

16th Coppa d' Europa 2020

SUPPLEMENTARY REGULATIONS

Checked by BSHR: 2019-09/02
KNAF Permit number: 0455.19.286

Date: 02-09-2019
Date: 04-09-2019

PROGRAM OF THE EVENT

Wednesday 14 th August 2019	8:00	Entry open	
Thursday 31 st October 2019	12:00	Entry closes at initial rate	
Tuesday 31 st December 2019	12:00	Entry closes at medium rate	
Sunday 1 st March 2020	12:00	Entry closes at full rate	
Wednesday 1 st April 2020	19:30 – 22:00	Signing-on	Van der Valk Hotel**** Zuiderval 140 NL-7543 EZ Enschede T +31 53 800 08 00 www.vandervalkhotelenschede.nl
	22:00	(Pre)briefing	
Thursday 2 nd April 2020	06:15 – 06:45 07:30 08:01	Signing-on Briefing Start 1 st competitor in Enschede (NL)	
		Lunch	Follows
	20:30	End of leg and dinner:	Victor's Residenz-Hotel **** Klosterweg 6-7 D-37339 Teistungen T +49 36071 840 www.victors.de
Friday 3 rd April 2020	08:01	Start 1 st car in Teistungen (D)	
		Lunch	Follows
	20:30	End of leg and dinner:	Penta Hotel**** Salzstrasse 56 D-09113 Chemnitz T +49 371 33410 www.pentahotels.com
Saturday 4 th April 2020	08:01	Start 1 st car in Chemnitz (D)	
		Lunch	Follows
	18:00	Finish 1 st car	Wyndham Garden Hotel**** Wilhelm-Franke-Strasse 90 D-01219 Dresden T: +49 351 47820 www.wyndhamhotels.com
	20:30	Dinner, Prize giving	
Sunday 5 th April 2020		Breakfast	

	<p style="text-align: center;">1. ORGANISATION</p> <p>1.1. DEFINITION</p> <p>1.1.1. Stichting RREvents is the organiser of the 16th Coppa d'Europa 2019: 2-5 April 2020. The event will be organised and run in compliance with:</p> <ul style="list-style-type: none"> - FIA Code Sportif International (CSI); - KNAF Reglementen Boek (KRB); - KNAF Reglement Historische Regularity Rally's; - These Supplementary Regulations and eventual bulletins; - The traffic law of the countries where the event takes place. <p>1.1.2.1. The address of the Rally Office until 1th April 2020: Coppa d'Europa, Jules de Cortestraat 2, NL-5751 PR Deurne, Netherlands: timmers@coppa-europa.org</p> <p>1.1.2.2. During the event the address of the Rally Headquarters is at dining hotels shown above.</p> <p>1.2. OFFICIALS OF THE EVENT:</p> <p><u>Race officials:</u></p> <table border="0"> <tr> <td>Clerk of the course:</td> <td>KNAF lic.: 1061</td> <td>René Smeets (+31 475464679 or +31 654296099)</td> </tr> <tr> <td>Deputy clerk of the course:</td> <td></td> <td>Rudolf Dittmann (+49 24348080630 or +49 1774153137)</td> </tr> <tr> <td>Assistant clerk of the course:</td> <td></td> <td>Jos Timmermans (+32 495 203463)</td> </tr> <tr> <td>Rally Office: :</td> <td>KNAF lic.: 11100</td> <td>Jan Timmers (+31 642 628666)</td> </tr> <tr> <td>Chief results:</td> <td>KNAF lic.: 11099</td> <td>Wil Kiggen (+31 683 634785)</td> </tr> <tr> <td>Press & Public Relations:</td> <td></td> <td>Rudolf Dittmann, Karola Welz</td> </tr> <tr> <td>Permits:</td> <td></td> <td>Rudolf Dittmann, René Smeets, Jos Timmermans</td> </tr> <tr> <td>Paperwork & Road books:</td> <td></td> <td>Rudolf Dittmann, René Smeets</td> </tr> <tr> <td>Webmaster:</td> <td></td> <td>Richard Voss, voss@coppa-europa.org www.coppa-europa.org</td> </tr> <tr> <td>Check road books:</td> <td></td> <td>Jos Timmermans, Jan Timmers</td> </tr> <tr> <td>24 hr-car:</td> <td></td> <td>Jan Timmermans, Nellie Timmermans</td> </tr> <tr> <td>0-car:</td> <td></td> <td>Lambert Vermeulen Sr., Tineke Vermeulen</td> </tr> <tr> <td>Sweep car:</td> <td></td> <td>Wouter van de Veen, Jan Kuenen</td> </tr> <tr> <td>Marshals:</td> <td></td> <td>Bart Winter, Paul Sillen,</td> </tr> </table> <p>1.3. AMENDMENTS TO THE REGULATIONS</p> <p>Officially approved regulations can be changed at all times, in accordance with article 3. of the FIA ISC. Any modification or amendment to these Supplementary Regulations will be published by way of a numbered and dated Official Bulletin which will be an integral part of these Supplementary Regulations. Bulletins will be published on the internet, on the official notice board and/or distributed to the competitors. Every modification, explanation or amendment of the route and/or time schedule will be published as a Route-bulletin. These Route-bulletins will be published on the official notice board, at (un)manned controls or will be issued to competitors if possible. Instructions in the road books and mentions on Control Cards have the same precedence as these Supplementary Regulations, Bulletins and Route-bulletins.</p> <p>1.4. INTERPRETATION OF THE REGULATIONS</p> <p>The Clerk of the course is responsible for the running of the event and is in charge with the application of these Supplementary Regulations. In any case where these Supplementary Regulations do not provide an unambiguous ruling, the Clerk of the course will provide a ruling. In case of doubt in the interpretation of the Supplementary Regulations the English text will be binding.</p>	Clerk of the course:	KNAF lic.: 1061	René Smeets (+31 475464679 or +31 654296099)	Deputy clerk of the course:		Rudolf Dittmann (+49 24348080630 or +49 1774153137)	Assistant clerk of the course:		Jos Timmermans (+32 495 203463)	Rally Office: :	KNAF lic.: 11100	Jan Timmers (+31 642 628666)	Chief results:	KNAF lic.: 11099	Wil Kiggen (+31 683 634785)	Press & Public Relations:		Rudolf Dittmann, Karola Welz	Permits:		Rudolf Dittmann, René Smeets, Jos Timmermans	Paperwork & Road books:		Rudolf Dittmann, René Smeets	Webmaster:		Richard Voss, voss@coppa-europa.org www.coppa-europa.org	Check road books:		Jos Timmermans, Jan Timmers	24 hr-car:		Jan Timmermans, Nellie Timmermans	0-car:		Lambert Vermeulen Sr., Tineke Vermeulen	Sweep car:		Wouter van de Veen, Jan Kuenen	Marshals:		Bart Winter, Paul Sillen,
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	<p style="text-align: center;">2. CHAMPIONSHIPS</p> <p>The 16th Coppa d'Europa 2020 is part of:</p> <ul style="list-style-type: none"> - Dutch Historical Rally Championship, category Expert, - Dutch Historical Rally Championship, category Sport, - Dutch Historical Rally Championship, category Tour. - Deutsche Classic Series – DCS (to be confirmed). 																																										

	3. DESCRIPTION
3.1.	DEFINITION
3.1.1.	The 16 th Coppa d'Europa is a regularity rally for classic cars, where outright speed is not affecting the result. The classification will depend on navigation and the competitor checking through the various controls in the correct order. The average speed will never be higher than 49,9 km/h.
3.1.2.	Navigation systems: see Appendix.
3.1.3.	Countries traversed: the Netherlands, Germany, the Czech Republic, Poland.
3.1.4.	<u>Leg</u> = day <u>Section</u> = part of a leg <u>Stage</u> = part of a section, for example every change of an Appendix and between 2 time controls
3.1.5.	The time interval between crews will be 1 minute, unless otherwise decided by the Clerk of the course.
	4. ELIGIBLE CARS
4.1.	GENERAL
4.1.1.	After closing the last entry period, it is no longer possible to change the entry to the CoppaGT class (www.coppa-europa-gt.org). If it is not possible to participate in a registered replacement vehicle in the registered class after the last entry period, participation is only possible with a modern(er) car in the originally registered class, but without competition. See also art. 5.3.5.
4.1.2.	Entries are open in class CoppaSuper, CoppaSport or CoppaTouring for cars produced before 1-1-1986.
4.1.3.	The organiser reserves the right to refuse an entry from a particular car, if it does not comply with the spirit of the event. Cars will not be categorized on year of construction or cylinder capacity. Cars do not need any FIA or FIVA identity document.
4.2.	(ADDITIONAL) EQUIPMENT
4.2.1.	Equipment The car may be equipped with a roll bar or cage. A „4-Point“ safety belt is allowed. The car must be equipped with tow rope, an oil- and waterproof ground sheet (min. 4x2 metres) and all other equipment, which is legally required in the countries that are traversed (for instance warning triangle, 2 safety vests). Front seats may be replaced by safety seats; the back seats may be removed. In most countries it is obligatory to carry the following items on board: spare light bulbs, a valid fire extinguisher of at least 1 kg. and a yellow warning vest for every occupant.
4.2.2.	Lighting A car may not have more than 6 forward facing lamps. (Imitation) Gas discharge lamps (e.g. Xenon) are not allowed. Infringement will be punished with 300 penalty points.
4.2.3.	Communication equipment The use of mobile phones during the event, except in an emergency (retirement, serious incident) is forbidden and will lead to 300 penalty points per observed infringement.
4.2.4.	GPS equipment The use or presence of any fixed or mobile electronic (GPS) navigation system in the car or on the body is forbidden. Non-compliance will result in 300 penalty point per infringement.
4.2.5.	Check The organisation will frequently check compliance with the rules mentioned in article 4.2.2., 4.2.3., 4.2.4. If either of the crew members refuses to allow this check, the result will be immediate exclusion.
4.3.	DISTANCE MEASURING EQUIPMENT Mechanical and electronic or GPS powered distance meter or a combination of it, with or without the capability to calculate average speed, are allowed.
	5. ENTRY CONDITIONS / ENTRY FORM / ENTRY FEE
5.1.	DRIVERS LICENSE
5.1.1.	The crew must consist of the driver and navigator shown on the completed entry form (and on the published official start list). It is permitted for the crew to swap roles (driving/navigating) during the event as long as the crew member who is driving always has a valid driving licence and insurance.
5.1.2.	RALLYPAS The crew receive a "Rally Pass" (if they do not have a licence from their national ASN) from the organiser, which is valid for the duration of the event.

<p>5.2.</p> <p>5.2.1.</p> <p>5.2.2.</p> <p>5.2.3.</p> <p>5.3.</p> <p>5.3.1.</p> <p>5.3.2.</p> <p>5.3.3.</p> <p>5.3.4.</p> <p>5.3.5.</p>	<p>ENTRY</p> <p>Classes</p> <p>Entry is possible in the following classes:</p> <ul style="list-style-type: none"> • CoppaSuper: for very skilled and experienced participants with rally-prepared cars. • CoppaSport: for participants with less or little experience, with a slightly shorter route and at a slightly lower average speed. • CoppaTouring: for inexperienced teams, beginners and those wanting a more gentle event. <p>Entry procedure</p> <p>Crews may apply for an entry by completing and submitting the entry form either by post or via the form on the website www.coppa-europa.org</p> <p>The entry will normally be accepted when the crew has complied with all of the entry conditions: entry form filled in and the total entry fee paid.</p> <p>The start order in each class will in principle based on the order that entries are accepted and no rights can be derived from this.</p> <p>Requests from teams to get starting numbers close to each other are, in principle, not honoured to prevent cooperation / route exchanges, so that other teams are not (or cannot be) disadvantaged as a result. See also art. 8.5.2. behave in an unsportsmanlike way.</p> <p>Publication of the list of entries</p> <p>Publication of the (provisional) list of entries will be done in the week after the entry close of second rate.</p> <p>ENTRY FEE / PAYMENT</p> <p>Individual entry:</p> <p>Per crew € 1695; payment must be on our bank account before 31st October 2019. Per crew € 1895; payment must be on our bank account before 1st January 2020. Per crew € 2095; payment must be on our bank account before 1st March 2020. Single rooms are available on payment of a supplement of € 450 per crew. Additional dinner-vouchers for the prize-giving are available by paying € 50 per person.</p> <p>The entry fee includes:</p> <ul style="list-style-type: none"> - Secondary insurance - 2 rally plates - 2 door numbers - 3 nights bed and breakfast accommodation (2nd, 3th and 4th April) in ****-hotel for 2 crew members sharing a double or twin room - 3 lunches inclusive (non-alcoholic) drinks for the 2 crew members - 3 dinners for the 2 crew members - Road books, control cards, trip check, awards <p>Business entry</p> <p>It is possible to combine an advertisement in the Road books with the entry fee. You will receive an invoice for the advertisement increased with the entry fee. The invoice will have as a description „advertisement cost“.</p> <table border="0"> <tr> <td>Advertisement formats:</td> <td>A4 page 190 x 277 mm</td> <td>€ 995</td> </tr> <tr> <td></td> <td>½ A4 page 190 x 136 mm</td> <td>€ 610</td> </tr> <tr> <td></td> <td>¼ A4 page 92,5 x 136 mm</td> <td>€ 345</td> </tr> <tr> <td>Advertisement layout:</td> <td>done by us</td> <td>€ 55</td> </tr> </table> <p><i>advertisement prices include Taxes</i></p> <p>Payment details</p> <p>Rabobank Maasbracht (NL), bank account IBAN-nr. NL19RABO0113164181. Re: Stichting RREvents, Coppa d'Europa 2020 AND name of the crew (before the entry closing date). Bank International Code (BIC) RABONL2U,</p> <p>If a lower rate is received after the deadline for that rate, a supplementary payment must be made to make the fee up to the entry fee that was due at the time of receipt. <u>All bank transfer fees must be paid by the crew.</u></p> <p>If not settled beforehand, crews must pay these costs in cash at signing-on.</p> <p>Refunding of entry fee</p> <p>75% of the entry fee will be refunded if the entry is cancelled by the crew before 01/02/20 or if the event is cancelled by the organisers. No concession is made for irregular repayment and / or credit amounts. It is the responsibility of the crew to arrange for an extension of the existing insurance (eg travel insurance).</p>	Advertisement formats:	A4 page 190 x 277 mm	€ 995		½ A4 page 190 x 136 mm	€ 610		¼ A4 page 92,5 x 136 mm	€ 345	Advertisement layout:	done by us	€ 55
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<p>6.1.</p>	<p style="text-align: center;">6. INSURANCE / DECLARATION</p> <p>INSURANCE OF THE PARTICIPANT</p> <p>It is the responsibility of the owner of the car to arrange valid insurance covering him against liability for both personal injury to, and damage to the property of third parties on public roads, inclusive regularity- and test sections.</p> <p>It is the responsibility of the owner of the car to arrange such insurance and/or extend existing insurance as necessary. The crew must prove this at the control of documents.</p> <p>The owner of the car must have a personal accident insurance, covering the crew.</p>												

<p>6.2.</p> <p>6.3.</p>	<p>INSURANCE OF THE ORGANISER</p> <p>The entry fee includes the costs of the insurance of the organiser which can be summarized as follows:</p> <ul style="list-style-type: none"> - the organiser has arranged an insurance which covers participants against third parties, when participating in such parts of the event on private areas or on roads which are specially closed; - the maximum sum of this insurance is € 7.500.000,00 per incident/accident; - the own risk of the owner of the car is € 500,00 per incident/accident; - the insurance of the car owner, as legally established, will always preferred; - the insurance cover will come into effect from the first time control of the event and will cease at the last time control of the event or at the moment of withdrawal, disqualification or exclusion of the crew. <p>DECLARATION – INDEMNITY CLAUSE</p> <p>Both member of the crew must sign at the control of documents the declaration-indemnity clause. If not, the crew and the car are not allowed to start the event.</p> <p style="text-align: center;">DECLARATION – INDEMNITY CLAUSE</p> <p>I have read the Regulations of the "Coppa d'Europa" and agree to be bound by them, not only to the letter but also in the spirit. I declare that I am physically and mentally fit to take part in the event and I am competent to do so. I acknowledge that I understand the nature and the type of the event and the potential risk inherent with motor sport and agree to accept that risk.</p> <p>I declare that the car hereby entered is suitable and roadworthy for the event and that it is in conformity with the traffic laws and regulations for use on public roads.</p> <p>I declare that use of the entered car is covered by insurance as required by the law which is valid for such part of this event as shall take place on roads as defined by law, inclusive regularity- and test sections.</p> <p>I declare that the crew members are covered by a personal accident insurance.</p> <p>I declare that I am, as driver of the car, in the possession of a valid driving license.</p> <p>The FIA, members of FIA, promoter, organiser, sponsors, officials and marshals of the event decline liability in any incident or accident caused by or to participants and competing cars during the event.</p> <p>The FIA, members of the FIA, promoter, organiser, sponsors, officials and marshals of the event decline liability caused by riots, vandalism, natural catastrophe, etc...</p> <p>The FIA, members of the FIA, promoter, organiser, sponsors, officials and marshals of the event also decline any liability for the breach of the laws and regulations of the countries by participants in which the event will take place.</p> <p>Participants shall be held responsible for any accident or breach of laws and regulations in which they may be involved.</p> <p>Participants shall have no claim against the FIA, members of the FIA, promoter, organiser, sponsors, officials and marshals of the event arising out of any action of the FIA, members of the FIA, promoter, organiser, sponsors, officials and marshals during the course of the event.</p> <p><i>If a crew member has not reached the age of 18, the first legal responsible person of that crew member must sign the Declaration – Indemnity clause as well.</i></p>
	<p style="text-align: center;">7. ADVERTISING</p> <p>Advertising stickers provided by the organiser must be fixed on the front wings of the car. This required advertisement cannot be refused by the crew.</p>
<p>8.1.</p> <p>8.2.</p> <p>8.2.1.</p>	<p style="text-align: center;">8. GENERAL DEFINITIONS</p> <p>CREW</p> <p>All persons and the car whose names and make/type and registration number are on the published official start list are allowed to start.</p> <p>If the crew or car is changed at a later stage then the competitor will no longer be classified in the competition.</p> <p>START ORDER / RALLY PLATES</p> <p>Start order</p> <p>In general the starting-order will be based on the competition numbers, with lowest number first (unless otherwise declared).</p> <p>The crew's individual start time will be shown on their control card when it is issued.</p> <p>If a competitor arrives late at the start time control, then a new start time will be given and this will be penalised with a time penalty in accordance with 9.4.2.</p> <p>At each TC-OUT the road book will be issued 10 minutes before the individual starting time of each crew, so that they can check it for completeness.</p>

<p>8.2.2.</p>	<p>Rally plates Each crew will receive 2 rally plates showing their competition number. These should be fixed on the front and rear of the car in a visible position during the event. The plates must be in a vertical position (i.e. not flat on the bonnet). Rally plates may not obscure the number-plates of the car or the crew's vision. Breach will be penalised with 100 penalty points.</p>
<p>8.3. 8.3.1.</p>	<p>CONTROL CARD The crew will receive 2 types of control cards. One of which will be used to record the crew's time of arrival at time controls and driving times for regularities and driving tests. The other will be used at passage controls to record the displayed letters or stamps at both manned and unmanned controls. All control cards for the whole event will be handed over to the crew at signing-on. Each crew is responsible for their cards.</p>
<p>8.3.2. 8.3.3. 8.3.4.</p>	<p>Crews are obliged <u>to carry an ink pad</u> in their car for use at self-service stamp controls. Self-service stamp controls will not contain any ink pad. Any correction or modification on either control card will be penalised with 300 penalty points, unless this correction/modification is stamped by the marshal at the control. It is the responsibility of the crew to handover the correct card to the marshal where needed. It is also the responsibility of the crew to verify that the card has been completed correctly before they leave the control.</p>
<p>8.4. 8.4.1. 8.4.2. 8.4.3. 8.4.4. 8.4.5. 8.4.6.</p>	<p>ROAD BOOK It is possible that at any control (manned or unmanned) a new instruction will be issued. These instructions will replace instructions in the road book and must be followed. (see 1.3) Road books are in the (binding) English language. At the last page of the road books may contain a translation into another language on the final page. Towards the back of each road book may contain a copy of the control cards. These are intended to allow the crew to keep a full record of their own times and passage controls if they wish. In the road books fixed speed controls are marked with a thunderbolt, eventually with the max. allowed speed. Filling stations are marked with a text T or with the gasoline brand. The number of numbered pages is always stated on the frontpage of each road book. Each road book will be handed out to the crew 10 minutes before its starting time for checking, After that the crew is free to start. No formalities at your starting time which is filled in on your control card. Check that you have received the correct road book for your class per section. CoppaSuper/CoppaSport have different road books as CoppaTouring. Different routes can be marked or described. SU = CoppaSuper SP = CoppaSport T = CoppaTouring No specification means: valid for all classes.</p>
<p>8.4.7. 8.5. 8.5.1.</p>	<p>All mentioned distances are for the class, which drive the longest distance (CoppaSuper). The other classes in most cases cover a shorter distance in the same time.</p> <p>TRAFFIC RULES / REPAIR Traffic infringement During the event the crew need to follow strictly all traffic laws. Not following these laws and/or exceeding local speed limitations with more than 10 km/h, per day will be punished as follows: 1st infringement: warning / 2nd infringement: 100 penalty points / 3rd infringement: exclusion. Exceeding speed limit by more than 50% will be penalised by immediate exclusion.</p>
<p>8.5.2.</p>	<p>Behaviour The crew must not:</p> <ul style="list-style-type: none"> - block the road for another competitor or prevent him passing. - behave in an unsportsmanlike way and/or be guilty of dangerous driving. - behave in such a way that other traffic or public are inconvenienced. <p>The penalty will be at the discretion of the Clerk of the Course and may be up to exclusion.</p>
<p>8.5.3.</p>	<p>Quiet zones In Q-zones the competitor must give special attention to his behaviour to prevent inconvenience for local residents and other road users. Q-zones are marked in the road books with the text Q or Q-zone. The maximum speed in a Q-zone is 30 km/h. Infringement will be penalised in accordance with article 8.5.1. or 8.5.2.</p>
<p>8.5.4.</p>	<p>Repair Competing cars must run the whole route under their own power. Organised service assistance, other than that provided by the organiser, is strictly forbidden. Infringement will be penalised with not starting or exclusion. There will be NO organizer's service car available during this Coppa d'Europa. The sweep car is not a service car.</p>
<p>8.5.5.</p>	<p>Serious incidents In case of a serious incident (e.g. accident, police, inhabitants, etc.) call immediately the Clerk of the course.</p>
<p>8.5.6.</p>	<p>Retirement Any crew unable to complete the event is requested to inform the Rally Office as soon as possible.</p>

9. RUNNING OF THE EVENT

9.1. GENERAL

9.1.1. The crew will receive all control cards at signing-on. (See 8.3.1.).

9.1.2. The crew must hand over the control card(s) to the marshal at each manned passage or time control so it can be filled in by the marshal.

9.1.3. Both control cards must be handed over to the marshal at the end of a section.

9.1.4. A maximum of 2 pieces of luggage can be transported by the organization. Labels will be available at signing-on.

Only for registered persons luggage equipped with label with start number and name can be placed in the lobby of the hotel no later than 09:00 in the morning, and this luggage will be delivered by the organisation to the lobby of the next hotel.

9.2. CONTROL OPENING TIMES

- All controls will be operational from 15 minutes before the planned reporting time of the 1st crew until 30 minutes after the planned reporting time of the crew concerned, unless the Clerk of the course decides otherwise.

- Reporting at a control outside these times will be considered as missing the control.

- A schedule showing control opening times will be issued and/or shown on time control cards.

Applies also to regularity stages and tests and in case of a regularity stage or test the 300 penalty points have to be read as 150 penalty points (in accordance with articles 9.6.5., 9.7.4. and 10.2.3.).

9.3. CONTROL RECOGNITION

See examples of different control boards at signing-on and in Appendix 1.

9.4. TIME CONTROLS

9.4.1. Time keeping will be done by radio controlled clocks, time printers and stopwatches.

9.4.2. Early or late reporting at a time control will be penalised with 10 penalty points per minute (with a maximum of 300 penalty points)

Reporting early at a time control-IN is allowed without penalty so long as the crew asks the marshal to enter their ideal time on the control card.

Missing a time control will be penalised with 300 penalty points.

9.4.3. During a time check, the marshals record the time of reporting on the time card. This may be handed over to the marshal 1 minute before the desired time, whereby the desired time must be told to the marshal. At the time noted, the time card is handed over again and the crew can continue their way.

9.4.4. All TCS-IN may be entered early within the opening times without penalty, however, the marshal will fill in the ACTUAL TIME to eliminate time advantage for the next part. The results team will then not calculate penalty points.

9.5. PASSAGE CONTROLS

The following type of Passage Control will be used during the event:

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

Controls are ALWAYS located on the right hand side of the road except on small triangles and the like, where they may be placed on the left hand side (See also Appendix 3.k and 5.b in particular).

Controls will only be placed on the correct route (i.e. there will be no "dummy" controls).

Each recorded Passage Control letter or stamp from another class will be penalised.

Each missing or incorrectly recorded Passage Control letter or stamp will be penalised with 50 penalty points.

Control letters are displayed on a yellow background (see Appendix 1) and there may be a conspicuous red board behind them.

Unmanned self-service stamp controls may have a conspicuous orange board behind them.

Due to the likelihood of stationary cars at these locations, panel B (appendix 1) can also be placed on the LEFT hand side of the road for clarification.

9.6. REGULARITY STAGES

9.6.1. On the route there may be regularity sections. The (self) RS (Regularity Start) and (self) RF (Regularity Finish) of each regularity will be identified in the road book by means of both a photograph and a description of the location.

Control boards showing a start flag and a chequered finish flag respectively will also be placed at the location.

From manned starts of regularity stages no photographs will be shown in the road books.

9.6.2. Due to the likelihood of stationary cars at these locations, in principle only in case of a self start these boards will be placed on the left hand side of the road.

9.6.3. The driving time will be calculated by the results team, except when the regularity stage has a self-finish in which case the crew must calculate the driving time and fill it in on the control card.

9.6.4. All regularity stages must be driven at an average speed of 49.9 km/h.

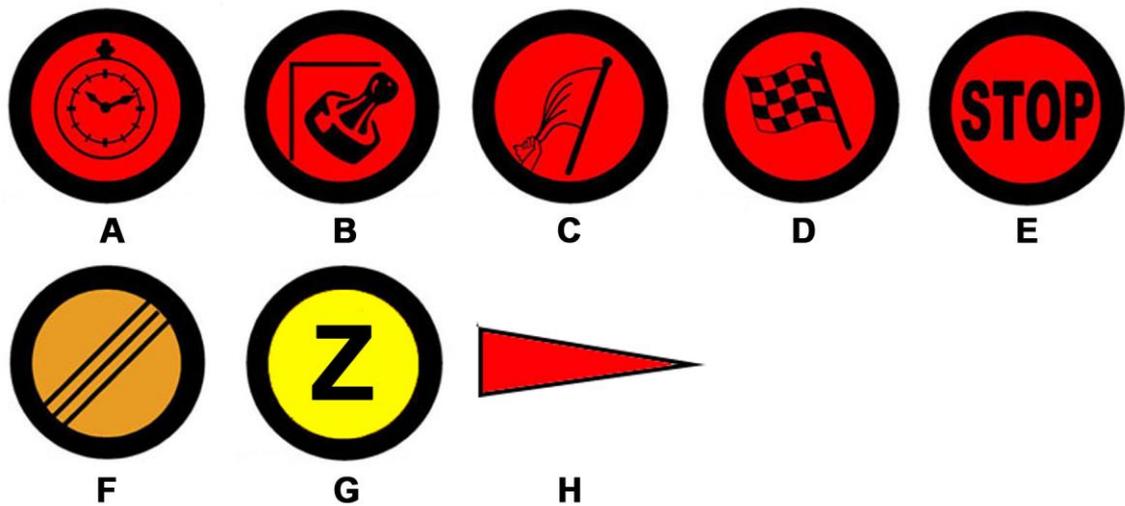
9.6.5. The crew will receive 1 penalty point per second deviation from the ideal time with a maximum of 150 per regularity stage. The first second deviation will be penalty free.

<p>9.6.6.</p> <p>9.6.7.</p> <p>9.6.8.</p> <p>9.6.9.</p> <p>9.6.10.</p> <p>9.7.</p> <p>9.7.1.</p> <p>9.7.2.</p> <p>9.7.3.</p> <p>9.7.4.</p> <p>9.8.</p> <p>9.9.</p>	<p>In addition crews will be penalised as normal for missing or incorrectly recording any passage control during the regularity stage.</p> <p>The regularity with the most penalty points per crew will not be counted in the final result.</p> <p>1 timing point (TP Finish) in each regularity. Finish regularity including control sign F (see Appendix 1).</p> <p>If the speed limit is lower than the required average speed, there will be no timing point immediately following, and you will have the opportunity to get back on time before the timing point.</p> <p>When the start of a regularity is a manned start, you have to report on arrival immediately – within the opening times and the starting order isn't important. This way the marshals can proceed with the start formalities and avoid a queue building up.</p> <p>TESTS</p> <p>Tests will be defined in the road books and will also show the Test length and ideal driving time.</p> <p>You will be started by a count down from stand still and the finish will be "Stop Astride (à cheval)". "Stop Astride" means that the car's front wheels must cross the finish line but the car must come to a complete halt before either of the rear wheels cross the line (so that the "finish line" is under the car). The finish line will be between two pylons and may or may not be physically marked on the ground.</p> <p>Each second difference from the prescribed ideal driving time will be penalized with 1 penalty point, where the first second will be penalty free.</p> <p>The maximum penalty at each test will be 150 penalty points (including jump start, missing the Test, and deviating from the correct route).</p> <p>DETOURS</p> <ul style="list-style-type: none"> • Unplanned detours from the original route will be indicated by the use of red arrows (see examples at signing-on) that should be followed to bring you back to the original route. This will be done by a single red arrow, the indicated direction must be followed. . • There may be controls during such a detour. • The end of a detour will be marked with 2 red arrows, positioned horizontally underneath each-other. It is possible that at this point a route-instruction that must be followed by the crew will also be displayed (see 1.3). • The double red arrows will be located at the point where the detour re-joins the original route. The arrowed detour may also end at a location on a road that is shown on the map (in the road book). In this case the crew should start following the instructions in the road book from this point. <p>SECURITY</p> <p>The parking spaces of the overnight hotels will be supervised.</p>																																						
<p>10. SIGNING-ON / PENALTIES</p>																																							
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<p>11.1.</p> <p>11.1.1.</p> <p>11.1.2</p> <p>11.1.3.</p> <p>11.1.4.</p> <p>11.2.</p> <p>11.3.</p> <p>11.4.</p> <p>11.5.</p>	<p>RESULTS</p> <p>The results team will use the marshal's checklist as their primary source of times and other penalties at manned controls. The competitor's cards will be used as a back-up. Interim classifications will be published at the latest 2,5 hours after closing Hotel-IN if possible (in the case of unforeseen circumstances).</p> <p>A crew may submit a written query, about the interim results to one of race officials between 1 hour and 30 minutes before the start of the 1st car at the next Leg. In case a published interim classification needs to be corrected, a printout will be published at the next lunch location.</p> <p>The provisional final classification will be published 1 hour after the finish time control closes at the latest. A crew may submit a written query, about the provisional final results to one of the race officials within 30 minutes after publishing of this classification.</p> <p>An interim or final classification will be definitive 30 minutes after its publication time.</p> <p>CLASSIFICATION</p> <ul style="list-style-type: none"> The classification in each class will be determined by totalling the penalty points for each classified crew. The classified crew with the lowest penalty points will be the winner in the class. The next lowest will be second and so on. The winner of the CoppaSuper class will be deemed the overall winner of the 15th Coppa d'Europa. In case of a tie, the crew that achieved the best result in section 1 will be the winner. If this is not sufficient to resolve the tie, the results in the second section will be used, then the third, and so on until the tie is resolved. <p>PRIZES</p> <ul style="list-style-type: none"> 30% of the started teams will receive a prize. The best 10% of the classified crews in each class will receive gold prizes, the next 10% silver and the next 10% bronze. In each class there will be additional prizes for the Best Mixed Crew. There will be given a "Spirit of the event" award. The organizer reserves the right to award further honorary awards. <p>PROTEST</p> <p>See article 12 of the KNAF Reglement Historische Regularity Rally's.</p> <p>PRIZE-GIVING</p> <p>The prize-giving will be (immediately) after the approval of the final classification.</p>																																																			

Appendix Supplementary Regulations Coppa d'Europa 2020

Appendix 1 Schedule showing and explaining examples of control signs and detour arrows



A	Time controls (TC's) - black on red (25x25 cm)
B	(Un)manned (self service) stamp passage controls - black on red (25x25 cm)
C	(Self)start of regularity stage (RS) or driving test – black on red (25x25 cm)
D	(Self)finish regularity stage (RF) or driving test – black on red (25x25 cm)
E	Stop board - black on red (25x25 cm)
F	End of Control Area - black on beige (25x25 cm)
G	Unmanned passage controls (code boards) – yellow (25 cm)
H	Detour arrows - (red 39x20 cm)

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Appendix 2 Environment

- Crews should constantly be aware of the possible injurious effect that the event can have on its surroundings and the environment.
- Every car must be equipped with a ground sheet (e.g. agricultural plastic, etc.) with minimal dimensions of 4 x 2 metres, which should be placed under the car while servicing and parking during all lunches, between legs and at the finish of the event. Infringement can be punished with 100 penalty points per observed infringement.
- In addition, an oil tray should be used for cars that are leaking oil.
- Every time that any repair is undertaken, the competing car must be placed on a sealed surface and must stand on its ground sheet.
- The area must be left clean at all times.
- Waste fluids, spare parts, materials and any other objects must be either transported in the car or disposed of in suitable refuse containers if available.
- Should soil pollution occur, the crew is obliged to immediately report all relevant details personally to the organisation.
- Costs for rectifying any damage will be charged to the responsible crew.

Appendix 3 General map reading instructions

- It is only permitted to use roads that are shown on the distributed maps/map fragments, with 2 lines. Roads, where one of the lines has a broken edge may be used.
- When roads shown by a single line are to be used, this will be clearly explained.
- Within circles drawn on the map/map fragments, it is permitted to use any road, whether shown on the map/map fragments or not, to continue the planned direction.
- No controls will be located within these circles.
- Borders, map symbols and map text are not deemed to interrupt roads and when necessary you may cross a solid white line in the centre of the road in order to turn on or off a side road.
- In case that a road shown on the map/map fragment continues as a new road which is not shown on the map/map fragment, then this new road should be used only when the original road shown on the map/map fragment is no longer present, or can no longer be used.
- Newly constructed roundabouts can be used at all times.

- h) Roads, marked by the organisers, with a blocking cross (X) are not allowed to be used.
- i) Turning on the route is not permitted, unless instructions specifically allow this.
- j) All roads and junctions may be used multiple times in all directions (except in case of Appendix 4 "Printed line" and Appendix 5 "Points and/or arrows" (if relevant to your class) which must only be negotiated in the direction shown although it is allowed to cross, touch, to leave sideways and to drive onto the printed line and arrows). Even roads which you have already used or plan to use later may be reused.
- k) To drive the shortest route, sometimes it's possible to turn around at a (map-) triangle. This is NOT deemed to be turning on the route, because you're always driving forward! At such triangle-locations passage controls can be placed on either the right or left hand side.
- l) Spot Heights (i.e. a dot on the map marked with a height number) are not turning points.
- m) If the plotted route cannot or may not be driven, a reconstruction must be made via map roads such that in order of importance:
 - The planned route at the next meeting of map roads (=pick-up point) in the constructed driving direction will be continued ;
 - The chosen reconstruction route is as short as possible.
- n) If a later piece of the constructed route is used / driven during the reconstruction, this will never count as driving the route according to the original route order.

Appendix 4 Printed line (with barricades)

Not valid for CoppaTouring

- a) The road book contains map fragments, on which a line has been printed.
- b) The roads covered by this line should be driven as accurately as possible and in the correct direction.
- c) Barricades are shown as numbered cross-lines on the map fragments. Whilst driving the stage (appendix) you must not cross the numbered barricades. In other words: whilst driving the stage (appendix) you must not ever use a road (or part of it) with a numbered barricade.
- d) You must drive as much of the printed line as possible. In case that a numbered barricade blocks the route, you must leave the printed line at the last possible junction before the numbered barricade and return to the line again as soon after the barricade as possible. Such a detour must be as short as possible.

Appendix 5 Points and/or arrows

- a) The road book contains map fragments, on which some numbered points and/or arrows are shown.
- b) You should drive between the points and/or arrows (i.e. from point to arrow, from arrow to point, from point to point or from arrow to arrow, from Time Control to first point or arrow and also from last point or arrow to Time Control), in numerical order using the shortest route, except if the required map reading system in the road book and / or bulletin is described as "the second shortest route" or a free route between points and/or arrows. In case of a free route between points and/or arrows, passage controls can only be placed AT points and/or ON arrows. In such case passage controls at points will be placed on the most logical side of the road/route. To clarify: When you come from another direction, in case of free route, such a passage control may be on the left hand side of the road. This is not wrong.
- c) You must drive the entire length of each arrow, from the beginning to (and including) the arrowhead, as accurately as possible in the indicated direction.

Appendix 6 Arrows with barricades

Not valid for CoppaTouring

- a) The road book contains map fragments on which arrows have been printed as per Appendix 5. Some or all of these arrows will feature barricades as per Appendix 4 c and d. These arrows and barricades should be treated as defined in the relevant Appendices.

Appendix 7 Borderline

Not valid for CoppaTouring

- a) During border line approach, a route should be constructed that approaches the border line (by the organization marked line to the map fragment) as closely as possible without crossing the border line, ensuring that the surface between the route and the border line remains as small as possible.
- b) Printed arrows are – including Appendix 3 j) – required to include in your planned route construction.
- c) The border line may be touched (so called "light" is driving), but may never be crossed.
- d) The route should be as short as possible.

Appendix 8 Route description on map

Not valid for CoppaTouring

- a) The road book gives a numbered list of features such as map symbols, road numbers, village names, spot heights, and other general map text and so on.
- b) You should drive through the features in numerical order.

- c) The correct route passes either through or (if that is not possible) as close as possible to the listed features as shown on the map fragment.
- d) Between the features you should drive the shortest route.

Appendix 9 Tulip system

- a. The Tulip system is well known to all competitors.
- b) Tulips can be given with or without distances.
- c) The Tulip diagrams are sketches. Some corners or bends may be changed or ignored in order to provide a clearer representation of each junction.
- d) The junctions are not drawn to scale.
- e) Paved and hardened roads are shown by a solid line.
- f) Unpaved and unhardened roads are shown by a broken line.
- g) At each Tulip location crews must drive the longest route possible. However, you may not use/drive any road more than once. At junctions you may not cross your own route, but you may touch (e.g. coming to the same point from opposite directions you may both times turn right).
If in the bottom left corner of the tulip diagram is written a letter **K**, you must drive the shortest route in that diagram.
- h) At roundabouts the route is free and the junctions should be negotiated under normal traffic regulations.
- i) When there is no tulip, you must continue to drive along the main road. In the case of a roundabout without a tulip, you should go straight on, or as near straight on as possible.

Appendix 10 Herringbone Not valid for CoppaTouring

- a) The route to drive is shown as a vertical straight line and should be read from bottom to top.
- b) The route to drive can also be shown as a Tulip system where the arrow always point to the top.
- c) From this line or Tulip diagram approximately horizontal lines are drawn, which represent roads on your right and/or left.
- d) The herringbone can be given with or without distances.
- e) The herringbone is not displayed to scale.
- f) Paved and hardened roads are shown as a solid line.
- g) Unpaved and unhardened roads are shown as a broken line.
- h) Attention: The Herringbone-Tulip-diagrams are not a sketch of the actual junction and should be read as a herringbone.

Appendix 11 Route description for CoppaTouring ONLY

- a) The road book will give a list of numbered instructions.
- b) You should follow the instructions in numerical order.
- c) When text is between quotation marks than this refers to an inscription. "Maasbracht" means for instance the town sign of Maasbracht.
- d) The following abbreviations can be used

R = right	L = left
RD = straight forward	ri. = direction
X = crossing	T = end of the road
Pnb = town sign	VRW = give way
VKL = traffic lights	Rot. = roundabout
Spl. = Y-junction	WW = road sign
- e) If other abbreviations are used, they will be explained in the road book.