

TULPENRALLYE

4 - 8 MAY 2027

Tulpenrallye Pre-2000

Regulations



Preliminary 7 September 2026



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1. DESCRIPTION EVENT

The foundation "Tulpenrallye" licence number: 451; will organise the Tulpenrallye 2027 Pre-2000, an international regularity event, from 4 until 8 May 2027. This event will be run in compliance with the FIA International Sporting Code, the KNAF regulations Historic Regularity Rally's and with permission of the national historic motorsport associations (FFSA, BEHVA and KNAF) and with these regulations, the entry form and all bulletins, briefings and information of the Tulpenrallye App. The rally will consist of various map-reading systems, Tulip system as well as regularity stages and tests. The final classification will be based on the correct passing of the route- and time controls, as well as the results on tests and regularity stages.

The general terms and conditions of Stichting Tulpenrallye apply to participation. In the event of a conflict between these regulations and those conditions, these regulations shall prevail, unless mandatory law dictates otherwise. The general terms and conditions and the privacy statement can be found at www.tulpenrallye.nl.

Approved by KNAF on:

Permit number: 0451.26.105

2. ORGANISATION

2.1 – Organisation team

Frank Pauli	Chairman
Erwin Berkhof	Route manager
Jan Berkhof	Route manager
Kees van Loon	Partner- and sponsorships / Media / Communication
Maarten Kalk	Head of Results Center
Marion Woud (40610)	Head of Volunteers
Peter Rovers (46333)	Clerk of the course
Wilko Derksen	Logistics and Deco

2.2 – Organisation support

Head of Permits:	Kees van Hattum
24 hours car I:	John Hoogendoorn / Laurens Hoogendoorn
Assistant Route managers:	Hanny Berkhof / Carina van Westen
Assistant Results Center:	tbd / tbd
Assistance car "299":	Job Brouwers
Assistance car "399":	Bas Aalberts / Monique Aalberts
Assistance car "499":	Donald Bramer / Roan de Vries
Scrutineers conformity control:	Pieter Dijkshoorn / Fabian v. Slooten

2.3 - Rally Office (Head Quarters)

☎ + 31 (0) 6 20361785 / +31 (06) 53263860 ✉ rallyoffice@tulpenrallye.nl

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

2.4 - Press & Public Relations

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

2.5 - Partners

The Tulpenrallye Pre-2000 2027 is made possible by, among others, the 4 Partners of the Tulpenrallye; State of Art, Hiscox, TCC Smart IT Solutions and Hertz.

3. PROGRAMME AND LOCATIONS

Date	Time	Programme	Location HQ and notice board
19-09-2026	10:00 hrs.	Entries open	www.tulpenrallye.nl
01-11-2026	20:00 hrs.	Publication competitor list	www.tulpenrallye.nl
21-03-2027	20:00 hrs.	Publication final regulations	www.tulpenrallye.nl
28-03-2027	+/- 18:00 hrs.	Mailing letters of confirmation (by e-mail)	www.tulpenrallye.nl
10-04-2027	13:30 - 17:00 hrs.	Conformity control for competitors residing in the Netherlands who do not have a valid Rallycar Advice. Also: rally course and practice route for new participants	Location in the centre of the Netherlands
04-05-2027 Tuesday	15:00 - 18:00 hrs	(Optional) Start practice route Autour Vichy . Total duration 1,5 - 2 hrs. - Conformity control of the car (foreign crews) - Documents control (foreign crews) - All crews report at the Rallyoffice for welcome drinks and instructions	Aletti Palace Hotel 3 Place Joseph Aletti 03200 Vichy, France Tel: +33470302020 www.hotel-aletti.fr
	19:00 hrs.	Publication starting list Wednesday May 5 th	
	19:30 - 23:00 hrs.	Dinner	
05-05-2027 Wednesday	9:00 hrs.	Start 1 st crew leg 1	Novotel Beaune 25 Av. Charles de Gaulle 21200 Beaune, France Tel: +33 3 80 24 59 00
	From 17:00 hrs.	Finish leg 1	
06-05-2027 Thursday	9:00 hrs.	Start 1 st crew leg 2	Hotel Best Western Plus Crystal 5 Rue Chanzy 54000 Nancy, France Tel: +33383175400 www.bestwestern-hotel-crystal.com
	from 17:00 hrs.	Finish leg 2 Dinner: Hotel de Ville de Nancy 1 Place Stanislas, 54000 Nancy	
07-05-2027 Friday	9:00 hrs.	Start 1 st crew leg 3	Parc Hotel Alvisse 120 Rte d'Echternach, 1453 Dommeldange Luxembourg Tel: +352 43 56 43
	from 17:00 hrs.	Finish leg 3	
08-05-2027 Saturday	9:00 hrs.	Start 1 st crew leg 4	Hotel van der Valk Eindhoven Aalsterweg 322 5644 RL Eindhoven The Netherlands Tel: +31 40 211 6033
	from 15:45 hrs.	Finish Tulpenrallye Pre-2000 2027	
	19:00 hrs.	Publication final classifications	
	19:30 hrs.	End of protest period / Classifications are official and final	
	19:00 - 01:00hrs.	Dinner and festive prize giving Dress code: Black Tie	

4. ENTRY CONDITIONS

4.1 - Registration procedure

Registration for the Tulpenrallye Pre-2000 is by invitation only. Crews (driver and navigator) can register via www.tulpenrallye.nl.

Registration is open from 19 September 2026 10:00 hrs. Only crews that have fully completed their registration (incl. photographs) and have paid the initial registration fee, can be accepted.

The maximum number of crews for the 73rd Tulpenrallye and the Tulpenrallye Pre-2000 combined, has been set at 200. The provisional list of crews will be announced on the website no later than 1 November 2026 20:00 hrs. The organisation reserves the right to reject any application on grounds related to the event. Upon request, the organisation will disclose the grounds. The navigator must not be younger than 16 years. By sending the registration form both members of the crew confirm to agree with all provisions of these regulations and all which is included in that.

With the registration you also need to provide:

- a colour photograph of the car (via the website).
- colour face- or passport photographs of the driver and navigator (via the website).

At the registration, the driver and navigator need to comply with these regulations and the privacy statement.

The confirmation of the entry will be sent via e-mail on Sunday 28 March 2027 only after the crew has complied with all entry conditions.

4.2 - Changing registration

The entering crew is allowed to change the entered car to another car, until Tuesday 4 May 2027, 17:00 hrs. It is not allowed to change the car during the rally. Changing the car during the rally is possible under certain conditions and with consequences. See Article 8.17 'Retirement'. Only one person of the crew can be changed. When both crew members are being changed the registration will be cancelled.

Changing of class (Sporting - Touring) after closing of the entries is possible but no later than Tuesday 4 May 2027, 17:00 hrs., and only in case there are starting positions available in that class.

It is permitted to exchange the functions of driver and navigator within the same crew throughout the rally, if both members have a valid driving licence. The details of the entry of the crew will not be changed as a result of this and personal prizes will be awarded based on the original details of the entry of the crew. It is not allowed to switch crew members for a new member during the rally.

4.3 – Classes

Sporting class:	For crews with rally experience. The Sporting class is compulsory for navigators that have won the Tulpenrallye Pre-2000 in 2026.
Touring class:	For crews with less experience as well as for those crews that participate in a multiple-day rally event for the first time.

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

4.4 – Team entry

A crew can register in one team. A team will consist of a minimum of 3 and a maximum of 5 crews in the same class (Sporting or Touring). It is possible to register a team until Saturday 10 April 2027. Registering a team is free of charge. Crews that have not registered in a team by then will be placed in a team by the organisation. Publication of the teams will take place on Saturday 17 April 2027. A team prize will only be awarded when more than 3 teams participate.

4.5 – Entry fees

Entry fee crews

The entry fee is € 3.100 per crew. The pre-registration fee is € 750 and must be paid directly after the (digital) registration via remittance. The remaining amount will be collected by the organisation via a one-time direct debit authorization and will be debited from the specified bank account number around February 1st, 2027. If the bank rejects the direct debit, the crew has one week to pay the remaining registration fee. If this is not done, the registration will be cancelled. What has already been paid at that time will be set off against what is due pursuant to Article 4.7.

The entry fee includes all rally items listed at 7.2, as well as 5 dinners for two persons (including dinner and festive prize-giving on Saturday 8 May 2027), 4 lunches for two persons, roadbooks and all other rally materials. Hotel nights are not included in the registration, the crew must arrange this themselves.

Both driver and navigator must register for an ERB rally pass (Evenementen Registratie Bewijs) via the KNAF, unless they already have a valid (historic) rally licence. This fee is not included in the registration.

Participants and the organisation of the Tulpenrallye have been planting trees together via Life Terra since 2024. If enough crews purchase a Life Terra x Tulpenrallye sticker, the Tulpenrallye can, together with Life Terra, offset the CO2 emissions of the organisation, travel to the destination, overnight stays, hospitality, and all rally kilometres by planting trees.

In addition, the Tulpenrallye has the ambition to organise the rally without harmful and toxic emissions. To take a first step towards this, all participating cars will be provided with Ecomaxx Classic Car Fuel (maximum 60 liters per car) at the finish of Leg 3. This fuel is provided free of charge by the organisation team. Leg 4 will therefore be driven without the emission of harmful and toxic substances.

Tulpenrallye Member entry

The registration fee is € 3.500 per crew. In addition to the regular items, the crew has the opportunity to purchase a hotel package from the organisation. The registration fee excludes the costs of the hotel package. The crew receives a Member clothing item, 1 Member event and various extra benefits. Upon registration, a € 750 pre-registration fee must be transferred immediately. The remaining amount (any hotel package purchased included) will be collected by the organisation via a one-time direct debit authorization and will be debited from the specified bank account number February 1st, 2027. If the bank rejects the direct debit, the crew has one week to pay the remaining registration fee. If this is not done, the registration will be cancelled. What has already been paid at that time will be set off against what is due pursuant to Article 4.7

Businessclub entry

The registration fee is € 3.800 per crew. In addition to the regular items, the crew is guaranteed a starting place and has the opportunity to purchase a hotel package of their choice through the organisation upon registration. The registration fee excludes the costs of the hotel package. The registration includes an advertisement on the website. Upon registration, a € 750 pre-registration fee must be transferred immediately. The crew will receive a business invoice in January 2027, after which the remaining amount will be collected by the organisation within 14 days via a one-time direct debit authorization. If the direct debit is refused by the bank, the crew has one week to pay the remainder of the registration fee. If this does not happen, the registration will be cancelled. Any amount already paid at that time will be set off against what is due pursuant to Article 4.7.

Partner/Sponsor entry

Registration as a partner or sponsor is done in consultation with the organizing team. You can therefore not register directly via the website. For further contact details, see Article 2.4 and 2.5.

33 Club

Crew members that are both 33 years or younger at the time of the Tulpenrallye week, can register regularly with a 50% discount on the registration fee. There are a limited number of places available.

4.6 - Payment of entry fee

Payment of the pre-registration fee at registration is made immediately via our payment provider Mollie. The remainder of the registration fee, potentially increased by additional items such as a hotel package and car transport, must be paid by direct debit. The team authorizes the organisation to do so upon registration. A direct debit will be announced at least five calendar days in advance, stating the amount and the date.

4.7 - Cancellation of registration

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

In case of cancellation the following will apply:

- If the entry is withdrawn by a regular crew prior to 1-3-2027, a fee of 750 euro is due.
- If the entry is withdrawn by a regular crew between 1-3-2027 and 10-4-2027, the crew owes the organisation team € 2.000.
- If the entry is withdrawn by the crew after 10-4-2027, the crew owes the organisation team the entire entry fee.

In case of refusal of the entry by the organisation, all received entry fees will be refunded.

In case the event is cancelled, the organisation will refund what has not yet been irrevocably spent at that time, with a minimum of 20% of the registration fee.

5. INSURANCE - LIABILITY

5.1 - Liability

The organiser accepts no liability for incidents or accidents caused by or to teams or participating vehicles during the rally. The organisation team takes no responsibility for behaviour of the participating crews that is not in line with the local law of the countries that are being passed.

Crews will be held responsible during the event for:

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

Crews will not file any claims against the organisation team that are related to incidents or accidents that could have been caused by the organisation team, Officials or sponsors of the event. In addition, Articles 8 and 22 of the General Terms and Conditions apply to the liability of the organiser.

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

"I have read the regulations of the Tulpenrallye 2027 Pre-2000 as well as the bulletins and briefings that have been published, and declare to accept these and to comply with the contents of these. I confirm that I am physically and mentally healthy to take part in the event and that I am competent to do so. I acknowledge that I recognize the nature of the event as well as the possible risks and associated risks, also due to the motorised nature of the event, and confirm that I accept these risks.

I confirm that the car in which I participate in the event is compliant with the road traffic laws for use on the public roads. I confirm that the car has been insured in accordance with the motor vehicle liability law for use on public roads, including the participation in regularity rally's and tests. I confirm that the registered vehicle has a valid accident insurance for the passengers. I confirm that I, as a driver of the registered car, have a valid drivers licence. The FIA, members of the FIA, promotor, KNAF, section board and members, organisation (Stichting Tulpenrallye), members of the event Organisation Tulpenrallye, sponsors, officials and all staff of the event, are not liable against the driver and the navigator for any damage that may occur in relation to participating in the event.

The FIA, members of the FIA, promotor, KNAF, section board and members, organisation (Stichting Tulpenrallye), members of the event Organisation Tulpenrallye, sponsors, officials and all staff of the event, decline liability caused by riots, vandalism, natural catastrophes, etc.

The FIA, members of the FIA, promotor, KNAF, section board and members, organisation (Stichting Tulpenrallye), members of the event Organisation Tulpenrallye, sponsors, officials and all staff of the event, do not accept liability for any violation by the participants of the laws and regulations of the countries where the event takes place.

Participants will be held responsible for the consequences (material, immaterial, personal injury or consequential) of any incident or accident or violation of the laws and regulations in which they may be involved. Participants may not submit a claim against the FIA, members of the FIA, promoter, KNAF, section board and members, organiser (Stichting Tulpenrallye), members of the event Organisation Tulpenrallye, sponsors, officials and all staff of the event and associates of the event which is a consequence of activities by the mentioned entity or persons as far as organisational activities on behalf of the event are concerned.

If a member of the crew is younger than 18 years, this declaration of acceptance and waiver of liability must be countersigned by his/her legal representative or by a person authorized by his/her legal representative, upon presentation of a written authorization."

5.2 - Insurance

The crew is obliged to arrange its own insurance to cover the legal third-party liability, while taking part in a regularity rally including various driving tests on closed grounds. This insurance must cover: Europe (at least the Netherlands, Belgium, Luxembourg and France).

The secondary insurance premium, which also covers the legal liability of the organiser, its staff, and officials, is not included in the entry fee. This coverage is provided via the Event Registration Certificate (the ERB rally pass), which the driver and navigator each purchase themselves through the KNAF. Coverage begins at the start of the rally. Activities prior to the start, including the optional practice route on Sunday, are not covered; for these, only the crews own insurance applies.

This insurance policy can be summarized as follows:

- The organiser has taken action to insure the crews against the risk of third parties.
- This insurance does not cover the mutual liability between participating crews.
- The own car insurance of the crew, as defined by law, will always prevail.
- The coverage by this insurance starts at the start of the rally and ends at the finish of the event, or when the crew terminates its participation or is being disqualified.
- The insurance policy has a deductible of € 500 per claim.
- Insured amounts per event:
 - € 7,500,000 as a maximum per claim for liability in the event of damage and/or injury.
 - € 7,500,000 as a maximum per claim for liability in the event of damage to the environment.
 - € 15,000,000 as a maximum per year.

6. CAR

6.1 - Permitted cars

Entries are open to properly maintained passenger cars, preferably in the most original state. The car to be registered must have been built before January 1st, 2000. A crew must be able upon request to substantiate with documents that the car was actually produced before the mentioned date.

The car must comply with the statutory regulations of the country in which they have been registered. A rollover bar is allowed and the usage of safety belts is encouraged. Next to the existing and standard headlights of the car it is permitted to add another 2 or 4 extra lights on the car. The total number of 6 headlights may not be exceeded. The allowed diameter of the headlights is max. 180 mm.

6.2 - Compulsory equipment in the car

In addition to the compulsory resources in the countries where the rally is being held, all cars must carry the following items:

- Solid first aid kit.
- Fire extinguisher min. 2 kg. (safely mounted).
- Warning triangle.
- Towing cable.
- Liquid-tight foil, min. 2 x 4 metres, which should be used while servicing and parking during lunch and the leg finish. (when indicated in the roadbook).

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

6.3 - Measuring equipment in the car

- One phone in the participants' compartment of the car is permitted and mandatory for every crew. This is the phone that runs the Tulpenrallye App (hereafter referred to as the App). Only this App may be running on it during the competition.
- Other phones in the participants' compartment are not permitted. Other phones may only be located in the trunk of the car (or a similar place) when switched off.
- Both (semi-) mechanical and electronically powered distance meters are permitted to be used.
- Digital stopwatches and / or radio-controlled clocks are permitted. A compass (non-GPS based) is permitted.
- It is not permitted to have a 'smart watch' (Garmin smartwatch, Apple watch, or any other device that contains or receives GPS, or map data) in the participant compartment of the car.
- Electronic navigation (e.g. Garmin and Tom Tom) is not allowed. This equipment may only be transported in the trunk of the car (or a similar place) when switched off.
- The Brantz Electronic Speedtable, or similar equipment, is not allowed.

The organisation team will frequently check compliance with these rules. Non-compliance with this clause will result in: at the start: no start permit. During the rally, the presence of a switched-off device in the participants' compartment will be penalized as follows: 1st offence: warning, 2nd offence: 300 penalty points, 3rd offence: disqualification. The presence of an operating device is penalized as follows: 1st offence: 300 penalty points, 2nd offence: exclusion.

6.4 - Communication equipment

Electronic means of communication inside the car, such as an intercom and transmitting and/or receiving equipment that enable communication outside the car, are not permitted. The use of mobile phones and/or other communication equipment during the rally legs, except in a case of emergency, is not allowed and will be penalized in accordance with article 8.10. Headphones for hearing protection are permitted.

6.5 - Exhaust noise

The exhaust noise of the car should at no moment in time during the rally exceed 95 dB (A). During a conformity control prior to the start and, at the Rallycar Advice all cars will be checked. Cars will be measured at a speed of 3.500 rpm.

For cars with a year of construction before 1-1-1956 where the maximum number of rotations is lower than 4,500 rpm. this will be measured at a rotation speed of 2,000 rpm, provided that this is not more than 50% of the maximum.

The measurement will take place:

- On a stationary vehicle, in open air.
- The car must be at operating temperature.
- The dB meter should be set to F (Fast) and measurement method A.
- Ca. 20 cm above the ground.
- The microphone must be at a distance of 50 cm from the exhaust mouth and at an angle between 35 and 55 degrees.

Non-compliance with this clause will be penalized: at the start: no start permit, during the rally: if a request to repair is not being honoured the following day, exclusion will follow, unless force majeure can be proven.

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

6.6 - Extra fuel

The transportation of additional fuel in sound jerry cans in the car is allowed up to a maximum of 20 litres in total. For safety reasons, it is not allowed to transport this extra fuel in the participants' compartment of the car.

6.7 - Advertising

Own advertising on the car is NOT allowed. This also applies for registrations via the Business Club and Partners / Sponsors. Existing advertising must be removed or covered. Non-compliance with the rules above will be penalized as follows: at the start: no start permit. During the rally: 1st time: warning, 2nd time: 300 penalty points, 3rd time: exclusion.

The compulsory advertising is printed on a self-adhesive door sheet, to be fixed on both front doors of the car. It is not allowed to split up the door sheet.

Crews who compensate their CO2 emissions via the organisation by purchasing trees, may apply 2 'Life Terra x Tulpenrallye' stickers on the left and right of the rear mudguard/screen.

Crews supporting the Tulpenrallye organisation's charity are allowed to place two stickers on their cars bearing the company name/logo, produced and provided by the organisation.

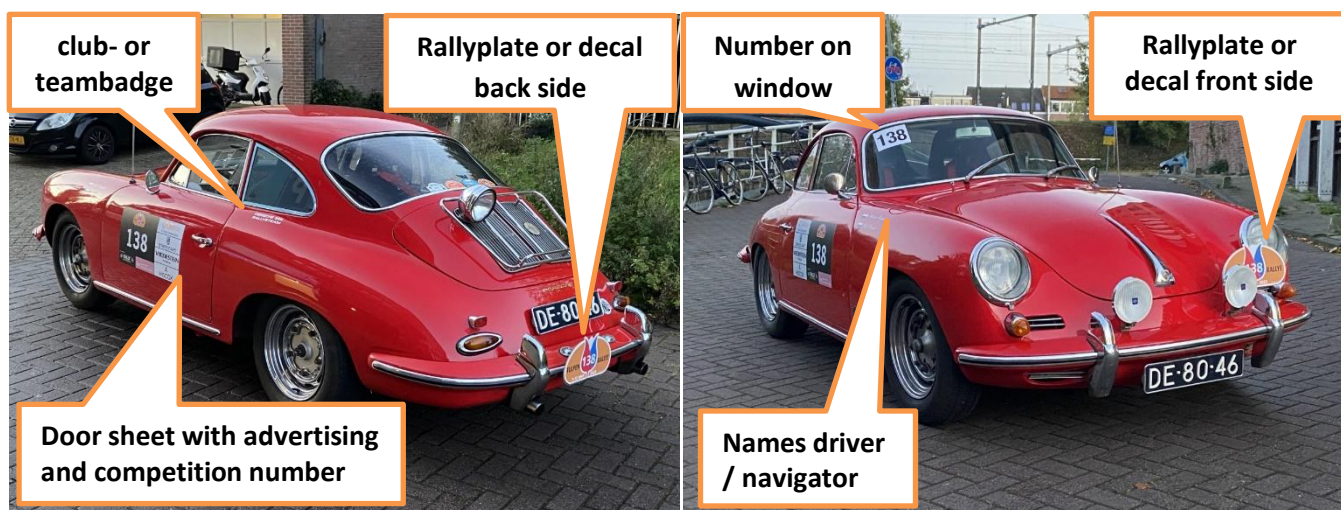
Advertising for which it can be demonstrated that this car model has been driven in a certain version with this advertising in the past can be maintained, only in consultation with and after approval of the organisation, if and insofar as the advertising stickers, colours, lettering and dimensions correspond to the original advertisement.

6.8 - Extra information

The names of the driver and co-driver are permitted on one decal with maximum dimensions of 40 x 3 cm., on both sides of the car. Club- or team badge on both sides of the car with the maximum dimensions of 10 x 10 cm. are also allowed. The display of blood groups is not allowed.

6.9 - Competition numbers

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



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

7. CONFORMITY CONTROL

7.1 - Conformity of the car

Crews that reside in the Netherlands can participate in the conformity control for the participating car that will be held on April 10th 2027, on a central location in the Netherlands.

If the crew holds a valid Rallycar Advice, participation in this conformity control is not necessary. These crews are not required to come to this location for the documents control (7.3). This will be handled largely digitally and the materials issued will be sent to these crews by post. Participants may, however, register for the rally course and training route.

The conformity control will include at least the following:

Make and model of the entered car	Licence plates	Warning triangle
Advertising rules	Lighting	Foil (2x4 meter)
Fire extinguisher (min. 2 kg.) + fixing	Exhaust noise (max 95 dB (A) measured at 3500 rpm)	Permitted measuring equipment
First aid kit	Country decal	Towing cable

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

After the conformity control the crew can report to the Rally Office, which is also located in the same building.

The conformity control of the cars of foreign competitors will be held on Tuesday afternoon 4 May 2027 in Vichy.

7.2 - Rallycar Advice

All participants can use the binding Rallycar Advice. All crews using the Rallycar Advice and participating with a car with a valid Green or Orange recommendation are exempt from the conformity control in accordance with Article 7.1.

The Rallycar Advice has three levels of assessment: Green, Orange, and Red.

- Green = Positive recommendation for participation.
- Orange = Urgent recommendation for repairs. Participation is possible, but in the event of a breakdown and/or retirement during the Tulpenrallye due to the urgently recommended improvements, the team cannot call on the organiser's service crews.
- Red = Urgent recommendation for repairs. This car may not participate in the Tulpenrallye until it has been repaired and has been issued a revised Green or Orange recommendation.

The recommendation is valid as long as no notes have been made in the system by one of the service crews. Such a notification is issued, for example, if a repair is carried out during a rally that requires further repairs after the rally. If the advisory changes to Orange or Red during the rally, the event can continue. This will not restrict the deployment of service crews.

7.3 - Documents control

Crews that reside in the Netherlands may participate in the documents control that will be held on 10th April 2027, in a central location in Netherlands. Only for participants living abroad, the documents control will be held on Tuesday afternoon, May 4th 2027 in Vichy.

The following documents will be checked: entry form (self printed by the crew), car registration documents and KNAF ERB Rally pass

Upon presentation of the letter of confirmation every competitor receives:

2 door sheets with competition number and advertisement.	Tulpenrallye clothing
2 rallyplates + 2 rally decals	1 Tulpenrallye mapreading ruler
2 sets with 10 coins for drinks	1 start/windshield number
2 year plates 2027 (+ badge for new competitors)	

You will be requested to show your name badge in order to attend the lunches and dinners during the rally. Extra dinner vouchers, for the gala dinner and festive prize giving on Saturday 8 May in Van der Valk Hotel Eindhoven, can be purchased during the entry process for € 150 each. After that moment extra dinner vouchers can be purchased during the documents control in the Rally Office. Dinner vouchers cannot be redeemed for cash.

All participants must report to the Rally Office on Tuesday 4 May 2027 between 17:00 pm and 18:30 hrs. In order to sign the waiver and receive the name badges and lanyards. The signed declaration will be retained by the organisation; see article 4.14 of the privacy statement.

7.4 - Conformity controls

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

8. THE EVENT

8.1 - Route

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

The length of the rally is approx. 1.500 km, divided over 4 legs (route from the first time control to the last control during a competition day) that have been divided into stages (route between two subsequent time controls). During the rally the average speed of 50 km / hrs will not be exceeded, with the exception of some road-sections in which motorways and highways have been included, as well as road sections that have been closed for regular traffic. The average speed will be higher on these road-sections, because of traffic reasons.

There is a possibility that the Official at a manned control will hand over an instruction, route instruction or replacing/new route to you. A replacing/new route (partially) replaces the route from the roadbook, in case the original route cannot be driven. A member of the crew may be asked to sign to confirm receipt of this instruction. It is also possible that a route instruction will be displayed during a route control in the app. These instructions are an integral part of the roadbook, and should be executed. See for execution of route- and map-reading instructions Annex 1 and 2.

8.2 - Roadbooks

The crews will receive roadbooks on a daily basis, which contain the locations of the time controls and with a detailed description of the rally route that has to be followed. Roadbook part 1 of a leg will be handed out at the leg start at the confirmed starting time of the crew. Roadbook part 2 of a leg will be handed out at the TC (lunch) at the starting time of the crew. A member of the crew will be asked to sign for receipt of a roadbook. The crew itself is responsible for receiving the correct roadbook.

8.3 - Tulip-infobook

The crews will receive an information booklet at the Rally Office containing map legends, emergency numbers, Judges of Fact, HQ locations and the map reading regulations. Crews should make sure to have this booklet available throughout the rally.

8.4 - Maps

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

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

The presence in the car of maps with a scale smaller (more precise) than 1:200.000 is not allowed. The Organisation team will check compliance with these rules. Non-compliance with this clause will result in: 1st time: 300 penalty points; 2nd time: exclusion.

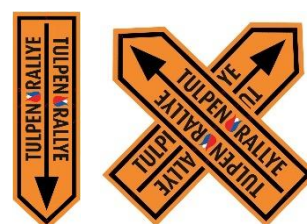
8.5 - Route explanation

The explanation of the route constructions will be published on the Tulpenrallye App at the end of each day. The crew will also receive an email with a link to a view of the driven route in the App. Additionally, the crew will receive a printed explanation at the end of each competition day. For new crews, an explanation session will be organised by the route managers at the end of the first stage, where new participants can ask questions.

8.6 - "TULPEN"-arrows

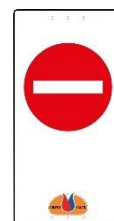
Unplanned detours will be indicated by the use of "TULPEN"-arrows. These arrows will bring you back to the original rally route and should be followed. These can be either physical arrows or virtual arrows in the App. These arrows can also be placed at road situations that are somewhat unclear, in order to help you to choose the correct road. The end of a detour will be marked with 2 "TULPEN"-arrows, positioned horizontally underneath each other. It is possible that at this point a recovery or route instruction will be shown as well. The crew should execute this route instruction. The double "TULPEN"-arrows will be located at the point where the original rally route will be reached again or where a road that is on the map will be reached again. In the latter case the crew should construct and drive a route in line with the regulations and the route instruction that is being followed. The double arrows can also form the combined indication of the start as well as the end of a detour.

A "TULPEN"-arrow with its point pointing downwards indicates a change of road-surface, an obstacle or a dangerous situation. It does NOT indicate that the road will be / is closed. So you should NOT turn around but slow down and drive carefully. Two crossed "TULPEN"-arrows indicate a self-start of a regularity stage. (see also article 10.2).



8.7 - Closed roads

The organisation can indicate reduced-size traffic signs in the app. These signs have the same meaning as official traffic signs and do close off the road behind the sign.



8.8 - Trip check

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

8.9 - Behaviour

Throughout the rally, crews must strictly observe the traffic laws of the countries in which the rally is being driven. Crews shall always behave in a manner that shall not discredit classical rallying sport and/or the event. Any incorrect, fraudulent or other unsporting activities as well as non-compliance with local traffic rules will be penalized as follows: 1st time: warning, 2nd time: up to 2000 penalty points at the discretion of the clerk of the course. These infringements and imposed penalties will be published on the notice board.

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

To measure the speed of the crews, data from the App will be used. During the entire event, participants will be checked for speed at specific points along the route, with penalties for violations in accordance with this article being applied. These infringements will be published on the App. How the organisation processes this data and how long it is retained is stated in the privacy statement.

Examples of these penalties:

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

The maximum penalty per speed check is 300 penalty points.

Excessive speed violations can be punished according to article 8.19.

8.10 – Usage of telephone

During the competition participants are not allowed to make calls or use the internet, other than in case of a calamity. A telephone, tablet, or other communications equipment may be left switched on or off in the trunk (or similar) of the car during the competition time, if the trunk cannot be opened from the competitor compartment. This will be monitored by the organisation. The only exception to this is the phone on which the App runs. Upon detection of another deactivated device in the participants' compartment the following penalties shall be imposed: 1st offence: warning, 2nd offence: 300 penalty points, 3rd offence: exclusion, unless it can be demonstrated that the car has no trunk space. If there is no trunk space, the device must always be switched off. Upon detection of an activated device in the participants' compartment, the following penalties will be imposed: 1st offence 300 penalty points, 2nd offence exclusion.

Using the telephone during the rally (with or without other participants) will be penalized with 500 penalty points per violation. Every Judge of fact can impose this penalization. Lunch in this context does not belong to the competition time. As an exception to this rule, Tulpenrallye doctors designated by the organisation will have their phone on during the competition time. Their car is provided with a Tulpenrallye AED-sticker.

During the entire competition (including lunch), no form of information about the competition may be communicated to participants or third parties, via any medium. Every identified violation will be penalized with 500 penalty points. Every Judge of fact can impose this penalty. A crew can request dispensation for this rule, due to compelling interests.

8.11 - Judges of fact

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

8.12 - Environment

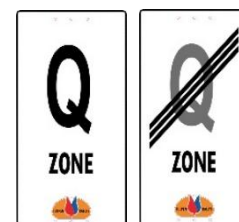
Crews should continuously be aware of the effect that the event can have on its surroundings and the environment. Every car must be equipped with a piece of foil, min. 2 x 4 meters, which should be used underneath the car while servicing or parking at any time during lunch and at the end of a leg. At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

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

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

8.13 - Quiet zone

In a designated quiet zone, you should drive at a very moderate speed to minimize the inconvenience of the local residents. A 'quiet zone' can be recognised in the App by the display of a sign with the letter 'Q' and/or by a 'Q' display in the roadbook. The maximum speed in a quiet zone is 30 km/hrs. The end of a "quiet zone" is indicated by a sign "end quiet zone" in the App, or a marking in the roadbook.



8.14 - Starting procedure

Crews must be present for departure 15 minutes prior to their planned starting time at the start location. The start location is indicated in the roadbook part 2 of the previous leg. The time-interval between the crews will be 1 minute. On Saturday 2 crews per minute will start.

The planned starting times and the starting order for the next day are published in the App. The starting times for the next day will be published no later than 17:00 hrs.

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

8.15 - Interrupt

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

8.16 - Restart

Restarting the rally is only possible with the consent of the Rally Office. In case a crew has to interrupt its participation in the rally, the crew is allowed to restart later in the rally with the same car that has been entered into the rally. Notification of restarting shall be made not later than 19:00 hrs. on the previous evening, in order to be able to join the rally again on the next day.

8.17 - Retirement

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

A crew may replace a broken rally car with another rally car that meets the requirements of Article 6, provided that the clerk of the course has been informed and has confirmed that the replacement car meets these requirements and is permitted to the start. The crew must then fit the rally plates and door shields on the replacement car.

On days when a replacement car is being used, the crew will be included in the daily classifications of these days, but no longer in the general classification.

Even if the originally registered car is repaired and re-enters the event after a crew has driven at least one (part of a) stage in a replacement car, the crew is only included in the daily classifications and not in the general classification.

If the crew continues the rally after the registered car is broken down in a non-compliant car, a roadbook of the class in which the crew was originally registered will be available to follow the route. This roadbook will be provided after the very last competitor of that day departs. These crews will not receive time control cards. Rally plates and door shields from the retired car may not be placed on a non-compliant car. A crew is not allowed to drive a regularity or a test in a non-compliant car.

8.18 - Refuelling

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

8.19 - Penalties

The Clerk of the Course reserves the right to adjust penalties based on the nature of the offence and the class in which the crew participates.

8.20 - Lighting

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

9.1 - General

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

A combination of both physical and virtual route material is used. Physically present can be: manned time controls, start of a regularity test or test, Tulpenrallye Scanners and 'TULPEN'-arrows. Virtual material is indicated via the App and can be: route controls, 'TULPEN'-arrows, start, finish and GTCs for regularity tests and Tests and Q-zone indications. How to register for the App is stated in the manual, see annex 3. The manual also contains a description of the use of the App and the appearance of the various types of controls.

In order to facilitate navigation through villages, only time controls (and no route controls) are placed at locations that are indicated on the map as built-up areas. The built-up area is indicated on the map by red, orange and/or black buildings. When the built-up areas of a town or village are only indicated at one side of the road, this is not considered a built-up area. When you pass a signboard with the name of the town or village it does not automatically mean that the built-up area, as indicated on the map, has been reached.

Crews are obliged to follow the instructions of the Official at any control. Failure to observe this may lead to exclusion. Instructions at the small publishing boards of an Official are official and part of the route instructions. Throughout the event, the "radio controlled" time will be the reference time. Hours and minutes will be indicated as: 00:00 - 23:59. Only minutes that have been completely elapsed will be counted.

9.2 - Route controls

Whether the crew drives the correct route is checked with route controls. All route controls are virtual (visible in the App). Missing a route control or passing a route control that shows that the incorrect route has been driven (false control) will be penalized with 100 penalty points. When passing a virtual route control, a sign will appear in the App. The organisation can use checks that are automatically placed on the digital control card when they appear in the App (i.e. without the intervention of the crew and irrevocably). This is only the case for speed checks and secret time checks in a regularity test; these are the so-called Direct Save checks.

A crew can choose whether or not to save a route control (letter or number) that has appeared in the App (place it on the digital control card). The crew has 30 seconds to do so; after that, the control is automatically placed on the digital control card. If the control is refused by the crew within 30 seconds, but the crew decides to have the control anyway, then that control must be passed again (from the right direction) and saved.

The crew can delete the last (not automatically) saved letter on the digital control card. A number can no longer be deleted after it has been placed on the card.

After the start and after lunch, the crew will encounter a test letter as the first letter, which is also listed in the roadbook. The crew can then check if the App is working properly. Missing the test letter will not result in any penalty points.

9.3 - Time controls

Crews must report in the indicated order at the time controls listed in the roadbook. There are 3 types of time controls. Time registration can be done via a manned time control (TC), via the App (TC App) or via the Tulpenrallye Scanner (TC TS).

TC: When approaching a manned time control, the crew must hand over the time control card to the Official. The Official will record the reporting time on the time control card. The Official is the only authorised person to collect and sign the control cards. A manned time control can also be located in a building.

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



Time control 'TC zone'



Announcement

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

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

TC App: If TC App is indicated in the roadbook, the crew's time will be registered visibly in the App. The crew must register the desired time themselves by tapping "Click to save" when the desired minute is displayed.

TC TS: If TC TS is indicated in the roadbook, the crew itself registers the reporting time with the badge at a Tulpenrallye Scanner. The QR code on the back of the name badge (these QR codes are the same for the driver and navigator of the same crew) must be held in front of the lens of the Tulpenrallye Scanner at the desired time. The current time at the moment the name badge is scanned is digitally registered. This time is not printed on the control card. If desired, the crew can note this time on the time control card. Both members of the crew are responsible for keeping the name badge with QR code in their possession during the entire rally. A detailed explanation can be found in the Tulp information booklet.

Time controls will be operational between 15 minutes prior to the scheduled reporting time (see art. 9.7) of the crew and until 30 minutes (Sporting) and 60 minutes (Touring) after the scheduled reporting time of the crew. Reporting at the control outside these margins will be considered as missing the control and will be penalized.

If a crew reports too early, this will be penalized with 10 penalty points per minute. If it reports too late, the crew will also receive 10 penalty points per minute. Crews are allowed to make up for accrued delays with a maximum of 15 minutes per stage. Missing a time control will be penalized with 300 penalty points.

For a penalty for late reporting will be given only after exceeding the Ideal time with more than 30 minutes. In the first 30 minutes no penalty points will be given for late reporting. When a crew reports at a TC 31 minutes after the ideal reporting time, this will be penalized with 10 penalty points for each minute late.

If heavy rain is forecasted for Expert and Sporting during a (part of a) stage (morning and/or afternoon session) this stage could be designated as RAIN by the clerk of the course before the start of the first crew. In that case, participants in these classes may exceed the time limit of the relevant stage by 15 minutes without additional penalties. Additionally, the organisation may decide to shorten the route by adjusting the route instructions. This will be clearly communicated via a sign at the start and in the App.

The indication 'IN' can be added to one of the 3 types of TC's, when the crew approaches a rest location (for example a lunch location). A TC IN, TC TS IN or TC App IN, may be registered without penalties 15 minutes earlier compared to the ideal reporting time.

When leaving a rest location (for example a coffee or fruit stop), the term 'OUT' can be added to a type of TC for clarification.

9.4 - Control cards

At the start of each leg, the crew is provided with a digital route control card via the App. Controls along the way are registered on this card. The control card is automatically sent to the organisation and to the crews email address at the end of each leg. For all controls where the crew has the choice of saving the control or not, the crew is solely responsible for registering it on the digital control card in the App.

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

The column 'COMP.USE' can be used to note possible time delays. The maximum reporting time at the last TC is also indicated on the time control card and does include the maximum delay of 30 minutes (Sporting) and 60 minutes (Touring).

The crew itself is responsible for the time control card as well as the way in which this is being completed by the Officials. If an Official makes a mistake, the crew should report this immediately to the involved Official and request the Official to correct this. The Official should in that case enter the corrections as well as her/his initials on the control card.

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

An example of a time control card is shown on the right.

EUROPE 2027 DALLIE						EXPERT	
LEG 1						Nr.	
TC NR.	LOCATION	COMP. USE	IDEAL TIME	DIFF.	PENALTY	SIGN	MARSHALS
TC 1-01 OUT	Saint-Vincent		07:39				
TC 1-02	Bossola		09:49				
TC 1-03	Olmosso		11:02				
TC 1-04	Olmosso		11:10				
TC 1-05 IN	Bolzano Novarese		12:18				
RC Lunch	Arona		12:34				
TC 1-06	Arona		13:34				
TC 1-07	Borghana		15:49				
TC 1-08 IN	Lurate		16:39				
RC Autodromo	Monza		17:29				
RC Cosmo Palace	Cinisello Balsamo		20:30				
alle equipes dienen zich om 20:30 gemeld te hebben in RC Cosmo Palace. Eerder melden mag.							
total penalty							

MAXIMUM REPORTING TIME TC 1-08 IN				
Reg. 1-1	hrs	min	sec	sign
Start at TC				
Start at RP				
GTC 1				
GTC 2				

Test Cosmo				
Test 1-1	hrs	min	sec	sign
Start				
Finish				
Pylons / incorrect route				

Test Monza				
Test 1-2	hrs	min	sec	sign
Start				
Finish				
Pylons / incorrect route				

9.5 - Ideal reporting time at time controls

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

Example:

- The Ideal reporting time of competitor at a time control is 10:15 hrs.
- The actual reporting time of the crew is 10:23 hrs.
- The crew can then add 8 minutes to the ideal reporting time at the next time control, in order to calculate the newly allowed reporting time.

Early reporting:

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

Only at the TC with the indication IN (for example before lunch or the end of the stage), early reporting is allowed (maximum 15 minutes before the ideal reporting time).

TC	Ideal Time	Actual Passing time	Deviation in minutes	Penalties	Explanation
1	09:10	08:54	-16	300	At TC-1, more than 15 minutes early, so outside prescribed margins. 300 = max. penalty points at the TC.
2	10:10	10:10	0	0	On time.
3	10:40	10:38	- 2	20	At TC-3, crew 2 minutes early; 2 x 10 = 20 penalty points.
4	11:15	11:13	- 2	20	At TC-4, crew again 2 minutes early; 2 x 10 = 20.
5	12:10	12:10	0	0	On time.

Late reporting:

It is allowed to make up for accrued delays in comparison with the ideal reporting time without getting additional penalties, with a maximum of 15 minutes in every stage.

If a crew reports too late at a time control (e.g. 17 minutes Sporting or 47 minutes Touring), then this will be penalized and then this crew can report themselves at the following controls also the same amount of time (e.g. 17 minutes/47 minutes) too late. If a crew then in this example reports 1 minute (Sporting) or 31 minutes (Touring) after its ideal reporting time at the next time control, then the team will have made up 16 minutes instead of the maximum 15 minutes and will therefore be penalized with 10 penalty points (1 minute too early). An exception to this rule is a TC IN, where reporting up to 15 minutes earlier than the ideal time is always permitted, even if this results in making up more than 15 minutes of lost time in the preceding leg.

Sporting

TC	Ideal time	Actual Passing time	Deviation in minutes	Penalties	Explanation
1	09:10	09:10	0	0	On time.
2	10:10	10:15	+ 5	50	At TC-2, crew 5 minutes too late; $5 \times 10 = 50$ penalty points.
3	10:40	10:45	+ 5	0	At TC-3, crew allowed to report 5 minutes late.
4	11:15	11:40	+ 25	200	At TC-4, in total 25 minutes too late. Penalties: $25 - 5$ (incurred at TC2) is 20 minutes $20 \times 10 = 200$ penalty points.
5	12:10	12:17	+ 7	30	At TC-5, of the 25 minutes total backlog, 18 minutes have been made up from the total delay of 15 minutes. This is 3 minutes more than the maximum allowed 15 minutes, so 3 minutes will be penalized; $3 \times 10 = 30$ penalty points. Remaining delay is 7 minutes.
6	13:10	13:14	+ 4	0	At TC-6, 3 minutes have been made up. No penalty points, a maximum of 15 minutes of overtaking is allowed without penalty.
7	13:30	13:34	+ 4	0	Remaining delay stays at 4 minutes

Touring

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

If a crew reports at a time control more than 30 minutes (Sporting) or 60 minutes (Touring) after its ideal reporting time, as a result of substantial time backlog and /or car breakdown, then it will be considered to have missed this time control. This crew will then be allowed to report at the next time control in between its ideal reporting time and the ideal reporting time increased with the time delay the crew had registered at the last time control that it had passed within maximum lateness. The 15 minutes rule does not apply here. The ultimate reporting time (ideal reporting time + 30 minutes (Sporting) or 60 minutes (Touring)) at the last time control of a leg is also being listed

on the time control card as a Standard Time. If this time is exceeded, this will be penalized with 300 penalty points for that leg.

Sporting

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

Touring

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

9.6 - Time penalties

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

- More than 30 minutes late reporting at the start: maximum penalty points of the leg.
- Early reporting at any type of TC (not being TC-IN): 10 penalty points per minute with a maximum of 300 penalty points.
- More than 15 minutes early reporting at any type TC: 300 penalty points (missed).
- Late reporting at any type of TC (Sporting) or more than 30 minutes (Touring): 10 penalty points per minute with a maximum of 300 penalty points (missed).
- More than 30 minutes late reporting at any type of TC (Sporting): 300 penalty points (missed).
- More than 60 minutes late reporting at any type of TC (Touring): 300 penalty points (missed).
- Making up more than 15 minutes of lost time per leg: 10 penalty points per minute

- More than 30 minutes (Sporting) and 60 minutes (Touring) late at the TC FINISH (last TC on Saturday): not registered or disqualified, in the final classification.
- ONLY at TC FINISH (Eindhoven) unlimited early reporting will not be penalized, provided that the ideal time is being requested from the Official by the crew while handing over the Time Control card.
- More than 30 minutes (Sporting) or 60 minutes (Touring) late arriving at the leg finish: maximum penalty points of the leg.

In this latter event and subject to the related conditions below the crew will be allowed to present the time- and route control cards later, which will then allow for the penalty points to be calculated and for these to replace the earlier allocated maximum number of penalty points for the leg. The related conditions are:

- The time- and route control cards should be handed over prior to the starting time of the first crew, at the first time control (start) of the next leg.
- Only time controls that have been initialised by an Official on the time control card and digitally registered times will be accepted.

9.7 - Neutralisations

The Clerk of the Course may decide to neutralise controls, both on the basis of his own observations and in response to questions asked by participants. If one or more controls are neutralised, either before the first participants (of a class) have passed or after a number of participants (of a class) have passed, the race management will decide as follows:

1. any penalty points incurred for the controls in question will be cancelled (for the class(es) for which the neutralisation applies);
2. the controls will be declared void (for the class(es) for which the neutralisation applies).

Any neutralisations will be entered by the organisation in the provisional main maps(s), which will then become final.

10. REGULARITY STAGE

10.1 - Procedure

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

10.2 - Start / Finish

A regularity stage will start at a manned control along the route which is indicated in the roadbook or an unmanned "self-start" which is indicated by 2 crossed "TULPEN"-arrows, which can be present either physically or virtually (see art. 8.6).

Manned start

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

Unmanned self-starting

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

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

Unmanned self-starting - exceptional situation

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

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

All crews must wait at the starting point of the self-start for the regularity test until their (adjusted) start time has arrived, giving crews who wish to start earlier sufficient space.

The end of a regularity test is indicated in the App with a sign "END REGULARITY". The end of an RP can also be indicated in the roadbook. It may happen that a driver has to take a regularity test without a navigator in the car. The driver does not have access to tables in the roadbook.



10.3 - Secret time control (GTC)

Multiple secret time controls (GTC's) can be included in a regularity stage. The passing time is recorded at a GTC in the App. There will be no GTC's within the first kilometre of a regularity stage. In case a regularity stage is being driven on a closed circuit, the GTC can also be located within the first kilometre of the stage. A GTC that appears in the App is automatically placed on the digital control card (and cannot be deleted). Each second too early or each second too late passing time at a GTC will be penalized with 2 penalty points per second of deviation. The maximum number of time penalty points at a regularity stage is 150 penalty points. The number of penalty points at each GTC is calculated in comparison with the actual starting time at the regularity stage.

Example:

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

11. TEST

11.1 - Procedure

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

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

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

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

11.2 - Start / Finish

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

The finish of a test is a flying-finish and this will be indicated next to the route with a panel with a finish flag. This can be either a physical sign or a display in the App.



11.3 – Helmet

Wearing a helmet is mandatory at a number of test sites. At registration, the crew is asked to indicate whether they are bringing their own helmets. Crews without their own helmet will be provided with one on loan for the test; this remains the property of the organisation and must be returned afterwards.

12. REPAIRS – BREAKDOWN AND ASSISTANCE CARS

12.1 - Repairs

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

12.2 - Breakdown

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

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

The crews of the assistance cars will assist in small repairs and/or towing your stranded car to the nearest village or to a garage or petrol station. From there onwards the crew should organise its own repatriation.

These assistance vehicles will exclusively follow the rally route. If you have to stop on the route and require assistance you should contact the breakdown centre. Please be aware that in case you are far behind your time-schedule, the assistance cars might have passed you already. Don't wait in that case and arrange assistance by yourself.

13. WINNERS – PRIZE GIVING

13.1 - Classifications

- Classifications will be determined by adding together the obtained penalty points for every classified crew. Interim classifications by class will be determined after each leg and will be published on the App.
- At the finish of the rally final classifications for all classes will be published on the App’.
- The final classifications will be signed off by the Clerk of the Course and published on the App, 20 minutes after the ‘maximum reporting time’ of the last competitor (per class). 30 minutes after publication of the signed classifications, the classifications will be final for that specific class. Participants will be informed of the time of publication via SMS.
- Crews that do not timely report at the final time control or report at this time control with another car (compared to the car that has been confirmed on the official starting list) or have changed the crew during the rally, will NOT be included in the final classifications.
- The classified crew with the lowest total number of penalty points will be the winner in its class. The next lowest will be second and so on.

13.2 - Winner Pre-2000 2027

The crew with the lowest number of penalty points will be the winner of Pre-2000 2027.

13.3 - Day winners

From Wednesday 5 May until Saturday 8 May, awards will be presented to the winners of the day during the dinner of the following day. In case of a tie, art. 13.6 will be applied. The day-winners of Wednesday 5 May 2027 will receive the award on Thursday 6 May 2027 and so on. The day-winners of Friday 7 May and Saturday 8 May 2027 will receive this award during the prize giving Saturday 8 May 2027.

13.4 - Winners Teams

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

13.5 – Ex aequo

General: In case of ex aequo, the crew with the fewest missed RCs in LEG Mo-1, then in LEG Mo-2, then in LEG Tu-1, then in LEG Tu-2, etc., will win.

If after that two or more crews are still classified equally, the crew participating with the oldest car will be declared the winner.

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

13.6 - Prize giving

On Saturday 8 May 2027 a festive dinner and prize giving will be organised in Van der Valk Hotel, Eindhoven. See art. 7.2 for extra dinner vouchers. The dress code is Black Tie.

13.7 - Prizes

- Overall classification Sporting Pre-2000: 1st up to 3rd prize (* Coupe Sporting Pre-2000).
- Overall classification Touring Pre-2000: 1st up to 3rd prize (* Coupe Touring Pre-2000).
- Team prize for the best classified team in Pre-2000, in Sporting en Touring.
- Best classified crew on regularities in Pre-2000, in Sporting en Touring.
- Best classified crew on the tests in Pre-2000, in Sporting en Touring.
- There will be extra prizes for certain classifications.

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

14. QUERIES

14.1 - Queries

After the finish of a leg, a crew can submit questions about the route of that day or about penalty points that have been incurred via the electronic questionnaire available at the bottom of the crews route results pages. Route-related questions about that day can be submitted until 22:00hrs.

Questions about penalty point calculations can be submitted no later than the following day, up to your starting time. Questions that are being handed in later, will not be processed.

Questions about Saturday 8 May 2027 must be submitted no later than 15 minutes after the own finish time of the crew. No protest may be lodged against the answers to route- or calculation-related questions or against neutralizations. The decision of the clerk of the course is binding and no appeal is possible against it.

15. INTERPRETATION AND AMENDMENTS

15.1 - Interpretation

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

15.2 - Amendments

The sporting and organisational provisions of these regulations may be amended or supplemented at any time; up to and including 21 March 2027, this will be done on the website, with the changes in red text, and thereafter via bulletins. The provisions regarding entry fees, payment, and cancellation will not be amended to the detriment of the crew after the closing of registration, unless required to do so by law or regulation.

Dated and numbered bulletins will announce any amendment or any additional provision, and these are an integral part of these regulations. Other messages will be communicated via briefings.

These bulletins and briefings will be published and will be distributed to the crews, if possible.

At the start and during the rally the crew will be asked to sign for receipt of: briefings, bulletins, roadbooks, instructions, route instructions and control cards.

1. Tulip system with distances

- 1.1 Based on the tulip system, consisting of situation sketches with possible additional indications, the shortest route from the ball to the point of the arrow must always be driven, taking into account the following provisions. The point of the arrow must be driven in the indicated direction.
- 1.2 A situation sketch indicates the distance from the previous situation and the total distance from the start and/or to the finish of the route section to which the tulip instructions apply. The measuring point may be indicated with an asterisk (*).
- 1.3 The tulip instructions must be carried out in ascending numerical order.
- 1.4 The sketches are not drawn to scale.
- 1.5 The sketches may be stylized. This means that roads that are more or less twisty do not have to be drawn as such. Roads that form a 90-degree angle in the situation sketch do not necessarily do so in reality.
- 1.6 Paved roads are indicated with a fixed line.
- 1.7 Unpaved roads are indicated with a dotted line.
- 1.8 Dead-end roads, roads that are prohibited to enter and private driveways that are recognizable as such, may not be entered. These roads are not necessarily drawn in the situation sketches, but may be drawn for additional orientation. In case these roads are drawn, they will be provided with a blocking symbol (black blocking line).
- 1.9 All paved roads that connect to a situation and may be driven, should be drawn in the situation sketch. Unpaved roads may be included, but this is not mandatory.
- 1.10 Should the distance between two successive tulip situations be shorter than 100 meters, then this will be marked with a vertical arrow in the 3rd column.
- 1.11 As long as the next situation has not been reached, the main route should be followed.
- 1.12 Situations are presented as follows:
 - column 1: situation number
 - column 2: the total distance from the start of the tulip section
 - column 3: the distance between two successive situations
 - column 4: the sketched situations
 - column 5: extra supporting information (see the legend in Tulip Info Book)
 - column 6: the remaining distance to the end of the tulip section

Example:

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

2. Tulip system special

- 2.1 Tulip system in accordance with the description according to annex 1, with the provision that not every tulip instruction contains the total and/or intermediate distances, or includes a situation sketch.
- 2.2 If the total and/or intermediate distances (columns 2 and 3) are missing, the tulip instructions must be carried out at the next situation that meets the situation sketch. If the distances are missing, the distance between two consecutive tulip instructions is a maximum of 2,5 kilometres.
- 2.3 If the situation sketch (column 4) is missing, the information in column 5 indicates the direction in which the route should be continued at the indicated distance (for example: Direction Dijon).

ANNEX 2 MAP READING INSTRUCTIONS

1.1. General Map reading regulations

1.1.1. The map

The map fragment itself

1. A map fragment may contain different types of roads and paths. Map roads are defined as roads with two verge lines, at least one of which is unbroken at every point. Verge lines are the outer boundaries of a map road.
2. Roads under design are not map roads. However tunnels in map roads may be used.
3. The carriageways of roads with separate carriageways should be marked as separate roads.
4. Map symbols, tourist map symbols for churches, castles, etc. (coloured squares) and map texts do not interrupt or block the passage. Continuous verge lines at the level of a side road do not block the road connection. Continuous lines indicating the separation of lanes do block. If map symbols or continuous verge lines on the upper road indicate an intersection at different levels (see the legend of the maps), both roads are considered to continue without connecting to each other.

Items added to the map fragment by the organiser

5. In the case of a “map lash,” where two maps are put together and indicated on the map fragment, it may happen that the roads on the map fragment do not connect perfectly. This is considered to be the case.
6. Symbols added to a map fragment (e.g., direction arrows along the printed line), stickers (logos, rally shields, etc.), and text boxes (including circles with arrow numbers, points, TC indications, etc.) interrupt the map road(s) underneath. Blockage symbols (blocking crosses/dots, barricades) also block the map road(s) underneath. A map road is blocked if the road and both verge lines of the map road are covered at that location.
7. Route symbols applied by the organisation (arrows, points, printed lines, and line segments) do not, in principle, block the map roads below them. However, please note that some map reading systems (art. 1.3) may include provisions that give these symbols a blocking function in certain situations.
8. Route symbols are considered to lie exclusively on the underlying map road. Arrowheads that cover a nearby map road do not block that road, regardless of the direction in which one is driving.
9. Small “extensions” of an arrow, a printed line, or a line segment are considered to have been drawn in accordance with the local driving conditions.
10. An arrow (or part thereof) or a printed line may not be included in the route in the opposite direction. Touching and crossing of the printed line are not considered to be driving in the opposite direction.
11. An arrow is indicated on the map by a line segment with an arrowhead, which does not always have to be at the end of the line segment. The arrow is considered to have the full length of the line segment.
12. A circle is placed around a point. The circle is only intended to make it easier to find the point on the map and does not block the route.
13. Circles that indicate a situation that deviates from the map do not block the map roads below them either.

1.1.2. Plotting the route

1. Only map roads may be used in the construction of the proposed route. Construction must be carried out per map fragment (i.e., never skip from one map fragment to another).
2. If a map reading section consists of several map fragments, so-called transition points will be included on the map fragments. These transition points (indicated by a letter on both map fragments) mark the point at which map fragments connect and at which the transition to the next map fragment must be made. The transition

points must be included in the constructed route, taking into account the rules for the applicable map reading system.

3. When constructing the proposed route, turning around on the route is not permitted. An exception to this is the system Points Free Route, in which turning around is permitted in the route construction.
4. The start and end of a section may only be included once in the route (and therefore never in a side route or detour). The start of a regularity or test may also only be included in the route once.
5. Unless otherwise stated in the system description, map roads may be included in the route more than once per map reading section, but only in one direction (the direction chosen when the road was first included in the route). Junctions of roads may be included several times in the route, regardless of the direction from which the junction is approached.
6. Before driving, the intended route of a map reading section must always be constructed. This determines the driving direction of the roads included in the intended route. If a detour is necessary (art. 1.1.4) or a new route must be constructed (due to a DMP instruction (art. 1.2)), this must be taken into account, as must be the driving direction of previously driven detours and newly constructed routes.
7. When constructing the route, any traffic rules that may apply locally must be taken into account, such as the driving direction on a (mini) roundabout and on roads with separate lanes.
8. If there is a choice between two routes of equal length (e.g., at a turning loop), the route should be constructed counterclockwise (i.e., against the direction of the clock).

1.1.3. Driving the route

1. Roads marked with a dead-end sign at the beginning of the road may be entered if the map situation gives reason to do so. Visibly dead-end roads may NOT be entered.
2. Roads with signs saying "Private road," "Local traffic only," "Walking area," "No unauthorized access," or similar signs may not be used.
3. Black circles may be placed on the map fragments. Within such a circle, the actual situation will generally differ from the situation on the map. The route within the circle is free; all roads within the circle, whether or not they appear on the map, may be used. There are no route controls within the circle. Of course, you must enter and exit the circle via the correct roads.
1. Roundabouts not shown on the map are never a reason to take a detour and are considered to correspond to the map situation. Of course, one should always drive on roads shown on the map as much as possible and miss as little of the intended route as possible.
2. If a road junction at the start or end of a road deviates less than 100 meters from the road junction on the map, the deviating road junction may be used. Naturally, you should always drive on the roads shown on the map as much as possible and deviate as little as possible from the intended route.
3. For pre-2000, deviations of more than 100 meters do not occur and a correctly constructed route can always be driven. This class therefore never has to construct a detour.

1.1.4. Constructing a detour (only Sporting)

1. If a road or section of a road cannot or may not be used, a detour must be constructed from that point via map roads to a point where the intended route can be resumed (the so-called resumption point), whereby the following applies in order of importance:
 - a. as little of the intended route as possible is being missed;
 - b. the same restrictions/rules apply to the use of roads when constructing the detour as when constructing the route;
 - c. the detour is as short as possible.

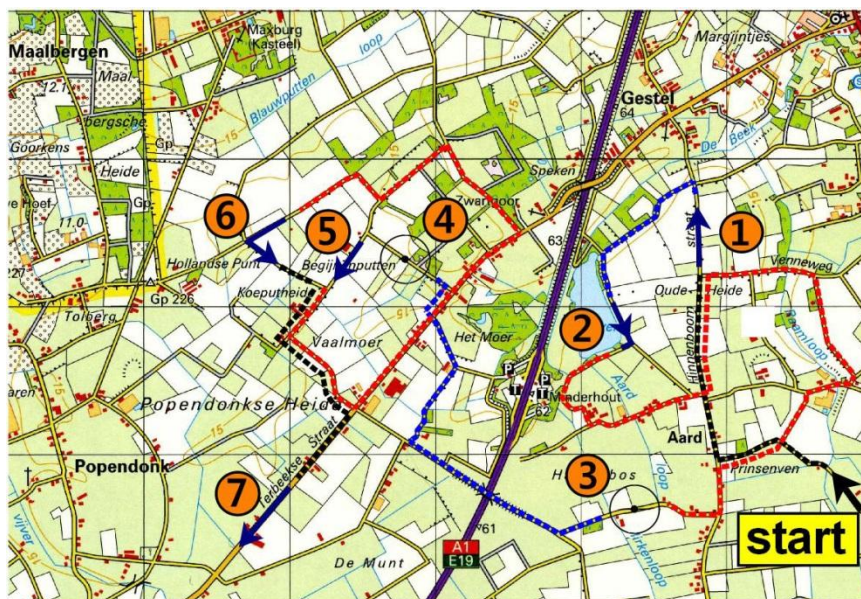
If a road that one wishes to enter cannot or may not be entered from the direction of travel, but may be entered from (an) other direction(s), this must be taken into account when constructing a (new) detour (see Figures 2-4 below).

1.2. Map reading systems

1.2.1. Blocking Arrows and Points shortest route

- 1 From the beginning to the end of the route section to which this system applies, a continuous route must be constructed via map roads, in which all arrows and points are included from start to finish and in ascending numerical order.
- 2 A road is assumed to lie underneath each arrow and each point. If a point lies next to the road, it is possible to drive the route 'under the point' at that location.
- 3 Each arrow and point may only be included in the route once. In all other cases, they block the road sections underneath them. It is not permitted to touch, or cross an arrow or point, or enter or leave an arrow sideways between the beginning and end. If map symbols indicate that an arrow has been drawn over a viaduct, driving the road under the viaduct is not considered to be crossing the arrow.
- 4 When heading towards an arrow, a point, or the end of the route section to which this system applies, the shortest route must always be constructed, taking the above into account. This creates the intended route.

Example:



Explanation

From Start to arrow 1: Drive the shortest route to arrow 1. See black route.

From arrow 1 to arrow 2: Shortest route. See blue route.

Arrow 2: arrow point of arrow 2 must be driven completely.

From arrow 2 to point 3: Shortest route, but roads that have been driven cannot be driven again in opposite direction. So, make another loop, at Aard turn left. See red route.

From point 3 to point 4: Shortest route. See blue route.

From point 4 to arrow 5: Shortest route.

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

Arrow 6 to arrow 7: Shortest route. See black route.

1.2.2. Printed line

- 1 From the beginning to the end of the route section to which this system applies, the line printed on the map (PL) must be followed as accurately as possible.
- 2 The start of the route section covered by this system does not have to coincide with the beginning of the printed line. The route instructions will then clearly indicate how to proceed (for example: take the shortest route to the start of the printed line).
- 3 The PL (or part thereof) may only be followed in the direction that must be taken to get from the beginning to the end of the PL. This direction may also be indicated by direction arrows along the PL.
- 4 (Parts of) the PL may be included in the route more than once (this only occurs in the case of detours).

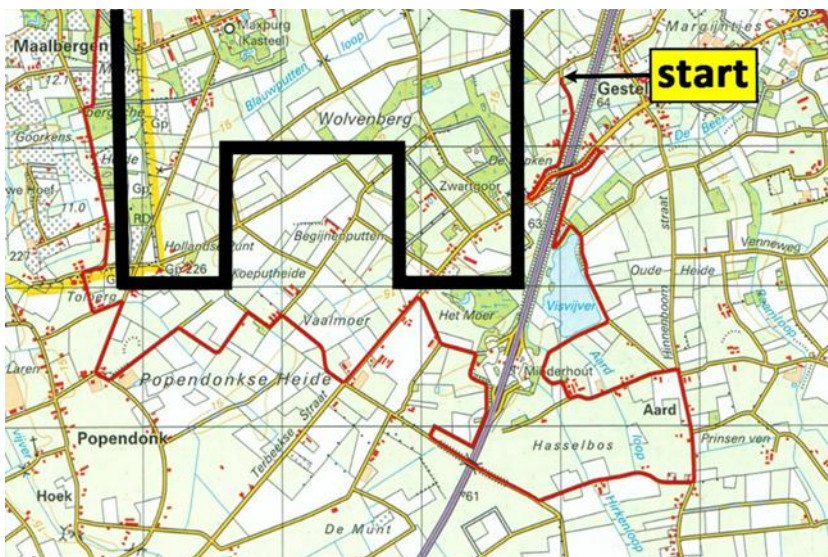
Example:



1.2.3. Border line approach

1. From the beginning to the end of the route section to which this system applies, a continuous route must be constructed using map roads, whereby the edge of the map or a line drawn on the map (hereinafter referred to as “the border line”) must be approached as closely as possible in the direction indicated in the route instructions.
2. Roads may only be used once.
3. The border line must be approached in such a way that, in order of importance:
 1. the border line is not crossed (the border may be touched as long as at least one verge line of the road is visible);
 2. the area between the border line and the constructed route is as small as possible;
 3. the route is as short as possible (see also below).

Example:

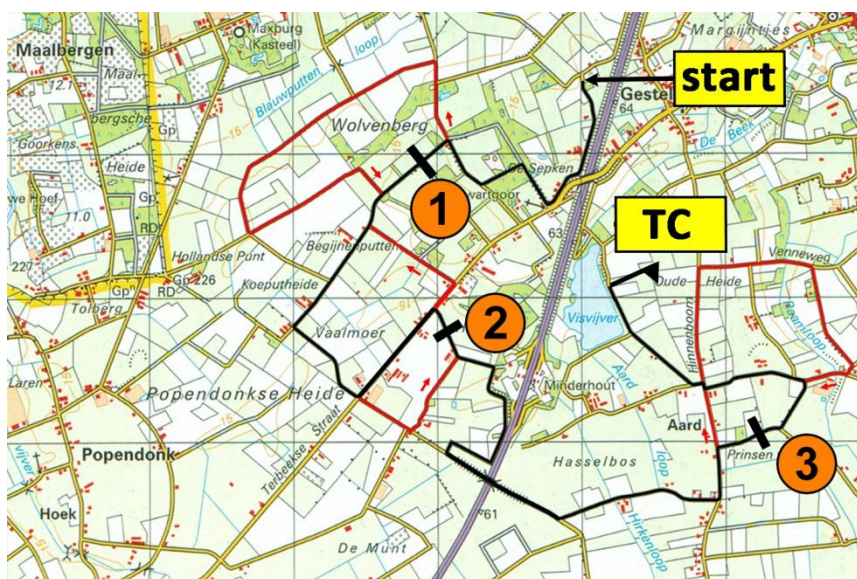


1.2.4. Printed line with barricades

1. From the beginning to the end of the route section to which this system applies, the printed line on the map (PL) must be followed as accurately as possible, avoiding the barricades.
2. The PL (or part thereof) may only be driven in the direction that must be followed to get from the beginning to the end of the PL. This direction may also be indicated by direction arrows along the PL.
3. (Parts of) the PL may be included in the route more than once.
4. The PL is interrupted by numbered barricades (crossbars). It is not permitted to drive on a road section that contains a barricade. In numerical order, a secondary route must be constructed around each barricade, whereby the following applies in order of importance:

1. the PL is left at the last possible junction of map roads before the barricade;
2. the PL is resumed at the first possible junction of map roads after the barricade;
3. the alternative route is as short as possible.
5. The combination of (the drivable parts of) the PL and the secondary routes forms the intended route.

Example:



1.2.5. Points free route

1. From the beginning to the end of the route section to which this system applies, a route must be constructed in which all points are included in ascending numerical order.
2. There may be a route control at a point. The route control is then located within a radius of 100 meters from the point, in a place accessible by car. There does not have to be a route control at a point. If there are one or more route controls at or near the point, there is always a correct one (the route control at the point).
3. Points may be included in the route more than once. However, only route controls at points that are next in line should be saved in the Tulpenrallye App.
4. On the way to a point or the end of the route section to which this system applies, a free route may be driven and U-turns may be made. All roads, whether or not they appear on the map, may be used in both directions, with the exception of map roads with a blocking cross/dot.
5. For safety reasons, the route should be chosen as much as possible in such a way that it can be followed in a continuous direction (i.e., preferably without turning around).
6. The shortest (drivable) route has been used to determine the length of the route.

1.2.6. Points unknown

1. From the beginning to the end of the route section to which this system applies, a route to the next point must always be constructed and driven according to the rules below.
2. There are a number of numbered points on the map.
3. Each point may only be included in the route once, and only when it is the point's turn (see point 5). In all other cases, points block the road sections underneath them.
4. From the start of the route section to which this system applies, the shortest route to point 1 must be constructed and driven.
5. At each point there is a route control with a number. This number indicates the next point to which the shortest route must be constructed and driven.
6. Route controls on the (correct) route between the points to be visited must also be saved in the Tulpenrallye app.
7. The end of the route section to which this system applies is reached by constructing the shortest route from the point where the recovery order DM TC is issued to the end of the route section to which this system applies.

1.3.7. Pace-notes system

1. The route can be indicated by means of so-called pace-notes.
2. Pace notes indicate the course of the route by means of the (intermediate) distances in meters, the gradation of the bends, and the indication of the turns.
3. This system was used in various editions of the (AMAC) Tulpenrallye, when the rally consisted of special stages.
4. Pace notes can be used to indicate some parts of the routes of the Tulpenrallye Pre-2000 2027.
5. Below is the legend of the pace notes according to the AMAC system from the 1970s and 1980s, as well as an example.

Example road book 1970– 1980

**PACE - NOTES
AMAC -Systeem**

START 50 ML 250 HR 200 R2 200
 PL 200 RHR 250 OHPL 200 L1 150 MR 200
 L4 (T) 600 HR (T) 150 MR (T) 200 MR (T) 300
 HR (T) + HL (T) 150 A plank 150 R1 200
 PL 200 PL 250 HR (T) 300
 R1 (T) 150 R2 250 Lg PL R > 300 L4 (T) 200
 ML 200 L1 100 RHL → RHR 100 HPL (T) 100
 RR2 550 MR → ML + HR (T) 50 FF 150 SF

**PACE - NOTES
AMAC -Systeem**

plank	= plank/full/voll	= vol gas/full speed/absolut voll
fl	= flauw/flat/schwach	= (nagenoeg) vol gas/(almost) full speed/ (fast) voll
1	= één/one/einz	= bocht van ca. 30°/bend of about 30°/ Kurve von zirka 30°
M	= midden/medium/mitte	= bocht van ca. 45°/bend of about 45°/ Kurve von zirka 45°
2	= twee/two/zwei	= bocht van ca. 60°/bend of about 60°/ Kurve von zirka 60°
H	= haaks/squared/senkrecht	= bocht van ca. 90°/bend of about 90°/ Kurve von zirka 90°
4	= vier/four/vier	= bocht van ca. 120°/bend of about 120°/ Kurve von zirka 120°
HP	= hairpin/hairpin/Kehre	= bocht van ca. 150/180°/bend of about 150/180°/ Kurve von zirka 150/180°
→	= into/into/wird	= gaat over in/changes into/geht über in
+	= plus/plus/und	= ca. 25 meter/about 25 meters/zirka 25 Meter
50	= vijftig/fifty/fünzig	= geschatte afstand in meters/estimated distance in meters/geschätzte Abstand in Meter
^	= heuvel/hill/Hügel	= heuvel/hill/Hügel
↑	= omhoog/uphill/hinauf	= berg op/uphill/Berg hinauf
↓	= omlaag/downhill/hinunter	= berg af/downhill/Berg hinunter
Lg	= lang/long/lange	= bocht draait erg lang door/very long bend/ Kurve dreht sehr lang durch
!<	= pas op/take care/Achtung	= attentie/attention/Achtung
<	= open/opens/öffnet sich	= bocht wordt minder scherp/the bend becomes less sharp/Kurve wird weniger scharf
>	= knijpt aan/tightens/wird scharfer	= bocht wordt scherper/bend tightens/Kurve wird scharfer
R	= rond/round/rund	= ronde bocht/round corner/runde Kurve
O	= open/open/offen	= wijde bocht/wide corner/weitgeöffnete Kurve
—	= onderstreept betekent dat er snel gelezen moet worden/underlined means that you have to read quick/unterstrichen bedeutet dass mann schnell lesen muss	

This appendix will be added to the final version of the regulations. The provisions of the privacy statement apply to everything the Tulpenrallye App records.