat ik als bestuurder in het bezit ben van een geldig rijbewijs.

De KNAF, de organisator, de sponsors, de officials en overige medewerkers van de rally zijn enerzijds niet aansprakelijk tegenover de equipe voor welke schade dan ook die mocht ontstaan door de deelneming aan de rally. Terwijl anderzijds de equipe de KNAF, de organisator, de sponsors en overige medewerkers van de rally vrijwaren tegen alle schade en aansprakelijkheid jegens derden."

In case the above-mentioned clause is not signed then the crew will not be admitted at the start of the event.

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## **5. Course of the Event**

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### **5.1 Rally route**

The total length of the "Trust Classic Dutch Rally 2012" is for:

- the Sporting class ± 450 kilometres spread over the two days:  
Saturday 29 September 2012 ± 300 km for Sections 1 + 2 excluding Tests.  
Sunday 30 September 2012 ± 150 km for Section 3 excluding Tests.
- the Touring- and Club class ± 410 kilometres spread over the two days:  
Saturday 29 September 2012 ± 270 km for Sections 1 + 2 excluding Tests.  
Sunday 30 September 2012 ± 140 km for Section 3 excluding Tests.

The crews must follow each Section from start to finish a route as described in the road book.

Each Section is divided into a number of Stages including one or more Tests (driving skill) and Regularities (regularity stages).

The Stages are map reading stages in which one or more Regularities (regularity stages) are included and which most of times will be driven at the basis of the "regularity-system" in accordance with article 5.7.

### **5.2 Road books**

Each Section the crews will receive a road book at their official starting time. The road book includes detailed description of the route that has to be followed; the time scheme; the locations of time controls; the start and finish of the Tests; the start and finish of the Stages; the start of the Sections.

The road books do not necessarily have to include all instructions for the route that is to be followed. The organisation may hand out a part of the (route)information at any time during the event. This can be at a passage control by placing a route instruction in writing or at a manned route control by an official by handing out a route instruction. These instructions are considered to be part of the road book and must be carried out.

### **5.3 Map materials**

All required maps will be included in the road books. The sectionends of these maps is incorporated in the road book of Section 1 and these sectionends must also be used with the maps in the road books and route instructions for the other Sections.

Most of the time maps with a scale 1:50.000 will be used. For some Tests and Sections hand drawn maps, not on an exact scale, can be issued.

### **5.4 Control Cards**

At the start of each Section the crew will receive for that particular Section:

- a time control card stating among other things: Starting number of the crew – class - number of the Section – numbers of the time controls – numbers of the tests and sections with the passing times for those controls.
- a route control card stating among other things: Starting number of the crew – number of the Section – numbered squares for the route controls.  
The squares must be filled in by the crew in number sequence at a passage control single-lined with ballpoint pen or stamped with the stamp-side of the stamp.

At a manned control the crew must hand over the route control card and/or the time control card to the official. The crew itself is responsible for the control cards as well as the way in which these are being completed by the official. In case an official makes a mistake, this should be reported immediately to the involved official and if required be corrected by that official with his/hers initial.

Any correction made by the crew will be penalised with 60 penalty seconds per incident.

An official is the only person who is entitled to make changes to the control card or to collect same.

The control cards are collected at the end of a Section and will remain property of the organisation.

### **5.5 Passage- / Route controls ( RC)**

At self-service route controls the crew must enter the letter or the figure, either of which is indicated on such a control sign, with ballpoint pen single-lined and not removable in the next empty square of the route control card.

At self service stamp route controls the crew must place this stamp, with the stamp-side of the stamp, in the next empty square of the route control card.

Manned route controls will be indicated with a sign "RC". At these controls the crew must hand over the control card to the official.

All route controls are placed on the right-hand side of the road. Only in case of rounding so-called triangles or small squares the route controls can be placed on the left-hand side.

Route controls, manned or self-service, will be operational between 15 minutes prior and 30 minutes after the scheduled passage time of the crew. Reporting at the control outside these margins will be considered as missing the control.

The missing of a route control or reporting at a wrong route control will be punished with 60 penalty seconds.

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## **5.6 Time controls / Secret Time controls (TC / GTC)**

Time controls will be indicated with a sign "TC IN" and "TC OUT". The locations of the time controls are indicated in the road book and on the time control card with a corresponding number. At these controls the crew must hand over the control card to the official.

At the time control the official will enter the reporting time, the time at which one of the crewmembers hands over the control card to the official. The time registration will only be executed when both members of the crew and their car are in the direct vicinity of the official.

TC's will be operational between 15 minutes prior and 30 minutes after the scheduled reporting time of the crew. Reporting outside these margins will be considered as missing the control. The missing of a time control will be punished with 300 penalty seconds.

When a crew reports too early at a time control this will be punished with 10 penalty seconds for each minute deviation to the ideal reporting time. At the next time control the crew has to report at the ideal reporting time. When the crew again reports too early this will be punished with 10 penalty seconds for each minute deviation to the ideal reporting time.

When a crew reports too late at a time control this will be punished with 10 penalty seconds for each minute deviation to the ideal reporting time. At the next time control the crew has to report at the ideal reporting time plus the lost time. However, it is allowed to recover for a maximum of 10 minutes without being penalised the time which is incorporated in the time schedule at a Test for the extra waiting time.

When a crew is missing a time control than the crew has to report at the next time control again at the ideal reporting time.

At the TC's of the start of Section 1, 2 and 3 a crew has to report always at the ideal reporting time as per the published starting list (See also article 5.10)

At the last TC of Section 3 a crew has to report at least within 30 minutes after the ideal reporting time. In case this time is being exceeded this will be penalised with the maximum number of penalty seconds for that Section.

Secret time controls (GTC) will be indicated with a sign "GTC". However, such controls can also be indicated as a manned route control with a sign "RC". GTC's are only situated in a Section.

The moment that the sign is visible for the crew, the passing time is already registered. The time control and the route control card must be handed over to the official. The official enters the passing time on the time control card and stamps the route control card.

## **5.7 Regularity (Regularity Stage)**

A regularity is a route which will be specified and driven in accordance with one of the map reading systems. These regularities can be driven with a beforehand prescribed average speed. In such a case the crew must drive "on the second".

A regularity has either a self-start or a manned start which are indicated in the roadbook as well as with a sign "Start RP". The end of a regularity is indicated with the sign "End RP".

In-between timings can be done at one or more secret time controls (GTC) which are located along the route. GTC's will not be located within 2 kilometres after the start of a regularity, a railway-crossing, a moveable bridge, traffic lights or a Q-zone.

At the moment the sign "GTC" is visible for the crew then the passing time is already taken.

Each second deviation from the ideal passing time will be penalised with 1 penalty second per second difference. The missing of a GTC is equal to the missing of a route control and will be penalised with 60 penalty seconds. For each regularity however applies that the total time deviation is penalised with a maximum of 60 penalty seconds.

## **5.8 Test (Driving skills)**

A Test is a specific described route which runs from an indicated start to an indicated ("stop")finish. Tests will be driven at special locations, closed for other traffic, or on public roads in case the situation permits so and when there is no danger for possible other traffic.

Each test will have an ideal driving time (bogey time) with the average speed being not more than 49,9 km/hr .

In case the actual driving time is faster than the bogey time there will be no penalty. In case of a slower time than the bogey time then this will be penalised with 3 penalty seconds for every second exceeding the bogey time.

Further it is applicable that an incorrect start (breakaway); touching of a barrel/pylon; incorrect rounding of a barrel/pylon; an incorrect finish is penalised with 20 penalty seconds per occasion. However, for a Test a maximum total of 90 penalty seconds is applied for the combination of time difference plus incorrect actions.

## **5.9 Detour arrows**

Unplanned detours will be indicated by the use of "Classic Dutch Rally"-arrows so to bring the crews back to the original route. This will be by means of one or more arrows which are to be followed. The end of a detour will be marked with two "Classic Dutch Rally"-arrows.

The two arrows placed horizontally underneath each other are placed at the situation where the original route has been reached, or at the point on a road that is shown in the road book. In the latter case the route must be followed from that situation in accordance with the map reading instructions. These two arrows can also indicate the beginning and the immediate ending of a detour..

The organisation can also make use of a route instruction which is to be followed up by the crew.

See for examples of "Classic Dutch Rally"-arrows article 9.1.

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### **5.10 Starting procedure for a Section**

By class there will be a starting list, which shows the starting number of the crew and their official starting time, and which is published on the notice board.

The start of Section 1 and 3 will be at the rally hotel and of Section 2 at the lunch location.

Crews will start with an interval of 1 minute. Reporting with delay at the start of any Section will be penalised with 1 penalty second per minute with a maximum of 30 minutes.

In case a crew reports at the start of a Section with a delay of more than 30 minutes after their official starting time then in principal this means exclusion from that Section. The crew is considered to be retired for that Section and will be punished with the maximum number of penalty seconds for that particular Section.

The clerk of the course can, however, decide that the crew can continue the route at a designated time control. In that case the crew will be penalised with the maximum number of penalty seconds for the missing route controls, time controls, Tests and Sections.

### **5.11 Interruption**

In case a crew is temporarily unable to continue the rally and thus unable to report in time at the finish TC of that Section, then the organisation must be informed of same as soon as possible without delay.

Details of contact person(s) and telephone number(s) can be found in the regulations and the road books.

The crew still may hand over the time control and the route control cards at the finish of that Section. The crew will get the maximum number of penalty seconds for the missing of route controls, time controls, Tests and Sections.

A restart is possible in accordance with article 5.12.

### **5.12 Restart**

Restarting the rally is only possible when the crew hands in a written request to the "Liaison officer for crews".

A restart is only allowed at the start of the next Section and at the original planned starting time of the crew.

### **5.13 Retirement**

In case a crew is unable to continue the rally, and when repair of the car is not expected or impossible, then the organisation must be informed of same as soon as possible without delay.

Details of contact person(s) and telephone number(s) can be found in the regulations and the road books.

Retired crews may follow the rally route in another "neutral car", whereby it is not allowed to run Tests or Sections. Road books, time control and route control cards are not issued to the crew. However, upon request a "press road book" is available.

## **6. Conformity Control / Traffic Rules**

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### **6.1 Conformity control**

#### **6.1.1 Conformity control**

The cars entered in the "Trust Classic Dutch Rally 2012" will not be checked on the presence of FIA Car Pass and/or FIVA Identity Card.

It is the sole responsibility of the crew that the car complies with the statutory regulations of the country in which it is registered and for which, if applicable, a valid proof of conformity is issued.

#### **6.1.2 Conformity control during the event**

Throughout the event all officials are authorised to report to the (assistant) clerk of the course and/or the head of the conformity control details on the status of the cars and the presence of the compulsory equipment in the cars.

#### **6.1.3 Documents control before the start**

The crews will be checked on the presence of the various documents, such as:

- driving license of the driver;
- the car-registration document; if applicable, a valid proof of conformity;
- a written declaration for approval by the official owner of the car in case the car is not the property of one of the drivers (driver or co-driver).

Throughout the event the crews have to show these documents at request by the clerk of the course and/or any official.

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## **6.2 Traffic rules**

### **6.2.1 Traffic laws**

Throughout the rally the crews must strictly observe the applicable local traffic laws and behave in a manner that shall not bring the historic rally sport and the event into discredit.

The crews are obliged to drive extremely carefully and with dignity within built-up areas, so that the local residents do not have to take offence at the passing cars.

At a "STOP" traffic sign the car must be halted for minimal one second.

All officials and/or police will see to it that the crews observe the above and, if necessary, they will report to the clerk of the course..

The observations by officials and/or police will be treated at it's merits by the clerk of the course.

Each crew which infringes the traffic laws will be penalised with:

1<sup>st</sup> offence: warning; 2<sup>nd</sup> offence: 100 penalty seconds; 3<sup>rd</sup> offence: exclusion.

### **6.2.2 Speed limit**

Throughout the event the crews must observe the applicable speed limits and the organisation shall in principle check all crews more than once on speeding.

A crew exceeding the speed limit with 10 km/hr or more and 20 km/hr or less will be penalised at the 1<sup>st</sup> offence with a warning; at the 2<sup>nd</sup> offence with 100 penalty seconds; and at the 3<sup>rd</sup> offence with exclusion.

In case the same crew at an earlier check is already penalised for an offence resulting in a warning and at a second check with more than 20 km/hr then this crew will be penalised with 100 penalty seconds.

In case a crew exceeds the speed limit for the first time with more than 20 km/hr then this crew will be penalised at the 1<sup>st</sup> offence with 100 penalty seconds; at the 2<sup>nd</sup> offence with exclusion.

The offences registered by the police will be treated at it's merits by the clerk of the course..

### **6.2.3 Q-zones (Quiet-zones)**

The organisation may use the so-called Quiet-zone rule, meaning that a white sign with a letter Q is placed at the right-hand side of the road indicating that this a zone other than the regular built-up area. Within a Quiet-zone the speed limit is 30 km/hr. The ending of a Quiet-zone can be indicated with a white sign with the letter Q with a diagonal line. See for examples Annex A.

Each crew exceeding the speed limit for a Quiet-zone will be punished with:

1<sup>st</sup> offence: warning; 2<sup>nd</sup> offence: 100 penalty seconds; 3<sup>rd</sup> offence: exclusion.

### **6.2.4 Traffic offences**

The offences made by a crew as a result of articles 6.2.1, 6.2.2 and 6.2.3 are penalised cumulative.

In other words: In case there is a first offence in accordance with one of the articles mentioned then the next offence, even in case this is the first offence for that specific article, is considered to be a second offence for that specific article. And so further.

### **6.2.5 Give way**

Competitors must at all times give way to other cars (including those of other competitors) who indicate their wish to pass by.

Further the behaviour of the competitors during the event must be such that other traffic on the road at no means will be hindered. Competitors must behave with dignity and prevent that the event and the organisation as well as the (international) co-ordinating organisations are getting in discredit.

## **7. Classifications / Prices / Protests / Appeals**

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### **7.1 Classifications**

Classifications by class will be determined by adding the obtained penalty seconds for each classified crew. Each Section there will be an interim classification by class and the categories.

At the end of the rally for all classes there will be made a final classification with standings per category. The (interim) classifications will be published on the notice board.

Crews that do not report at the finish control on 30 September 2012 according to the regulations, that do finish with a car other than the one which has been officially entered at the start of the event or that have changed members during the rally will not be included in the final classifications.

The winner in the Sporting class will be the overall winner of the "Trust Classic Dutch Rally 2012".

The classified crew with the lowest total number of penalty seconds will be the winner in his/hers class and/or subcategory. The next lowest will be second and so on.

The winning team will be the team with the lowest total number of penalty seconds after having added up the results of the three best classified crews of that team.

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## **7.2 Ex aequo**

In case of ex aequo the crew that has achieved the best result on the first Test will be the winner. If this is not sufficient to reach a decision then the results of the next Test will be determining who is the winner. And so on, if needed to come to a decision.

In case of ex aequo in the team classification, the team of which a crew has the lowest number of penalty seconds will be the winner.

## **7.3 Prices**

- ☛ Overall winner "Trust Classic Dutch Rally 2012";
- ☛ Per category in Sporting-, Touring- and Club class (number depending of total crews);
- ☛ Mixed price in Sporting-, Touring- and Club class (number depending of total crews);
- ☛ Ladies price in Sporting-, Touring- and Club class (number depending of total crews);
- ☛ Team prices (number depending of total teams);
- ☛ Car make prices (number depending of total teams).

## **7.4 Price awarding**

Sunday 30 September 2012 as from 14.30 hours during the lunch buffet the price awarding will be held.

## **7.5 Queries**

In each road book a query form is included as one of the last pages. A crew can hand in to the liaison officers for crews a query, in writing, about the rally or received penalty seconds

In case the answer is not satisfying or not acceptable, the crew has the right to protest.

## **7.6 Protests**

During the event a protest must be filed in writing and be handed over to the clerk of the course. This can be done ultimately until the start of the first crew for the next Section.

A protest to the published provisional final classification must be filed in writing and be handed over to the clerk of the course within 30 minutes after the publication.

When filing a protest an amount of € 125,00 in cash is to be paid to the clerk of the course. If the protest is being granted the protest fee will be refunded..

# **8. Others**

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## **8.1 Trip check**

Competitors will be given, by means of a trip check, the possibility to compare the fixed and allowed measuring equipment in their car with the one of the organisation. Details on the trip check will be handed out separately to the competitors.

## **8.2 Communication-/Measuring equipment**

The use of mobile and/or car phones, except in case of emergency, is not allowed and will lead to exclusion.

The use of electronic means of communication, such as intercom (whether integrated in a helmet or not) and sending and/or receiving equipment is not allowed.

The presence of (mobile) navigation equipment is forbidden and will lead to exclusion.

Both fully mechanically or electronic operated tripmasters are allowed for distance measurement.

## **8.3 Inking pad**

The competitors must have in the car an inking-pad for use at so-called self service stamp route controls.

## **8.4 Reconnaissance of route**

Reconnaissance of the route by competitors, or by third parties, is not allowed. Breaching of this rule, observed by the organisation and officials, will result in immediate exclusion. Also instructions given by officials are considered to be an integral part of the road book..

## **8.5 Service team**

The organisation offers a repair/towing service by a professional assistance service. A crew can never derive any rights to this service.

During the event crews are not allowed to receive service support by pre-arranged assistance from third parties with the aim to repair the car when broken down. Neither is it allowed that competitors are constantly followed by a service car or otherwise.

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**8.6 Environment**

Crews should continuously be aware of the possible negative effects that the event can have on its surroundings and the environment.

Every car must be equipped with a piece of foil, minimal 4x2 meters, which should be used underneath the car while servicing or parking at the end of a Section..

Cars that are leaking oil should have an oil tray underneath. Waste fluids, spare parts, materials and any other objects must be transported in the car or disposed of in refuse containers. Should soil pollution occur, then the crew is obliged to report this immediately to the organisation by giving all relevant details.

Reported damage will be charged to the involved crew.

**8.7 Instructions by officials**

Instructions given by officials must be acted upon unabridged on penalty of exclusion.

## 9. Control signs / Map reading systems

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### 9.1 Standard signs along route



Route Control  
- Manned -



Route Control  
- Self writing -



Route Control  
- Self stamping -



Time Control  
- Manned -



Time Control  
- SECRET -



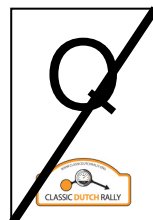
One arrow  
At begin of and during  
the detour



Two arrows  
At the end of  
the detour



Begin Quiet-zone



End Quiet-zone

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## **9.2 Description systems for route**

### **9.2.1 Map reading instructions - General**

- It is only permitted to use roads indicated with two borderlines are with minimal one borderline interrupted (as dotted line) and which roads are shown on the map-fragments in the road book (See sectionend).
- During each specific Stage it is allowed to use roads multiple times, however, only in the very same (thus not in opposite) direction, unless the organisation is giving another instruction.
- Road crossings may be used multiple times, irrespective of the direction.
- Within circles drawn on the map-fragments, it is permitted to use all roads, whether shown on the map-fragment or not, so to be able to continue the planned map route. Within these circles there are NO route controls placed.
- The country border with Belgium may NOT be crossed at any time.
- Ongoing borderlines DO NOT interrupt a road-connection.
- In case a road shown on the map is part of the constructed route and when this road is indicated with a sign as "dead end" then this road may be entered. A downwards pointing "ClassicDutchRally"-arrow blocks the use of that road.
- In case a road which is shown on the map-fragment continues into a new road which is not shown on the map-fragment, then this new road may be used but only when and as long as the original road on the map-fragment can no longer be used, be reached or is no longer present..
- New roundabouts may always be used.
- Roads marked by the organisation with a blocking X-cross or with a sticker indicating e.g. numbers of arrows and points or of TC's may not be used at all.
- Turning on the route is not permitted, unless the organisation is giving such an instruction.
- Turning routes/circles must be driven anti-clockwise.
- In case the constructed route or drawn/printed line can not be driven and for that reason must be left, one must construct a new shortest possible route by using roads that are shown on the map-fragment and in such a way that the original constructed route is reached and can be continued in forward direction at the first possible situation after the interruption. When constructing such a new route this article and the article of the particular route system remain in force.
- The organisation is entitled to issue additional map reading instructions for construction and driving the route of a Stage, Test or Regularity. These additional instructions will be as far as possible in writing by issuance of a bulletin and be handed out to the crews at the time of start or during the route of the subject Stage, Test or Regularity.

### **9.2.2 Tulip system**

- Based on drawn sketched situations the shortest possible route should be driven from the ball to the point of the arrow.
- Between the successive sketched situations one should drive the most forward going road (so as straight forward as possible).
- The situations are indicated as sketched. This implies that more or less sloping or twisting roads are not always drawn as such..
- Paved roads are drawn with an uninterrupted line.
- Unpaved roads are drawn with an interrupted (dotted) line.
- Dead-end roads and roads forbidden for traffic (as indicated by a traffic sign) are indicated by a cross-line or cross-square. Such a road can, but should not always be obligatory, indicated.
- Distances can be indicated by stating:
  - column 1: the total distance from the start of the Test or Regularity.
  - column 2: the distance between two successive tulip situations
  - column 3: the sketched situations
  - column 4: additional supporting information
  - column 5: the remaining distance to the next TC or RC
- The measuring point for a tulip situation can be indicated with a little star ( \* ).

### **9.2.3 Arrows**

- The road book contains map-fragments, on which a number of numbered arrows are indicated.
- Underneath the arrows it is considered there to be a road or a side of a road.
- Between the TC at the start of the Stage and the first arrow and the successive arrows in numbered sequence and the last arrow and the next TC the shortest possible route should be driven by using only those roads that are shown on the map-fragments.
- The arrows have to be driven in full length from the beginning until the arrow point.
- It is allowed to drive an arrow in full or partly, to enter it sideways, to leave it sideways, to cross and/or touch it also when the arrow is next in the route-construction, has been passed or will be later in the route-construction.
- It is not allowed to drive an arrow in the contrary direction.
- The map reading instructions mentioned in article 9.2.1 remain in force at all times.

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**9.2.4 Points**

- The road book contains map-fragments, on which a number of numbered points are indicated.
- Underneath the points it is considered there to be a road or a side of a road.
- Between the TC at the start of the Stage and the first point and the successive points in numbered sequence and the last point and the next TC the shortest possible route should be driven by using only those roads that are shown on the map-fragments.
- It is allowed to use/drive a point also when the point is next in the route-construction, has been passed or will be later in the route-construction.
- The map reading instructions mentioned in article 9.2.1 remain in force at all times.

**9.2.5 Arrows and Points**

- The road book contains map-fragments, on which a number of numbered arrows and points are indicated.
- Underneath the arrows and points it is considered there to be a road or a side of a road.
- Between the TC at the start of the Stage and the first arrow or point ,and in numbered sequence the successive arrows or points or between arrow and point or between point and arrow and between the last arrow or point and the next TC the shortest possible route should be driven by using only those roads that are shown on the map-fragments.
- The arrows have to be driven in full length from the beginning until the arrow point.
- It is allowed to drive an arrow in full or partly, to enter it sideways, to leave it sideways, to cross and/or touch it also when the arrow is next in the route-construction, has been passed or will be later in the route-construction.
- It is not allowed to drive an arrow in the contrary direction.
- It is allowed to use/drive a point also when the point is next in the route-construction, has been passed or will be later in the route-construction.
- The map reading instructions mentioned in article 9.2.1 remain in force at all times.

**9.2.6 Printed line with Barricades**

- The road book contains map-fragments, on which a (continuous) line has been drawn / printed with numbered cross-lines, so-called barricades.
- Underneath the line it is considered there to be a road.
- The roads covered by the line should be driven as accurately as possible and in the direction as indicated by the arrow, which is placed at the beginning of the line.
- The road or part of the road on which a barricade is placed may not be driven.
- The barricades must be avoided in numbering sequence and in such a way that before as well as after the barricade the skipped part of the printed line must be as short as possible.  
In other words: The printed line must be left at the last possible situation (meeting of map roads) before the barricade and the printed line must be continued in forward direction at the first possible situation (meeting of map roads) after the barricade.
- When constructing and driving the detour route it is allowed to make use of the printed line (only in forward direction). Crossing and touching the printed line is considered to be driving in forward direction.
- When constructing and driving the detour route it is not allowed to use and drive on the road or part of the road on which a barricade with a higher and/or lower number is placed.
- The map reading instructions mentioned in article 9.2.1 remain in force at all times.

**9.2.7 Printed line**

- The road book contains map-fragments, on which a (continuous) line has been drawn / printed.
- Underneath the line it is considered there to be a road.
- The roads covered by the line should be driven as accurately as possible and in forward direction.
- In case the printed line must be left because a road or part of the road may not or can not be driven or in the real situation is not present then the printed line must be continued in forward direction at the first possible situation (meeting of map roads) after the interruption one has to, by constructing the shortest route by using roads that are shown on the map-fragment.
- When constructing and driving the detour route it is allowed to make use of the printed line (only in forward direction). Crossing and touching the printed line is considered to be driving in forward direction.
- The map reading instructions mentioned in article 9.2.1 remain in force at all times.

**9.2.8 Border approach**

- The road book contains map-fragments, on which a black (continuous) line has been drawn / printed or is a natural border with name and details indicated.
- The line or natural border is to be considered as the border to be approached.
- The surface between the route and the borderline is to be as small as possible.
- The borderline may be touched but is never to be crossed.
- The map reading instructions mentioned in article 9.2.1 remain in force at all times.