



CLASSIC

29 AUG T/M 02 SEPT 2019



REGULATIONS



SLSCCLASSIC.NL



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1 Organisation and programme

1.1 Description

The “Stichting Classic SLS” will organise from Thursday 29 August to Sunday 1 September 2019, the “56th SLS”. The 56th SLS counts towards the Dutch Historic Rally Championships 2019, organised by the DHRC.

The 56th SLS will take place with the necessary permission from the (local) authorities and under the auspices of the Dutch Historic Rally Federation (Nederlandse Historische Rally Federatie, or NHRF), and in accordance with the NHRF Standard Regulations Regularity Rallies and these Supplementary Regulations. These Supplementary Regulations have been approved by the NHRF, under number: **NHRF-BT-19-12, 17th July 2019**. In the event of a difference between the provisions of the aforementioned NHRF regulations and the provisions of these regulations, the latter will prevail.

The final ranking will be determined by the correct registration at route and time controls, as well as the results of regularity Sections.

Both Dutch and international crews may participate. Participants can register for the Expert, Sport or Tour class. In all categories, the entire route from start until finish must be covered. The difference between the Expert, Sport and Tour classes is difficulty level, the length of the route and the average speed to be driven. The Expert class is intended for the most experienced crews; they cover the longest route and the programme includes an evening Section. The Sport class is also intended for experienced crews and the Tour class for those with the least experience. The organisation committee explicitly reserves the right to assign crews to a higher or lower class than the one they have requested, if the organisation committee deems the crew's experience better matched with a different class.

The route in all classes will be driven on public roads. The average speed to be driven will not exceed 49.9 km/h except for traffic management reasons, when the average speed may occasionally be increased (for example, on motorways).

1.2 Board of the Foundation and Organisation Committee

The Board of the Stichting SLS Classic consists of:

Chair : Cees de Jong
Members: Hans Schouten
Yolanda Zijl
Tjen Carlens
Peter Rovers

The organisation committee of the SLS 2019 consists of:

Classic SLS Foundation: Cees de Jong
Tjen Carlens
Yolanda Zijl
Peter Rovers

Other members: Ramon Hillebrink
Bart den Hartog
Tilleke Lippmann

1.3 Rally Office and official notice boards

Before and after the event, the address of the Rally Office will be:

Stichting SLS Classic
Overgoo 13
2266 JZ Leidschendam, the Netherlands
Telephone: +31703572994
info@sclsclassic.nl

During the event, the Rally Office and the official notice boards will be located at:

Nürburg (28 August 2019)	:	start- / finishtable
Nürburg / Luxemburg (29 August 2019)	:	start- / finishtable
Luxemburg (30 August 2019)	:	start- / finishtable
Luxemburg / Eindhoven (31 August 2019)	:	start- / finishtable
Eindhoven / Klaaswaal (1 September 2019)	;	start- / finishtable

Participants should check this notice board each day, before the start and after the finish of each Leg.

1.4 Event officials

Clerk of the course	:	Cees de Jong
Route plotters	:	Peter Rovers, Bart den Hartog
Permits	:	Tjen Carlens, Viviane Daenen
Hospitality	:	Tilleke Lippmann
Goal keeper	:	Simon Suesan
Contact persons participants	:	Joep Wanders (Sport and Expert class) Yolanda Zijl (Tour class)
Speed and noise controls	:	Aernout Lindner
Results centre	:	Ton den Uijl
Clearance of material	:	Wouter van de Veen, Jan Kuenen Kees Veldkamp, Peter Spithorst
Coordinating marshals	:	Ramon Hillebrink, Valentijn de Jong
Sweep car/equipment clearance	:	Go Wammes, Erik Klunder
Service team	:	Paul Neeskens, Michiel Schuitemaker, Bas Auto Service, Classic Job, Jan Tinga Klassiekertransport

1.5 Programme and locations

Date	Time	Program	Location
28-08-2019	from 14.00u	Scrutineering and document check foreign crews	Dorint Hotel, Nürburg
28-08-2019	from 14.00u	Mini-event: simulator	Race Room, Nürburg
	from 18.00u	Start regularity GP-circuit	Nürburgring
	from 20.00u	Diner	Dorint Hotel, Nürburg
	from 22.00u	Welcome drink and briefing	Dorint Hotel, Nürburg
29-08-2019	07.31u	Start 1 ^e equipe	Dorint Hotel, Nürburg
30-08-2019	07.31u	Start 1e equipe	Parc Hotel Alvisse, Luxemburg
31-08-2019	07.31u	Start 1e equipe	Parc Hotel Alvisse, Luxemburg
01-09-2019	07.31u	Start 1 ^e equipe	Pullman Hotel, Eindhoven
	from 15.30u	Arrival 1 ^e equipe	Boulevard Scheveningen

2 General Provisions

2.1 Definitions

Event	:	The 56 ^e SLS that will be held from 29 August to 1 September 2019
Applicant	:	Legal entity or individual person participating in the SLS.
Crew	:	Driver and navigator
Leg	:	Route from the start (TC OUT) to the finish (TC IN or RC IN) of the relevant leg, consisting of one or more Sections.
Section	:	Route between two consecutive time controls.

2.2 Eligible cars

Well presented and well maintained cars built in the period between 1 January 1931 and 31 December 1976 (inclusive) will be admitted to the event, provided they fulfil the statutory requirements of the country of registration. Where applicable, the car must have a valid MOT certificate.

Participating cars must be able to and permitted to drive at speeds above 70 km/h. Until the start of the event, a crew may change their vehicle for another, provided it meets the conditions stated in this article. Any changes to the vehicle must be made known to the organisers via your registration form on the website. Any changes occurring after you have received the acceptance letter must be reported at the documentation control.

The car must have the following (mandatory) equipment on board:

- a reliable fire extinguisher (minimum 2 kg);
- a warning triangle;
- a first aid kit with suitable contents;
- a towing cable;
- a good quality impermeable sheet, for use as a ground sheet (minimum dimensions 2 x 4 metres), or a drip pan;
- two high visibility jackets.

Measuring and navigation equipment and mobile phones in the car

Mechanical, semi-mechanical and electronic tripmeters or odometers, which may or may not be equipped with average speed monitoring, are permitted during the event. However, these tripmeters or odometers must not have a GPS function. Digital stopwatches and watches may be used. The use of a (non-GPS controlled) compass is permitted. The presence in the car and the use of navigation equipment is not permitted. Mobile phones can only be used before the start of a leg, during the lunch break and after the finish of a leg. Mobile phones and navigation equipment must be stored in the trunk of the car during the rally.

The Organisation Committee will carry out frequent checks to ensure the above regulations are adhered to. If a crew is found to be in breach of the above-mentioned regulations, the following penalties will be imposed: at the start of the rally - participation denied, during the rally - first breach: 100 penalty seconds, every subsequent breach: 300 penalty seconds.

The Organisation Committee retains the right to refuse entry to a car

- that does not conform with these supplementary regulations;
- that has undergone excessively modern modifications;
- that is still in the process of being restored and/or shows clear signs of damage and/or wear;

The above to be assessed by the clerk of the course.

Extra fuel

Carrying extra fuel in strong jerry cans in the car is permitted to a maximum volume of 10 litres. For safety reasons, this extra fuel must not be carried in the passenger space of the car.

2.3 Eligible participants

Crews

Only crews consisting of two people will be admitted to the start. The two team members are designated as driver and navigator. Both team members may drive the car during the event, provided they possess a valid driving licence; the driver of the car must be aged 18 years or older.

For the entire duration of each Leg, both team members must be situated in the car or in the immediate vicinity of the car, with the exception of coffee breaks, lunch breaks, etc. If one of the team members withdraws, or if a third person is admitted to the car (except for transporting an injured person), the crew will be excluded from participation.

Communication

Internal or external communication via electronic means (**mobile phones included**) during the rally is not permitted - other than in an emergency situation – and may lead to exclusion.

Improper conduct

All improper, fraudulent or unsportsmanlike behaviour of the crew, members of the crew or persons for whom the crew is responsible may be penalised up to and including exclusion.

3 Documentation and conformity inspection

For all crews living in the Netherlands, a mandatory documentation and conformity inspection of the car will take place on **Sunday 18 August 2019** at the **Louwman Museum in Wassenaar**.

During the documentation and conformity inspection, the following will be inspected:

- letter of acceptance;
- driving licence(s);
- registration certificate of the vehicle to be driven in the event;
- valid MOT certificate;
- if the registered Keeper of the vehicle is not the driver or the navigator, permission from the owner for the vehicle to be used in the event;
- absence of forbidden equipment;
- advertising requirements;
- lighting;
- presence of impermeable sheet (for use as ground sheet);
- fire extinguisher;
- exhaust noise;
- warning triangle;
- two high visibility jackets;
- towing cable;
- first aid kit.

Foreign crews will be invited individually to have their car inspected.

Both members of the crew will also be required to sign a declaration of acceptance and indemnity clause (see article 4.10).

3.1 Extra inspection of the cars

Participating cars may be inspected by the clerk of the course at any time during the event, to ascertain whether the car complies with all statutory requirements and the provisions in these supplementary regulations. Throughout the event, the crew is responsible for ensuring that its car fulfils all requirements.

If, over the course of the event, a car is found not to, or no longer to, fulfil these requirements, the crew may receive an official warning and the clerk of the course may specify a time period within which the shortcomings must be remedied. Any crew found to be in breach of this regulation may be excluded from the (rest of the) event.

4 Registration

4.1 Registration procedure

All those wishing to participate in the SLS, must submit their fully-completed registration form to the Rally Office via the SLS Classic website (www.slsclassic.nl), including photographs of the car and the crew. By sending in the registration information the crew submits to the entry conditions and the provisions in these regulations. Subscriptions are personal and can not be transferred to third parties

4.2 Registration amendments

The information stated in the registration form may only be amended where these regulations provide for this: Switching cars during the rally is in principal not permitted.

The Organisation Committee may, nevertheless, decide to admit a replacement car to the event, but this will not be counted in the overall competition. If the car approved by the organizing committee meets the provisions of art. 2.2 may be participated by the relevant crew on days on which participation in this replacement car is taking place in the day classifications of the relevant days. Even if the originally registered car has been repaired and returns to the event after a team has driven at least one stage in a replacement car, it is only possible to participate in the day classifications, but no longer in the general classification.

It is only permitted to change one member of the crew. If both members of the originally registered crew are changed, the registration will be void.

After closure of the registration period, switching class (Expert-Sport-Tour) is possible up until Sunday 18th August 2019 and only if there is still place available in the desired class. The driver and navigator are permitted to switch roles during the rally. In this case, the original registration remains unchanged.

Refusal of entry

The organisation committee retains the right to refuse a registration, without being obliged to provide reasons. Any registration payments already made (or partially made) will then be reimbursed.

Maximum

The number of registrations is limited to 150 participating vehicles. Those on the waiting list will receive definitive notification as to whether they are admitted to the event by 1 June 2019 at the latest.

4.3 Registration fee

The registration fee is € 2,295. On registration, all participants are required to immediately pay a deposit of € 400 via an International Bank Transfer. The remaining fee needs to be credited to our bank account by June 1st, 2019 at the latest. For subscriptions made after June 1st, 2019, the registration amount is due at once at the moment of registration. You must transfer both the deposit and the remaining fee to our bank account NL25ABNA0249303205 BIC: ABNANL2A in the name of Stichting Classic SLS, stating the names of the team members.

The registration fee includes:

- specific supplementary insurance taken out by the Stichting SLS Classic for Historic Regularity Rallies; (also see article 4.8);
- two plastic rally plates plus the start number;
- two rally stickers plus the start number;
- two door stickers with sponsor names, including start number;
- two SLS 2019 promotion stickers;
- the necessary road books and any other route materials;

and a hospitality package for two people consisting of:

- four nights' hotel accommodation based on a double room;
- all breakfasts, lunches and dinners;
- festive walking dinner and prize awards on Sunday 1 September 2019.

4.4 Team registration

A team may be registered in the Expert, Sport or Tour class and consists of minimum three and maximum five crews from the same class (see article 18.4). A crew may belong to a maximum of two teams. Teams can be registered from Sunday 18 August 2019 at the documentation inspection via a registration form available at that location or by sending an e-mail to: info@slsclassic.nl. Team registration is possible right up to the start of the SLS. The registration fee for teams is € 50.00 per team.

4.5 Service team

The organisation committee will provide an extensive recovery/towing service, via a professional service team, but the organisation committee does not guarantee that this service will be available to any crew at any time.

4.6 Acceptance

The registration will be accepted when the full registration fee is received by the organisation committee.

The official letter of acceptance will be sent by e-mail on or around 8 August 2019, after the crew has satisfied all the necessary conditions. Crews that have not paid the full registration fee will not be admitted to the start.

4.7 Restitution

If the registration is canceled, regardless of the reason for cancellation, the following will be due:

- On cancellation by the participant before 1 April 2019: the registration payment will be reimbursed, less € 400;
- On cancellation by the participant after 1 April 2019 and before 1 June 2019: the participant will still be obliged to pay the full registration fee; However, it is possible (with explicit permission or the organisation committee) to have another crew register in the same class, in your place; in which case the registration payment will be reimbursed, less € 400.
- On cancellation by the participant after 1 June 2019 the participant will still be obliged to pay the full registration fee.
- In the event of cancellation by the organisation committee the minimum reimbursement will be 20% of the registration fee.

4.8 Insurance of the crew

Throughout the rally, each crew member must have valid third party liability motor vehicle insurance, and must be insured for participation in regularity rallies, including manoeuvrability tests. The geographic area of coverage must include: The Netherlands, Belgium, Luxembourg, France and Germany. It is the crew members' responsibility to arrange this insurance or extension to their existing insurance policies

4.9 Insurance of the organiser

The registration fee includes the premium for supplementary specific insurance for Historic Regularity Rallies. The Stichting SLS Classic uses a secondary insurance policy to cover the statutory liability of the crew (on top of the coverage under third party liability motor vehicle insurance). The coverage is valid from the start of the rally until the finish of the rally or the moment when a crew stops competing.

The insurance policy can be summarized as follows:

- the organiser has taken measures to insure the crews against third party risk;
- the deductible excess for each crew is € 250 per incident;
- the insurance does not cover mutual liability among the crews;
- the crews' own vehicle insurance, as established in law, always takes precedence.

4.10 Declaration of acceptance and indemnity clause

Prior to the event, participants must sign the following declaration of acceptance and indemnity clause:

The participant is aware of the fact that participation in a historic regularity rally carries a risk of injury to persons and property damage (personal injury), including consequential damage, both for the participant and for third parties. The participant expressly agrees to bear the cost of these risks. The participant has read the NHRF Standard Regulations, the supplementary regulations and/or the published event bulletins and declares that he/she will comply with them.

The Stichting SLS Classic, the organisation committee, sponsors, officials, volunteers and other employees of the event, and the NHRF, accept no liability whatsoever for damage of any nature - regardless of the cause of the damage or how it occurred - that a participant incurs in the context of participation in the event, or that a participant causes to third parties or other participants.

Moreover, the participant declares that he/she shall not hold liable the organisation committee, sponsors, officials, volunteers or other employees of the event, nor the NHRF, local councils and authorities, and shall indemnify them against all damage and liability towards third parties.

The participant declares that throughout the event, the motor vehicle with which he/she participates in the event, is insured for statutory third party liability in accordance with the provisions of the Motor Vehicle Liability Act (Wet Aansprakelijkheid Motorvoertuigen (WAM)), and that the corresponding premium has been paid to the insurer in good time. The participant also declares that he/she has a valid passenger insurance and that the corresponding premium has been paid to the insurer in good time.

The participant is aware that insurers may exclude participation in regularity rallies from the insurance coverage, and if this applies to the participant, he/she also confirms that he/she has taken out additional insurance for this purpose and which fully complies with the provisions of the Motor Vehicle Liability Act (Wet Aansprakelijkheid Motorvoertuigen (WAM)) and which will provide coverage throughout the event.

If the participating motor vehicle is not registered in the Netherlands, the participant confirms that the vehicle, if applicable, has a valid MOT certificate, or an equivalent road worthiness certificate if the motor vehicle is registered outwith the United Kingdom.

The participant declares that he/she as driver holds a valid driving licence, and that he/she can present this for inspection on request and he/she is aged 18 years or older. If the navigator is not able to present a valid driving licence, the driver and the navigator declare that they will not switch roles at any time during the rally.

Finally, the participant declares that he/she is physically and mentally fit to participate in the event.

5 Regulations / bulletins

5.1 Clerk of the course

The clerk of the course is responsible for enforcing these regulations during the event. In all cases not covered by these regulations, the decision of the clerk of the course will be final.

5.2 Amendments - bulletins

The final regulations published by the organisation committee can be changed if, in the opinion of the organisation committee, unforeseen circumstances require this. Every amendment and/or addition to these regulations will be published via dated and numbered bulletins; these bulletins form an integral part of these regulations. The bulletins will be displayed on the official notice boards. The bulletins will also be issued to the crews as quickly as possible, unless this is de facto impossible during the event; in this case, the bulletins will be brought to the attention of the crews in another manner.

6 Starting sequence - rally plates - competition numbers - advertising

6.1 Start numbers and starting sequence

The competition numbers will be reserved as follows:

- start numbers 1 to 99 (inclusive), the Expert class;
- start numbers 101 to 199 (inclusive), the Sport class;
- start numbers 201 to 299 (inclusive), the Tour class.

Per class, participants will start in the following sequence:*

- Thursday by competition number, ascending per class;
class sequence: Expert class and Sport class combined, Tour class.
- Friday by competition number, descending per class;
class sequence: Sport class and Tour class combined, Expert class.
- Saturday in alphabetical order of drivers' surname; class sequence: Tour class, Expert class and Sport class combined.
- Sunday by competition number ascending, including adjustments by organisation committee**;
class sequence: Expert class and Sport class combined, Tour class.

On the last page of the road books for the afternoon Sections on Thursday, Friday and Saturday, the starting sequence per class and the start time of the first participant for the following day are specified. Crews must be present at the start location 15 minutes before their start time. Crews must check the notice board every day for the planned start times and the start sequence for the following Leg.

* may be adjusted/changed by the organisation committee.

**the organisation committee may arrange for the top five crews of the intermediate rankings to start with more time between them, whereby the highest ranked crew in the classes starts first.

6.2 Rally plates and stickers

The organisation committee will issue to every crew two rally plates and two rally stickers. A rally plate or sticker must be affixed to the front and rear of the car throughout the entire event. The plates/stickers must be clearly visible and may not, under any circumstances, partially or completely conceal the registration plate of the car.

6.3 Door numbers

The door numbers issued by the organisation committee must be affixed to both front door panels of the car throughout the entire event. If, due to the specific design of the car, these conditions cannot be met, the door numbers must be affixed to the car as instructed by the organisation committee.

6.4 Advertising

Crews are not permitted to affix any advertisement of the participant or third parties on the participating car. A club emblem is not classed as an advertisement. Crews found to be in breach of these requirements (following assessment by the organisation committee) may be prohibited from the start.

The advertisements on the door numbers and rally plates/stickers, plus separate strips carrying sponsor names issued by the organisation committee, must remain affixed to the car throughout the event. If any part of the advertising material is found to be missing from the car, the crew will not be admitted to the start.

6.5 Information driver and navigator

Names and country flags of the driver and navigator on the front wings of the car are permitted.

7 Control cards

7.1 General

At the start of each Leg, each crew will receive one or more time and/or route control cards. Stated on the time control cards, in the column "TIME" are the driving times permitted for covering the distances between two time controls. Hours and minutes will always be depicted as follows: 00:01 – 24:00 (only minutes that have elapsed will be counted). The driving times, as stated on the time control cards, are binding.

7.2 Use

The control cards must be shown on request. At manned controls the cards must be handed over personally by a member of the crew for registration. The control cards remain the property of the organisation committee.

7.3 Modifications

Any correction or modification on a control card (e.g. tampering with letters, not filling in a required field, adding an unrecognizable stamp) will be penalised with a minimum of 100 penalty points and may result in exclusion, unless this correction/modification is initialled by an authorised official.

7.4 Responsibility

The crew is responsible for handing over the control cards at the manned controls and for any errors in the registrations. It is the responsibility of the crew to hand over the control cards to the official at the correct time, and to verify that the cards have been correctly completed.

If, in the crew's opinion, a control card has not been correctly completed, they must inform the control post official immediately, who will then, if he/she acknowledges the error, correct the mistake and initial the amendment.

8 Service and repairs - environment

8.1 Traffic rules

Throughout the event, the crews must strictly adhere to the applicable traffic rules of the country in which they are located. Furthermore, in residential areas, crews must drive with utmost care and attention, to ensure that local residents are not disturbed by the passing cars. At STOP signs, the vehicle must be stationary for at least one full second.

Failure to observe the traffic rules will be penalised as follows:

- first infringement: 300 penalty points;
- second infringement: exclusion.

Officials or marshals who confirm the infringement inform the crew immediately, if possible. They are mandatory to inform the clerk of the course. The police can also report traffic violations to the clerk of the course. Based on these reports the clerk of course can decide to penalise the crew.

Any crew bringing the sport of historic rallying into disrepute through their driving behaviour, will be penalised by the clerk of the course. The clerk of the course may impose penalties up to and including exclusion (also see article 9, paragraph 3).

8.2 Maximum speed limit

Throughout the event, crews must strictly observe the maximum speed limit applicable at their location. The organisation committee has access to official speed measuring equipment. All crews will be speed checked on multiple occasions during the event. Any crew found exceeding the maximum speed limit applicable for their location will be penalised as follows:

To calculate the number of penalty points (when the permitted speed is exceeded by more than 10%), the number of kilometres per hour by which the observed speed exceeds the maximum speed limit (the permitted speed plus 10%) will be squared.

Example

Permitted	Observed	Permitted + 10% (Max speed limit)	Number of kph (>10%) excess	Penalty points
30	40	33	7	49 (7x7)
30	50	33	17	289 (17x17)
50	60	55	5	25 (5x5)
50	70	55	15	225 (15x15)

On top of the above sanctions, extreme speeding offences can be viewed by the organisation committee as bringing the sport of historic rallying into disrepute as referred to in article 8, paragraph 1.

8.3 Service and repairs

Service is understood to mean the provision of previously arranged assistance by third parties to the crew, with the aim of repairing the car in the event of a malfunction. The provision of this kind of service is not permitted at any time during the event. Following a crew with a service car or in any other manner is also forbidden.

Breach of the service regulations will be penalised as follows:

- first infringement: 300 penalty points;
- second infringement: exclusion.

It is, however, permitted to call on assistance that has not been pre-arranged, for example assistance by the SLS service team.

Competing cars must run the whole route under their own power. A stranded car is permitted to be towed over a short distance by the SLS service team or by a fellow crew to a work shop or suchlike. Whether the crew(s) in question approach(es) this situation in a sportsmanlike manner in accordance with this article, will be judged by the clerk of the course.

8.4 Environment

Crews should constantly be aware of the possible injurious effect that the event can have on its surroundings and the environment. It is forbidden to drive with a broken off exhaust pipe leading to excessive noise disturbance. Every car must be equipped with a ground sheet with minimal dimensions of 4x2 metres, which should be placed under the car while servicing and parking during all lunches, between Legs and at the finish of the event.

Every time that any repair is undertaken, the competing car must be placed on a sealed surface and must stand on its ground sheet. The area must be left clean at all times. Waste liquids, spare parts, materials and any other objects must be transported in the car or disposed of in designated waste containers, if available. Should ground contamination occur, the crew is obliged to immediately report all relevant details personally to the organisation committee. Costs for rectifying any damage will be charged to the responsible crew.

Breach of these regulations may lead to exclusion, without prejudice to the obligation of the crew towards the organisation committee to cover all costs for cleaning, damage repair and so forth.

8.5 Exhaust noise

At no time during the rally may the exhaust noise of the car exceed 95 dB (A). If the car does not comply with this rule, the following penalties will be imposed: if this is identified at the start: the crew will not be admitted to the start. If this is identified during the rally: if a repair request is not acted upon: 300 penalty points. If the exhaust noise exceeds 95 dB (A) and a request for repair is not acted upon, the clerk of the course may decide to exclude the crew in question.

9 Running of the event

9.1 General

The total length of the SLS 2019 course is circa 1.750 km for the Expert class, circa 1.575 km for the Sport class and circa 1.475 km for the Tour class. From start to finish, a prescribed route should be driven with due observance of the prescribed average speed and the applicable local traffic rules. Crews in all classes must complete a number of map reading sections and regularities.

To follow the route, there are separate road books for the Expert, Sport and Tour classes, which provide a detailed description of the route to be followed (including the location of the time controls). Different types of route instructions will be issued, namely Tulip (ball-arrow) system instructions and various map reading system instructions (see annex B).

For each Leg, the road books will be issued exactly at the planned start time and at TC-OUT controls. All the necessary route documents will in principle be provided with the road books. The organisation committee may issue additional route documents at any time during the event.

The crews are not permitted to have other map material with them. Any crew found to be in breach of this regulation will be penalised with 300 penalty points. A crew found to be in breach of this regulation a second time will be excluded.

9.2 Explanation

Map fragments depicting the ideal route and the locations of the route and time controls, plus an overview of the ideal control card, will be issued each day, usually during the evening meal, for each class and by starting number. The explanation for the final Leg will be issued at the finish podium in Scheveningen.

9.3 Directions of officials and marshals

Crews must follow the directions and/or instructions of officials and marshals that are identifiable as such. Failure to do so can lead to a penalty up to and including exclusion, to be decided by the clerk of the course.

The officials and marshals ORG1 up to and including ORG 8, 999, and C0 up to and including C12 are 'judges of fact', who will assess the conduct of the crews. The judges of fact evaluate whether the crews strictly adhere to the traffic rules and drive in such a way that nobody is disturbed or inconvenienced by them. The judges of fact also assess whether any crews bring the sport of historic rallying into disrepute through their driving behaviour. The judges of fact will inform the clerk of the course of their findings. The clerk of the course may impose penalties up to and including exclusion. It is not possible to submit a protest against the findings of a judge of fact.

10 Start and finish of the event

10.1 Start control

The start control of each Leg will be designated by a vertical yellow control sign with the text "CONTROL" (see annex A). The (navigator of the) crew must report to the officials at the control sign at the crew's allotted start time.

10.2 Late reporting

The correct start time is stated in the official starting list which will be published on the official notice board at the start location. The clerk of the course can decide that any crew reporting more than 30 minutes after their allotted starting time will no longer be admitted to the start, or excluded.

10.3 Finish control

The finish of the rally will be on the boulevard in Scheveningen and will be designated by a vertical yellow control sign next to the road with the text "CONTROL". Missing the finish control will be penalised by exclusion.

11 Controls

11.1 The correct route

The route and the prescribed average speed are stated in the road books. Controls are located along the route to check whether a crew:

- is following the route specified in the road book (passage controls);
- is covering the route in the prescribed time (time controls).

All controls are signposted via standard signs (see annex A). Stoppage at a control must not take longer than is necessary for carrying out the control activities.

11.2 Passage controls (PC)

The following 3 types of passage control will be used during the event:

- manned passage controls;
- unmanned passage controls;
- self-service stamp controls.

A **manned passage control** is recognisable by a vertical yellow sign with the tekst "CONTROL" and is usually located on the right hand side* of the road. A manned passage control may be preceded (at ca. 50 metres) by a vertical yellow approach sign with the text "50 m CONTROL". The crew must hand over the control card(s) to one of the officials, who will fill in, stamp, return and/or take the control card(s).

An **unmanned passage control** is recognisable by an orange sign (A4 format) with a black letter and is usually situated on the right hand side* of the road. An unmanned control may be designated by a white sign with the text "CONTROL".

The crew must note down the control letter using an indelible blue or black pen and using a single line in the next available empty box on the control card.

A **self-service stamp control** is recognizable by an orange sign (A4 format) with a stamp symbol. Self-service stamp controls are in principle located on the right hand side* of the road.

The crew must place a readable stamp impression in the next available empty box on the control card. If the stamp pad provided by the organisation committee is lost or not usable, the crew needs to use their own stamp pad.

*Where this is not desirable, for example to conceal the passage control from participants following an incorrect route, or under the system "points free route", the passage control may be positioned on the left hand side of the road.

Penalisation

Missing a passage control (PC) or reporting at or noting down a passage control that is not situated along the ideal route of the class in which the crew is participating, will be penalised with 100 penalty points.

Route recovery instructions

At passage controls, route recovery constructions may be displayed, which must be carried out and which take priority over the instruction the crew is currently undertaking. The route recovery instructions are stated in code.

Route recovery codes:

- 1R, 2R : First road right, second road right (and so forth)
- ER : Right at the end of the road
- VR : Priority road right
- VO : Cross priority road
- HK : Turn here
- NVO : End detour and resume the intended route
- DMIL : Continue via printed line;
If you receive the DMIL route recovery instruction and are not situated on the printed line, you should construct the shortest route to the printed line from that point, with due observance of the general map reading and section provisions.
- DMP : Continue with point/arrow
Construct new route to the relevant point/arrow, with due observance of the general map reading and section provisions.
- DM TC : Continue with Time Control
Construct new route to the relevant Time Control, with due observance of the general map reading and Section provisions.

In the route recovery code examples stated here, R (Right) may be replaced by L (Left).

11.3 Time controls (TC)

A time control is recognisable by a vertical yellow sign with the text "CONTROL", and is usually located on the right hand side of the road, but may also be situated to the left of the road or in a building. In such cases this will be clearly indicated in the route documents and/or via SLS arrows next to the road. A time control may be preceded (at ca. 50 m) by a vertical yellow approach sign with the text "50 m CONTROL".

A time control is marked in the road book as a flag of which the point of the flag points in the direction where crews should come from. It is not permitted to drive into a time control from a different direction. Any crew found to be in breach of this regulation will be penalised with 100 penalty points.

Registration

At a time control, the crew must hand over the control card(s) to one of the officials, who will register the time and record it on the control card(s). During the event, the radio-controlled time applies as the competition time. The crews are responsible for determining the correct time. Crews may check the official clock for this purpose.

It is permitted - without penalty points being incurred for this - to report to a time control in the minute before the time that the crew would like to have registered. The crew must then be sure to inform the officials that they would like to have the following minute registered, otherwise the officials will record the current minute.

Penalisation

To avoid incurring penalty points, the time registered at the time control should always be equivalent to the ideal passage time, that is stated on the control card in the column "TIME".

If the crew fails to achieve this, the following rules will come into effect: Reporting to the time control outside the opening time window (from 15 minutes before the ideal passage time up to and including 30 minutes after) will be viewed as missing the time control and will be penalised with 300 penalty points.

Reporting to a time control **before the ideal passage time** will be penalised with 10 penalty points per minute of divergence from the ideal time. However, the crew will be deemed to have started the following Section at the ideal passage time.

Example: a crew reports to the first TC 3 minutes early and at the second TC 4 minutes early, then this generates $30 + 40 = 70$ penalty points.

Reporting to a time control **after the ideal passage time** will be penalised at the first time control at which the crew reports late with 10 penalty points per minute of divergence from the ideal time. In contrast to reporting early to a time control, the penalty points for reporting late to a time control do not accumulate. The ideal driving time of the following Section will still be observed, which means that the ideal passage time of the following time control will be adjusted by the delay already incurred.

Example: the ideal passage time at a TC is 10:15h, and that of the following TC 11:05h. The crew reports to the first TC at 10:23h and to the following TC at 11:17h. This will generate 80 penalty points at the first TC (8 minutes late) The following TC will now have an adjusted ideal passage time, 8 minutes after the original ideal passage time, i.e. at 11:13h. At this TC the crew will receive 40 penalty points, because they report at the TC 4 minutes after the adjusted ideal passage time.

NB: imagine the ideal passage time of the subsequent TC is 11:52h, then the adjusted ideal passage time for that TC will be 12:04h (the delay on the ideal time schedule is now 12 minutes).

Use the column “Competitor use” on the control card to keep track of the adjusted ideal passage time.

Making up time

It is permitted at a TC to make up a maximum of 10 minutes of an incurred delay. Making up more than 10 minutes of an incurred delay will be penalised with 10 penalty points per excess minute.

Example: a crew has a delay of 12 minutes and the following TC has an ideal passage time of 11.52h. The adjusted ideal passage time is therefore 12.04h. The crew may report to this TC between 11.54 and 12.04h without being penalised. However, if the crew reports at the original ideal passage time, for example, this will generate 20 penalty points (since they have made up 2 minutes more than permitted).

The last TC of a Leg (TC-IN)

At a TC-IN, crews may report no earlier than 10 minutes before the (possibly adjusted) ideal passage time. The crew must then be sure to inform the officials which time they would like to have registered, otherwise the officials will record the current minute!

If a crew misses the TC-IN, they will still be allowed to hand in the time and passage control card(s) of the relevant Leg, so that these can be calculated and the maximum number of penalty points already allocated corrected. The conditions attached to this are:

- the time and passage control card(s) must be handed in no later than the following day before the start of the first crew, at the first TC of the new Leg;
- only times on the time control card that have been initialled by an official will be accepted;
- on the control card(s), the controls after the last control stamp will be viewed as missed, to avoid the possibility of extra controls being added to the control card(s) afterwards.

12 SLS arrows and NO GO signs

SLS arrows may be placed along the route. These signs are used, for example, to lead the crew around an unexpected road block or to lead the crew to a control. The arrows should be followed until the crew reaches the end of the diversion, indicated by two orange SLS arrows placed on top of or next to each other. At that point crews should resume the intended route. It is never necessary for crews to make any detour in respect of any part of the originally intended route amended by a diversion indicated by SLS arrows.

At all times the crew - and the crew themselves are fully responsible for this, including where directions for returning to the route have not been put in place by the organisation committee - must return to the original planned route as soon as possible after a diversion.

When an orange SLS arrow is situated at the beginning of a road, with the arrow pointing downwards, crews are not permitted to drive down this road from this end. If the road in question forms part of the intended (constructed) route, a detour should be created in accordance with the provision in annex B, article 2.

When a sign with the text NO GO has been placed at the beginning of a road by the organisation committee, this road should not be used. Furthermore, a road protected by a NO GO sign will never form part of the intended route and the sign does not therefore indicate that the crew requires to take a detour from the intended route. The sign is exclusively intended to prevent crews from accidentally taking that road.

Examples of the SLS arrows and NO GO signs to be used can be found in annex A.

13 Q zones

In the map material, or along the route, so-called Q zones (Quiet zones) may be indicated. Q zone signs placed along the route may also state the length of that Q zone. Within these zones, participants must pay special attention to ensure that they drive at a suitable speed (maximum 30 km/h in all Q zones) and cause minimum disturbance to local residents (low acceleration). Driving behaviour will be strictly monitored within these Q zones. Examples of Q zone signs can be found in annex A.

14 Regularities - trip check

14.1 General

A regularity is a specifically described route, which runs from a start point designated in advance, to a secret "flying" finish. A regularity must be covered by the crew at a speed as close as possible to the prescribed (possibly varying) average speed ("to the second"). The average speed to be applied will be stated for each regularity in the relevant road book and/or may be issued to the crew at the start of the regularity.

Regularities are driven on public roads and are therefore not closed off from general traffic. Passage controls may be included in regularities.

14.2 Start regularity

The start of a regularity may take place at a manned control. A manned start is recognisable by a sign with the text "CONTROL". The official at the control will note the start time of the crew on the time control card. The official will count the crew down to the start. Crews will start at the half or full minute.

So-called "self starts" are also possible. In that case, the crew itself should leave at the correct time (which can easily be determined on the basis of the data issued by the organisation committee) from the self-start location. The actual regularity start location is clearly described in the road book and is indicated by the sign "START REGULARITY" next to the road.

14.3 Time measurement

To determine whether the regularity is driven at the correct average speed, one or more time measurements will be taken at locations that are not indicated in the route documents. Such a time measurement may be followed by a vertical yellow control sign with the text "CONTROL", where the team should stop for time registration. The officials at the control point will record on the time control card the time at which the crew drove through the measuring point.

For every second that the crew drives through the measuring point too early or too late, 1 penalty point will be incurred. This will always be calculated from the start of the regularity.

A time measurement will never be situated within 2 km after:

- a level crossing;
- a movable bridge;
- traffic lights situated on the intended route.

14.4 Finish regularity

The regularity finishes as soon as the crew passes a sign with the text "END REGULARITY".

14.5 Norm times

Each regularity has a total maximum number of penalty points which can be incurred for divergence from the correct time (for all intermediate time measurements). This maximum (called norm time) is 100 penalty points per regularity.

Under penalty of 100 penalty points, it is forbidden during a regularity to:

- start too early;
- drive into a control from a different direction than that of the route;
- reverse at a control point;
- obstruct the passage of other crews.

14.6 Trip check

The divergence of the tripmeter of the route plotter is less than 0.1%.

15 Regrouping - inflow

15.1 Regrouping

Regroupings may be incorporated into the route. The aim of regroupings is to make up any delay in the time schedule and to reduce the intervals between the crews which have arisen through delay and/or withdrawal. The finish of a Leg and the start of a subsequent Leg will be designated as a regrouping.

At each TC-OUT, crews will start at the ideal time schedule regardless of any previously incurred delay.

15.2 Inflow

Any crew which for technical or other reasons is not able to finish a Leg or can only finish it outside the permitted time limit, will - if this is possible from an organisational perspective, to be judged by the clerk of the course - be given the opportunity to rejoin the rest of the field. However, this 'inflow' should occur in such a way that the crew is able to resume the route within the ideal time schedule applicable to that crew. This 'inflow' may only take place at a TC OUT, i.e. at the beginning of a Leg.

16 Overview of penalties

Article	Cause	Penalty
2.2	First breach presence navigation system/mobile phone	100 penalty points
2.2	Subsequent breach presence navigation system/mobile phone	300 penalty points
2.2	Car that does not fulfil the specified requirements	Prohibition from start
2.3	Change to composition of the crew during the event	Exclusion
2.3	Improper, fraudulent or unsportsmanlike behaviour	Max. exclusion
3.1	Switching cars after the start	Consultation organization
4.6	Registration fee not (fully) paid	Prohibition from start
4.10	Indemnity clause not signed	Prohibition from start
6.4	Failure to comply with advertising rules	Prohibition from start
6.5	Absence of advertisement of the organisation committee	Prohibition from start n
7.3	Improvement or changes to control card	Max. exclusion
8.1	First infringement of traffic rules	300 penalty points
8.1	Second violation of traffic rules	Max. exclusion
8.2	Exceeding the maximum permitted speed limit	Max. exclusion
8.2	Traffic and/or driving conduct (Judges of Fact)	Max. exclusion
8.3	First infringement of service regulations	300 penalty points
8.3	Second infringement of service regulations	Exclusion
8.4	Breach of environmental regulations	Max. exclusion
9.1	Presence of unauthorized chart material	300 penalty points
9.1	Presence of unauthorized chart material (second discovery)	Exclusion
9.3	Failure to follow the instructions of officials	Max. exclusion
10.2	Reporting late at the start of a Leg, per minute	10 penalty points
10.2	Reporting late at the start of a Leg, more than 30 minutes	Max. exclusion
10.3	Missing the finish control	Exclusion

11.1	Driving into the control from a different direction	100 penalty points
11.1	Reversing at a control point	100 penalty points
11.2	Missing a passage control	100 penalty points
11.2	Reporting to a passage control not situated along the ideal route	100 penalty points
11.3	Reporting late or early at a time control, per minute	10 penalty points
11.3	Missing a time control	300 penalty points
11.3	Missing the last time control of a Leg	All controles missed after last stamp
14.3	Reporting too late or too early at a regularity, per second	1 penalty point
14.2	Starting too early at a regularity	100 penalty points
14.5	Approaching a regularity control from a wrong direction	100 penalty points
14.5	Reversing during a regularity	100 penalty points
14.5	Blocking the passage of other vehicles during a regularity	100 penalty points
14.5	Norm time at a regularity	100 penalty points

17 Questions and protests

17.1 Questions

Crews may submit questions in writing to the drivers' contact person regarding the running of the competition or regarding penalty points incurred. A question form is included in every road book for this purpose. Forms with questions about a particular Leg must be submitted the same day before 11pm at the latest.

Forms with questions about Leg 9 on Sunday 1 September must be submitted at the latest 30 minutes after the crew's own arrival at the TC-IN Klaaswaal before leaving for the finish in Scheveningen.

17.2 Protests

Protests cannot be filed against the answers to route or calculation questions and against neutralization. The decision of the competition leader is binding and no appeal is possible.

18 Rankings

18.1 Ranking

The day rankings and the final ranking will be determined per class by adding all the seconds (penalty points) together. The crew with the lowest total number of penalty points per class, will be declared the winner of the relevant class, the crew with the second lowest number of penalty points will be declared in second place, and so forth. In the event of a tie, the crew with the least penalty points for the last, and if necessary the second-last, regularity, will be declared the winner. If this is not sufficient to reach a decision, the year of manufacture of the cars will be taken into account. The crew with the oldest car will then be ranked the highest.

The all-round winner of the event is the winner of the Expert Class.

18.2 Official and definitive result

The official result will be made known at the time specified in the programme. The ranking is official from the moment of publication of the official result and, subject to protests, will become definitive 30 minutes after this publication.

18.3 Intermediate rankings

After Leg 1, 3, 5 and 8 an official intermediate ranking will be published. These official intermediate rankings, subject to ongoing questions, will become definitive 30 minutes after publication. Ongoing questions will be dealt with by the clerk of the course before the start of the next leg. After an intermediate ranking has become definitive, it is no longer possible to submit a protest against elements of the official result derived from that official intermediate ranking.

18.4 Team classification

The team results will be determined by adding up the number of penalty points of the three best ranked crews of a team in the same class per day . The winner of the team prize is the team with the lowest score after adding the received points during the event. Daily an intermediate classification will be published.

In the event of a tie, the team which includes the crew with the lowest number of points in the final results will be ranked highest.

18.5 Regularity classification

The regularity classification is determined per class by adding up all the penalty points that were achieved in the regularities per crew, whereby the worst result is canceled. The crew with the lowest total number of penalty points per class is declared the winner of this class.

All regularities in the 56th SLS Classic are included in the regularity classification, including the Prologue at the Nürburgring on Wednesday evening 28 August. In the event of an ex-aequo situation, the crew that has obtained the least penalties on the last, if necessary penultimate, etc. regularity is declared the winner.

19 Prizes and prize awards

19.1 Prizes

Exquisite prizes in the form of (Schevening's own) herrings are available. These will be awarded (two per crew) to:

- those ranked 1 to 3 (inclusive) in the general ranking of the Expert, Sport and Tour classes;
- the best ranked team of the team ranking in the Expert, Sport and Tour classes (medals for the crews within a team);
- the best ranked team of the regularity ranking in the Expert, Sport and Tour classes (...)
- the best ranked crew each day in the daily rankings in the Expert, Sport and Tour classes;

The crew that wins the regularity competition will receive a trophy made available by Joris Buijs. This Regularity Trophy is a beautiful bronze sculpture in the shape of a classic men's watch made by artist Chris Tap.

The crew that becomes the overall winner of the 56th SLS (see article 18) will receive one exclusive Chopard Mille Miglia watch, and one desk clock model Mille Miglia GT. The overall winner of the 56th SLS will also be awarded the Herring Cup. After it is awarded, this cup remains the property of the Stichting Classic SLS.

During dinner prizes are available for the winners of the day before in Expert, Sport and Tour classes. These prizes will be awarded to the day winners on the basis of the day results as known at that time and are irrevocable.

For certain achievements and/or classifications, special prizes may be made available by the sponsors of the 56th SLS.

19.2 Prize awards

The prizes will be awarded on Sunday 1 September 2019 during the festive finale in Scheveningen. Dress code: informal.

to be translated...

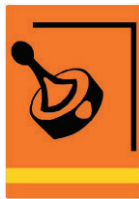
**Tijdcontrole (TC) en
Routecontrole (RC)**



Vooraanduidingsbord



Passeercontrole (PC)



Regularity



Verboden voor rit



Quiet-Zone



Dwangpijl (volgen)



Einde dwangpijlen (stop volgen)



Voorbeelden van alle standaardborden zijn te zien bij de documentencontrole.

ANNEX B: ROUTE INSTRUCTIONS

1. Tulip (ball-arrow) with and without distances

- a. On the basis of Tulip diagrams and with due observance of the following provisions, the shortest route should be driven from the ball to the tip of the arrow. The situations depicted by the Tulip diagrams should be completed in numerical order.
- b. The distance between two consecutive Tulip situations may be specified. The total distance from the previous TC may also be specified, as well as the distance to the following TC or to the start of a map reading Section. The measuring point may be indicated in the diagram by a star (*).
- c. If the distance between two consecutive Tulip situations is less than 100 metres, this may be additionally indicated in the road book via a vertical arrow between the relevant situations.
- d. The situations are not drawn to scale and may be in sketch form. This means that some corners or bends may be changed or ignored in order to provide a clearer representation of each situation.
- e. All roads that arrive at the Tulip situation are included in the diagram. Dead-end and/or no entry streets must not be driven down and do not have to be included in the diagram. If such a road is included in the diagram, it will be marked with a no entry sign.
- f. Paved and hardened roads are shown by a solid line.
- g. Unpaved and unhardened roads are shown by a broken line..
- h. Until the next Tulip situation is reached, the crew should follow the main road.
- i. As a further aid to orientation, recognition points are depicted in the Tulip diagrams. Please see the Tulip legend included in the road book for Leg 1.

2. General map reading instructions

- a. The legends for all maps used during the 56th SLS are included in the road book for Leg 1 only.
- b. For all map fragments, only roads with two road lines, one of which may be a broken line, may be used.
- c. Road lines, map symbols, tourist-related map symbols and map text are not deemed to interrupt roads, with the exception of the map symbol "road closure" (on a map with scale 1:50,000). Map text, symbols and text boxes applied by the organisation (e.g. (advertising)stickers, circles with arrow numbers, fuel station markers, TC flags and so forth) are however, deemed to interrupt roads.
- d. When map symbols show that two roads cross each other at different levels, both roads are deemed to be ongoing without being connected to each other. This may be marked on some maps by continuous road lines instead of a viaduct symbol.
- e. Crews must construct and drive a route per map fragment. If a Section is driven that covers more than one map fragment, at least the last arrow or point of a map fragment will be repeated on the following map fragment. A problem is never created from the transition from a Tulip Section to a map fragment, or from map fragment to map fragment.
- f. The organisation may add circles and/or ellipses on a map fragment. Within these circles or ellipses, it is permitted to use any road, whether shown on the map/map fragments or not. No controls will be located within these circles or ellipses.
- g. On the map fragments, the points (as referred to in articles 4, 5, 6 and 7) are circled for clarification. The point to be passed through is the point in the circle. The provisions in article 2f do not apply to these circles.
- h. Roads marked on a map fragment with a blocking cross are not allowed to be used.
- i. Participants in the SLS Classic are not local traffic or agricultural traffic.
- j. Road junctions may be included in the route multiple times, regardless of the direction.
- k. Roundabouts may be used at all times, regardless of whether they are marked as such on the map fragment.
- l. A time control (TC) may only be included in the route once and should be reported to only from the direction of the point of the flag that marks the location of the TC on the map fragment.
- m. Roads with a traffic sign signalling a dead-end may be included in the route.
- n. **If the choice consists of two equally long routes, the route must be chosen counterclockwise.**
- o. Turning around is not permitted, unless instructions specifically provide for this.

The following points do NOT apply to the system "Points free route" (article 6):

- p. Participants are only permitted to use roads which appear on the map fragments issued by the organisation.
- q. Roads may be included in the route more than once, but per Section (i.e. from TC to TC) may only be included in one direction.
- r. If a road cannot or may not be used, from that point and with due observance of the route instruction and general provisions, a detour should be constructed via roads which appear on the map fragment. In order of importance, this detour should:
 - 1. omit as little as possible of the route originally constructed;
 - 2. be as short as possible.
- s. In determining the detour, the originally constructed route from TC to TC takes precedence when determining the direction along which the road will be driven.
- t. If it is also not possible to drive via the detour route, this should be abandoned and from that point, with due observance of the above-mentioned instructions, a new detour should be constructed.
During the detour route you must remember which roads cannot be driven (prior knowledge). This prior knowledge expires as soon as the intended route is resumed.
- u. In case the road along which you are driving continues as a new road which is not shown on the map, then this new road should be used only when the original road shown on the map is no longer present, or can no longer be used. The new road should be followed until a road shown on the map is reached. If possible, (the largest possible proportion of) the constructed route that was missed should still be followed, in accordance with the instructions in article 2, subsection r.
- v. Changed road junctions, both at the beginning and the end of a road, may be used, as long as the original junction is no longer present, or can no longer be used, and the new junction is located within 100 metres of the (location of the) original junction. If this is not the case, action should be taken in accordance with article 2, subsection r.
- w. The maps have a scale of 1:50.000 and 1:100.000. In all cases, the constructed route must be followed as accurately as possible (and as far as possible using roads shown on the map)

3. Printed (blind) line (with barricades)

- a. The printed line should be followed as accurately as possible from beginning to end and in a forwards direction. For clarification, the direction to be driven is indicated next to the line with arrows.
- b. A road/part of a road is assumed to be under the printed line. If this is not the case, the detour rules (article 2, subsection r) come into effect.
- c. **Small "wash-outs" on the signed line are deemed to be signed in accordance with the situation that can be driven on the spot.**
- d. Barricades are shown as short numbered lines which cross the printed line at a right angle. Participants are not permitted to drive down a road/part of a road marked with a barricade.
- e. The barricades must be circumvented (in numerical order). Participants must drive as much of the printed line as possible. In case a numbered barricade blocks the route, they must leave the printed line at the last possible junction before the numbered barricade and return to the line again as soon after the barricade as possible. This so-called side-route forms part of the constructed route.
- f. When constructing and driving this side-route, it is permitted to drive via the printed line, but only in a forwards direction. Crossing and/or touching (e.g. coming to the same point from opposite directions) the printed line is permitted.
- g. With due observance of the above instructions, the side-route should be as short as possible.
- h. For participants in the Export and Sport class, the printed line may also occur as a "blind line". In such a case, the underlying map fragment is not visible in the road book.

4.

Points and/or arrows shortest route

- a. The points and/or arrows should be included in the route in numerical order.
- b. An arrow should be driven as accurately as possible from beginning to end. An arrow is indicated by a line segment with an arrow sign. The arrow sign will not necessarily be situated at the end of the line segment. However, the arrow is deemed to cover the entire length of the line segment.
- c. Small "wash-outs" on the signed line are deemed to be signed in accordance with the situation that can be driven on the spot.
- d. On the way to an arrow, point or TC, the shortest possible route should be constructed and driven.
- e. Points, arrows and/or parts of arrows may be driven, touched and/or crossed at any time, even if they have already been driven before, or still need to be driven. However, arrows may only be driven in the direction of the arrow.
- f. If a point on the map fragment is situated 'next to the road', the option to drive the route 'under the point' arises at that spot.

5. Arrows and/or points second shortest route

- a. The points and/or arrows should be included in the route in numerical order.
- b. An arrow should be driven as accurately as possible from beginning to end. An arrow is indicated by a line segment with an arrow sign. The arrow sign will not necessarily be situated at the end of the line segment. However, the arrow is deemed to cover the entire length of the line segment.
- c. Small "wash-outs" on the signed line are deemed to be signed in accordance with the situation that can be driven on the spot.
- d. On the way to an arrow or a point, the second shortest route should be constructed and driven, and on the way to a TC the shortest route should be constructed and driven.
- e. Points, arrows and/or parts of arrows may be driven, touched and/or crossed at any time, even if they have already been driven before, or still need to be driven. However, arrows may only be driven in the direction of the arrow.
- f. If a point on the map fragment is situated 'next to the road', the option to drive the route 'under the point' arises at that spot.

6. Points free route

- a. The points should be included in the route in numerical order.
- b. Under each point is a road, which may or may not appear on the map.
- c. The route to a point and a TC is free. For safety reasons the route should be chosen, as far as possible, in such a way that the route can be followed in one continuous path, so preferably without turning.
- d. Only those controls within a radius of 25 metres from a point should be reported to. These controls are deemed to be situated exactly on the point.

7. Compass points shortest route

- a. The points should be included in the route in numerical order.
- b. On the map fragments, the (wind)directions may be indicated from which the point must be approached and in which the route must be followed after reaching the point. If no (wind)direction is specified, participants are free to choose the direction themselves.
- c. Points may be driven through at any time, even if they have already been passed or still need to be passed.
- d. If a point on the map fragment is situated 'next to the road', the option to drive the route 'under the point' arises at that spot.
- e. With due observance of subsection a up to and including subsection d, the shortest possible route should be constructed and driven from point to point and on the way to a TC..

8. Combination of systems

- a. Systems may be used in combination. In such cases, the provisions applicable to the individual systems remain in force.

- b. Examples of combinations of systems which can be used are:
1. Arrows shortest route, points second shortest route: on the way to an arrow and TC the shortest route, on the way to a point the second shortest route.
 2. Arrows shortest route, points free route: on the way to an arrow and TC the shortest route, on the way to a point a free route. Since the route to a point is free, in determining the shortest route from a point to the next arrow it is permitted to turn 'on the point'.
 3. Arrows shortest route with barricades: first construct the shortest route from arrow to arrow, then circumvent the barricade(s) on the arrow in accordance with the provisions of the printed line with barricades system. With this, the complete constructed route which must be driven emerges.
- c. Where applicable, a short explanation can be provided in the road book for clarification.

C EMERGENCY PROCEDURE

1. What is an emergency?

A situation is deemed to be an emergency when:

- the clerk of the course decides as such or;
- an accident occurs in which a participant and/or an official is involved and which results in more than just superficial damage to the vehicle.

As soon as an emergency situation is recognised, this emergency procedure must be followed as closely as possible, to enable the communication and response to run as smoothly as possible.

2. Raising the alarm within the organisation

Generally speaking, the first estimation as to the seriousness of such an incident is made by an official, a participant, or if official emergency services are present, by the police, fire fighters or ambulance crew. If an emergency situation is identified, the SLS emergency team should be contacted immediately.

EMERGENCY TEAM, telephone:

- +316 – 53 27 29 69 (Cees de Jong)
- +316 – 50 60 50 50 (Yolanda Zijl)

3. Summary of activities

Below is a summary of the (initial) activities that the various parties involved can or must take. Bear in mind your own safety (and the safety of others).

- Have the emergency services been called? (Telephone: 1-1-2) If "every second counts", call 1-1-2 immediately. Almost all countries in Western Europe use this same telephone number for the emergency services. If you are outside your home country therefore, you do not need to first type in the country code.
- Notify the first available official of the SLS emergency team (as stated in the telephone list) as quickly as possible.
- Give a short and concise description of the situation, but still including as much relevant information as possible.
- Describe what has happened:
 - Who (names of the crew involved, competition number where relevant, whether and how many other participants and/or other road users are injured);
 - What (whether a person is trapped in or outside in the car, car on fire, car in the water etc.);
 - Where (street name, road number, the nearest distance marker post along the road etc.);
 - Time
- Describe any intervention you have carried out and discuss what still needs to be done and by whom.
- Make sure you can be contacted at all times, and specify how (mobile telephone!)

If there is no mobile phone signal at the site of the accident, you should inform the next approaching participant, and ask them to drive on to the next TC or a location where he or she does have a mobile telephone signal. He or she will then call for assistance as outlined above. He or she must not forget to report back to those assisting at the site of the accident, to inform them that professional help is on its way, for the reassurance of the victims.

- Be self-disciplined and try to control your emotions; unnecessary and/or emotional communication is more likely to cause panic, while a matter-of-fact approach is needed.
- Information about emergencies should only be provided to the SLS emergency team and to external emergency services (never supply information to third parties, the press and the public; the SLS emergency team will deal with this).

- If necessary, secure the site of the accident (for the benefit of the remaining participants and other road users).
- If possible, provide first aid (never move the victim, unless absolutely necessary).
- Ensure onlookers remain at a safe distance. Support doctors and emergency services where possible (an official is subordinate to the police, fire service and/or ambulance crews).
- Always follow the instructions of emergency workers.
- Note down information (names, times, hospital being taken to etc.) about the victims and the police officers present.
- Inform the clerk of the course about the progress of the external emergency services.

4. Safety rules:

- Remain calm and controlled, also in your communication with others.
- When giving information, keep it brief, concise and matter-of-fact.
- For your own safety, never take risks.
- If the emergency team asks you to take extra (safety) measures, do so immediately.