



THE WINTER TRIAL

THE WINTER TRIAL has been organised by Classic Car Events Foundation, under the care of the Fédération Internationale de l'Automobile (FIA), the ASN members of the FIA, ACCR (Czech Republic), ADAC (Germany), AMZS (Slovenia), KNAF (Holland) and ÖAMTC-OSK (Austria).

SUPPLEMENTARY REGULATIONS

The Supplementary Regulations of The Winter Trial have been drawn up in accordance with the "Standard Supplementary Regulations for Historic Regularity Rallies" of the FIA.

Approved by the Dutch ASN (KNAF), on: 30-08-2008, Visa number: BSR-08-22/JM.

Approved by the FIA: on: t.b.a., Visa number: t.b.a.

PROGRAMME.

Monday 7 th July 2008	: Entries open.
Monday 12 th January 2009	: 24.00 hrs.: entry closing date.
Saturday 10 th January 2009	: 10.00 hrs.: administrative checks and scrutineering, Amersfoort.
Saturday 24 th January 2009	: 19.00 hrs.: publication of the list of crews admitted to the start with starting times.
Sunday 25 th January 2009	: 08.00 hrs.: start of the event, at Hotel Bühlerhöhe near Baden Baden, Germany. Overnight halt at Bad Wörishofen, Germany.
Monday 26 th January 2009	: 08.00 hrs. Re-start Bad Wörishofel. Overnight halt at Passau, Germany.
Tuesday 27 th January 2009	: 08.00 hrs. Re-start at Passau. Overnight halt at Cesky Budejovice, Czech republic
Wednesday 28 th January 2009	: 08.00 hrs. Re-start at Cesky Budejovice.. Overnight halt at Maribor, Slovenia.
Thursday 29 th January 2009:	: 08.00 hrs. Re-start Maribor. Overnight halt at Villach, Austria.
Friday 30 th January 2009	: 08.30 hrs. Re-start Villach. : 14.00 hrs.: finish of the event, at Hof, Austria. : 17.00 hrs.: publication of the provisional final results. : 20.30 hrs.: prize-giving, at Hotel Schloss Fuschl, Hof.

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

1 – ORGANISATION.

1.1. Definition.

The organiser of THE WINTER TRIAL which takes place between 24th January and 30th January 2009. is: Stichting Classic Car Events.

The address of the organisers' permanent Rally Office, until 24th January 2009 is:

Stichting Classic Car Events, Tel.: +31 (0) 578 575 100

Elspeterweg 10, Fax: +31 (0) 578 577 426

NL - 8171 ET Vaassen.

E-mail: entry@thetrial.nl

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

The event is run in compliance with:

- the FIA International Sporting code (and Appendix).
- the General Prescriptions applicable to all FIA Rally Championships, Trophies, Challenges or Cups.
- the Standard Supplementary Regulations for Historic Regularity Rallies.
- the present Supplementary Regulations and eventual Official Bulletins of the event
- the traffic laws of the countries covered by the rally.

1.2 Organising Committee.

Chairman: Bart Rietbergen.

Members: Mark Appleton (GB), Jan Meester, Jan-Peter Nijmeijers, Guus Rietbergen, Timo Rietbergen, Ben Roetgerink.

1.3. Officials of the rally.

Rally director: Bart Rietbergen.

FIA Observer / steward: t.b.a.

Clerk of the course: Ben Roetgerink

Route manager: Mark Appleton (GB).

Chief marshal: Timo Rietbergen.

Secretary of the event: Jan Meester.



Results services: Guus Rietbergen.
Media Relations' Officer: Bart Rietbergen
Chief scrutineer: Bill Price (GB)
Competitors' Relations Officer: Jolijn Rietbergen

1.4. **Supplementary Regulations.**

The provisions of these Supplementary Regulations may be amended if necessary. Any amendment or any additional provision will be announced by dated and numbered bulletins, which are an integral part of these Supplementary Regulations. All bulletins will be posted on the Official Notice Board and are also directly communicated to competitors, who must acknowledge receipt by signature unless this is materially impossible during the running of the rally.

1.5. **Application and interpretation of the Regulations.**

The Clerk of the Course is charged with the application of the Supplementary Regulations and their provisions during the running of the rally. Any case not foreseen in the Supplementary Regulations will be judged by the Organising Committee. In case of any sporting dispute over the interpretation of the Supplementary Regulations, the English text is binding.

1.6. **Judges of Facts.**

All officials and marshals of THE WINTER TRIAL will be considered as Judges of Facts.

2 - CHAMPIONSHIP

The results of THE WINTER TRIAL will count towards the FIA Trophy for Historic Regularity Rallies 2009.

3 - DESCRIPTION

- 3.1.** THE WINTER TRIAL is a Regularity Rally for historic and classic cars, taking into account that ultimate speed is not decisive for the results. The most important factor is to implement route instructions. There will be two categories, each with different instructions, timing and awards, although much of the route will be common to all. The two categories are as follows:
- I. Category TRIAL. The route will be split up into 6 legs, suitable for experienced crews. The total length is approx. 2.700 km and there are approx. 29 Regularity sections or tests.
The results of this category will be counting for the FIA Trophy for Historic Regularity Rallies 2009.
 - II. Category Vintage/Club. This route is ideally suited to novice competitors and those who do not want any night driving.
- 3.2.** The interval between the cars is 1 minute, however for the smooth running of the rally, the organiser may request a waiver from the FIA or the Organising Committee may decide in exceptional cases during the rally to reduce this time to a minimum of 30 seconds.
- 3.3.** The breakdown of the route as well as its time controls, passage controls, neutralisation periods, etc. are described in the Road book and on the Time card(s) which gives crews all information they require to complete the route correctly. All distances, given in the Road book, will be measured in kilometres (km). These distances are usually measured during the route survey. Occasionally they will be measured from the Falk map 1:150.000, sheet 13-14-15-16 for Germany, for the Czech republic, Freytag & Berndt 1:150.000, for Austria, Freytag & Berndt 1:150.000 Supertouring, for Slovenia, Kod & Kam Avtoatlas 1:100.000 or Freytag & Berndt 1:150.000. or by using any other means available to the organiser. The accuracy of these distances and the timings calculated by the organisers are not open to query and/or protest and/or appeal.
- 3.4.** THE WINTER TRIAL 2009 takes place on the territory of The Netherlands, Germany, Czech Republic, Slovenia and Austria.

4- ELIGIBLE VEHICLES

- 4.1.** A driver wishing to enter a car for THE WINTER TRIAL must ensure that, at the date of scrutineering and for the duration of the event, his car is road-legal for the countries in which the event is to take place. Cars competing in category Trial must comply with the period classification as defined in Appendix K to the International Sporting Code. The rally is open to any 2-wheel drive car, first produced up to and included 31st December 1976. The organiser may refuse a car not complying with the period "spirit" and aspects of the event.
- 4.2. **Period / Classes.****
- Cars competing in category **TRIAL or VINTAGE/CLUB** will be divided into the following cylinder capacity classes:
- FIA Period C: cars, produced from 01-01-1919 up to and inclusive 31-12-1930
- Class 1: up to and included 2500 ccm.
 - Class 2: 2501 up to and included 4500 ccm.
 - Class 3: over 4500 ccm.
- FIA period D: cars produced from 01-01-1931 up to and inclusive 31-12-1946
- Class 4: up to and included 2500 ccm.
 - Class 5: 2501 up to and included 4500 ccm.



- Class 6: over 4500 ccm.
FIA Period E: cars produced from 01-01-1947 up to and inclusive 31-12-1961
Class 7: up to and included 1000 ccm.
Class 8: 1001 up to and included 1600 ccm.
Class 9: 1601 up to and included 2000 ccm
Class 10: over 2000 ccm.
FIA Period F: cars produced from 01-01-1962 up to and inclusive 31-12-1965.
Class 11: up to and included 1000 ccm.
Class 12: 1001 up to and included 1600 ccm.
Class 13: 1601 up to and included 2000 cm
Class 14: over 2000 ccm.
FIA Period G: cars produced from 01-01-1966 up to and inclusive 31-12-1971.
Class 15: up to and included 1000 ccm.
Class 16: 1001 up to and included 1600 ccm.
Class 17: 1601 up to and included 2000 ccm.
Class 18: over 2000 ccm.
FIA Period H: cars produced from 01-01-1972 up to and included 31-12-1976.
Class 19: up to and included 1000 ccm.
Class 20: 1001 up to and included 1600 ccm.
Class 21: 1601 up to and included 2000 ccm.
Class 22: over 2000 ccm.
If less than 4 cars have been entered in one of the above classes, this class will be amalgamated with the next higher class.

- 4.3.** Cars competing in category Trial must have a valid FIA Technical Passport (HTP), a FIA Historic Regularity Car Pass (HRCP), an Identity Card issued by an ASN or a FIVA Identity Card, which must be submitted at scrutineering at the latest. Cars competing in category Vintage/Club do not need to have an Identity Pass or Card.
- 4.4. Modifications.**
- 4.4.1. All cars must be in accordance to standard production specifications, or, if modified must be of a period competition specification which was used in a European championship rally for production cars within the age period for which the car is entered.
- 4.4.2. The tyres must be winter road types. Racing tyres and or (partly-) studded tyres are not allowed during the event. Infringement will be penalised as follows: 1st infringement: 60 minutes time penalty, 2nd infringement: exclusion.
- 4.4.3. The car may be equipped with a roll over bar or cage.
- 4.4.4. The front seats may be replaced by safety competition seats, the rear seats may be removed.
- 4.4.5.1. In category Trial and Club/Vintage, only the following 2 mechanically or semi mechanically driven tripmeters are permitted, in addition to the standard speedometer. (Halda Trip and Twin master, Halda Speedpilot, AIFAB Gemini, AIFAB dual compact, BelmogTwin, GTI Rallytwin, VH Trip and Twin, Hemo Triptaeller, retrotrip type II and Retrotrip type II Classique).
Infringement will be penalised by 5 minutes, per leg.
- 4.4.5.2. The devices as mentioned in article 4.4.5.1. installed in the car will be checked by officials of the event and their assistants during the rally. If a competitor refuses this, a penalty will be imposed which may go as far as exclusion.
- 4.4.6.1. The presence of more than 6 front lights is not allowed. Infringement will be penalised by 30 minutes.
- 4.4.6.2. High intensity gas discharge lamps or imitation gas discharge lamps are strictly prohibited. Infringement will be penalised by 30 minutes.
- 4.4.7. All cars must be equipped with:
- an extra sigaret plug for the tracking system (data Logger), 12 V direct from the battery.
- first aid kit,- seat belts (except for Vintage cars, but is strongly recommended), - warning triangle, - non porous groundsheet, - fire extinguisher.
- 4.4.8. The organiser may at her sole discretion accept cars with modifications if she deems these to be within the spirit of the event. All such modifications must be declared on the entry form. Failure to do so will result that the car will be moved into class 22.
- 4.5. Electronic equipment.**
- 4.5.1. All computer systems and or electronic boxes and or electronic measurement equipment (e.g. GPS system) fixed to the car or not, are forbidden. Infringement will be penalised as follows: - category Trial: 5 minutes per leg and category Vintage/Club: 5 minutes for the whole rally. The Clerk of the Course reserves the right to search the car. If the crew refuses this, they will be excluded.
- 4.5.2. Electronic information displays of any kind, except for a maximum of two electronic clocks and/or stopwatches, attached to the car are not allowed. Infringement will be penalised as follows: 1st infringement: warning; 2nd infringement: 30 minutes penalty; 3rd infringement: exclusion. Officials of the event will check the presence during the rally.
- 4.5.3. No electronic means of communication may be used during the running of the legs. Although you may have a mobile phone for emergencies in the car, it must be switched off during the running of the legs.
- 4.5.4. Any kind of sensor fitted to any part of the drive train for any purpose is strictly forbidden.

5- ELIGIBLE CREWS / ENTRY FORM / ENTRIES

5.1. Individual entries.



- 5.1.1. A crew must be made up of the first driver plus one or more crew members as specified on the entry application form. The first driver must hold a valid driving licence. Crew members may only drive the car if they are in possession of a valid driving licence.
- 5.1.2. Competitors in category Trial must:
- Either hold any kind of drivers' competition licence, valid for the current year and event.
- or obtain a "Regularity Rally driving Permit" from the organiser.
- 5.2. Individual entries are by invitation and anybody wishing to take part in THE WINTER TRIAL must send the Entry form, duly completed to the rally secretariat, before 12th January, 2009, 24.00 hrs., at the latest, together with a full payment. The deposit of at least € 750,- which becomes non refundable once the entry has been provisionally accepted. Official acceptance or refusal will be notified on 14th January, 2009, at the latest.
- 5.3. The organisers reserve the right to refuse an entry or cancel an already accepted one.
- 5.4. Details concerning crew members may be sent in before the end of the administrative checks, at the latest. The replacement of the car may only be made before the end of the administrative checks and must be approved by the organiser.
- 5.5. **Team entries.**
Make and/or club teams can be entered up to the start of the 2st leg. A make team must be made up of a minimum of 3 and maximum of 5 cars of the same make but not necessarily of the same model. A club team must be made up of a minimum of 3 and a maximum of 5 crews under a freely chosen name. The amalgamated results of the 3 best classified crews will be counting. All cars of a team must be entered in one and the same category.

6- ENTRY FEES / INSURANCE

6.1. Entry fees.

The entry fee for each car is fixed as below:

A- Individual entry:	- fully paid before 1 st August, 2007	€ 4450
	- fully paid before 1 st September, 2007	€ 4700
	- fully paid before 12 nd January, 2008	€ 4990

The entry fee includes:
- hotels, lunches, breakfast and evening meals for 2 persons during the event.
- Road books, Time cards, Competition numbers, Rally plates.
- Finishers awards. - Prize-giving dinner.

B- Make or club team entry: - € 25.- for each car.

C- Single room supplement: - € 1350,-

6.2. Entry fees are refunded:

- in full, minus 10% administration costs, to candidates whose entry has not been accepted.
- in full, minus 80% administration costs, in the case of the rally has been cancelled;
- in case a competitor withdraws his entry, the following refund scheme will be in force:
 - o before 1st October 2008, full amount less € 500
 - o before 1st December 2008, full amount less € 1500
 - o after 12nd January 2009, no entry fees will be refunded.

6.3. Insurance.

Competitors must have valid insurance covering them against liability for both personal injury to, and damage to the property of, third parties on public roads. It is the responsibility of competitors to arrange such insurance and/or extend existing insurance as necessary. Competitors must prove such insurance by sending an "Insurance declaration" (Assurantieverklaring) to the organisers before 12th January 2009, at the latest. Foreign competitors who cannot prove that participating in regularity rallies is covered can obtain the Insurance declaration against an extra fee at the administrative checks.

6.4. Indemnity clause.

The organisers, sponsors, officials and marshals of the event decline liability in any incident or accident caused by or to competitors and competing cars during the event. The organisers, sponsors, officials and marshals also decline any liability for breach of the laws and regulations of the countries in which the event will take place. Competitors shall be held responsible for any accident or breach of laws and regulations in which they may be involved and shall declare to the organisers particulars of any incident from which liability may arise and shall have no claim against the organisers arising out of any action of the organisers, sponsors, officials and marshals during the course of the event.

6.5. Signing-on.

Competitors will be required to sign the following declaration at the administrative checks. Any failure to sign this declaration may mean that the car in question may not be permitted to take part in the event.
"I have been given an opportunity to read the Supplementary Regulations of The Winter Trial and agree to be bound by them. I declare that I am physically and mentally fit to take part in the event and I am competent to do so.



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

Further, I understand that all persons having any connection with the promotion and/or organisation and/or conduct of the event are insured against loss or injury caused through their negligence.

I declare that to the best of my belief the driver(s) possess(es) the standard of competence necessary for an event of the type to which this entry relates and that the car hereby entered is suitable and roadworthy for the event and that it is in conformity with the traffic laws and regulations for the use on public roads.

I declare that the use of the car entered will be covered by insurance as required by the law of the crossed countries. I declare that I am in the possession of a valid driving licence".

7 - ADVERTISING

- 7.1.** The advertising space next to the competition numbers on the rally plates is reserved for the organisers' advertising. The organiser will supply each crew with a number of decals. The organisers' obligatory advertising and their locations on the car will be published in a bulletin. These decals will be handed out at the administrative checks and must be fixed in accordance to the instructions. Absence of the organisers' advertising at any time will be penalised by 60 minutes.
- 7.2.** It is forbidden to fix any advertising on the car which enters in competition with the advertising of the organiser. Any infringement will be penalised by no admittance to the start of the event. In this case the entry fees will not be refunded.
- 7.3.** Drivers' names (3cm high) and relevant county flags may appear on each side of the car (No bloodgroups). On each side of the car a spaces of 600 sq. cm is authorized for advertising of the competitor. All non-current advertising, with the exception of period livery, must be removed. No other graphics or identification may be displayed upon the car (e.g. shark teeth designs, old competition numbers, etc.). Any infringement will be penalised by 60 minutes.

8 – GENERAL OBLIGATIONS

8.1. Crews

- 8.1.1. Only crews specified on the entry form are admitted to the start.
- 8.1.2. All crew members have to wear their rally identification badge during the entire event.
- 8.1.3. If one member retires or if an additional party is admitted on board, the car may be excluded from the event.

8.2. Starting order – Plates – Numbers.

- 8.2.1. The start of the 1st leg will be in competition number order, with the lowest number first. It is possible that during the event the starting order will be changed. It is up to the crew to ensure that they know their due starting time for each leg. The starting times will be published on the Official Notice Board, 1 hour before the start of the 1st car, at the latest. Any crew arriving late at the start of the event or a leg will be penalised by 1 minute per minute. Any car reporting more than 15 minutes late will be penalised by 30 minutes.
- 8.2.2. The organiser will supply each crew with 2 rally plates and 2 competition numbers. The rally plates must be fixed to the front and to the rear of the car in a visible position. They must under no circumstances cover the cars' licence plates, even partially. The competition numbers must be fixed on or adjacent to the front door on both sides.
- 8.2.3. If it is ascertained at any time during the event that any competition number or rally plate is missing, a penalty will be imposed, to be decided by the Clerk of the Course.

8.3. Time card.

- 8.3.1. Each crew is given time cards showing the times allowed to cover the distance between two successive time controls. Each crew alone is responsible for its time card. The time card must be available for inspection on demand, especially at control posts where it must be presented personally by a member of the crew for stamping.
- 8.3.2. Any correction or amendment made to the time card results in exclusion, unless such correction or amendment has been approved by a marshal.
- 8.3.3. The regularity section sheets, if any, are an integral part of the time card and/or road book.
- 8.3.4. The crew alone is responsible for submitting the time card at the different controls and the accuracy of the entries.
- 8.3.5. Therefore, it is up to the crew to submit its time card to the marshal at the correct time and to check that the time has been correctly entered.
- 8.3.6. The loss of a time card will result in a 3 hour time penalty.

8.4. Traffic – Repairs.

- 8.4.1. Throughout the entire event, the crews must strictly observe the traffic laws of the countries covered. Any crew which does not comply with these traffic laws is subject to the following penalties:
- 1st infringement: time penalty of 15 minutes.
 - 2nd infringement: time penalty of 30 minutes.
 - 3rd infringement: possible exclusion.
- Exceeding the maximum speed permitted by the traffic laws by more than 10 km/hr. will be penalised as follows:
1st infringement: 15 minutes penalty, 2nd infringement: 30 minutes, 3rd infringement: exclusion.
The organiser will check the speed by the tracking system (Logger).



- In case of an infringement of the traffic laws committed by a crew participating in the event, the police or officials noting the infringement must inform the offender thereof in the same way as for normal road users.
- When the regularity sections utilize closed roads where the legal speed limit does not apply, then the speed limit will be defined by the organisers and will be treated, for penalty purposes, in the same manner as the legal speed limit.
- 8.4.2. Repairs and refuelling are permitted throughout the entire event by crew members alone. Any kind of organised help, except assistance arranged by the organiser, will be penalised with a penalty which may go as far as exclusion.
 - 8.4.3. Crews are forbidden under pain of a penalty which may go as far as exclusion:
 - to block deliberately the passage of competing cars, or to prevent them from overtaking.
 - to behave in an unsporting manner and/or dangerous driving.
 - 8.4.4. On certain points on the itinerary where a crew taking an incorrect route may cause inconvenience to local residents, the organiser may place a "No entry" sign. This sign will be of similar size to normal control signs. The crew must turn around to rejoin the correct route. The organiser cannot take any responsibility to it such a sign has been removed.
 - 8.4.5. The ground sheet must be used during repairs and overnight halts, infringement will be penalised by a penalty which may go as far as exclusion.

9 – RUNNING OF THE EVENT.

9.1. Start.

- 9.1.1. The starting interval between the cars is 1 minute or any alternative interval (see article 3) at the discretion of the Clerk of the course which will be published in an Official Bulletin if possible. The official event time is the time of the rally time system.
- 9.1.2. Crews must check-in at the 1st control of each leg (MTC-OUT).
- 9.1.3. The rally will be run using the scheduled time system.

9.2. Controls – General provisions.

- 9.2.1. All controls, i.e. passage- and time control, start and end of regularity sections, are indicated by means of FIA "control" signs. Any intermediate manned timing point on Regularity sections and or tests will be indicated by a yellow control sign. The last timing point on Regularity sections by a red control sign.
- 9.2.2. The control area is always deemed to be 25 meters from the control post.
- 9.2.3. All control posts must be visited in the order and in the direction as shown in the Road book and the time card, unless other instructions are given by the Clerk of the course.
 - It is forbidden to re-enter, a control post under pain of a penalty of 15 minutes.
- 9.2.4. Control posts are ready to function from 15 minutes before the scheduled time for the passage of the 1st car until 30 minutes after the scheduled time of the last car unless the Clerk of the course decides otherwise.
- 9.2.5. In the event of one or more controls being cancelled for whatever reason, it is up to the Clerk of the Course to either:
 - A) cancel penalties at that control, or
 - B) take the results of the cars which were able to pass the section in accordance to the regulations, and penalise the remaining cars with an average of these results.
- 9.2.6. In the event of a delay at a manned Regularity or Test start, the competitor may ask for an arrival time. The difference between the arrival and start time less 3 minutes will be considered as a delay and competitors may carry this delay forward up to the start of the next leg where it must be absorbed.

9.3. Passage- and Time Controls (TC) – Withdrawal.

9.3.1. *PASSAGE CONTROLS.*

At these controls, the marshals simply stamp and/or sign the time card as soon as it is handed in by the crew, without mentioning the time of passage. The lack of such a stamp and/or signature will be penalised with 15 minutes. The organiser may establish secret passage controls at any point on the route in order to verify if crews follow the official route. He may also establish un-manned controls.

9.3.2. *TIME CONTROLS.*

At these controls, the post marshal enters the time at which one of the crew members hands in the time card to the marshal. The car and both crew members must be in the control zone, at that moment. Crews must have their passage checked at all control posts mentioned on their time card in the correct order under pain of a penalty of 15 minutes. Missing a time control will be penalised with 30 minutes. Crews do not incur any penalty for checking in if they hand in the time card during the scheduled check-in minute.

- 9.3.2.1. Time controls where crews may check-in up to a specified number of minutes late without penalty are mentioned in the road book and/or on the time card.
- 9.3.2.2. Any difference between the actual check-in time and the scheduled check-in time will be penalised as follows:
 - for late arrival: 1 minute per minute.
 - for early arrival: 2 minutes per minute.
- 9.3.2.3. If crews are late at one time control, they are allowed to be an equivalent amount late with an equivalent amount at the next time control without penalties, subject to be within the maximum permitted lateness (MPL). The time at any control visited outside maximum permitted lateness (MPL) will be ignored and the crew is regarded as having missed that control.
- 9.3.2.4. The MPL at any control is 30 minutes unless otherwise specified.
- 9.3.2.5. The maximum penalty per leg is 4 hours.
- 9.3.3. *MAIN TIME CONTROLS (MTC).*
- 9.3.3.1. Maximum permitted lateness (MPL) at the 1st control of each leg is 15 minutes (see article 8.2.1.) and the last control of each leg (MTC-IN) is 60 minutes of which 30 minutes will be penalty free, unless otherwise specified. Any lateness at the start of a leg (MTC-OUT) will count towards maximum lateness.
- 9.3.3.2. Crews will not be penalised for early arrival at the time control at the end of a leg (MTC-IN).



9.3.4. **WITHDRAWAL / EXCLUSION.**

If a crew interrupts the rally by leaving the set itinerary, they may be re-admitted to the event provided that they inform the Clerk of the Course within 60 minutes after the posting of the classification of that leg.

A competitor will be deemed to have withdrawn from the event:

- if they have not started a leg and they have not finished that leg.
- if they have missed the last (finish) control of the event.

9.4. **Regrouping controls.**

Regrouping controls may be set up along the route. On arrival at these regrouping controls, the crews hand in their time card. They receive instructions as to their restart time.

9.5. **Regularity sections.**

9.5.1.1. The crews must complete the regularity sections at an average speed fixed by the organiser. This average speed imposed by the organiser may vary for the Trial- and Vintage/Club category. Generally, regularity sections are organised on roads open to public traffic. Each second late or early will be penalised with 1 second.

9.5.1.2. There will be a number of regularity sections which may have one or more timing points. Timing will be done by hand or tracking system (Logger). Once the crew sees an intermediate manned timing point or finish control they must not stop, slow down or overtake another moving car before the control post under pain of a penalty of 10 minutes.

9.5.1.3. Timing is between the regularity start (RS) and each of the timing points. For example if there are 3 timing points, A, B and C then the times are measured from RS to A, RS to B and RS to C. All regularity starts are also passage controls. Missing a regularity start will be penalised by 15 minutes. Missing a timing point will be penalised with 5 minutes. The maximum penalty per Regularity section is 30 minutes. There will not be any timing point less than 2 km from the start of a regularity section.

9.5.1.4. Most regularity sections will use the self start system where it is the crews' responsibility to start the regularity section at the correct time and in the correct direction. The regularity section start time is given as a number of minutes from the control post (TC or PC) immediately preceding it. Information about the regularity section, including the exact start location, will be handed out at the start of the leg or the preceding control post and it is the crews' responsibility to ensure that they have the necessary information for the regularity section.

9.5.1.5. If there is more than 1 car at the preceding control post, the marshal may give a time that includes seconds (usually 30 seconds) so that no two cars can start at the same time.

9.5.1.6. If the preceding control post is a passage control then the time entered on the time card has no significance other than to allow the crew to calculate their start time at the subsequent self start regularity section.

9.5.1.7. Some regularity sections may use the conventional start system. At these starts, the marshal will enter the time at the crews time card and he/she gives the crew a start signal after a countdown of the final seconds. It is possible that details for the regularity section (route, average speed, etc) will be given to the crew at the start control of this section. On the signal "GO" the crew must start the regularity section. Any car leaving the start before this signal will be given a penalty of 20 seconds.

9.5.1.8. Route reconnaissance or practising of a regularity section is not allowed and will be penalised by exclusion.

9.5.2. **Close circuit Regularity Tests (Lap Consistency Tests).**

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

9.5.2.2. The number of laps will be specified by the organiser and a penalty of 3 minutes will be allocated if a competitor completes too few or too many laps.

9.5.2.3. The organiser will set a time window that all laps must fall within, based on a maximum average speed agreed by the ASN.

9.5.2.4. Each competitors' individual target time will be set by their first timed lap. Subsequent laps must be completed in an identical time. For each second below or over the individual target time on each lap, a 1 second penalty will be applied (except for the first second each way).

9.5.2.5. Route reconnaissance or practising of a lap consistency test is not allowed and will be penalised by exclusion.

9.5.3. **Manoeuvrability tests.**

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

9.5.3.2. Each manoeuvrability test will have a start and finish control. Each manoeuvrability test will be given a target time (bogey time) based on an average speed of maximum 50 km/hr or on an average speed agreed by the ASN. Each second below or above the set time will be penalised by 1 second.

9.5.3.3. Cars must stop astride a line at the finish of the test and then move forward immediately to have their time registered on their time card. If the car overshoots the finish line, it must not reverse and the timing will be stopped at the moment the car stops. Overshooting the finish line will be penalised by 10 seconds. If a car reverses back to the finish line, this will be regarded as a wrong test and a penalty of 3 minutes will be allocated to the driven time.

9.5.3.4. If a car passes a cone or course marker on the wrong side it will be regarded as a wrong test and a penalty of 3 minutes will be allocated to the driven time. Touching a cone will be penalised with 10 seconds.

9.5.3.5. Maximum penalty or not participated in a test will be penalised by 6 minutes.

9.5.3.6. Any car leaving the start before the start signal will be penalised by 20 seconds.

9.5.2.7. Route reconnaissance or practising of a manoeuvrability test is not allowed and will be penalised by exclusion.

10 – ADMINISTRATIVE CHECKS / SCRUTINEERING / PENALTIES



10.1. Scrutineering before the start.

10.1.1. Any crew taking part in THE WINTER TRIAL must arrive at the administrative checks and scrutineering in accordance to a timetable, given on the entry confirmation.

10.1.2. The following items must be presented for inspection at the administrative checks:

- o entry confirmation,
- o drivers licences for driver and co-driver.
- o insurance declaration,
- o vehicles identity papers
- o FIA Historic Technical Passport or FIA Historic Regularity Car Pass or FIVA identity card.
- o written authorisation from the car owner, in case the drivers are not the owner.

10.2. Final Control.

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

10.3. Summary of the penalties.

10.3.1. START REFUSED.

Article:	Reason:
4.1.	Car not road legal.
4.1.	Trial category, car not complying with Appendix K.
4.1.	Car not complying with "spirit" of the event.
4.3.	Trial category, no Identity pass or card.
4.4.1.	Car not in conformity.
4.4.2.	Using racing tyres and/or studded tyres.
4.5.4.	Any kind of sensor fixed to the car
5.1.1.	Crew not in conformity/no valid driving licence.
5.2.	Entry form sent in too late.
6.1.	No payment of the entry fee.
6.3.	No valid insurance policy for the car.
6.5.	Not signed the 'Signing-on sheet'.
7.2.	Advertising not in conformity.
10.1.2.	Did not passed administrative cheks.

10.3.2. PENALTIES IN TIME.

Article:	Reason:	
4.4.2.	Using racing tyres or studded tyres, 1 st infringement	60 minutes
4.4.5.1.	Tripmeters not in conformity, per leg	5 minutes
4.4.6.1.	More than 6 front lights, per leg	30 minutes
4.4.6.2.	Use of tinted bulbs/high intensity gas discharge lamps, per leg	30 minutes
4.5.1.	Electronic measurement fixed to the car, category Trial, per leg	5 minutes
4.5.1.	Electronic measurement fixed to the car, category Club/Vintage , whole rally	5 minutes.
4.5.2.	Electronic displays fixed to the car, 2 nd offence	30 minutes
7.1.	Missing organisers' advertising	60 minutes
7.3.	Advertising nor in conformity	60 minutes
8.2.1.	Each minute late at start of event or leg	1 minute
8.2.1..	More than 15 minutes late at start of event or leg	30 minutes.
8.3.6.	Missing time card(s)	3 hours
8.4.1.	1 st infringement of traffic rules or speeding	15 minutes
8.4.1.	2 nd infringement of traffic rules or speeding	30 minutes
9.2.3.	Passing controls not in correct order or direction	15 minutes
9.3.1.	Missing a passage control	15 minutes
9.3.1.	Missing a secret passage control	15 minutes
9.3.2.	Passing controls not in correct order	15 minutes
9.3.2.	Missing a time control	30 minutes
9.3.2.2.	Each minute late at a time control	1 minute
9.3.2.2.	Each minute early at a time control	2 minutes
9.3.2.3.	Missing a time control – outside MPL	30 minutes
9.3.2.5.	Maximum penalty per leg	4 hours
9.3.3.2.	Early arrival at last time control (MTC-IN) of a leg	0 minutes
9.5.1.1.	Regularity section: - each second early / late	1 second
9.5.1.2..	- overtaking, slowing down, stopping in sight of finish	10 minutes
9.5.1.3.	- missing regularity start	15 minutes
9.5.1.3.	- missing timing point / maximum penalty per timing point	5 minutes
9.5.1.3.	- maximum penalty per regularity section	30 minutes
9.5.1.7.	- jump start	20 seconds
9.5.2.2.	Lap Consistency Tests: - to few or to many laps	3 minutes
9.5.2.4.	- each second below or over individual target time	1 second
9.5.3.2.	Manoeuvrability test: - each second over target time	1 second
9.5.3.3.	- failing to stop astride (overshooting)	10 seconds
9.5.3.3.	- reversing in case of overshooting finish line	3 minutes
9.5.3.4.	- touching a cone or route marker	10 seconds
9.5.3.4.	- did not follow the correct route	3 minutes



- 9.5.3.5. - not started the test / maximum penalty 6 minutes
- 9.5.2.6. - jump start 20 seconds

10.3.3. EXCLUSION.

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| Article: | Reason: |
| 4.4.2. | Using racing tyres or studded tyres, 2 nd infringement |
| 4.5.1. | Refuse to search the car |
| 4.5.2. | Electronic displays etc. fixed to the car, 3 rd offence. |
| 4.5.4. | Sensor fitted to any part of the car. |
| 8.1.3. | Crew not in conformity. |
| 8.3.2. | Correction or amendment made to the time card. |
| 8.4.1. | Speeding, 3 rd infringement. |
| 9.3.4. | Withdrawal / missed last control of the event. |
| 9.5.1.8. | Reconnaissance or practising regularity section. |
| 9.5.2.5. | Reconnaissance or practising lap consistency test. |
| 9.5.3.7. | reconnaissance or practising manoeuvrability test |
| 10.2. | Refusing Final Control, after finish of the rally. |
| 11.2.1. | Did not finish leg or event correctly. |

10.3.4. PENALTIES LEFT TO THE DECISION OF THE CLERK OF THE COURSE.

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| Article: | Reason: | Up to exclusion |
| 4.4.5.2. | Refuses to search the car. | |
| 4.4.8. | No modifications declared. | |
| 4.5.2. | Electronic displays etc., 1 st offence. | |
| 4.5.3. | Using mobile phone during running of the legs | |
| 8.2.2. | Rally plates and/or competition numbers not correctly fixed. | |
| 8.2.3. | Missing competition number(s) and/or rally plate(s) | |
| 8.4.1. | 3 rd infringement of traffic rules. | |
| 8.4.2. | Use and/or presence of pre-organised assistance and/or assistance crew. | |
| 8.4.3. | Dangerous driving and/or non sporting behaviour and/or blocking of the road. | |
| 8.4.3. | Rudeness/mis behaviour against marshal/officials. | |
| 8.4.5. | Ground sheet not used during repairs or overnight halt. | |

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

11 – CLASSIFICATION – PRIZES – PROTESTS.

11.1. Classifications during the event..

- 11.1.1. Penalties will be calculated in hours, minutes and seconds and will be determined by adding together penalties incurred on road sections and/or regularity sections and/or other tests as well as any other penalty that may have been incurred.
- 11.1.2. At the end of each leg, results and/or classifications will be posted at the Notice Board. These results and/or classifications are subject to query up to the start of the next leg. These results and/or classifications will be provisional up to 1 hour after the arrival of the last car of the next leg, after which they will be declared final .
- 11.1.3. Any query must be handed in, on the official query form or on the daily results sheet, to the Clerk of the course. The answer will be posted on the Official Notice Board.

11.2. Final classifications of the event.

- 11.2.1. To qualify as finisher, the crew must start the event at the 1st time control of the event and the first time control of each leg, and check in at the last control of the event and last time control of each leg, within the maximum permitted lateness.
- 11.2.2.. At the end of the event, all penalties incurred in the various preceding legs will be added together and the crew with the lowest overall total penalties will be declared as winners of THE WINTER TRIAL, and so on.
- 11.2.3. In case of a tie, the best time recorded at the last regularity section or the last test of the last leg will be decisive, this going back as far as necessary until a difference between the crews concerned has been reached.
- 11.2.4. The same procedure, as written in article 11.2.2. and 11.2.3., will be used to determine class-, period-, make team-, club team-, mixed crew- and all female crew winners.
- 11.2.5. The provisional final classifications are subject to query or protest for a period of 30 minutes after posting on the Official Notice Board. Any query or protest must be handed in on the official query form to the clerk of the course. The provisional final classifications will be declared final 30 minutes after posting.

11.3. Medal criteria.

- 11.3.1. In order to be eligible for a GOLD, SILVER or BRONZE medal, the crews must:
 - A. correctly visit, and comply with the requirements for proof of passage at every passage control and secret check required for their category.
 - B. visit every regularity section start for their category while it is open.
- 11.3.2. Crews must also visit:
 - (1) Time controls required for their category:
 - to remain eligible for a GOLD medal, crews must incur no penalties at time controls
 - to remain eligible for a SILVER medal, crews must incur no more than 5 minutes penalty at each time control.
 - to remain eligible for a BRONZE medal crews must report in person at every time control within MPL.
 - (2) Regularity sections required for their category:
 - to remain eligible for a GOLD medal crews must:



- (a) incur no more than 15 seconds total penalty per regularity timing point compared with the best in their category,
 - (b) incur less than the maximum penalty per regularity timing point.
 - to remain eligible for a SILVER medal crews must:
 - (a) incur not more than 30 seconds total penalty per regularity timing point compared with the best in their category,
 - (b) incur less than the maximum penalty per regularity timing point.
 - to remain eligible for a BRONZE medal crews must not lose the maximum penalty on any regularity timing point.
 - (3) Tests:
 - to remain eligible for a GOLD medal crews must incur no more than 20 seconds total penalty per test compared with the best in their category.
 - to remain eligible for a SILVER medal crews must incur no more than 30 seconds total penalty per test compared with the best in their category.
 - to remain eligible for a BRONZE medal crews must have attempted every test.
- 11.3.3. The organiser reserves the right to amend these medal criteria. This amendment will be published in an official bulletin.

11.4. Awards.

- Overall classification: - Category Trial, and Club: 2 awards for 1st, 2nd and 3rd place.
 - Class classification: - 2 awards for 1st and 2nd place in each class.
 - Mixed crew classification: - 2 awards for the best mixed crew on each category.
 - Ladies Cup classification: - 2 awards for the best all female crew on each category.
 - Club Team classification: - 6 awards for the best team of 3 cars on each category.
 - Make team classification: - 6 awards for the best team of 3 cars of the same make on category Trial.
 - Family team (father/mother - son or daughter): 1 award for lowest score.
- With the exception of team, Ladies and Mixed crew awards, crews may win only 1 award from the above list.

11.5. Prize-giving.

The prize-giving ceremony will be on 30th Januari 2009, at Hotel Schloss Fusch, Hof (A) from 20.30 hrs.

11.6. Protests and appeals.

All protests must be lodged in accordance with the International Sporting Code. Any protest must be lodged by one single crew and may only be lodged against one single crew or against the organiser. All protest must be handed to the Clerk of the Course with a fee of € 500,-, which will not be returned if the protest is judged to be unfounded.