

TULPENRALLYE

3 - 9 October 2021

67th

Regulations



TULPEN 2021 RALLYE

Final 01-08-2021

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1. DESCRIPTION EVENT

The foundation "Stichting Tulpenrallye" license number: 18-0451; will organise the 67th Tulpenrallye, an international regularity event, from 3 until 9 October 2021. 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 (FFSA, LOF, BEHVA, DMSB and KNAF) 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. **The Tulpenrallye counts for the Dutch Historical Rally Championship for all classes mentioned under article 4.3.**

Approved by KNAF on: **17 August 2021**

Permit number: **0451.21.191**

2. ORGANISATION

2.1 - Board of Foundation Tulpenrallye

Frank Pauli: Chairman
Abe van den Brink: Treasurer

2.2 - Organising committee

Frank Pauli: Chairman
Abe van den Brink (1986): Clerk of the course
Willem van Leeuwen (50997): Assistant clerk of the course
Marion Woud (40610): Assistant clerk of the course / Competition secretary / Rally Office
Jan Berkhof: Route manager
Erwin Berkhof: Route manager
Kees van Loon: Partnerships/Sponsorships / Media / Communication
Ton den Uyl: Marshals / Logistics
Frans van der Vliet: Results centre

2.3 - Officials

24 hours car I: **Laurens van Zinniq Bergman / Floris van Zinnicq Bergman**
24 hours car II: Henk Ledderhof / Go Wammes
Assistant route managers: Hanny Berkhof / Carina van Westen
Permits: Kees van Hattum
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 / Sebastian Tweehuysen
Mediateam: Roeland IJdenberg / Tamara Möhle / Joost Snel
Scrutineers conformity control: Hans Appel / Sjaak Campfens / Hans Spaan / Marlies du Toy van Hees
Pieter Dijkshoorn / Henk Ledderhof / René Klement

2.4 - Rally Office (Head Quarters)

Marion Woud ☎ + 31 (0) 6 41291219 ✉ rallyoffice@tulpenrallye.nl
Address: Parnassiakade 12 - 2015 KK Haarlem - NL
During the rally the RallyOffice will be located at the start- and finish locations

2.5 - Press & Public Relations

Kees van Loon ☎ + 31 (0) 6 20361785 ✉ keesvanloon@tulpenrallye.nl

3. PROGRAMME AND LOCATIONS

Date	Time	Programm	Location HQ and notice board
3-10-2020	10:00 hrs.	Entries open, publication of regulations	www.tulpenrallye.nl
1-3-2021	20:00 hrs.	Entries closed (subject to)	www.tulpenrallye.nl
1-3-2021	20:00 hrs.	Publication competitor list	www.tulpenrallye.nl
1-8-2021	20:00 hrs.	Publication final regulations	www.tulpenrallye.nl
1-8-2021	+/- 18:00 hrs.	Mailing letters of confirmation (by e-mail)	www.tulpenrallye.nl
11-9-2021	13:30 - 17:00 hrs.	Compulsory conformity control for all competitors living in the Netherlands	Autotron Graafsebaan 133 5248NL Rosmalen info@autotron.nl
3-10-2021 Sunday	13:00 - 15:00 hrs.	(Optional) Start 'La Tulipe Route des Chateaux'. Total duration 2,5 - 3 hrs.	Pullman Bordeaux le Lac Avenue Jean Gabriel Domergue F-33300 Bordeaux le Lac, Frankrijk www.accorhotels.com Tel: +33 5 56 69 66 66
	14:00 - 17:00 hrs.	Conformity control of the car (foreign crews)	
	16:00 - 17:00 hrs.	Documents control (foreign crews)	
	17:00 - 17:45 hrs.	Briefing foreign crews	
	17:00 - 18:00 hrs.	All crews report at the rallyoffice	
	18:00 - 19:30 hrs.	Drinks	
	19:00 hrs.	Publication starting list Monday 4 October	
19:30 - 22:00 hrs.	Dinner (dresscode: Tulpenrallye jacket/dress)		
4-10-2021 Monday	7:01 hrs.	Start 1 st crew leg 1	Pullman Bordeaux le Lac
	from 17:00 hrs.	Finish leg 1	Hotel Novotel Limoges le Lac Parc d'Activités Nord Jaune 2 Avenue d'Uzurat F-87280 Limoges, Frankrijk www.accorhotels.com Tel: +33 5 44 20 20 00
5-10-2021 Tuesday	7:01 hrs	Start 1 st crew leg 2	Location in or near Limoges
	from 17:00 hrs.	Finish leg 2	Aletti Palace Hotel 3 Place Joseph Aletti F-03200 Vichy, Frankrijk www.hotel-aletti.fr Tel: +33 899 27 35 05
6-10-2021 Wednesday	7:01 hrs.	Start 1 st crew leg 3	Location in or near Vichy
	from 17:00 hrs.	Finish leg 3 (sporting / touring / vintage)	Hotel Novotel Beaune 16 Rue du Moulin Noizé F-21200 Beaune, Frankrijk www.accorhotels.com Tel: +33 3 80 24 59 00
	From 22:00 hrs.	Finish leg 3 (expert)	
7-10-2021 Thursday	7:01 hrs.	Start 1 st crew leg 4	Location in or near Beaune
	from 17:00 hrs.	Finish leg 4	Hotel L'Europe Colmar 15 Route de Neuf-Brisach F-68180 Horbourg-Wihr, Frankrijk www.hotel-europe-colmar.com Tel: + 33 3 89 20 54 00
8-10-2021 Friday	7:01hrs.	Start 1 st crew leg 5	Hotel L'Europe Colmar
	from 17:00 hrs.	Finish leg 5	Parc-Hotel Alvisse 120 Route d'Echternach LU-1453 Luxembourg, Luxembourg www.alvisse-parc.lu Tel: +352 43 56 43 81 18
9-10-2021 Saturday	7:31hrs.	Start 1 st crew leg 6	Parc-Hotel Alvisse, Luxembourg
	from 15:00 hrs.	Finish Tulpenrallye 2019	Château St. Gerlach Joseph Corneli Allee 1, 6301 KK Valkenburg, Nederland www.oostwegelcollection.nl Tel: +31 43 608 8888
	18:00 hrs.	Publication final classifications	
	18:30 hrs.	End of protest period / Classifications are official and final	
19:00 - 24:00hrs.	Dinner and festive prize giving (dresscode: Tulpenrallye jacket/dress)		

4. ENTRY CONDITIONS

4.1 - Registration procedure

Registration for the 67th Tulpenrallye is at invitation only. The maximum number of teams has been set at 200.

Registration is at least open from 3 October 2020 10:00 hrs. until 1 March 2021 20:00 hrs. (the initial registration). Only crews that have fully completed their registration (incl. photographs) and have paid the initial registration fee by October 10th 2020 20:00 hrs., can be accepted within the initial subscription period. The preliminary list of participants will be published via the website no later than 1 March 2021 at 20:00.

If the number of complete registrations on 1 March 2021 at 20:00 hrs. exceeds the maximum number of crews that has been set minus the number of crews that has been accepted on the basis of the guaranteed starting places, the new crews that will be accepted on the preliminary starting list will be determined by drawing lots. Each crew participates in this drawing on the basis of one lot. There can be no communication with the organization about the outcome of the drawing of lots.

For those crews that are not accepted on the provisional list of participants, the organization will create a waiting list for each class. As soon as a place is being released on the provisional list of participants, this place will be offered to the next crew on the waiting list of the relevant class. The waiting list will cease to exist on 1 July 2021 and the respective teams will be informed.

If the maximum number of entries has not been reached on 1 March at 20:00 hrs., the registration will remain open thereafter, until 1 July 2021 or until the date on which the maximum number of entries is being reached. The organization reserves the right to reject any application. The navigator must not be younger than 16 years. By sending the registration form both members of the crew confirm to adhere to the legal provisions of these regulations and all which is included in that.

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.

At the registration, the driver and navigator need to comply with the privacy statement published on the website.

The confirmation of the entry will be sent via e-mail on Sunday 1 August 2021 only after the crew has complied with all entry conditions.

4.2 - Changing registration

The entering crew is allowed to change the entered car to another car, until Sunday 3 October 2021, 17:00 hrs. It is not allowed to change the car during the rally. Changing of car during the rally will lead to exclusion. Only 1 person of the crew can be changed. When both crew members are being changed the registration will be cancelled.

Changing of class (Expert - Sporting - Touring - Vintage) after closing of the entries is possible but no later than Sunday 3 October 2021, 17:00 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:	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 2017, 2018 or 2019. 2. in the top-3 of the Sporting class in the Tulpenrallye in 2017, 2018 or 2019. An evening leg is being scheduled for the Expert class.
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Sporting class:	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 2017, 2018 or 2019.
Touring class:	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:	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 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 registered entered at the documents control on Sunday 3 October 2021, no later than 17:00 hrs.

There is a separate team competition under the name Kees Stoel International Trophy 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 one other team.

4.5 - Entry fees

Entry fee crews

The entry fee is 2.875 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 5 June 2021. The entry fee includes all rally items listed at 7.2, as well as 6 dinners for two persons (including dinner on Sunday 3 October 2021 and festive prize-giving on Saturday 9 October 2021), 6 lunches for two persons, 2 KNAF 'Rally Passes' and all other contest materials.

Business entry

The entry fee combined with a **permanent rotating** A4 advertisement in full colour **on the website** is 3.575 euro and combined with an A5 (landscape) advertisement in full colour is 3.375 euro. You will receive an invoice for this amount around the first week of June, which must be paid no later than 30 days after receiving the invoice. These amounts are excl. VAT. Invoices will be incl. VAT.

Teams

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

4.6 - Payment of entry fee

Payment can be done by Ideal on the Dutch website. Amounts can also be transferred to bank account number 60.66.33.596 Re: Stichting Tulpenrallye – Bosch en Duin. 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

It is currently unclear how the Covid-19 pandemic will develop and how this may affect the organization of the 67th edition of the Tulpenrallye in October 2021. The Organizing Committee will monitor the developments closely.

Cancellation of a confirmed registration by the crew 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 another crew, then the paid entry fee will be returned minus an administration fee of 100 euro. In case no other crew can take over the entry, the following will apply:

- In case the event will be cancelled by the committee, a minimum of 20% of the entry fee 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 1-3-2021, the entry fee will be refunded.
- If the entry is withdrawn by a regular crew between 1-3-2021 and 1-6-2021, the crew owes the Committee 350 euro.
- If the entry is withdrawn by a regular crew between 1-6-2021 and 1-9-2021, the crew owes the Committee 1.600 euro.

- If the entry is withdrawn by a business entry with an A5 advertisement, the amounts mentioned are 500 euros higher.
- If the entry is withdrawn by a business entry with an A4 advertisement, the amounts mentioned are 700 euros higher.
- If the entry is withdrawn by the crew after 17-4-2021, the crew owes the Committee the entire entry fee.
- The entry fee for teams will be refunded 100 % if the entry is cancelled before 3-10-2021 at 17:00 hrs.

5. DCC - INSURANCE - LIABILITY

5.1 Use of DCC

The Organizing Committee closely follows the developments surrounding Covid-19 and adheres to the guidelines of the Dutch government, as well as the guidelines of the countries that the rally passes through. It is currently required to demonstrate safe participation at an event. The committee has decided to use the Digital Covid Certificate (DCC), which checks whether a participant meets the safety requirements. Before the start, as well as during the rally and possibly on request, participants must cooperate in showing their DCC. All guidelines are published in the Corona Protocol on the website.

5.2 - 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 The Netherlands, Belgium, Luxemburg, Germany and France.
- 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 regulations of the 67th 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 confirm that I am physically and mentally healthy to take part in the event and that I am competent to do so. 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 the car in which I participate in the event is compliant with the road traffic laws for use on the public roads. I confirm that the car has been insured in accordance with the motor vehicle liability law for use on public roads, including the participation in regularity rally's and tests. I confirm that the registered vehicle has a valid accident insurance for the passengers. I confirm that I, as a driver of the registered car, have a valid drivers licence. The FIA, members of the FIA, promotor, organisation (Stichting Tulpenrallye), sponsors, organising committee, officials and all staff 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 FIA, members of the FIA, promotor, organisation (Stichting Tulpenrallye), sponsors, organising committee, officials and all staff of the event, decline liability caused by riots, vandalism, natural catastrophes, etc.

The FIA, members of the FIA, promotor, organisation (Stichting Tulpenrallye), sponsors, organising committee, officials and all staff of the event, do not accept liability for any violation by the participants of the laws and regulations of the countries where the event takes place. Participants will be held responsible for the consequences (material, immaterial, personal injury or consequential) of any incident or accident or violation of the laws and regulations in which they may be involved. Participants may not submit a claim against the FIA, members of the FIA, promoter, organizer (Stichting Tulpenrallye), sponsors, officials and associates of the event which is a consequence of activities by the mentioned entity or persons as far as organizational activities on behalf of the event are concerned."

5.3 - 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: Europe (the Netherlands, Germany, Belgium, Luxemburg and France).

The entry fee includes the premium for secondary insurance. **This also covers the legal liability of the organiser, its employees, officials and marshals.** This insurance policy can be summarized as follows:

- The organiser has taken action to insure the crews against the risk of third parties.
- 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.

- Insured amounts per event:

7,500,000 euro as a maximum per claim for liability in the event of damage and/or injury.

7,500,000 euro as a maximum per claim for liability in the event of damage to the environment.

15,000,000 euro as a maximum per year.

6. CAR

6.1 - Permitted cars

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

In addition to the compulsory resources in the relevant countries, 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 penalized: 1st time: warning, 2nd time: 300 penalty points, 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. This equipment may only be transported in the trunk of the car (or a similar place).
- The usage or presence of the Brantz Electronic Speedtable, or similar equipment, 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. The Presence of a disabled device in the car compartment will be penalized with 250 penalty points per violation. Presence of an enabled device will be penalized with 500 penalty points per violation.

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 be penalized in accordance with article 8.10

6.5 - Exhaust noise

The exhaust noise of the car should at no moment in time during the rally exceed **95 dB (A)**. During a conformity control prior to the start, all cars will be checked. Cars that are equipped with an electric ignition will be measured at a speed of 3.500 rpm.

The measurement will take place:

- On a stationary vehicle, in open air.
- The car must be at operating temperature .
- Ca. 20 cm above the ground.
- The microphone must be at a distance of 50 cm from the exhaust mouth and at an angle between 35 and 55 degrees.

Non-compliance with this clause will be penalized: at the start: no start permit, during the rally: if a request to repair is not being honoured the following day, 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 penalized 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 penalized as follows: at the start: no start permit. During the rally: 1st time: warning, 2nd time: 300 penalty points, 3rd time: exclusion.

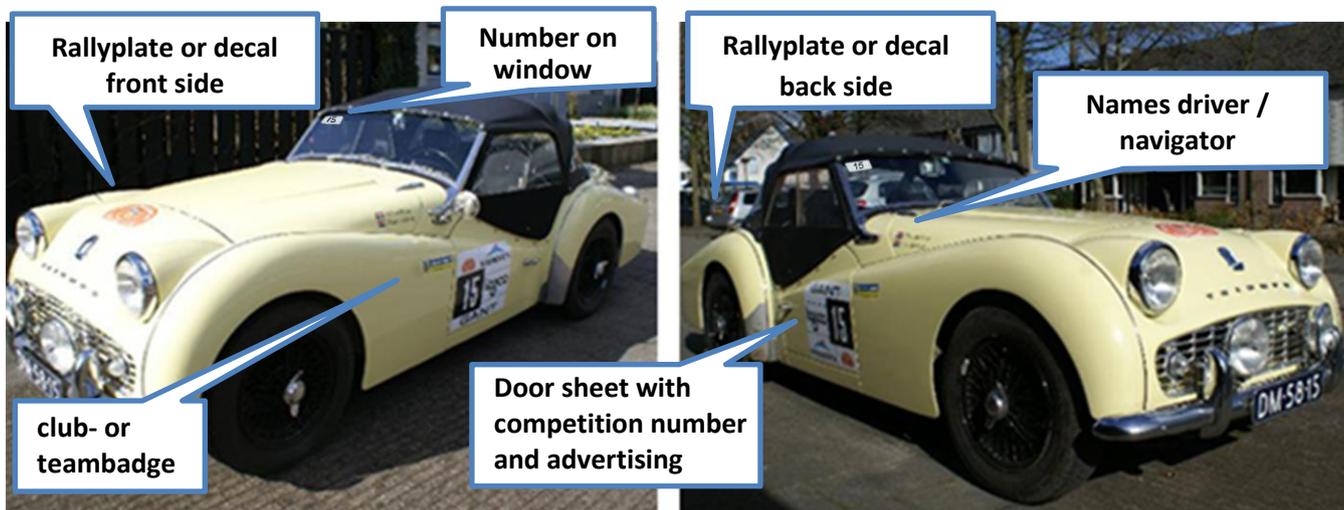
The compulsory advertising is printed on a self-adhesive door sheet, to be fixed on both front doors of the car. It is not allowed to split up the door sheet. Exceptions to this rule can only be obtained through consultation of the crew liaison officer prior to the start of the rally. Crews that wish to support our charity are allowed to place 2 stickers, that are supplied by the organisation, on the car.

6.8 - Extra information

The names of the driver and co-driver are permitted on one decal with maximum dimensions of 40 x 3 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 different large self-adhesive door stickers. You should apply the sticker with the competition number as close as possible to the front of the car. 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.



A small size of the competition number must also be placed on the right top corner of the front windshield. If at any time during the event a door sheet or rally plate is missing, this will be penalized: 1st time: warning, 2nd time: 300 penalty points, 3rd time: exclusion.

7. CONFORMITY CONTROL

7.1 - Conformity 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 **September 11th 2021**, at the Autotron Rosmalen in the Netherlands.

The conformity control will include at least the following:

Make and model of the entered car.	Licence plates.	Warning triangle.
Advertising rules.	Lighting.	Foil (2x4 meter).
Fire extinguisher (min. 2 kg.) + fixing.	Exhaust noise (max 95 dB (A) measured at 3500 rpm).	Permitted measuring equipment.
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 3 October 2021 from 14:00 - **17:00 hrs.** The exact location will be published in the letter of acceptance.

7.2 - Documents control

All crews that live in the Netherlands must participate in the compulsory documents control that will be held on **September 11th 2021**, in the **Autotron Rosmalen**.

The documents control for foreign competitors will be held on Sunday 3 October 2021 from **16:00 - 17:00 hrs.** in the Rally Office, Pullman Hotel, Bordeaux le Lac. See also the map sent with the letter of acceptance (digital).

The following documents will be checked: entry form (self printed by the crew), car registration documents and Rally Licence (Rally Pas). 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.	Clothing
2 rallyplates + 2 rally decals.	1 rally bag.
2 Tulpenrallye plaques.	1 Tulpenrallye mapreading ruler.
2 year plates 2021 (+ badge for new competitors).	1 start/windshield number.
2 name badges + key-cord for lunches and dinners.	2 booklets with consumption vouchers.
2 vouchers for the dinner on 9 October 2021.	2 KNAF 'Rally Passes', including personal accident insurance, value 25 euro p.p.*

*Competitors that can show a valid (2021) KNAF rally or historic rally license during the documents control, will receive a refund of 25 euro per person. This also applies to foreign crews that can show a valid EU rally- or Historic rally license.

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 Saturday 9 October at the Château St. Gerlach (Valkenburg) can be purchased for (in cash) 115 euro each only during the documents control in the Rally Office. Dinner vouchers cannot be redeemed for cash.

All participants must report to the Rally Office, Pullman Hotel, Bordeaux le Lac between **5:00 pm and 6:00 pm** on Sunday 3 October 2021. See also the floor plan with the digitally sent acceptance letter.

7.3 - 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. 2.650 km., Sporting class approx. 2.450 km., Touring class approx. 2.350 km. and Vintage class approx. 2.100 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, route instruction or replacing/new route to you. A replacing/new route (partially) replaces the route from the roadbook, in case the original route cannot be driven. 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 (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.

Only on Monday 4 October 2021 the roadbook 1 will be handed out 5 minutes prior to the start of the crew. A member of the crew will be asked to sign for receipt of a roadbook. The crew itself is responsible for receiving the correct routebook.

8.3 - Tulip-infobook

You will receive an information booklet at the Rally Office 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 and for other countries 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 points; 2nd time: 600 penalty points; 3rd time: Leg max. penalty points.

8.5 - Route explanation

The explanation of the route constructions will be posted on the notice boards at the end of the competition day and will also be published on the Tulpenrallye App. Upon request, the explanation can also be sent after the rally.

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. In the latter case the crew should construct and drive a route in line with the regulations and the route instruction that is being followed. 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. (see also article 10.2).

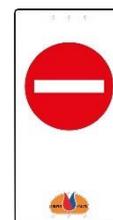


General point of attention for Vintage:

On some routes for the vintage class, the route deviate from the route for the other classes. It is not always possible for the Organization to check the vintage route again entirely, during the rally itself. If a roadblock or a redirection takes place, it may be possible that no Tulips arrows are being placed here. The participants need to make their own choices at that moment, such that the route can be picked up.

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 classical rallysport or the event. Any incorrect, fraudulent or other unsporting activities as well as or non-compliance with local traffic rules will be penalized as follows: 1st time: warning, 2nd time: upto 2000 penalty points. These infringements will be published on the notice board.

Speed checks can be carried out during the event by the organisation. Each crew that exceeds the maximum speed permitted on site by more than 10% will be penalized. To calculate the number of penalty points, the number of kilometers by which the permitted speed is exceeded will be squared. These infringements will be published on the notice board.

Examples of these penalties:

maximum speed	Measured speed	allowed 10%	exceedance	Penalty points	calculation
30	40	33	7	49	(7x7)
30	50	33	17	289	(17x17)
50	60	55	5	25	(5x5)
50	70	55	15	225	(15x15)

Excessive speeding will be punished in accordance with article 8.19.

8.10 – Usage of telephone

During the competition participants are not allowed to make calls or use the internet, other than in case of a calamity. A phone, tablet, or other communication equipment, may only be kept completely disabled in the trunk (or similar) of the car, during the rally competition time. This will be monitored by the organisation. The detection of a disabled device in the compartment will be penalized with 250 penalty points per violation. Using the telephone during the rally (with or without other participants) will be penalized with 500 penalty points per violation. Every Judge or fact can impose this penalization. Lunch in this context does not belong to the competition time. As an exception to this rule, Tulpenrallye doctors designated by the organization will have their phone on during the competition time. Their car is provided with a Tulpenrallye doctor's sticker.

During the entire competition (including lunch), no form of information about the competition may be communicated to participants or third parties, via any medium. The usage of telephone during the competition time will be penalized with 500 penalty points per identified violation. Every judge of fact can impose this penalty.

8.11 - Judges of fact

All organisation staff of the event (see [Tulp-infobook](#)) 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.

8.12- Environment

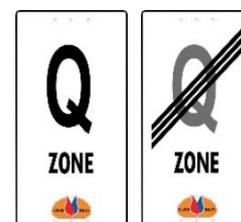
Crews should continuously be aware of the effect that the event can have on its surroundings and the environment. Every car must be equipped with a piece of foil, min. 2 x 4 meters, which should be used underneath the car while servicing or parking at any time during lunch and at the end of a leg. At 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.

8.13 - 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/hrs. The end of a "quiet zone" is indicated by a sign "end quiet zone."



8.14 - 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. On Saturday 2 crews per minute will start. 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. The starting times will also be published on the Tulpenrallye App. 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 points for every minute late, up to a maximum of 300 penalty points. (30 min). After this the crew will be considered not to have started. The crew will then receive the maximum penalty points of the missing leg.

8.15 - 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 points in such cases, see article 9.7.

8.16 - 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 19:00 hrs. on the previous evening, in order to be able to join the rally again on the next day.

8.17 - 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. On request a touring class roadbook will be available, to be able to follow the route. 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.

8.18 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.

8.19 - Penalties

The Clerk of the Course reserves the right to adjust penalties based on the nature of the offense and the class in which the crew participates. **In extreme cases, these penalties can lead to exclusion.**

8.20 - Lighting

The organising committee advises all crews to drive with the headlights on during the rally, in order to enhance visibility and therefore road safety. See article 6.1 for the permitted headlights.

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". Time controls will be indicated with a RED sign with a Tulip and the text "TC". The same sign in YELLOW will be placed 25 meters ahead of the TC. In some situations a pre-indication "CONTROLE 150M" will be placed.



- 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 areas of towns and villages; Route controls not. The built up areas 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 areas 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. Instructions at the small publishing boards of a marshal are official and part of the route instructions.
- 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 (Expert/Sporting) and 60 minutes (Touring/Vintage) 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 penalized.
- 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.
- False route controls can be placed along incorrect routes. If a false route control is noted, this will be penalized with 100 penalty points per case.
- Parts of the Vintage route per day can be neutral, where no route checks have to be noted. These neutral parts will be clearly stated in the road book.

9.2 - Unmanned route controls

These controls will be indicated by an orange plate with a black letter and below the text "CONTROLE". 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 penalized with 100 penalty points.

Special self-service stamp controls can also be used as route controls. These are orange and have an image of a stamp and below the text "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 (check if the stamp can be read). 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 penalized with 100 penalty points. Missing a self-service route control will be penalized with 100 penalty points.

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 penalized with 100 penalty points.

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 in the roadbook as well as on the time control card.

At a time control the marshal will note the actual reporting time on 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 clock. This clock will print the actual time at the moment that the crew enters the card into the clock. Only times that are actually printed in the correct place on the time control card are valid.

The reporting at a TC can only be carried out if the 2 crew members and the car are in between the yellow and red TC signs (see 9.1) . The 'TC zone' is the area between the yellow and red TC sign. This zone may only be entered by the crew at the actual reporting time. Once the yellow TC sign is passed, the crew should drive towards the red TC sign in a controlled manner. Then one of the crew members will hand the control cards over to the marshal. The marshal will report the actual time at which the crew passed the yellow TC sign on the time control card.

For Touring and Vintage a penalty for late reporting will be given only after exceeding the Ideal time with more than 30 minutes. In the first 30 minutes no penalty points will be given for late reporting. When a crew reports at a TC 31 minutes after the ideal reporting time, this will be penalized with 10 penalty points for each minute late. Crews are allowed to make up for accrued delays with a maximum of 10 minutes per stage. In case of late reporting with more than 60 minutes, the rules to make up for lost time and penalty points as stated in article 9.6 of these regulations are applicable.

The indication TC IN can be used in case the crew approaches a resting area (for example a lunch location). 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 penalized with 300 penalty points.

Example: a crew which should report at a TC at 10:05 will be on time when the crew passes the yellow TC sign between 10:05:00 and 10:05:59. It is not allowed to enter the 'TC zone' before 10:05:00.

9.5 - Control cards

Time control card

At the start of each leg, the crew will receive a new time control card. Crews will be asked to sign for receipt of these cards. 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 'COMP.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 (Expert/Sporting) and 60 minutes (Touring/Vintage). 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, and at the TC after each lunch, 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 RC IN lunch, whereas route control card no.2 as well as the time control card will be taken in at RC 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 no.3 will be handed out for the evening stage in the Expert Class.

		EXPERT							
LEG	1	Nr.							
TC NR.	LOCATION	COMP. USE	IDEAL TIME	DIFF.	PENALTY	MARSHALS			
TC 1-01 OUT	Saint-Vincent		07:39			SIGN	TIME		
TC 1-02	Bosola		08:49						
TC 1-03	Oicimosso		11:02						
TC 1-04 PIX	Oicimosso		11:10						
TC 1-05 IN	Bolzano Novarese		12:18						
RC Lunch	Arona		12:34						
TC 1-06	Arona		13:34						
TC 1-07	Borgnana		15:49						
TC 1-08 IN	Lurate		16:39						
RC Autodromo	Monza		17:29						
RC Cosmo Palace	Cinisello Balsamo		20:30						
alle equipes dienen zich om 20:30 gemeld te hebben in RC Cosmo Palace. Eerder melden mag.									
total penalty									
MAXIMUM REPORTING TIME TC 1-08 IN		17:01							
Reg. 1-1	hrs	min	sec	sign	Test Casio				
Start at TC					Test 1-1	hrs	min	sec	sign
Start at RP					Start				
GTIC 1					Finish				
GTIC 2					Pylons / incorrect route				
Reg. 1-2	hrs	min	sec	sign	Test Monza				
Start at TC					Test 1-2	hrs	min	sec	sign
Start at RP					Start				
GTIC 1					Finish				
GTIC 2					Pylons / incorrect route				

Time control card

		ROUTE CONTROL CARD			
LEG	2	EXPERT			
CARD	1	Nr.			
→					
1	2	3	4	5	6
7	8	9	10	11	12
13	14	15	16	17	18
19	20	21	22	23	24
25	26	27	28	29	30
31	32	33	34	35	36
37	38	39	40	41	42
Total					

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 penalized 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 reporting time). 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	At TC-1, more than 10 minutes early, so outside prescribed margins. 300 = max. penalty points at the TC.
2	10:10	10:10	0	0	On time.
3	10:40	10:38	- 2	20	At TC-3, crew 2 minutes early; 2 x 10 = 20 penalty points.
4	11:15	11:13	- 2	20	At TC-4, crew again 2 minutes early; 2 x 10 = 20.
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 Expert/Sporting or 42 minutes Touring/Vintage), then this will be penalized and then this crew can report themselves at the following controls also the same amount of time (e.g. 12 minutes/42 minutes) too late. If a crew then in this example reports 1 minute (Expert/Sporting) or 31 minutes (Touring/Vintage) after its ideal reporting time at the next time control, then it has made up one minute too many and will be penalized with 10 penalty points for 1 minute too early reporting.

Expert/Sporting

TC	Ideal time	Actual Passing time	Deviation in minutes	Penalties	Explanation
1	09:10	09:10	0	0	On time.
2	10:10	10:15	+ 5	50	At TC-2, crew 5 minutes too late; $5 \times 10 = 50$ penalty points.
3	10:40	10:45	+ 5	0	At TC-3, crew allowed to report 5 minutes late.
4	11:15	11:40	+ 25	200	At TC-4, in total 25 minutes too late. Penalties: $25 - 5$ (incurred at TC2) is 20 minutes $20 \times 10 = 200$ penalty points.
5	12:10	12:22	+ 12	30	At TC-5, of the 25 minutes total backlog, 13 minutes have been made up from the total delay of 15 minutes. This is 3 minutes more than the maximum allowed 10 minutes, so 3 minutes will be penalized; $3 \times 10 = 30$ penalty points. Remaining delay is 12 minutes.
6	13:10	13:14	+ 4	0	At TC-6, 8 minutes have been made up. This is allowed, no penalty points
7	13:30	13:34	+ 4	0	Remaining delay stays at 4 minutes

Touring/Vintage

TC	Ideal time	Actual Passing time	Deviation in minutes	Penalties	Explanation
1	09:10	09:10	0	0	On time.
2	10:10	10:15	+ 5	0	At TC-2, crew 5 minutes too late, however the first 30 minutes late will not be penalized.
3	10:40	11:11	+ 31	10	At TC-3, crew 31 minutes too late, the first 30 minutes are not penalized; $31 - 30 = 1$. Penalty $1 \times 10 = 10$.
4	11:15	12:05	+ 50	190	At TC-4, in total 50 min. too late; $50 - 30 = 20$. Penalty is $20 - 1$ (TC 3) = 19 minutes. $19 \times 10 = 190$ penalty points.
5	12:10	12:40	+ 30	100	At TC-5 of the 50 minutes total backlog, 20 minutes has been made up. That is 10 more than the maximum allowed 10 minutes, so 10 minutes will be penalized; $10 \times 10 = 100$ penalty points.
6	13:10	13:25	+ 15	50	At TC-6 again run for 15 minutes. That is 5 more than the maximum allowed 10 minutes, so 5 minutes too much overtaken; $5 \times 10 = 50$ penalty points.
7	13:30	13:45	+ 15	0	Remaining delay stays at 15 minutes.

If a crew reports at a time control more than 30 minutes (Expert/Sporting) or 60 minutes (Touring/Vintage) 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 (Expert/Sporting) or 60 minutes (Touring/Vintage)) 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 penalized with 300 penalty points for that leg.

Expert/Sporting

TC	Ideal time	Actual Passing time	Deviation in minutes	Penalties	Explanation
1	09:10	09:10	0	0	On time.
2	10:10	10:35	+ 25	250	At TC-2, crew 25 minutes too late $25 \times 10 = 250$.
3	10:40	11:15	+ 35	300	At TC-3 more than 30 minutes too late. TC therefore missed. 300 = maximum penalty points at one TC.
4	11:15	11:44	+ 29	40	At TC-4, crew 29 minutes late. Punishment is $29 - 25$ (accrued at TC-2) is $4 \times 10 = 40$ penalty points.
5	12:10			300	Not reported at TC-5; 300 penalty points.
6	13:10			300	Not reported at TC-6; 300 penalty points.
7	13:50	14:00	+ 10	0	The delay at the last TC at which the crew had officially reported (TC-4) was 29 minutes. The crew therefore has to report at TC-7 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 TC-7 between 0 and 29 minutes behind its ideal reporting time without obtaining further penalty points.

Touring/Vintage

TC	Ideal time	Actual Passing time	Deviation in minutes	Penalties	Explanation
1	09:10	09:10	0	0	On time.
2	10:10	10:35	+ 25	0	At TC-2, crew 25 minutes late, however the first 30 minutes late will not be penalized.
3	10:40	11:15	+ 35	50	At TC-3, crew 35 minutes too late, $35 - 30 = 5$. So $5 \times 10 = 50$ penalty points.
4	11:15	12:14	+ 59	240	At TC-4, 59 minutes late. Penalty $59 - 30 = 29$ minus 5 minutes (accrued at TC-3) is $24 \times 10 = 240$ penalty points.
5	12:10			300	TC-5 not reported; 300 penalty points.
6	13:10	14:13	+63	300	At TC-6, the crew is 63 minutes late (more than the maximum of 60 minutes), that is unregulated; 300 penalty points.
7	13:50	14:15	+ 25	0	The delay at the last TC at which the crew had officially reported (TC-4) was 59 minutes. The crew therefore has to report at TC-7 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 TC-7 between 0 and 59 minutes behind its ideal reporting time without obtaining further penalty points.

9.7 - Time penalties

The difference between the actual reporting time and the ideal reporting time at a TC will be penalized:

- More than 30 minutes late reporting at the start: maximum penalty points of the leg.
- Early reporting at a TC or TWC: 10 penalty points per minute with a maximum of 300 penalty points.
- More than 10 minutes early reporting at a TC or TWC: 300 penalty points (missed).
- Late reporting at a TC (Expert/Sporting) or more than 30 minutes (Touring/Vintage): 10 penalty points per minute with a maximum of 300 penalty points (missed).
- More than 30 minutes late reporting at a TC (Expert/Sporting): 300 penalty points (missed).
- More than 60 minutes late reporting at a TC (Touring/Vintage): 300 penalty points (missed).
- More than 30 minutes (Expert/Sporting) and 60 minutes (touring/Vintage) late at the TC FINISH (last TC on Saturday): not registered or disqualified, in the final classification.

- ONLY at TC FINISH (Valkenburg) unlimited early reporting will not be penalized, provided that the ideal time is being requested from the marshal by the crew while handing over the Time Control card.
- More than 30 minutes (Expert/Sporting) or 60 minutes (Touring/Vintage) late arriving at the leg finish: 300 penalty points.

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 points to be calculated and for these to replace the earlier allocated maximum number of penalty points 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).

10. REGULARITY STAGE

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).

Manned start

At a manned start, a marshal records the start time on the time control card in "hh: mm: ss" behind "Start at RP" at the bottom of the time control card (see article 9.5), after which the crew will be started at the exact starting time based on the marshal counting down. The start does not necessarily take place at a full minute; the marshal may decide to have the start at a shorter time interval. The marshal will report this at the control card.

Unmanned self-starting

In the case of an unmanned self-start, the crew starts with a regularity test at a starting location indicated in the route book, at a specific starting time. This self-start time is calculated by adding "x" minutes to the previous TC time. "X" minutes is the time required to get from the previous TC to the self-starting location. The number of minutes "x" is stated in the route book. The marshal does not enter anything at the bottom of the "Start at TC", because this is the previous TC time.

Example of an unmanned self-start time calculation; the previous "TC time" in "hh: mm" plus "x" minutes.

Unmanned self-starting - exceptional situation

If several crews report to a TC in the same minute (followed by a self-start for a regularity test), these crews all receive the same TC time in "hh: mm". Because these crews cannot start at the same time at the self-start of the regularity test, the marshal enters a specific time after "Start at TC" at the bottom of the time control card. This notation is in "hh: mm: ss". "X" minutes must be added to this time.

Example of a self-start time calculation is then; the "Start at TC" time in "hh: mm: ss" plus "x" minutes. When the crew receives a specific "Start at TC" time, the marshal will report this to the crew.

All crews must wait at the starting point of the self-start for the regularity test until their (adjusted) start time has arrived.

The end of a regularity test is indicated along the route with a sign "END REGULARITY". It may happen that a driver has to take a regularity test without a navigator in the car. The driver does not have access to tables in the route book.



10.3 - Secret time control (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. In case a regularity stage is being driven on a closed circuit, the GTC can also be located within the first kilometer of the 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 penalized with 2 penalty points per second of deviation. The maximum number of time penalty points at a regularity stage is 150 penalty points. The number of penalty points 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 points.
- Actual passing time: 6 min. 31 seconds: deviation = 17 sec. x 2 sec. = 34 penalty points.
- Actual passing time: 9 min. 20 seconds: deviation = 152 sec. x 2 sec. = 150 penalty points.

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 (lap consistency). 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 penalized with 2 penalty points for every second longer. In case the driving time of a crew is shorter than the bogey time, then this will not be penalized.

In the case of a lap consistency, 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 penalized with 2 penalty points.

It is not allowed to drive with a speed lower than 25 km/hrs within the proximity of 50 meters from a time registration point. A false start, touching of a cone pin that marks the route, making an incorrect stop astride and driving with a speed lower than 25 km/hrs within 50 meters from a time registration point, will be penalized with 20 penalty points. Driving an incorrect route will be judged as 'incorrect test' and will be penalized with 150 penalty points. The maximum number of penalty points that can be obtained at a single test is 150 penalty points (including incorrect test).

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 (finish-à-cheval), 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 flying-finish of a test will be indicated next to the route with a panel with a finish flag.

It is not allowed to drive backwards at or after a stop astride. An incorrect stop astride finish will be penalized with 20 penalty points. Straight after the flying-finish or stop astride finish the crew should stop in a controlled manner

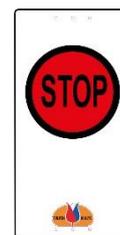
at the finish-marshall (stop finish, with a panel indicating STOP), who will write down the actual passing time at the finish on the control card.



flying
finish



finish-a-
cheval



stop-
finish

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 Tulpen-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 points 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. This can also be published digitally on the Tulpenrallye App.
- The final classifications will be signed off by the Clerk of the Course and published on the notice board at the entry of the Pavilion in St. Gerlach, 20 minutes after the ‘maximum reporting time’ of the last competitor (per class). 30 minutes after publication of the signed classifications, the classifications will be final for that specific class.
- Crews that do not timely report at the final time control in St. Gerlach, 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 points will be the winner in its class. The next lowest will be second and so on.

13.2 - Winner 67th Tulpenrallye

The crew with the lowest number of penalty points in the Expert class will be the overall winner of the 67th Tulpenrallye.

13.3 - Day winners

From Monday 4 October until Saturday 9 October, 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 4 October 2021 will receive the award on Tuesday 5 October 2021 and so on. The day-winners of Friday 8 October and Saturday 9 October 2021 will receive this award during the prize giving on Saturday 9 October 2021.

13.4 - Winners Teams (Expert, Sporting, Touring)

The penalty points of the 3 best classified crews of the team will be added up, per Leg. The winning team per class will be the team, that has the lowest number of penalty points after the results of the six Legs are added up. At least 3 crews of the team must have reported at TC finish in order to receive a prize.

13.5 - Winner Kees Stoel International Trophy

The winner of the Kees Stoel International Trophy 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 following schedule:

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
place 5: 82 points.	place 10: 66 points.	place 15: 56 points.	minus 1 point.

13.6 - Ex aequo

General: In case of ex aequo, the crew that is participating with the eldest car will be the winner.

If after that two or more teams (with an equally old car) are classified equally, the team with the least number of missed RCs in LEG 1-1, then in LEG 1-2, then in LEG 2-1, then in LEG 2-2, etc. will be classified highest.

Best classified crew on regularities/tests: In case of ex aequo, the crew that is participating with the eldest car will be the winner. In case two or more crews with an equally old car are classified equally, the crew with the least penalty points on the 1st RP/1st test, after that on the 2nd RP/2nd test, after that on the 3rd RP/3rd test, etc. will be ranked highest.

13.7 - Prize giving

On Saturday 9 October 2021 from 19:00 - 24:00 hrs. a festive dinner and prize giving will be organised in the Château St. Gerlach in Valkenburg. See art. 7.2 for extra dinner vouchers. The dress code is Autumn Chique.

13.8 - Prizes

- Overall classification Expert: 1st up to 5th prize (* Coupe Rallye des Tulipes).
- Overall classification Sporting: 1st up to 8th prize (* Coupe Sporting).
- Overall classification Touring: 1st up to 7th prize (* Coupe Touring).
- Overall classification Vintage: 1st and 2nd prize (* Coupe Vintage).
- Best overall classified ladies crew in Expert or Sporting (* Coupe des Dames)
- Ladies prize Touring (* Tulp Touring).
- Best overall classified foreign crew in expert.
- Youngest classified driver (* Coupe Slotemaker).
- Oldest classified driver (* Coupe Slotemaker).
- Youngest classified navigator (*).
- Oldest classified 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 overall classified DAF (* Coupe DAF).
- Best classified M.G. in Touring (* Coupe M.G.).
- Best classified Triumph TR in Expert / Sporting (* Coupe Triumph).
- Best overall classified car with the smallest cylinder capacity (* Look Leasing Cup).
- Best classified crew on regularities, in Expert, Sporting, Touring and Vintage.
- Best classified crew on tests, in Expert, Sporting, Touring and Vintage.
- Team prize for the best classified team in the Expert, Sporting and Touring.
- Team prize for the best classified international team (* Kees Stoel International Trophy).
- Pissing in the wind prize.
- "Fair Play" prize for the most friendly crew, judged by the Tulip Rally Marshalls.
- 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.

Example of 'overall classified'; 2nd in Touring is better than 3rd in Expert. With a similar classification, for example 2nd in Touring and 2nd in Expert, the highest class wins. In this example the Expert.

14. QUERIES

14.1 - Queries

Every crew can at the finish of a leg submit a written query from about the route of that day or penalty points that have been incurred. This query form can only be submitted on the next day until at the starting time of the crew in the mailbox at TC 1 (start). You will find the form at the back of the roadbook. Questions that are being handed in later, will not be processed.

A query form with questions about Saturday 9 October must be submitted no later than 15 minutes after the own finish time. If a crew is agreeable with the reply obtained, a protest may be filed.

15. INTERPRETATION AND 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 1 August 2021. Changes will be marked in a red colour. 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 meters., 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

- 2.1 Tulip system in accordance with the above description, but with no distances between the subsequent tulips provided.
- 2.2 The crew needs to follow the ongoing route, until the first situation where the tulip instruction can be executed.
- 2.3 The distance between two subsequent tulip situations will not be 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 Tulip-Infobook).
- 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, this new road may be used if the old road on the map is no longer to be driven, to be reached or no longer present. The new road must be followed until a road on the map is reached. If possible (as much as possible of) the missed constructed route should still be driven, taking action in accordance with Article 1.12.
- 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 areas, 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 detour. 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 Altered road connections may be used, provided that the old road connection is no longer accessible or no longer present and the new road connection is within 100 meters of the (location of the) old road connection. If this is not the case, then action must be taken in accordance with Articles 1.12 and 1.13.
- 1.15 The road sign "dead end street" does not close a road. This road can be included in your route.
- 1.16 Roads that have a sign indicating 'destination traffic only', cannot be driven.
- 1.17 When a stage consists of multiple map fragments, transition points will be used. These transition points are only used to indicate a specific point on the map, where two roads are connected on both map fragments. When a transition point is included in the roadbook of a stage, than you need to construct your route via this point, using the regulations of the specific map reading system of that stage. 'Transition points' are marked with a letter (on both map fragments) , for example A, B, C, etc.
- 1.18 When a stage consists of multiple map fragments, these maps are connected in an inseparable way. Crews should read these maps as if they were one large map.
- 1.19 At a route control specific instructions can be placed. These instructions do prevail over the roadbook. The instructions are indicated in codes as follows. Reset codes:

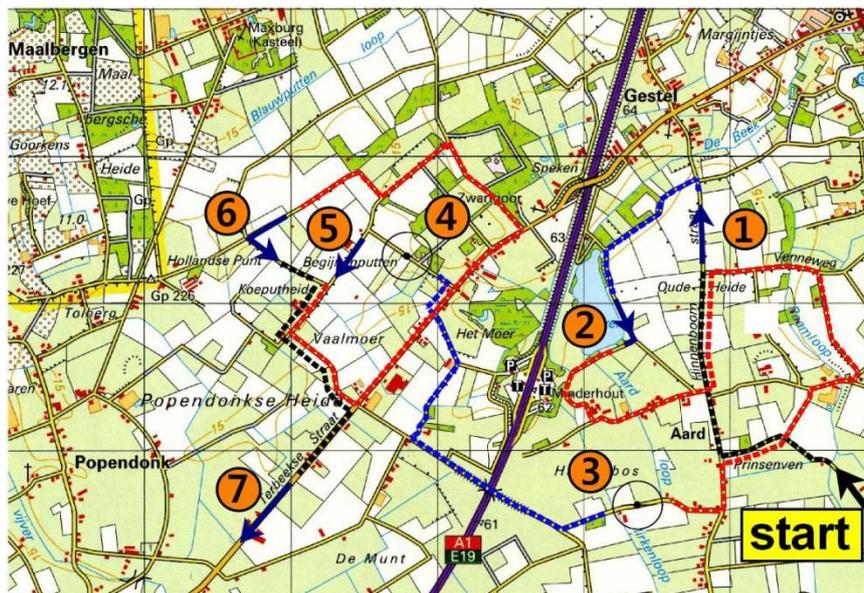
HK = Turn here	1R, 2R = 1 st road to the right, 2 nd road to the right
DMP 7 = Proceed with point or arrow 7	ER = turn right at the end of the road
DMIL = Proceed with printed line	VR = turn right at the <u>next priority road</u>
DMG = proceed with border line approach	VO = cross priority road at next crossing
NVO = do not construct new routes, proceed with the intended route	
E/S/T/V= this instruction only applies for Expert / Sporting / Touring / Vintage	

In the instructions above, L (left) can also be used instead of R (Right).

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 show 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.
- 2.9 When map characters indicate that an arrow has been drawn over a viaduct, then it is allowed to drive the road underneath. This is not considered as 'crossing the arrow'.

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.

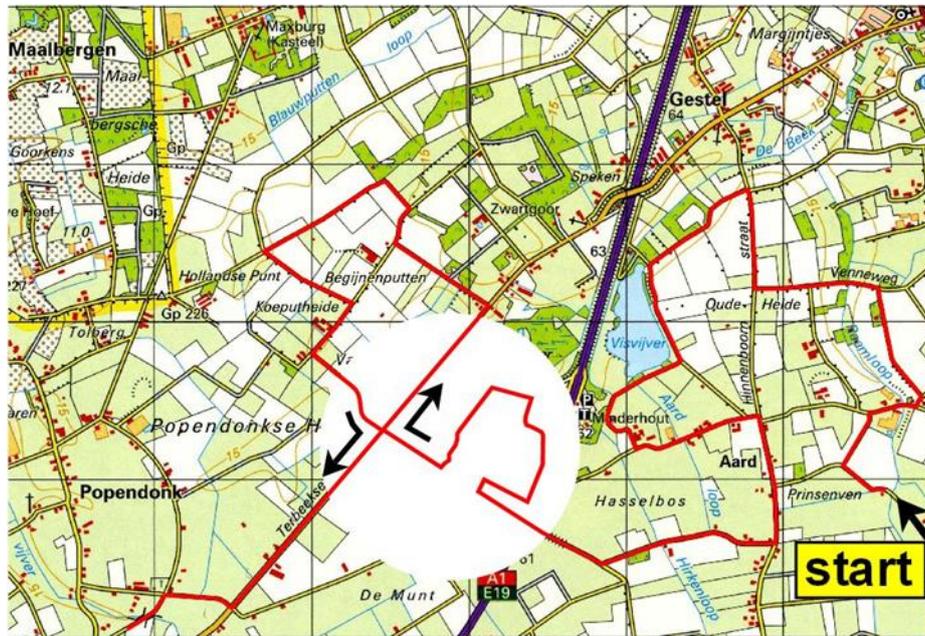
From arrow 5 to arrow 6: Shortest route, but not again over point 4. See red route.

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”).

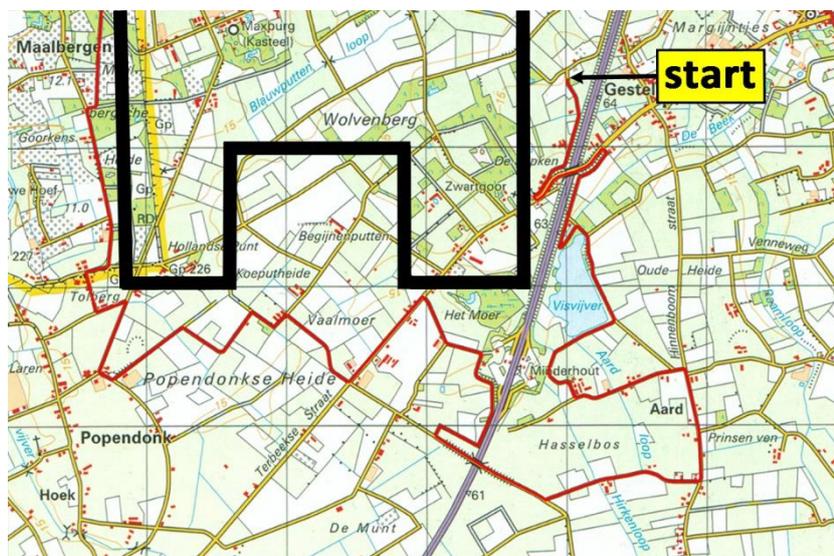
Example:



4. Border line approach

- 4.1 During border line approach a route should be constructed that approaches the border line (a black line on the map fragment) as closely as possible, without crossing the border line.
- 4.2 The border line may be touched, but may never be crossed.
- 4.3 The area between the roads of the constructed route and the border line should stay as small as possible.
- 4.4 Roads (or segments of roads) may only be included once and in one direction only in the route.
- 4.5 Driving a road or road segment back and forth only is not considered as reducing the area.

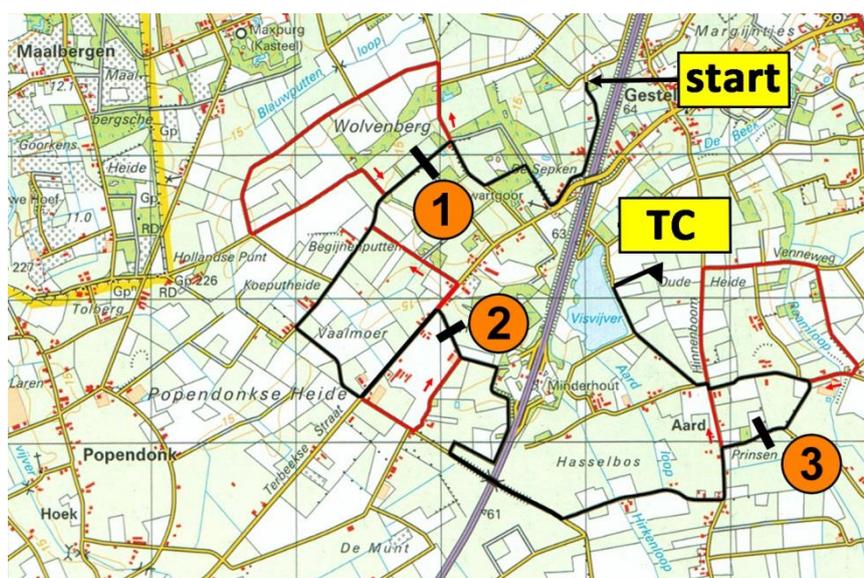
Example:



5. Printed line with barricades

- 5.1 The printed line should be driven from the beginning to the end as accurately as possible in the forward direction. Driving the printed line in reverse direction is not permitted.
- 5.2 The numbered cross stripes on the printed line are barricades. It is not permitted to drive the road section that is equipped with a barricade.
- 5.3 The barricades need to be avoided in your route in the sequence of the numbers of the barricades. Both before as well as after each barricade, the part of the printed line that you do not drive should be as short as possible.
- 5.4 You should therefore leave the printed line at the last junction of roads before the barricade and start to drive on the printed line again at the first junction of roads after the barricade in forward direction.
- 5.5 Roads may be included several times in your route, but only in one direction.
- 5.6 Junctions of roads may be included multiple times in your route.
- 5.7 You should never drive through a barricade, not even during the detour to avoid another barricade.
- 5.8 Subject to the foregoing, the detour to avoid a barricade should be as short as possible.

Example:



6. Points free route

- 6.1 De point should be included in the route in numbered order.
- 6.2 Every point is located on a road. This road can be present on the map or not.
- 6.3 Only Route Controls that are located within 50 meters of the point, should be reported and noted on the Route Control card. These Route Controls are supposed to be positioned at the exact location of the point.
- 6.4 From a TC location towards a point, from a point to a point and from a point to a TC location, the route is free.
- 6.5 In the context of road safety, the route should be chosen (as much as possible) in such a way, that the route can be driven in an ongoing direction (so preferably without change of direction).