

INTERNATIONAL HISTORIC TULPENRALLYE

61^E

5 - 10 MEI / MAY 2014

REGLEMENT
REGULATIONS



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1. Description event

The foundation "Stichting Evenementen AMAC" will organise the 61st International Historic Tulpenrallye, an international regularity event, from 4 until 10 May 2014, under license number **13.451**; approval number **KNAF/BSHR/002/14**. The event will be run in compliance with the FIA International Sporting Code, the KNAF regulations Historic Regularity Rally's and with permission of the national historic motorsport associations (KNAF, **LOF**, FFSA en DMSB) and with these regulations, the entry form and all bulletins and briefings. The rally will consist of various map-reading systems, Tulip system as well as regularity stages and tests. The final classification will be based on the correct passing of the route- and time controls, as well as the results on tests and regularity stages.

2. Organisation

2.1 - Board of Foundation Evenementen AMAC

Kees Stoel:	Honorary Chairman
Frank Pauli:	Chairman
Jan de Beus:	Secretary
Abe van den Brink:	Treasurer

2.2 - Organising committee

Chairman:	Frank Pauli
Clerk of the course:	Abe van den Brink
Assistant clerk of the course:	Marion Woud
Route managers:	Jan Berkhof / Erwin Berkhof
Printed matter:	Jan de Beus
Crews liaison officers:	Frank Pauli / Jan de Beus
Rallyoffice:	Marion Woud
Press & Public Relations:	Robert Rebergen
Warehouse manager	Kees Stoel
Results centre:	Kees van Hattum
Permits:	Frans van der Vliet
Marshals:	Ton den Uyl
Logistics:	Jan de Beus

2.3 - Officials

24 hours car:	Wouter van de Veen / Peter Leenders
Assistant route managers:	Hanny Berkhof / Carina van Westen
Assistance car '299':	Job Brouwers / Jeroen Oosterling
Assistance car '399':	Bas Aalberts / Monique Aalberts
Break down '499':	Paul Neeskens / Gertjan de Groot
Closing car '999':	Ben van der Rijst / Sebastiaan Tweehuysen
Scrutineers conformity control:	Hans Appel / Lauris Appel / Sjaak Campfens / Hans Kloos / Marius du Toy van Hees

2.4 - Committee of Recommendation

Wolf Berger - Gouda
Dries Jetten - Boxmeer
Stephan Stokkermans - Noordwijk
Hugo van Zuylen van Nijvelt - Wassenaar

2.5 - Rallyoffice (Head Quarters)

Marion Woud - Parnassiakade 12 - 2015 KK Haarlem - NL

☎ + 31 (0) 23 5519567 / + 31 (0) 6 41291219

✉ rallyoffice@tulpenrallye.nl

During the rally the RallyOffice will be located at the start- and finish locations

2.6 - Press & Public Relations

Robert Rebergen – Paltzerweg 186 – 3734 CN Den Dolder - NL

+ 31 (0) 6 16959545

✉ robertrebergen@tulpenrallye.nl

3. Programme and Locations

Date	Time	Programm	Location HQ and notice board
2-11-2013	10.00 hrs.	Entries open, publication of regulations	www.tulpenrallye.nl
1-2-2014	12.00 hrs.	Entries closed	
1-3-2014	12.00 hrs.	Mailing letters of confirmation (by e-mail)	
19-4-2014	10.00 - 15.30 hrs.	Compulsory conformity control for all competitors living in the Netherlands	Bos Machines B.V. Mijlweg 5 4131 PJ Vianen The Netherlands
	11.00 - 12.00 hrs. 13.00 - 14.00 hrs.	Instruction meetings for new competitors (in Dutch)	
4-5-2014 Sunday	12.00 - 15.00 hrs.	Conformity control for all competitors living abroad	Hotel L'Impérial Palace Allée de l'Impérial F-74000 Annecy, France Tel: +33 4 50 09 30 00 www.hotel-imperial-palace.com www.lac-annecy.com
	13.00 - 16.00 hrs.	All competitors must register at Rally office	
	15.00 - 16.00 hrs.	Instruction for foreign competitors	
	16.00 hrs.	Team entries closed	
	17.30 - 19.00 hrs.	Cocktailparty	
	19.00 hrs.	Publication starting list Monday 5 May	
5-5-2014 Monday	7.31 hrs.	Start 1 st crew leg 1	Hotel L'Impérial Palace
	from 16.30 hrs.	Finish leg 1	Hotel L'Impérial Palace Allée de l'Impérial, France
6-5-2014 Tuesday	7.31 hrs.	Start 1 st crew leg 2	Hotel L'Impérial Palace
	from 17.30 hrs.	Finish leg 2	
7-5-2014 Wednesday	7.31 hrs.	Start 1 st crew leg 3	Micropolis 3 Boulevard Ouest F-25050 Besancon, France Tel: + 33 3 81 41 08 09 www.micropolis.net www.besancon-tourisme.com
	from 16.30 hrs.	Finish leg 3	
8-5-2014 Thursday	7.01 hrs.	Start 1 st crew leg 4	Hotel L'Europe 15 Route de Neuf-Brisach F-68180 Horbourg-Wihr, France Tel: + 33 3 89 20 54 00 www.hotel-europe-colmar.com www.ot-colmar.fr
	from 17.00 hrs.	Finish leg 4 (sport / tour / vintage)	
	from 22.00 hrs.	Finish leg 4 (expert)	Saarbrücker Schloss Schlossstrasse 1-15 D-66119 Saarbrücken, Germany Tel: +49 6 81 50 61 31 3 www.saarbruecken.de
9-5-2014 Friday	7.01 hrs.	Start 1 st crew leg 5	Casino Saarbrücken
	from 17.30 hrs.	Finish leg 5	
10-5-2014 Saturday	7.01 hrs.	Start 1 st crew leg 6	Bilderberg Kasteel Vaalsbroek Vaalsbroek 1 6291 NH Vaals, The Netherlands Tel: +31 43 30 89 31 3 www.bilderberg.nl www.vvzuidlimburg.nl
	from 13.30 hrs.	Finish Tulpenrallye 2014	
	18.00 hrs.	Publication final classifications	
	18.30 hrs.	End of protest period / Classifications are official and final	
	19.00 - 01.00 hrs.	Dinner and festive prize giving	Grand Hotel "Huis Ter Duin" Koningin Astrid Boulevard 5 2202 BK Noordwijk, The Netherlands Tel: +31 (0)71 3619220 www.huisterduin.com www.noordwijk.info

4. Entry conditions

4.1 - Registration procedure

Entry for the 61st Tulpenrallye is only possible based on invitation. In case one wishes to enter into the 61st edition of the International Historic Tulpenrallye as a crew, this is only possible via internet (www.tulpenrallye.nl). The navigator must not be younger than 16 years old.

By sending in the entry form via the internet, both members of the crew submit themselves to the sporting jurisdictions specified in the regulations. The acceptance of registrations will be based on the order in which the registrations are being received by the Rally Office, with crews having 7 days to transfer the pre-registration fee (see art 4.5).

With the registration you also need to provide:

- a colour photograph of the car (via the website).
- colour face- or passport photographs of the driver and navigator (via the website).
- the professions of the driver and navigator (only for the programme book).

The confirmation of the entry will be sent via e-mail on Saturday 1 March 2014, only after the crew has complied with all entry conditions. The number of crews that will be permitted to the start is limited to 230. Once this number has been received, a waiting list will be created. The committee reserves the right to refuse an entry.

4.2 - Changing registration

The entering crew is allowed to change the entered car to another car, until Sunday 4 May 2014 - 15.00 hrs. It is not allowed to change the car during the rally. Changing of car during the rally will lead to exclusion.

Changing of class (Expert - Sporting - Touring - Vintage) after closing of the entries is possible but no later than Sunday 4 May 2014 15:00 hrs., and only in case there are starting positions available in that class. It is permitted to exchange the functions of driver and navigator within the same crew throughout the rally, if both members have a valid driving license. The details of the entry of the crew will not be changed as a result of this and personal prizes will be awarded based on the original details of the entry of the crew.

4.3 - Classes

Expert class: (Expert)	For crews with significant experience in historic and regularity rallies. This class is compulsory for navigators that have finished: 1. in the top-3 of the Expert class in the Tulpenrallye in 2011, 2012 or 2013. 2. in the top-3 of the Sporting class in the Tulpenrallye in 2011, 2012 or 2013. An evening leg is being scheduled for the Expert class.
Sporting class: (Sporting)	For crews with rally experience. The Sporting class is compulsory for navigators that have finished in the top-3 of the Touring class in the Tulpenrallye in 2011, 2012 or 2013.
Touring class: (Touring)	For crews with less experience as well as for those crews that participate in a multiple-day rally event for the first time.
Vintage class: (Vintage)	Cars built before the year 1951.

The committee reserves the right to enter crews that are too modest into a higher class, and also to enter crews that are too optimistic into a lower class.

4.4 - Team entry

Team entry is possible in one club- or one car brand team per crew. A team will consist of a minimum of 3 and a maximum of 5 crews in the same class (Expert, Sporting or Touring). A team can be entered by completing an entry form via internet (www.tulpenrallye.nl) or at the documents control on Saturday 19 April and /or Sunday 4 May 2014, no later than 16.00 hrs. A car brand team can only exist of cars of the same brand. There is a separate team competition under the name Nations Cup for teams consisting of foreign crews from the same country or region and two teams consisting of Dutch crews that will be selected by the committee. **Crews that have been entered into a team for the Nations Cup can also register in a club- or car brand team.**

4.5 - Entry fees

Entry fee crews

The entry fee is 2.225 euro per crew (excluding hotel overnights). The pre-registration fee is 350 euro and must be paid directly after the (digital) registration via remittance. The rest of the entry fee should be received no later than 15 February 2014. The entry fee includes all rally items listed at 7.2, as well as 6 dinners for two persons (including the gala-dinner and prize-giving on Saturday 10 May), 6 lunches for two persons, cocktail party for two persons on 4 May, 2 KNAF events registration certificates, roadbooks and all other contest materials.

Business entry

The entry fee combined with an A4 advertisement in full colour is 2925 Euro and combined with an A5 (landscape) advertisement in full colour is 2725 euro. You will receive an invoice for this amount, which must be paid no later than 15 February 2014.

Teams

The team entry fee is € 60 per team. The entry fee can be paid in cash at the documents control.

4.6 - Payment of entry fee

Amounts can be paid via remittance to bank account number 60.66.33.596 Re: Stichting Evenementen AMAC - Bilthoven. IBAN NL71 ABNA 0606633596. BIC ABNANL2A. Please state the name of the crew and in case of business registration also the number of the invoice.

4.7 – Cancellation of registration

Cancellation of a confirmed registration is only possible by email to the Rally Office, and is only valid in case the Rally Office has sent a confirmation of this.

In case the entry can be taken over by a crew that is on the waiting list, then the paid entry fee will be returned minus an administration fee of 100 Euro. In case there are no crews on the waiting list, the following will apply:

- In case the event will be cancelled by the committee, a minimum of 20% of the entry fee of 2.225 Euro will be refunded.
- In case of refusal of the entry by the Committee, all received entry fees will be refunded.
- If the entry is withdrawn by a regular or business entry prior to 01-02-2014, the pre-entry fee of 350 Euro will not be refunded.
- If the entry is withdrawn by a regular crew between 01-02-2013 and 19-04-2013, the crew owes the Committee 1.150 Euro.
- If the entry is withdrawn by a business entry between 01-02-2014 and 19-04-2014 in combination with an A5 advertisement, the crew owes the Committee 1.500 euro in total.
- If the entry is withdrawn by a business entry between 01-02-2014 and 19-04-2014 in combination with an A4 advertisement, the crew owes the Committee 1.700 Euro in total.
- If the entry is withdrawn by the crew after 19-04-2012, the crew owes the Committee the entire entry fee.
- The entry fee for teams will be refunded 100 % if the entry is cancelled before 04-05-2014 at 16.00 hrs.

5. Insurance - Liability

5.1 - Liability

The committee denies all responsibility in case of any incident or accident that occurs during the rally, by and /or to the crews and the participating cars. The committee takes no responsibility for behaviour of the participating crews that is not in line with the local law of the countries that are being passed.

Crews will be held responsible during the event for:

- Any accident or incident in which they are involved.
- Unlawful behaviour in Belgium, **Germany**, France, The Netherlands and Luxemburg.
- Failing to report information to the committee with respect to incidents or accidents that can result in liabilities.

Crews will not file any claims against the committee that are related to incidents or accidents that **could have been** caused by the committee, marshals, officials or sponsors **of the event**.

Both driver and navigator are obliged to sign the declaration listed below regarding acceptance and waiver of liability, during the document control:

"I have read the 'standard regulations historic regularity rally's (www.knaf.nl), the regulations of the 61st International Historic Tulpenrallye as well as the bulletins and briefings that have been published, and declare to accept these and to comply with the contents of these. I acknowledge that I recognize the nature of the event as well as the possible risks and associated risks, also due to the motorised nature of the event, and confirm that I accept these risks. I confirm that I am physically and mentally healthy to take part in the event and that I am competent to do so.

I confirm that the car in which I participate in the event has been insured in accordance with the road traffic laws, including the participation in regularity rally's.

I confirm that I as a driver have a valid drivers licence and that I can show this when required. In case the navigator can not show a valid drivers licence, driver and navigator confirm that they will not have a change of function during the event.

The De KNAF/BSHR, the Stichting Evenementen AMAC and its officers, the organising committee, officials, marshals and all staff of the event as well as sponsors of the event, are not liable against the driver and the navigator for any damage that may occur in relation to participating in the event. The driver and the navigator declare that they will not hold the De KNAF/BSHR, the Stichting Evenementen AMAC and its officers, the organising committee, officials, marshals and all staff of the event as well as sponsors of the event liable for any material. Immaterial or injury damage and will waive them from any such liability.

5.2 - Insurance

The crew is obliged to arrange its own insurance to cover the legal third-party liability, while taking part in a regularity rally including various driving tests. This insurance must cover the countries the Netherlands, Belgium, Luxemburg, Germany and France.

The entry fee includes the premium for secondary insurance. This insurance policy can be summarized as follows:

- The organiser has taken action to insure the crews against the risk of third parties.
- The own risk of the crew is 250 euro per incident or accident.
- This insurance does not cover the mutual liability between participating crews.
- The own car insurance of the crew, as defined by law, will always prevail.
- The coverage by this insurance starts at the start of the rally and ends at the finish of the event, or when the crew terminates its participation or is being disqualified.

6. Car

6.1 - Cars allowed

Entries are open to properly maintained passenger cars, preferably in the most original state. Cars must have been manufactured prior to 1 January 1972. A car with a registration after that date can only be permitted to the start in case the crew can proof based on original documents that the car has been manufactured prior to 01-01-1972. The car must comply with the statutory regulations of the country in which they have been registered. A rollover bar is allowed and the usage of safety belts is encouraged. Next to the existing and standard headlights of the car it is permitted to add another 2 or 4 extra lights on the car. The total number of 6 headlights may not be exceeded. The allowed diameter of the headlights is max. 180 mm.

6.2 - Compulsory equipment in the car

All cars must carry the following items:

- Solid first aid kit.
- Fire extinguisher min. 2 kg. (safely mounted).
- Warning triangle.
- Towing cable.

- Liquid-tight foil, min. 2 x 4 metres, which should be used while servicing and parking during lunch and the leg finish.

Non-compliance with this clause and not properly applying the liquid-tight foil will be penalised: 1st time: warning, 2nd time: 300 penalty seconds, 3rd time: exclusion.

6.3 - Measuring equipment in the car

- Both (semi-) mechanical and electronically powered distance meters are permitted to be used, with the exception of equipment that indicates the average speed.
- The use and presence of digital stopwatches and / or radio controlled clocks as well as a compass (non-GPS based) is permitted
- The use or presence in the car during the rally of electronic navigation is not allowed.
- The usage or presence of the Brantz Electronic Speedtable is not allowed.

The committee will frequently check compliance with these rules. Non-compliance with this clause will result in: at the start: no start permit. During the rally: 1st time: 300 penalty seconds, 2nd time: exclusion.

6.4 - Communication equipment

The use or presence of any electronic means of communication, radio reception or transmitting equipment or electronic equipment for internal communication inside the car is not permitted. The use of mobile phones during the rally legs, except in a case of emergency, is not allowed and will lead to exclusion.

6.5 - Exhaust noise

The exhaust noise of the car should at no moment in time during the rally exceed 90dB (A). Non-compliance with this clause will be penalised: at the start: no start permit, during the rally : if a request to repair is not being honoured, exclusion will follow, unless force majeure can be proven.

The exhaust noise can during the event also be measured prior to a test. In case the car at that moment does not comply with this clause, the test cannot be driven by the crew and this will be penalised in line with the regulations.

6.6 - Extra fuel

The transportation of additional fuel in sound jerry cans in the car is allowed up to a maximum of 10 litres in total. For safety reasons, it is not allowed to transport this extra fuel in the interior of the car.

6.7 - Advertising

Own advertising on the car is not allowed. Existing advertising must be removed or covered. Non-compliance with the rules above will be penalised as follows: **at the start: no start permit. During the rally:** 1st time: warning, 2nd time: 300 penalty seconds, 3rd time: exclusion.

The compulsory advertising is printed on a self-adhesive door sheet, to be fixed on both front doors of the car. It is not allowed to split up the door sheet. Exceptions to this rule can only be obtained through consultation of the crew liaison officer prior to the start of the rally.

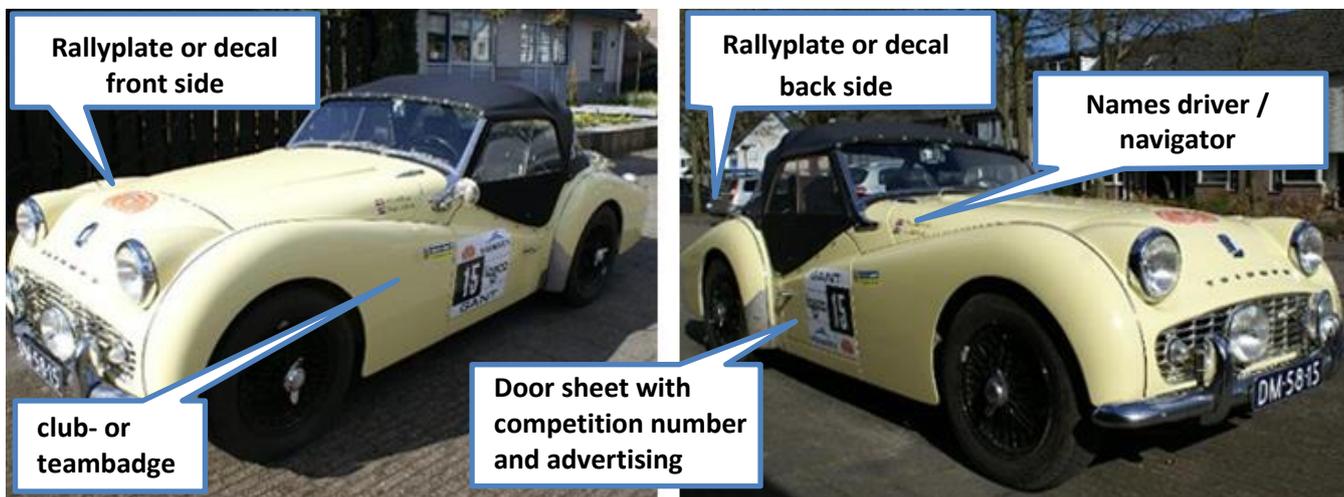
6.8 - Extra information

The names of the driver and co-driver are permitted on one decal with maximum dimensions of 40 x 10 cm., on both sides of the car. Club- / or team badge on both sides of the car with the maximum dimensions of 10 x 10 cm. are also allowed. The display of blood groups is not allowed.

6.9 - Competition numbers

The competition numbers are printed on two large self-adhesive door stickers. Each crew will receive 2 rally plates and 2 decals showing the competition number. Two of these (own choice) should be fixed on the front- and backside of the car in a visible position. These plates must not obscure the number plates of the car.

If at any time during the event a door sheet or rally plate is missing, this will be penalised: 1st time: warning, 2nd time: 300 penalty seconds, 3rd time: exclusion.



7. Conformity control

7.1 - Conformity control of the car (compulsory)

All crews that live in the Netherlands must participate in the compulsory conformity control for the participating car that will be held on Saturday 19 April 2014 from 10.00 to 15.30 hrs. at Bos Machines B.V., Mijlweg 5, 4131 PJ Vianen, the Netherlands.

Control schedule:

from 10.00 - 11.00 hrs.	competition numbers	1 t/m 40
from 11.01 - 12.00 hrs.	competition numbers	41 t/m 80
from 12.01 - 13.00 hrs.	competition numbers	81 t/m 120
from 13.01 - 14.00 hrs.	competition numbers	121 t/m 160
from 14.01 - 15.30 hrs.	competition numbers	161 and higher

The conformity control will include at least the following:

Make and model of the entered car	Licence plates	Forbidden equipment
Advertising rules	Lighting	Foil (2x4 meter)
Fire extinguisher (min. 2 kg.) + fixing	Exhaust noise	Warning triangle
Valid APK (Dutch cars only)	Country decal	Towing cable
First aid kit		

The car may be presented at the conformity control without the rally plates and door sheets fitted on the car, as these will only be handed over at the documents control that follows the conformity control. These materials must be fitted on the car however prior to the start of the rally.

After the conformity control the crew must report to the Rally Office, which is also located in the same building. The conformity control of the cars of foreign competitors will be held on Sunday 4 May 2014 from 12:00 – 15.00 hrs. at Hotel L'Imperial Palace, Annecy. At this control, crews should report at the Rally Office first and after that present the car at the conformity control.

7.2 - Documents control

All crews that live in the Netherlands must participate in the compulsory documents control that will be held on Saturday 19 April 2014 from 10.00 to 14.00 hrs. in the Rally Office at the same location as the conformity control. The documents control for foreign competitors will be held on Sunday 4 May 2014 from 13.00 - 16.00 hrs. in the Rally Office in Annecy.

The following documents will be checked: **entry form (self printed by the crew) and car registration documents.** Conformity-deviations during these controls could result in exclusion from the event.

Upon presentation of the letter of confirmation every competitor receives:

2 door sheets with competition number and advertisement	2 programme booklets
2 rallyplates + 2 rally decals	1 rally bag
2 Tulpenrallye plaques	Mapreading ruler
2 year plates 2014 (+ badge for new competitors)	2 vouchers for the dinner on 10 May
2 name badges + key-cord for lunches and dinners	
2 KNAF events registration certificates*	
1 unique Fromanteel Tulpenrallye watch, limited edition, with competition number engraved (Value 499 Euro)	

*Competitors that can show a valid (2014) race, rally or historic rally license during the documents control on 4 May, will receive a refund of 25 Euro per person.

You will be requested to show your badge in order to attend the lunches and dinners during the rally. Extra dinner vouchers (for the gala dinner and festive prize giving on 10 May at the Grand Hotel 'Huis ter Duin' in Noordwijk) can be purchased for (in cash) 100 euro each only on Sunday 4 May 2014 during the documents control in the Rally Office. Dinner vouchers cannot be redeemed for cash.

All crews must report on Sunday 4 May 2014 no later than 16.00 hrs. [with the letter of confirmation](#) in Rally Office at Hotel L'Imperial Palace in Annecy.

7.3 - Additional conformity controls

At any time during the rally, the crews may be subject to a short control, which can be conducted by any person authorised by the committee. Conformity of the crew, car, rally plates, competition numbers and advertising rules and forbidden equipment can be checked. Non-compliance will result in exclusion. If the car does not comply, the crew may receive from the clerk of the course a period of time for repair.

8. The event

8.1 - Route

The crews should follow the route from start to finish, as described in the roadbooks. Reconnaissance of the route, also by third parties, is not allowed. Non-compliance with this clause will result in immediate exclusion.

The length of the rally is as follows: Expert class approx. 2500 km., Sporting class approx. 2300 km., Touring class approx. 2200 km. and Vintage class approx. 2000 km., divided over legs (route from the first to the last Time Control during a competition day) that have been divided into stages (route between two subsequent Time Controls). During the rally the average speed of 50 km. / hrs. will not be exceeded, with the exception of some road-sections in which motorways and highways have been included, as well as road sections that have been closed for regular traffic. The average speed will be higher on these road-sections, because of traffic reasons.

There is a possibility that the marshal at a manned control will hand over an instruction or route instruction to you. A member of the crew will be asked to sign to confirm receipt of this instruction.

It is also possible that such an instruction will be available at a self-service control. These instructions are an integral part of the roadbook, and should be executed. See for execution of route- and map-reading instructions Annex 1 and 2.

8.2 - Roadbooks

The crews will receive road books on a daily basis, which contain the locations of the Time Controls and with a detailed description of the rally route that has to be followed. roadbook part 1 of a leg will be handed out at the leg start at the confirmed starting time of the crew. roadbook part 2 of a leg will be handed out at the TC-out (lunch) at the starting time of the crew. The roadbook for the evening leg of the Expert Class will be handed out at the start of that leg at the confirmed starting time of the crew.

On Monday 5 the roadbook 1 will be handed out 5 minutes prior to the start of the crew. Saturday 10 May one roadbook will be handed out at the leg start at the confirmed starting time of the crew. A member of the crew will be asked to sign for receipt of a roadbook.

8.3 - Tulip-infobook

You will receive an information booklet at the Rally Office on 4 May containing map legends, emergency numbers, HQ locations and the map reading regulations. You should make sure you have this booklet available throughout the rally.

8.4 - Maps

All required maps will be provided in the roadbooks. The roadbooks will largely contain maps with a scale of 1:50.000 and 1:100.000 (like IGN maps). The legend of these maps can only be found in the Tulip-infobook.

The maps in the roadbooks are the only official maps based on which you should construct and drive the rally route. For general usage and in case you want to skip parts of a leg we recommend the usage of Michelin Road Atlas of France for **The Netherlands, Belgium, Luxemburg and Germany maps with a scale of 1:200.000 or larger**.

The presence in the car of maps with a scale smaller (more precise) than 1: 200.000 is not allowed. The committee will check compliance with these rules. Non-compliance with this clause will result in: 1st time: 300 penalty seconds; 2nd time: 600 penalty seconds; 3rd time: Leg max. penalty seconds.

8.5 - Route explanation

The explanation of the previous leg as well as the correct route and locations of the time and route controls will be distributed at the start of the next leg. The explanation of leg 1 will be located in the back of the morning roadbook nr. 2 and so on. You will receive the explanation of leg 6 at the finish in Noordwijk.

8.6 - "TULPEN"-arrows

Unplanned detours will be indicated by the use of "TULPEN"-arrows. These arrows will bring you back to the original rally route and should be followed. These arrows can also be placed at road situations that are somewhat unclear, in order to help you to choose the correct road.

The end of a detour will be marked with 2 "TULPEN"- arrows, positioned horizontally underneath each other. It is possible that at this point a route instruction will be shown as well. The crew should execute this route instruction. The double "TULPEN"-arrows will be located at the point where the original rally route will be reached again **or where a road that is on the map will be reached again**. The double arrows can also form the combined indication of the start as well as the end of a detour.

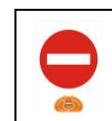
A "TULPEN"-arrow with its point pointing downwards indicates a change of road-surface, an obstacle or a dangerous situation. It does NOT indicate that the road will be / is closed. So you should NOT turn around but slow down and drive carefully.

Two crossed "TULPEN"-arrows indicate a self start of a regularity stage and as such only have a function for the Expert-, Sporting-and Touring-class. The Vintage class can neglect these arrows (see also article 10.2).



8.7 - Closed roads

The organization can place traffic signs that indicate a closed road. These signs have the same meaning as official traffic signs and do close off the road behind the sign.



8.8 - Trip check

The deviation of **the tripmaster** of the committee is less than **0,01%**. This is measured in Holland and in France on straight motorways with hectometre posts (**10 km. on the road is 10,00 km. on the display**).

8.9 - Behaviour

Throughout the rally, crews must strictly observe the traffic laws of the countries in which the rally is being driven. Crews shall always behave in a manner that shall not discredit rally sport or the event. Any incorrect, fraudulent or other unsporting activities as well as or non-compliance with local traffic rules will be penalised as follows: 1st time: warning, 2nd time: exclusion from the event. These infringements will be published on the notice board.

Crews are not allowed under any circumstances to use mobile phones during the event, other than in case of an emergency or accident. This restriction will not apply during the lunch-break. The organisation will monitor

adherence to this. Using mobile phones during the rally will be penalised as follows: 1st time: warning, 2nd time: exclusion from the event. These infringements will be published on the notice board.

Speed checks can be carried out during the event by the organisation. Exceeding the maximum speed on public roads during the event will be penalised as follows. These infringements will be published on the notice board.

Speed	1 st time	2 nd time	3 rd time
With 11 km/hrs. up to 20 km/hrs.	Warning	300 penalty seconds	Exclusion
With 21 km/hrs. up to 30 km/hrs.	300 penalty seconds	600 penalty seconds	Exclusion
With 31 km/hrs. or more	600 penalty seconds	exclusion	

8.10 - Judges of fact

All organisation staff of the event (and police) have a task to monitor that all crews act in accordance with the regulations during the event. Non-compliance with the regulations will always be reported to the clerk of the course. Own-recorded video or audio material, or material recorded by others, will not be accepted as proof or input in discussions around neutralisation of controls and / or allocation of penalties.

8.11 - Environment

Crews should continuously be aware of the effect that the event can have on its surroundings and the environment. Every car must be equipped with a piece of foil, min. 2 x 4 meters, which should be used underneath the car while servicing or parking **at any time during lunch and** at the end of a leg. At all places where repairs are being done, the car must stand on the foil. These places must be left clean at all times. An oil tray and foil should be used with cars that are leaking oil.

Waste fluids, spare parts, materials and any other objects must be either transported in the car or disposed of in refuse containers if available.

Should soil pollution occur, the crew is obliged to report all relevant details personally to the committee immediately. Reported damage will be charged to the crew responsible for the damage.

8.12 - Quiet zone

In a designated quiet zone, you should drive at a very moderate speed to minimize the inconvenience of the local residents. Quiet zones are indicated in the Road book and / or recognisable along the route by a black "Q" on a white board. (Don't write down this Q on your control card!).



The maximum speed in a quiet zone is 30 km/h.

8.13 - Starting procedure

Crews must be present for departure 15 minutes prior to their planned starting time at the start location. **The start location is indicated in the roadbook of the previous leg.** The time-interval between the crews will be 1 minute. The original starting times of retired crews will not be maintained, and in these cases the other starting times will be moved forward accordingly.

All crews must check the notice board every day. Important information will be communicated via the notice boards. These notice boards will also display the planned starting times and the starting order for the next day. This will be published no later than 19.30 hrs. Such times will also be communicated by SMS to the navigator of each crew, as an additional service. No rights can be obtained from this service; only the times published on the notice boards are valid.

Late reporting at the start of a leg will incur 10 penalty seconds for every minute late, up to a maximum of 300 penalty seconds. (30 min). After this the crew will be considered not to have started. The crew will then receive the maximum penalty seconds of the missing leg.

8.14 - Interrupt

Any crew that is temporarily unable to complete the rally is requested to inform the Rally Office **as soon as possible.** See for telephone numbers the Tulip-infobook or the backside of your name badge. In this case the crew should make sure that the time control cards are handed over at the leg finish. **For penalty seconds in such cases, see article 9.7.**

8.15 - Restart

Restarting the rally is only possible with the consent of the Rally Office. In case a crew has to interrupt its participation in the rally, the crew is allowed to restart later in the rally with the same car that has been entered into the rally. Notification of restarting shall be made not later than 7 p.m. on the previous evening, in order to be able to join the rally again.

8.16 - Retirement

Any crew unable to complete the rally is requested to inform the Rally Office directly. See for telephone numbers the Tulip-infobook or the back side of the name badge.

Retired crews are permitted to follow the rally route with a neutral car. A "press road book" can be made available for this on request. These crews will not receive time- and route control cards. Rally plates and door sheets should be removed from the retired car and may not be fitted on the replacing car. Retired crews are not permitted to drive regularity stages or tests.

8.17 Refuelling

Petrol stations are indicated on the maps in the Road books. It should be noted that this information is provided from a service perspective only. Crews are during the rally responsible for their own fuel planning. Time delays as a result of waiting times at petrol stations will not be compensated or neutralised.

9. Routecontrols - Timecontrols

9.1 - General

Whether the crew drives the route described in the roadbook and whether this is done in the prescribed time will be checked during the rally. Route controls (RC's) and time controls (TC's) are placed along the route in order to do so.

Route controls (manned or unmanned) will be indicated with a sign "CONTROLE" and time controls will be indicated with a sign "TIJDCONTROLE". In some situations a pre-indication "CONTROLE 150M" will be placed.



Manned RC



Time control (TC)



Unmanned RC



Announcement



Self service
route control

- Manned controls can also be located in a building.
- All route controls are placed on the right-hand side of the rally route. Route controls can also be placed on the left side of the rally route, but this is only applicable when passing triangular road crossings or squares.
- Time controls only can be located within the built up area's of towns and villages; Route controls not. The built up area's of towns and villages should be considered the built up area's indicated in red and / or black on the maps. When the built up area's of a town or village are only indicated at one side of the road, then this should not be considered to be the built up area of that town or village. When you pass a signboard with the name of the town or village, then this does not automatically mean that you are also entering the built up area.
- When reporting at a manned control, the crew must hand over the time control card and route control card to the marshal. The marshal is the only authorised person to collect and sign the control cards
- Crews are obliged to follow the instructions of the marshal at any control. Failure to observe this may lead to exclusion.
- The crew itself is responsible for the control cards as well as the way in which they are being completed by the marshals. If a marshal makes a mistake, the crew should report this immediately to the involved marshal and request the marshal to correct this. The marshal should in that case enter the corrections as well as her/his initial on the control card.
- Route controls, manned or self-service, and time controls will be operational between 10 minutes prior to the scheduled reporting time (see art. 9.6) of the crew and until 30 minutes after the scheduled reporting time of

the crew.

- Reporting at the control outside these margins will be considered as missing the control and will be penalised.
- Throughout the event, the "radio controlled" time will be the reference time. Hours and minutes will be indicated as: 00.00 - 23.59. Only minutes that have been completely elapsed will be counted.
- If a crew of a specific class passes or reports to a control that is only intended for another class, then this crew will be penalised with 100 penalty seconds.
- During each stage the vintage class will drive neutrally for a half-day. During the neutral part this class has to report at the time controls (time deviations will not be penalised), however no routecontrols should be entered, the crew will not receive a route control card.

9.2 - Unmanned route controls

These controls will be indicated with a sign "CONTROLE", as well as an orange plate with a black letter. When passing these controls you should enter the letter that is indicated on such control only with a black or blue ballpoint pen, single-lined and not removable in the next empty numbered square of your route control card. Corrections or leaving a square open will be penalised with 100 penalty seconds.

Special self-service stamp controls can also be used as route controls. These are also indicated with a sign "CONTROLE". At these controls you should stamp yourself, with the stamp-side of the stamp, in the next empty square of your route control card. Each crew should make sure that it has an inking pad for these stamps available in the car. Stamps that cannot be read or recognized will be penalised with 100 penalty seconds. Missing a self-service route control will be penalised with 100 penalty seconds.

9.3 - Manned route controls

The marshal will place a stamp on the route control card as soon as it is handed over by the crew. It is also possible that the marshal enters the reporting time on the control card. At a RC-IN you are requested to hand over your route control card. Missing of a manned route control will be penalised with 100 penalty seconds.

9.4 - Time controls

Crews should have their reporting times noted on the time control card, in the order at which these controls have been indicated on the time control card as well as in the road book. At a time control the marshal will note the actual reporting time at the time control card.

At some TC's the crew will be asked to self-register the reporting time by entering the time control card into a PIX 200 clock. This clock will print the actual time at the moment that the crew enters the card into the clock.

The "clocking" of the card can only be carried out if the 2 crew members and the car are in the vicinity of the marshal. The crew will not receive penalty seconds for handing over the time control card to the marshal in the minute prior to the ideal reporting time, and when the crew explicitly asks the marshal to enter the ideal passing time on the time control card. Crews are allowed to report 10 minutes early at a TC-IN, but should request the marshal at such TC-IN to record their ideal reporting time on the time control card. Missing a time control will be penalised with 300 penalty seconds.

9.5 - Control cards

Time control card

At the start of each leg, the crew will receive a new time control card. The time control card includes the competition number, the leg number, the numbers of the time controls and the related personal ideal reporting time of the crew (not required to calculate this yourself). The times printed on the Time control card are binding; Driving times indicated in the roadbooks are indicative only.

The column 'competitor's use' can be used to note possible time delays. The maximum reporting time at the last TC is also indicated on the time control card and does include the maximum delay of 30 minutes. The crew will be asked to sign for receipt of the time control card.

When arriving at the leg finish RC IN the time control card should be handed in immediately in order to secure a starting time for the next day. Time control cards will remain the property of the committee.

Route control card

At the start of each leg, the crew will receive one or two route control cards showing: the competition number, number and part of the leg and numbered squares to note the route controls. Route control card no.1 will be taken in at TC lunch, whereas route control card no.2 as well as the time control card will be taken in at the end of a leg. The crew will be asked to sign for receipt of the route control cards. Route control cards will remain the

property of the committee. A separate route control card will be handed out for the evening stage in the Expert Class.

Time control card

Route control card

9.6 - Ideal reporting time at time controls

In the column "Ideal time " on the time control cards, the ideal reporting times have been indicated. These are the individual and own ideal reporting times of the specific crew itself. In the column "Comp. use" the crew can enter itself the time delays the crew has in comparison with the ideal reporting times schedule.

Example:

- The Ideal reporting time of competitor at a time control is 10.15 hrs.
- The actual reporting time of the crew is 10.23 hrs.
- The crew can then add 8 minutes to the ideal reporting time at the next time control, in order to calculate the newly allowed reporting time

Early reporting:

If a crew reports too early at a time control (e.g. 2 minutes), then this will be penalised and then this crew should report again at the ideal reporting times at the following time controls and not too early also(e.g. 2 minutes) at each of these following time controls.

Only at the last time control before lunch (TC-IN) and at the end of a leg (TC-IN), early reporting is allowed (maximum 10 minutes before the ideal reportingtime). The crew should then calculate its own ideal reporting time and (if reporting too early) advise the marshal. The marshal will then record this ideal reporting time on the time control card.

TC	Ideal time	Actual Passing time	Deviation in minutes	Penalties	Explanation
1	09.10	08.59	-11	300	More than 10 minutes early, so outside prescribed margins. 300 = max. penalty seconds at the TC.
2	10.10	10.10	0	0	On time.
3	10.40	10.38	- 2	20	2 minutes early.
4	11.15	11.13	- 2	20	Not at ideal reporting time. Again 2 minutes early.
5	12.10	12.10	0	0	On time.

Late reporting:

It is allowed to make up for accrued delays in comparison with the ideal reporting time without getting additional penalties, with a maximum of 10 minutes in every stage.

If a crew reports too late at a time control (e.g. 12 minutes), then this will be penalised and then this crew can report themselves at the following controls also the same amount of time (e.g. 12 minutes) too late. If a crew then in this example reports 1 minute after its ideal reporting time at the next time control, then it has made up one minute too many and will be penalised with 10 penalty seconds for 1 minute too early reporting.

TC	Ideal time	Actual Passing time	Deviation in minutes	Penalties	Explanation
1	09.10	09.10	0	0	
2	10.10	10.15	+ 5	50	5 min. too late = 5 x 10 = 50 penalty seconds.
3	10.40	10.45	+ 5	0	Allowed to report 5 minutes late
4	11.15	11.40	+ 25	100	In total 25 minutes too late. Penalties: 25-5 (TC2) is 20 min. 20x10=200
5	12.10	12.22	+ 12	30	13 minutes have been made up from the total delay of 15 minutes. This is 3 minutes more than the allowed 10 minutes. Penalties: 3 x 10 = 30 Remaining delay is 12 minutes
6	13.10	13.14	+ 4	0	8 minutes have been made up. This is allowed.
7	13.30	13.34	+ 4	0	Remaining delay stays at 4 minutes

If a crew reports at a time control more than 30 minutes after its ideal reporting time, as a result of substantial time backlog and /or car breakdown, then it will be considered to have missed this time control. This crew will then be allowed to report at the next time control in between its ideal reporting time and the ideal reporting time increased with the time delay the crew had registered at the last time control that it had passed within maximum lateness. The 10 minutes rule does not apply here. The ultimate reporting time (ideal reporting time + 30 minutes) at the last time control of a leg is also being listed on the time control card as a Standard Time. If this time is exceeded, this will be penalised with the maximum number of penalty seconds for that leg.

TC	Ideal time	Actual Passing time	Deviation in minutes	Penalties	Explanation
1	09.10	09.10	0	0	
2	10.10	10.35	+ 25	250	25 minutes too late 25 x 10 = 250.
3	10.40	11.15	+ 35	300	More than 30 minutes too late. TC therefore missed. 300 = max. penalty seconds at one TC.
4	11.15	11.44	+ 29	40	29 min. too late minus 25 min. of TC 2, is 4 min. penalties.
5	12.10			300	Not reported at TC. 300 penalty seconds
6	13.10			300	Not reported at TC. 300 penalty seconds
7	13.50	14.00	+ 10	0	The delay at the last TC at which the crew had officially reported (TC4) was 29 minutes. The crew therefore has to report at TC7 at its ideal reporting time, possibly increased with the delay it had at the last TC where the crew officially reported. In this case the crew can report at TC7 between 0 and 29 minutes behind its ideal reporting time without obtaining further penalty seconds.

9.7 - Time penalties

The difference between the actual reporting time and the ideal reporting time at a time control will be penalised:

- Early reporting at a TC: 10 penalty seconds per minute with a maximum of 300 penalty seconds.
 - **More than 10 minutes early reporting at a time control: 300 penalty seconds (missed).**
 - Late reporting at a TC: 10 penalty seconds per minute with a maximum of 300 penalty seconds (missed).
 - More than 30 minutes late reporting at a time control: 300 penalty seconds (missed).
 - More than 30 minutes late arriving at the leg finish: maximum number of penalty seconds of the relevant leg.
- In this latter event and subject to the related conditions below the crew will be allowed to present the time- and

route control cards later, which will then allow for the penalty seconds to be calculated and for these to replace the earlier allocated maximum number of penalty seconds for the leg. The related conditions are:

- The time- and route control cards should be handed over prior to the starting time of the first crew, at the first time control (start) of the next leg.
- Only time controls that have been initialised by a marshal and printed times on the time control card will be accepted.
- Controls on the route control card after the last control stamp will be considered as missed (this will prevent the retroactive entering of controls).
- The calculated number of penalty seconds will be increased with 1000 penalty seconds for the late reporting at the finish control of the leg.

10. Regularity stage (Expert - Sporting - Touring)

10.1 - Procedure

A regularity stage should be driven as exactly as possible at the prescribed average speed and will be driven in accordance with a map reading system. The prescribed average speed can be changed during the regularity stage. The prescribed average speeds will be listed in the roadbook.

10.2 - Start / Finish

A regularity stage will start at a manned control along the route which is indicated in the route book or an unmanned "self-start" which is indicated by 2 crossed "TULPEN"-arrows (see art. 8.6).

At a manned start, a marshal will at this control note the starting time of the crew at the time control card, after which the crew will be started at the exact starting time based on the marshal counting down until the exact starting time. The start does not necessarily take place at a full minute; the marshal may decide to have the start at a shorter time interval.

At an unmanned start the crew is supposed to start exactly at the start time which is indicated in the roadbook.

The end of a regularity stage will be indicated with an 'END REGULARITY' sign along the route.



10.3 - Secret time controls (GTC)

Multiple secret time controls (GTC's) can be included in a regularity stage. The passing time is recorded at a GTC. The marshal at these controls notes the passing time in his / her register. There will be no GTC's within the first kilometer of a regularity stage. A GTC can be followed by a manned route control. The marshal will then also note the passing time at the previous GTC on the time control card. Each second too early or each second too late passing time at a GTC will be penalised with 2 penalty seconds per second of deviation. The maximum number of time penalty seconds at a regularity stage is 150 penalty seconds. The no. of penalty seconds at each GTC is calculated in comparison with the actual starting time at the regularity stage.

Example:

- Distance from start to GTC: 5,1 km
- Average speed: 45 km/hrs.
- Ideal passing time: 6 min. 48 seconds
- Actual passing time: 6 min. 59 seconds: deviation = 11 sec. x 2 sec. = 22 penalty seconds
- Actual passing time: 6 min. 31 seconds: deviation = 17 sec. x 2 sec. = 34 penalty seconds
- Actual passing time: 9 min. 20 seconds: deviation = 152 sec. x 2 sec. = 150 penalty seconds

11. Test

11.1 - Procedure

A test is being driven on the basis of a map reading system, Tulip system or based on a sketched route that needs to be driven. **At the start of a test it will be indicated whether a test will be driven based on an ideal driving time (bogey time) or based on a self determined driving time per lap. In the case of an ideal driving time (bogey time) the crew is asked to complete the test within this bogey time.** In case the actual driving time of a

crew is longer than the bogey time, then this will be penalised with 2 penalty seconds for every second longer. In case the driving time of a crew is shorter than the bogey time, then this will not be penalised.

In the case of a self determined driving time per lap, the crew determines its own driving time during the first time recorded lap at the test (which is recorded by the marshals at the test), and this time needs to be in between a minimum and a maximum time which is provided in the roadbook. The crew is then asked to complete the subsequent laps at the test in exactly the same time per lap as driven by the crew during the first lap. Every second more or less per lap compared to the self determined time in the first lap, will be penalised with 2 penalty seconds.

Some tests can have a defined maximum speed. Surpassing this maximum speed will be penalised with 20 penalty seconds for every offense. Touching of a cone pin that marks the route will be penalised with 20 penalty seconds each. When the test is driven incorrectly in comparison with the instructions, then the crew will incur 100 penalty seconds. The maximum number of penalty seconds that can be obtained at a single test is 150 penalty seconds (including touching cone pins and incorrect routes)

11.2 - Start / Finish

The start of a test will be at a manned control or at a point indicated in the roadbook. A marshal will indicate the starting time at the control card, after which the crew will be counted down by the marshal in order to start exactly at the starting time. The start does not necessarily need to take place at a full minute. The starting marshal can decide to start at shorter intervals and will confirm to the crew when this is the case.



The finish of a test can be a flying finish as well as a so-called stop astride finish, where the car needs to come to a complete stop with the finish line in between the front and the rear wheels of the car. The finish of a test will be indicated next to the route with an official FIA panel with a finish flag. It is not allowed to drive backwards at / after a stop astride. An incorrect stop astride finish will be penalized with 20 penalty seconds. Straight after the stop astride finish the crew should stop in a controlled manner at the finish-marshal (stop finish, with an official FIA panel indicating STOP), who will write down the actual passing time at the stop astride finish on the control card.



12. Repairs – Breakdown and Assistance cars

12.1 - Repairs

Organised service assistance other than that of the organiser is strictly forbidden. Support between participating crews during car breakdown is allowed. Garages may be used as long as these have not been pre-arranged. Infringements will lead to: 1st time: warning, 2nd time: exclusion.

12.2 - Breakdown

In case of a breakdown, see the Tulip-infobook for phone numbers or the backside of your name badge.

12.3 - Assistance cars (“299”, “399” and “499”)

The crews of the assistance cars will assist in small repairs and/or towing your stranded car to the nearest village or to a garage or petrol station. From there onwards the crew should organise its own repatriation. These assistance vehicles will exclusively follow the rally route (the closure vehicle “999” will not act as an assistance car). If you have to stop on the route and require assistance you should contact the breakdown centre. Please be aware that in case you are far behind your time-schedule, the assistance cars might have passed you already. Don't wait in that case and arrange assistance by yourself.

13. Winners - Prize giving

13.1 - Classifications

- Classifications will be determined by adding together the obtained penalty seconds for every classified crew. Interim classifications by class will be determined after each leg and will be published on the notice board
- At the finish of the rally final classifications for all classes will be published on the notice board.
- Crews that do not timely report at the final time control in Noordwijk, or report at this time control with

another car (compared to the car that has been confirmed on the official starting list) or have changed the crew during the rally, will NOT be included in the final classifications.

- The classified crew with the lowest total number of penalty seconds will be the winner in its class. The next lowest will be second and so on.

13.2 - Winner 61st Tulpenrallye

The crew with the lowest number of penalty seconds in the Expert class will be the overall winner of the 61st Tulpenrallye.

13.3 - Day winners

From Monday 5 May until Friday 9 May, awards will be presented to the winners of the day in the Expert-, Sporting-, Touring and Vintage classes during the dinner of the following day. In case of a tie, art. 13.6 will be applied. The day-winners of Monday 5 May will receive the award on Tuesday 6 May and so on. The day-winners of Friday 9 May will receive this award during the prize giving on Saturday 10 May. It is possible that these prizes will be handed over at the finish ramp in Noordwijk.

13.4 - Winners Teams

The winning teams per class (Expert, Sporting and Touring), will be the club or car brand team, that have the lowest number of penalty seconds based on the classifications of the 3 best-classified crews of the team.

13.5 - Winner Nations Cup

The winner of the Nations Cup will be the team with the highest number of competition points. The (final) classifications will be based on the number of points that have been generated by the three best classified crews per team in any of the three classes (Expert, Sporting or Touring), based on the schedule below:

place 1: 100 points	place 6: 78 points	place 11: 64 points	place 16: 54 points
place 2: 95 points	place 7: 75 points	place 12: 62 points	place 17: 52 points
place 3: 90 points	place 8: 72 points	place 13: 60 points	place 18: 50 points
place 4: 86 points	place 9: 69 points	place 14: 58 points	place 19 and lower always minus 1 point.
place 5: 82 points	place 10: 66 points	place 15: 56 points	

13.6 - Ex aequo

In case of ex aequo results in the Expert-, the Sporting or the Touring classes, the crew that achieved the best result on the 1st regularity stage, will be the winner. If this is not sufficient to be able to decide between the ex aequo, the results of the 2nd, 3rd or 4th and so on regularity-stages will be the basis.

In case of ex aequo in the Vintage class the crew that has been in the rally since the start the longest time without penalty seconds will be the winner.

In case this is not sufficient, then the crew with the smallest cylinder volume of the engine will be the winner.

In case of ex aequo in the team classification, the winning team will be the one with the crew that has the lowest number of penalty seconds.

13.7 - Prize giving

On Saturday 10 May 2014 from 19.00 - 01.00 hrs. a festive prize giving will be organised in the Grand Hotel 'Huis ter Duin' in Noordwijk. See art. 7.2 for extra dinner vouchers. The dress code is Black Tie.

13.8 - Prizes

- Overall classification Expert: 1st up to 6th prize (* Coupe Rallye des Tulipes)
- Overall classification Sporting: 1st up to 7th prize (*Coupe Sporting)
- Overall classification Touring: 1st up to 7th prize (* Coupe Touring)
- Overall classification Vintage: 1st up to 3rd prize (* Coupe Vintage)
- Ladies prize Expert / Sporting (* Coupe des Dames)
- Ladies prize Touring (* Tulp Touring)
- Best overall classified foreign crew
- Best overall classified youngest driver (* Coupe Slotemaker)
- Best overall classified oldest driver (* Coupe Slotemaker)
- Best overall classified youngest navigator (* Coupe Joris Buijs)

- Best overall classified oldest navigator (*)
- Best overall classified Porsche (* Coupe Porsche)
- Best overall classified Austin Healey (*Coupe Austin Healey)
- Best overall classified Alfa Romeo (* Coupe Alfa Romeo)
- Best overall classified Volvo (* Coupe Volvo)
- Best classified M.G. in Touring (* Coupe M.G.)
- Best classified Triumph TR in Expert / Sporting (* Coupe Triumph)
- Best overall classified car with a cubic capacity up to 1500 cc (* Look Leasing Cup)
- Team prize for the best classified team per class
- Team prize Nations cup (* Nations Coupe)
- Pissing in the wind prize.
- There will be extra prizes for certain classifications

Prizes marked with * will remain the property of the organiser, and will be handed over in a symbolic way.

14. Queries - Protest

14.1 - Queries

Every crew can hand in a query, in written format, about the rally or penalty seconds that have been incurred, to one of the crew liaison officers. See the query form in the roadbooks.

Queries need to be handed over within 36 hours after **publication of the results** of a leg. Queries about Monday 5 May 2014 can only be handed over until the start on Wednesday 7 May 2014 and so on.

A form covering Friday 9 May 2014 should be handed over no later than Saturday 10 May 2014 at the starting time of the crew.

A form covering Saturday 10 May 2014 should be handed over in Noordwijk no later than 30 minutes after the own finish time of the crew. If the answer is not satisfactory or acceptable, the crew has the right to protest.

14.2 - Protest

The right to protest or appeal is solely with the driver of the crew. During the rally a protest must be filed, in writing and accompanied with a € 250 protest-fee, and handed over to the clerk of the course, not later than the finish of the next leg.

Protests to the provisional final classifications must be filed, in writing and accompanied with a € 250 protest-fee, to the clerk of the course within 30 minutes after the publishing of the provisional classifications. This protest-fee will be refunded if the protest is upheld.

Protests will, after hearing of the parties involved, be handled and decided upon by the clerk of the course. The decision is irrevocable after this.

15. Interpretation en amendments

15.1 - Interpretation

The clerk of the course is responsible for the running of the event and is charged with the application of the regulations. In case of any doubt re. the interpretation of the regulations, the English text will be binding. In all cases where the regulations are not complete or do not provide unambiguous direction, the clerk of the course will decide.

15.2 - Amendments

The provisions of the regulations can be amended at any time. Dated and numbered bulletins will announce any amendment or any additional provision, and these are an integral part of these regulations. Other messages will be communicated via briefings.

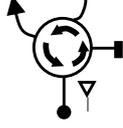
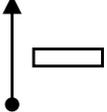
These bulletins and briefings will be posted on the notice board and will be distributed to the crews, if possible. At the start and during the rally the crew will be asked to sign for receipt of: briefings, bulletins, roadbooks, instructions, route instructions and control cards.

These regulations can be changed on the website until **Saturday 15 February 2014**. After this date, changes will be announced through bulletins.

1. Tulip system with distances

- 1.1 Based on the sketched situations and the rules mentioned hereafter, you should drive the route from the ball to the point of the arrow.
- 1.2 Situations are presented as follows:
 - column 1: situation number
 - column 2: the total distance from of the previous TC
 - column 3: the distance between two successive situations
 - column 4: the sketched situations
 - column 5: extra supporting information (see the legend in Tulip Info Book)
 - column 6: the remaining distance to the next TC.
- 1.3 The measuring point can be indicated with a little star (*).
- 1.4 Should the distance between two successive Tulip situations be shorter than 100 mtr., then this will be marked with a vertical arrow in the 3rd column. So read fast!
- 1.5 The situations are sketched, which means that more or less twisty roads are not necessarily always drawn completely in line with the actual situation.
- 1.6 Paved roads are indicated with a fixed line.
- 1.7 Unpaved roads are indicated with a dotted line.
- 1.8 All roads that connect to a situation have been drawn in that situation sketch. Dead end roads as well as roads that are not allowed to be driven are not necessarily drawn in these sketches. In case these are drawn then they have been provided with a blocking symbol (black square).
- 1.9 As long as the next situation sketch has not been reached, the through route should be followed as much as possible;

Example:

Etappe /leg: 1		TC 1-01 Évian - TC 1-02 Bonnavaz		expert	
Traject /stage: 1		Afstand km's	61,40		
		distance miles	38,152		
DISTANCE			DIRECTION	INFORMATION	total distance remaining
	total km/mile	inter km/mile			
	0,00	0,00		TC 1	61,40
1	0,000	0,000			38,152
	0,44	0,44		Richting /Direction: Thonon N5	60,96
2	0,273	0,273			37,879
	1,29	0,85		Richting /Direction: Publier D11	60,11
3	0,802	0,528			37,351
	2,85	1,56		Gros Bissinge	58,55
4	1,771	0,969			36,381

2. Tulip system without distances

- 1.1 Tulip system in accordance with the above description, but with no distances provided.
- 1.2 The crew needs to follow the through route, until the first situation where the tulip instruction can be executed.
- 1.3 The distance between two situations can be no more than 2.5 kilometers.

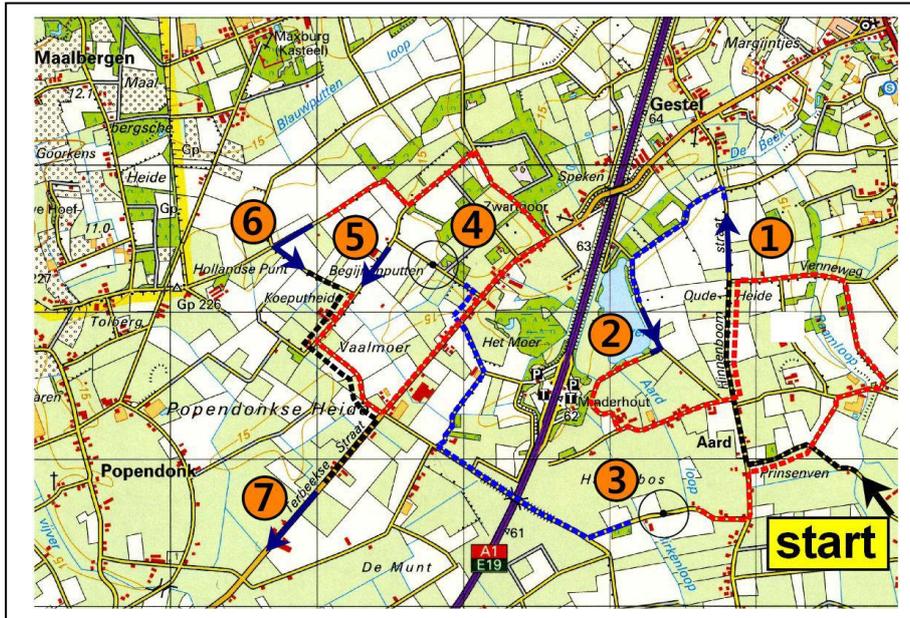
1. General

- 1.1 It is only permitted to use roads that are shown on the distributed map-fragments (see legend TulipInfobook).
- 1.2 For all maps, only roads with two borderlines may be used. One of the two borderlines may be a dotted line. Tunnels (see map legend) can be used normally.
- 1.3 The roads may be used multiple times in the route. However, after a road has been driven in one direction that same road may then never be driven in opposite direction within the same stage, unless specific instructions are provided to do so.
- 1.4 Road crossings can be included in the route multiple times, independently of the direction.
- 1.5 Within circles drawn on the map-fragments, it is permitted to use all roads, whether shown on the map fragments or not, in order to follow the intended rally route. No route controls will be placed in these circles.
- 1.6 Ongoing borderlines do NOT interrupt a road-connection. On maps with a scale of 1:100.000 crossings of roads at different levels are often not recognizable based on the viaduct sign, but can be recognized based on the fact the borderlines of the higher road are ongoing. In these cases both roads are supposed to be ongoing and to have no connection on each other. So, when constructing your route, do not turn off at these situations.
- 1.7 When a road which is being displayed on the map-fragment continues into a new road which is not displayed on the map-fragment, then this new road could be used but only when and as long as the original road on the map-fragment can no longer be used-, or reached or is no longer present.
- 1.8 Roundabouts can be used at all times, independent of the fact whether they are shown on the map or not.
- 1.9 Roads marked with a blocking-cross are not allowed to be used.
- 1.10 Turning on the route is not permitted, unless instructions are being provided to do so.
- 1.11 Original map signs, **touristic signs indicating churches, castles etc. (coloured blocks)** and text on the maps do not interrupt or block a road. However stickers applied on the map-fragments by the organisers (including **logo's**, squares to note your route controls, text area's, circles with numbers indicating points and arrows, signs indicating petrol stations, flag symbols at a TC, not numbered arrows next to a drawn line etc.) of the rally do block roads.
- 1.12 In case a road cannot be driven, you should construct a new shortest route with roads that are shown on the map fragment. This route should allow you to follow your originally intended route as closely as possible **with the shortest possible dtour**. The specific regulations of the stage related to the used map reading system remain valid.
- 1.13 In case the newly constructed route can also not be driven, then this route will no longer be valid and a new route needs to be constructed based on the principles described above. .
- 1.14 The road sign "dead end street" does not close a road. This road can be included in your route.
- 1.15 Roads that have a sign indicating 'destination traffic only', cannot be driven.

2. Arrows and points

- 2.1 The Road book contains map-fragments, on which some numbered arrows and points have been indicated.
- 2.2 You should drive the arrows and points in numbered order by exclusively using those roads that are shown on the map fragments.
- 2.3 When driving to an arrow, a point or to a TC the shortest possible route has to be constructed and driven.
- 2.4 Arrows and points have to be included in the route sequentially based on their number and should be included in the route based on this order. In all other cases they block the underlying road(s).
- 2.5 It is not permitted to touch or cross arrows.
- 2.6 Arrows have to be included in the route completely and in the indicated direction, from the beginning until and including the arrow point. It is not permitted to enter or leave arrows sideways.
- 2.7 An arrow can be indicated also through a line segment with an arrow point (which is not necessarily always drawn at the end of the line segment). The arrow should in this case be interpreted as the entire length of the line segment.
- 2.8 A road is assumed to be present under every arrow and under every point. In case a point is indicated next to a road, then there will be the possibility to drive across that point.

Example:



Explanation:

From Start to arrow 1: Drive the shortest route to arrow 1. See black route.
From arrow 1 to arrow 2: Shortest route. See blue route.
Arrow 2: arrow point of arrow 2 must be driven completely.
From arrow 2 to point 3: Shortest route, but roads that have been driven cannot be driven again in opposite direction. So, make another loop at Aard turning left". See red route.

From point 3 to point 4: Shortest route. See blue route.
From point 4 to arrow 5: Shortest route.
From arrow 5 to arrow 6: Shortest route, but not again over point 4. See red route.
Arrow 6 to arrow 7: Shortest route. See black route

3. Printed line

- 3.1 The Road book contains map-fragments, on which a line has been printed.
- 3.2 The roads covered by this line should be driven as accurately as possible. An arrow next to the line can be added to indicate the direction in which the line has to be driven.
- 3.3 The start or finish of a leg does not necessarily coincide with the beginning / end of the printed line. The instructions for that leg will indicate what needs to be done (example: "drive the shortest route to the beginning of the printed line, follow the printed line as accurately as possible until the end of this map fragment").

Example:

