

TULPENRALLYE

4 - 10 MAY 2025



1e Vintage Tulpenrallye

Regulations



Final - 7 March 2025



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1. DESCRIPTION EVENT

The foundation "Stichting Tulpenrallye" license number: 451; will organise the 1st Vintage Tulpenrallye, an international regularity event, from 6 until 10 May 2025. The event will be run in compliance with the FIA International Sporting Code, the KNAF regulations Historic Regularity Rally's and with permission of the national historic motorsport associations (FFSA, LOF, BEHVA and KNAF) and with these regulations, the entry form and all bulletin, 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.

Approved by KNAF on: 07-03-2025

Permit number: 0451.25.052

2. ORGANISATION

2.1 - Organising committee

| | |
|----------------------------|---|
| Frank Pauli | Chairman |
| Willem van Leeuwen (50997) | Clerk of the course |
| Marion Woud (40610) | Competition secretary / Rally Office / Head of Marshals |
| Kees van Loon | Partner- and sponsorships / Media / Communication |
| Erwin Berkhof | Route manager |
| Jan Berkhof | Route manager / Head of Marshals |
| Wilko Derksen | Logistics and Deco |

2.2 - Officials

| | |
|---------------------------------|--|
| Head of Results center: | Maarten Kalk |
| Hoofd of Permits: | Kees van Hattum |
| 24 hours car: | John Hoogendoorn / Laurens Hoogendoorn |
| Assistant route managers: | Hanny Berkhof / Carina van Westen |
| Assistance car "299": | Job Brouwers / Jacco Stegeman |
| Assistance car "399": | Bas Aalberts / Monique Aalberts |
| Break down center "499": | Paul Neeskens / Gertjan de Groot |
| Mediateam: | CarGuys XL / Neneh Reza Verburg |
| Scrutineers conformity control: | Pieter Dijkshoorn / René Klement / Fabian v. Slooten / Tim de Jong |

2.3 - Rally Office (Head Quarters)

Marion Woud ☎ + 31 (0) 6 41291219 ✉ rallyoffice@tulpenrallye.nl
Adres: Zandvoorterweg 4 - 2111 GV Aerdenhout - NL
During the rally the RallyOffice 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 1st Vintage Tulpenrallye is made possible by, among others, the 5 Partners of the Tulpenrallye; Vredestein, State of Art, Hiscox TCC Smart IT Solutions and Hertz.

3. PROGRAMME AND LOCATIONS

| Date | Time | Programm | Location HQ and notice board |
|-------------------------|--|---|--|
| 01-12-2024 | 10:00 hrs. | Entries open | www.tulpenrallye.nl |
| 15-12-2024 | 20:00 hrs. | Entries closed (subject to) | www.tulpenrallye.nl |
| 22-12-2024 | 20:00 hrs. | Publication competitor list | www.tulpenrallye.nl |
| 1-3-2025 | 20:00 hrs. | Publication final regulations | www.tulpenrallye.nl |
| 5-3-2025 | +/- 18:00 hrs. | Mailing letters of confirmation (by e-mail) | www.tulpenrallye.nl |
| 12-4-2025 | 13:30 - 17:00 hrs. | Compulsory conformity control for all competitors living in the Netherlands | Central location in the Netherlands |
| 06-05-2025 Tuesday | 12:00 - 18:00 hrs (Program and locations available in March 2025) | <ul style="list-style-type: none"> • Conformity control of the car (foreign crews) • Documents control (foreign crews) • All crews report at the Rallyoffice for welcome drinks and instructions | Hotel Mercure Macon Bord de Saone 26 Rue Pierre Coubertin 71000 Mâcon, France www.allaccor.com Tel: +33385219393 |
| | 19:00 hrs. | Publication starting list Wednesday May 7 th | |
| | 19:30 - 23:00 hrs. | Dinner | |
| 07-05-2025 Wednesday | 9:00 hrs. | Start 1 st crew leg 1 | Macon |
| | From 17:00 hrs. | Finish leg 1 | Hotel Mercure Dijon Centre Clemenceau, 22 Bd de la Marne 21000 Dijon, France www.allaccor.com Tel: +33380723113 |
| 8-05-2025 Thursday | 9:00 hrs. | Start 1 st crew leg 2 | Dijon |
| | from 17:00 hrs. | Finish leg 2 | Best Western Plus Crystal Hotel 5 Rue Chanzy, 54000 Nancy, France www.bestwestern-hotel-crystal.com Tel: +33383175400 |
| 9-05-2025 Friday | 9:00 hrs. | Start 1 st crew leg 3 | Nancy |
| | from 17:00 hrs. | Finish leg 3 | Parc Hotel Alvisse 120 Rte d'Echternach 1453 Dommeldange, Luxemburg, Luxemburg www.parc-hotel.lu Tel: +352435643 |
| 10-05-2025 Saturday | 9:00 hrs. | Start 1 st crew leg 4 | Luxemburg |
| | from 16:30 hrs. | Finish 1 st Vintage Tulpenrallye | Hotel Dolce la Hulpe Brussels Chau. de Bruxelles 1351310 La Hulpe, Belgium www.dolcelahulpe.com Tel: +3222909800 |
| | 19:00 hrs. | Publication final classifications | |
| | 19:30 hrs. | End of protest period / Classifications are official and final | |
| 19:00 - 24:00hrs. | Dinner and festive prize giving Dresscode: Black Tie | | |

4. ENTRY CONDITIONS

4.1 - Registration procedure

Registration for the 1st Vintage Tulpenrallye is at invitation only. Crews (driver and navigator) can register via www.tulpenrallye.nl.

Registration is at least open from 1 December 2024 10:00 hrs. until 15 December 2024 20:00 hrs. (the initial registration). Only crews that have fully completed their registration (incl. photographs) and have paid the initial registration fee by December 15th 2024 20:00 hrs., can be accepted within the initial subscription period.

If the maximum number of entries has not been reached on December 15th at 20:00 hrs., the registration will remain open thereafter, until 1 March 2025 or until the date on which the maximum number of entries is being reached.

The organization reserves the right to reject any application. The navigator must not be younger than 16 years. By sending the registration form both members of the crew confirm to agree with the legal provisions of these regulations and all which is included in that.

With the registration you also need to provide:

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

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 Wednesday 5 March 2025 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 6 May 2025, 17:00 hrs. It is not allowed to change the car during the rally. Changing of car during the rally will lead to exclusion. Only 1 person of the crew can be changed. When both crew members are being changed the registration will be cancelled.

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

4.3 – Classes

There will be no distinction in classes at the 1st Vintage Tulpenrallye. All crews will compete in the same class.

4.4 - Entry fees

Entry fee crews

The entry fee is € 2.850 per crew. The pre-registration fee is € 750 and must be paid directly after the (digital) registration via remittance. The rest of the entry fee should be received no later than the 15th of January 2025. The entry fee includes all rally items listed at 7.2, as well as 5 dinners for two persons (including dinner on Sunday 4 May 2025 and festive prize-giving on Saturday 10 May 2025), 4 lunches for two persons, 2 KNAF 'Event Registration Certificates (ERB)' and all other rally materials. The crew can book hotels through the organization. A double room is reserved for each team as standard after the finish on Saturday May 10. The costs are € 200 and are not included in the registration fee.

Tulpenrallye Member entry

The registration fee is € 3.250 per crew. In addition to the regular items, the crew is guaranteed a starting place and has the opportunity to purchase a hotel package through the organization. A double room is reserved for each crew after the finish on Saturday 10 May. The registration fee excludes the costs of the hotel package. The team receives a Member clothing item, 2 Member events and various extra benefits. Upon registration, a € 750 pre-registration fee must be transferred immediately. The rest of the entry fee should be received no later than the 15th of January 2025.

Businessclub entry

The registration fee is € 3.650 per crew. In addition to the regular items, the crew is guaranteed a starting place and has the opportunity to purchase a hotel package through the organization. A double room is reserved for each team after the finish on Saturday 10 May. The registration fee excludes the costs of the hotel package. The registration includes an advertisement on the website and logo mention on banners with businessclub participants. Upon registration, a € 750 pre-registration fee must be transferred immediately. The crew will receive a business invoice around in the beginning of January 2025, which must be paid no later than 14 days after receipt.

Partner/Sponsor entry

Registration as a partner or sponsor is done in consultation with the organizing committee. 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. The car must be build before 1-1-1960. There is a limited number of places available. Registration conditions can be requested from the Rally Office.

4.5 - Payment of entry fee

Payment can be done by Ideal on the Dutch website. Amounts can also be transferred to IBAN NL71 ABNA 0606633596 Re: Stichting Tulpenrallye.. BIC ABNANL2A. Please state the name of the crew and in case of business registration also the number of the invoice.

4.6 - 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 the entry can be taken over by another crew, then the paid entry fee will be returned minus an administration fee of € 100. In case no other crew can take over the entry, the following will apply:

- In case the event will be cancelled by the committee, a minimum of 20% of the entry fee will be refunded.
- In case of refusal of the entry by the Committee, all received entry fees will be refunded.
- If the entry is withdrawn by a regular or business entry prior to 1-3-2025, a fee of 750 euro is due.
- If the entry is withdrawn by a regular crew between 1-3-2025 and 12-4-2025, the crew owes the Committee € 1.750.
- If the entry is withdrawn a Tulpenrallye Member or Businessclub crew, the amounts mentioned are respectively € 400 and € 800 higher than for a regular registration.
- If the entry is withdrawn by the crew after 12-4-2025, the crew owes the Committee the entire entry fee.

5. INSURANCE - LIABILITY

5.1 - Liability

The committee denies all responsibility in case of any incident or accident that occurs during the rally, by and /or to the crews and the participating cars. The committee takes no responsibility for behaviour of the participating crews that is not in line with the local law of the countries that are being passed.

Crews will be held responsible during the event for:

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

Crews will not file any claims against the committee that are related to incidents or accidents that could have been caused by the committee, marshals, officials or sponsors of the event.

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

"I have read the regulations of the 1st Vintage Tulpenrallye as well as the bulletins and briefings that have been published, and declare to accept these and to comply with the contents of these. I confirm that I am physically and mentally healthy to take part in the event and that I am competent to do so. I acknowledge that I recognize the

nature of the event as well as the possible risks and associated risks, also due to the motorised nature of the event, and confirm that I accept these risks.

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

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

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

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

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, Luxemburg and France).

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

- The organiser has taken action to insure the crews against the risk of third parties.
- This insurance does not cover the mutual liability between participating crews.
- The own car insurance of the crew, as defined by law, will always prevail.
- The coverage by this insurance starts at the start of the rally and ends at the finish of the event, or when the crew terminates its participation or is being disqualified.
- 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.

6.1 - Permitted cars

Entries are open to properly maintained passenger cars, preferably in the most original state. Cars must have been manufactured prior to 1 January 1960. A crew must be able upon request to substantiate with documents that the car was actually produced before 1-1-1960.

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

6.2 - Compulsory equipment in the car

In addition to the compulsory resources in the relevant countries, all cars must carry the following items:

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

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

6.3 - Measuring equipment in the car

- Both (semi-) mechanical and electronically powered distance meters are permitted to be used.
- The use and presence of digital stopwatches and / or radio controlled clocks as well as 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, map data or map data) in the participant compartment of the car. This will be checked by the organization and, if violated, will be penalized in accordance with this article.
- The use or presence in the car during the rally of electronic navigation (fe Garmin en 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 usage or presence of the Brantz Electronic Speedtable, or similar equipment, is not allowed.
- The only exception to devices in the compartment of the car concerns the device on which the Tulpenrallye-app (hereinafter referred to as app) is running. During the rally, only the app may be running on this device.

The committee will frequently check compliance with these rules. Non-compliance with this clause will result in: at the start: no start permit. The Presence of a disabled device in the car compartment will be penalized with 250 penalty points per violation. Presence of an enabled device will be penalized with 500 penalty points per violation.

6.4 - Communication equipment

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. Headphones for hearing protection are 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, all cars will be checked. Cars that are equipped with an electric ignition will be measured at a speed of 3.500 rpm.

For cars with a year of construction before 31-12-1950 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 .
- 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 interior of the car.

6.7 - Advertising

Own advertising on the car is NOT allowed. This also applies for business registrations. 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 organization by purchasing trees, may apply 2 'Lifeterra x Tulpenrallye' stickers only on the left and right of the rear mudguard/screen.

Participants who sponsor the participation of the Famous Dutch (BN) crew, by sponsoring 2 company logo stickers on the car of the celebrity, may also apply 2 company logo stickers on their own car.

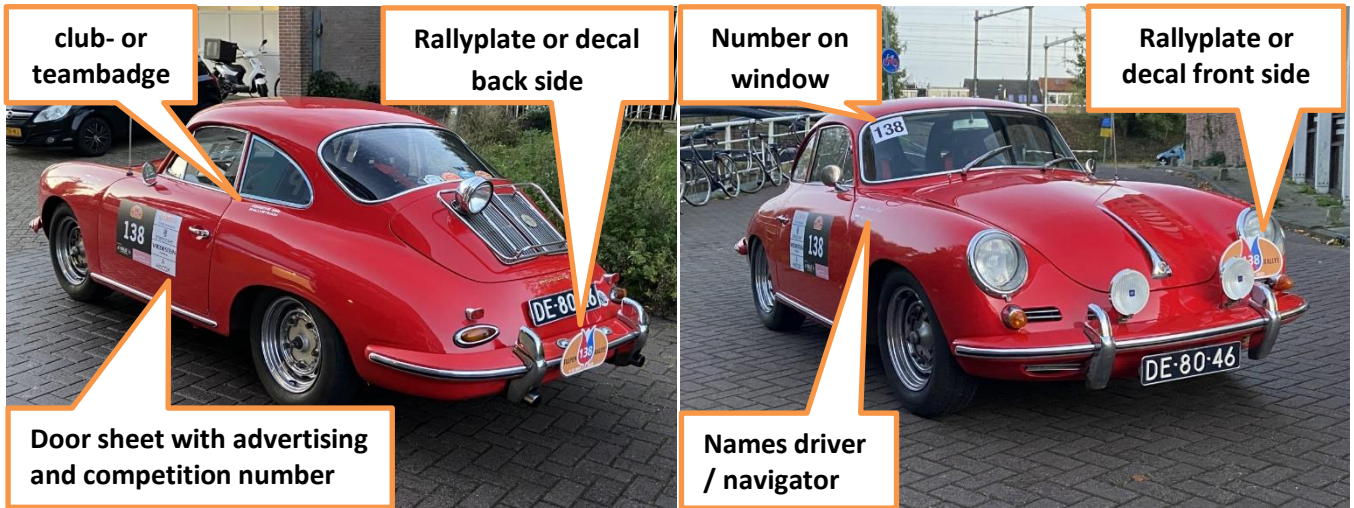
Advertising for which it can be demonstrated that this car model has been driven in a certain version with this advertising in the past can be maintained if and insofar as the advertising stickers, colours, lettering and dimensions correspond to the original advertisement.

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 (compulsory)

All crews that live in the Netherlands must participate in the compulsory conformity control for the participating car that will be held on April 12th 2025, at a location in the Netherlands.

The conformity control will include at least the following:

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

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

After the conformity control the crew must report to the Rally Office, which is also located in the same building. The conformity control of the cars of foreign competitors will be held on Tuesday afternoon 6 May 2025 in Macon. The exact location will be published in the letter of acceptance.

7.2 - Documents control

All crews that live in the Netherlands must participate in the compulsory documents control that will be held on 12th April 2025, in the Netherlands. Only for participants living abroad, the documents control will be held on Sunday afternoon, May 6th 2025 in Macon, at a location to be determined. See also the map sent with the letter of acceptance (digital).

The following documents will be checked: entry form (self printed by the crew), car registration documents and Rally Licence (Rally Pas). Conformity-deviations during these controls could result in exclusion from the event.

Upon presentation of the letter of confirmation every competitor receives:

| | |
|---|--|
| 2 door sheets with competition number and advertisement. | Clothing |
| 2 rallyplates + 2 rally decals | 1 Tulpenrallye mapreading ruler |
| 2 name badges + key-cord for lunches and dinners | 1 start/windshield number |
| 2 year plates 2025 (+ badge for new competitors) | 2 booklets with consumption vouchers |
| Tulpenrallye clothing | 2 vouchers for the dinner on 10 May 2025 |
| 2 KNAF 'Event Registration Certificates (ERB)', including personal accident insurance, value € 35 p.p.* | |

*Competitors that indicate the number of a valid (2025) KNAF rally or historic rally license when registering, will receive a refund of € 35 per person. This also applies to foreign crews that can show a valid EU rally- or Historic rally license.

You will be requested to show your badge in order to attend the lunches and dinners during the rally. Extra dinner vouchers, for the gala dinner and festive prize giving on Saturday 10 May in Brussels, can be purchased during the entry process for € 150 each. All other available cards can only 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 6 May 2025 between 17:00 pm and 18:00 hrs. See also the floor plan with the digitally sent acceptance letter.

7.3 - Conformity controls

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

8. THE EVENT

8.1 - Route

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

The length of the rally is 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 marshal at a manned control will hand over an instruction, route instruction or replacing/new route to you. A replacing/new route (partially) replaces the route from the roadbook, in case the original route cannot be driven. A member of the crew will be asked to sign to confirm receipt of this instruction. It is also possible that 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 committee will check compliance with these rules. Non-compliance with this clause will result in: 1st time: 300 penalty points; 2nd time: 600 penalty points; 3rd time: Leg max. penalty points.

8.5 - Route explanation

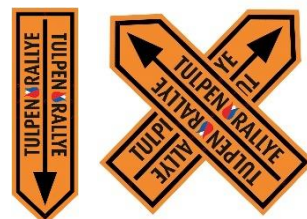
The explanation of the route constructions will be published on the Tulpenrallye App at the end of each day. After the rally an explanationbook will be send.

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 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.

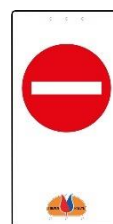
A "TULPEN"-arrow with its point pointing downwards indicates a change of road-surface, an obstacle or a dangerous situation. It does NOT indicate that the road will be / is closed. So you should NOT turn around but slow down and drive carefully.

Two crossed "TULPEN"-arrows indicate a self-start of a regularity stage. (see also article 10.2).



8.7 - Closed roads

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

8.9 - Behaviour

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

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

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.

Examples of these penalties:

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

Excessive 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 organization. The only exception to this is the phone on which the app runs. The detection of another device in the compartment will be penalized with 250 penalty points per violation, 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.

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

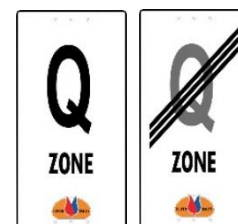
Crews should continuously be aware of the effect that the event can have on its surroundings and the environment. Every car must be equipped with a piece of foil, min. 2 x 4 meters, which should be used underneath the car while servicing or parking at any time during lunch and at the end of a leg. At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

8.13 - Quiet zone

In a designated quiet zone, you should drive at a very moderate speed to minimize the inconvenience of the local residents. 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 route book. 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 of the previous leg. The time-interval between the crews will be 1 minute. On Saturday 2 crews per minute will start.

All crews must check the app every day as it will display the planned starting times and the starting order for the next day.

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

8.15 - Interrupt

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

8.16 - Restart

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

8.17 - Retirement

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

Retired crews are permitted to follow the rally route with a neutral car. On request a Touring class roadbook will be available, to be able to follow the route. This book will be handed over after departure of the last Touring crew. These crews will not receive time control cards. Rally plates and door sheets should be removed from the retired car and may not be fitted on the replacing car. Retired crews are not permitted to drive regularity stages or tests.

8.18 - Refuelling

Petrol stations are indicated on the maps in the 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. In extreme cases, these penalties can lead to exclusion.

8.20 - Lighting

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

9. ROUTECONTROLS - TIMECONTROLS

9.1 - General

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

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 marshal at any control. Failure to observe this may lead to exclusion. Instructions at the small publishing boards of a marshal are official and part of the route instructions.

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 punished with 100 penalty points. When passing a virtual route control, a sign will appear in the app. The organization 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.

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 marshal. The marshal will record the reporting time on the time control card. The marshal 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 marshal. The marshal 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 team's time will be registered visibly in the app. If desired, the crew can also note this time on the time control card.

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 60 minutes 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 10 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.

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 10 minutes earlier. In the case of a manned TC, the ideal time must be reported to the marshal when the crew hands over the control card. When leaving a rest location (for example a coffee or snack 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 crews has the choice of saving the control or not, the team 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 60 minutes.

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

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 committee.

An example of a time control card is shown at page 16.

| IPEEN 2025 HAITI | | | | | | | EXPERT | | |
|---|-------------------|-----------|------------|-------|--------------------------|---------------|--------|-----|------|
| LEG 1 | | | | | | | Nr. | | |
| TC NR. | LOCATION | COMP. USE | IDEAL TIME | DIFF. | PENALTY | MARSHALS | | | |
| | | | | | | SIGN | TIME | | |
| TC 1-01 OUT | Saint-Vincent | | 07:39 | | | | | | |
| TC 1-02 | Bosola | | 09:49 | | | | | | |
| TC 1-03 | Olimosso | | 11:02 | | | | | | |
| TC 1-04 | Olimosso | | 11:10 | | | | | | |
| TC 1-05 IN | Bolzano Novarese | | 12:18 | | | | | | |
| RC Lunch | Arona | | 12:34 | | | | | | |
| TC 1-06 | Arona | | 13:34 | | | | | | |
| TC 1-07 | Borgnana | | 15:49 | | | | | | |
| TC 1-08 IN | Lurate | | 16:39 | | | | | | |
| RC Autodromo | Monza | | 17:29 | | | | | | |
| RC Cosmo Palace | Cinibello Balsamo | | 20:30 | | | | | | |
| alle equipes dienen zich om 20:30 gemeld te hebben in RC Cosmo Palace. Eerder melden mag. | | | | | | | | | |
| | | | | | | total penalty | | | |
| MAXIMUM REPORTING TIME TC 1-08 IN | | | | | | | 17:01 | | |
| Reg. 1-1 | hrs | min | sec | sign | Test Cosmo | | | | |
| Start at TC | | | | | Test 1-1 | hrs | min | sec | sign |
| Start at RP | | | | | Start | | | | |
| GTC 1 | | | | | Finish | | | | |
| GTC 2 | | | | | Pylons / incorrect route | | | | |
| Reg. 1-2 | hrs | min | sec | sign | Test Monza | | | | |
| Start at TC | | | | | Test 1-2 | hrs | min | sec | sign |
| Start at RP | | | | | Start | | | | |
| GTC 1 | | | | | Finish | | | | |
| GTC 2 | | | | | 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 10 minutes before the ideal reporting time). The crew should then calculate its own ideal reporting time and (if reporting too early) advise the marshal. The marshal will then record this ideal reporting time on the time control card.

| TC | Ideal time | Actual Passing time | Deviation in minutes | Penalties | Explanation |
|----|------------|---------------------|----------------------|-----------|--|
| 1 | 09:10 | 08:54 | -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; $2 \times 10 = 20$ penalty points. |
| 4 | 11:15 | 11:13 | - 2 | 20 | At TC-4, crew again 2 minutes early; $2 \times 10 = 20$. |
| 5 | 12:10 | 12:10 | 0 | 0 | On time. |

Late reporting:

It is allowed to make up for accrued delays in comparison with the ideal reporting time without getting additional penalties, with a maximum of 10 minutes in every stage.

If a crew reports too late at a time control (e.g. 42 minutes), then this will be penalized and then this crew can report themselves at the following controls also the same amount of time (e.g. 42 minutes) too late. If a crew then in this example reports 31 minutes after its ideal reporting time at the next time control, then it has made up one minute too many and will be penalized with 10 penalty points for 1 minute too early reporting.

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

If a crew reports at a time control more than 60 minutes after its ideal reporting time, as a result of substantial time backlog and /or car breakdown, then it will be considered to have missed this time control.

This crew will then be allowed to report at the next time control in between its ideal reporting time and the ideal reporting time increased with the time delay the crew had registered at the last time control that it had passed within maximum lateness. The 10 minutes rule does not apply here. The ultimate reporting time (ideal reporting time + 60 minutes) 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.

| TC | Ideal time | Actual Passing time | Deviation in minutes | Penalties | Explanation |
|----|------------|---------------------|----------------------|-----------|---|
| 1 | 09:10 | 09:10 | 0 | 0 | On time. |
| 2 | 10:10 | 10:35 | + 25 | 0 | At TC-2, crew 25 minutes late, however the first 30 minutes late will not be penalized. |
| 3 | 10:40 | 11:15 | + 35 | 50 | At TC-3, crew 35 minutes too late, $35 - 30 = 5$. So $5 \times 10 = 50$ penalty points. |
| 4 | 11:15 | 12:14 | + 59 | 240 | At TC-4, 59 minutes late. Penalty $59 - 30 = 29$ minus 5 minutes (accrued at TC-3) is $24 \times 10 = 240$ penalty points. |
| 5 | 12:10 | | | 300 | TC-5 not reported; 300 penalty points. |
| 6 | 13:10 | 14:13 | +63 | 300 | At TC-6, the crew is 63 minutes late (more than 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: 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 more than 30 minutes: 10 penalty points per minute with a maximum of 300 penalty points (missed).
- More than 60 minutes late reporting at any type of TC; 300 penalty points (missed).
- More than 60 minutes late at the TC FINISH (last TC on Saturday): not registered or disqualified, in the final classification.
- ONLY at TC FINISH (Brussels) unlimited early reporting will not be penalized, provided that the ideal time is being requested from the marshal by the crew while handing over the Time Control card.
- More than 60 minutes 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 a marshal 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 its 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 route book 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, a marshal records the start time on the time control card in "hh: mm: ss" behind "Start at RP" at the bottom of the time control card (see article 9.5), after which the crew will be started at the exact starting time based on the marshal counting down. The start does not necessarily take place at a full minute; the marshal may decide to have the start at a shorter time interval. The marshal will report this 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 marshal does not enter anything at the bottom of the "Start at TC", because this is the previous TC time.

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

Unmanned self-starting - exceptional situation

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

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

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

The end of a regularity test is indicated 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 kilometer of a regularity stage. In case a regularity stage is being

driven on a closed circuit, the GTC can also be located within the first kilometer of the stage. A GTC 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 marshals at the test), and this time needs to be in between a minimum and a maximum time which is provided in the roadbook. The crew is then asked to complete the subsequent laps at the test in exactly the same time per lap as driven by the crew during the first lap. Every second more or less per lap compared to the self-determined time in the first lap, will be penalized with 2 penalty points.

It is not allowed to drive with a speed lower than 25 km/hrs within the proximity of 50 meters from a time registration point. A false start, touching of a cone pin that marks the route, making an incorrect stop astride and driving with a speed lower than 25 km/hrs within 50 meters from a time registration point, will be penalized with 20 penalty points. Driving an incorrect route 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. A marshal will indicate the starting time at the control card, after which the crew will be counted down by the marshal in order to start exactly at the starting time. The start does not necessarily need to take place at a full minute. The starting marshal can decide to start at shorter intervals and will confirm to the crew when this is the case. The 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.



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”, “499” and “599”)

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

These assistance vehicles will exclusively follow the rally route (the closure vehicle “999” will not act as an assistance car). If you have to stop on the route and require assistance you should contact the breakdown centre. Please be aware that in case you are far behind your time-schedule, the assistance cars might have passed you already. Don't wait in that case and arrange assistance by yourself.

13. WINNERS – PRIZE GIVING

13.1 - Classifications

- Classifications will be determined by adding together the obtained penalty points for every classified crew. Interim classifications by class will be determined after each leg and will be published on the 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.
- 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 1st Vintage Tulpenrallye

The crew with the lowest number of penalty points will be the winner of the 1st Vintage Tulpenrallye.

13.3 - Day winners

From Wednesday 7 May until Saturday 10 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 7 May 2025 will receive the award on Thursday 8 May 2025 and so on. The day-winners of Friday 9 May and Saturday 10 May 2025 will receive this award during the prize giving Saturday 10 May 2025.

13.4 - Ex aequo

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

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

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

13.5 - Prize giving

On Saturday 10 May 2025 from 19:00 - 24:00 hrs. a festive dinner and prize giving will be organised in Hotel Dolce la Hulpe Brussels. See art. 7.2 for extra dinner vouchers. The dress code is Black Tie.

13.6 - Prizes

- Overall classification: 1st and 2nd prize (* Coupe Vintage).
- Best classified crew on regularities
- 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 team can submit questions about the route of that day or about penalty points that have been incurred. Questions about a leg can be submitted no later than the next day until the starting time of the crew. Questions that are being handed in later, will not be processed. To provide answers to questions asked, the organization may use GPS information from the tracker.

Questions about Saturday 10 May 2025 must be submitted no later than 15 minutes after the own finish time of the crew. If a crew is not satisfied with the answer received, a protest may be filed at the clerk of the course.

15. INTERPRETATION AND AMENDMENTS

15.1 - Interpretation

The clerk of the course is responsible for the running of the event and is charged with the application of the regulations. In case of any doubt re. the interpretation of the regulations, the 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 provisions of the regulations can be amended at any time. Dated and numbered bulletins will announce any amendment or any additional provision, and these are an integral part of these regulations. Other messages will be communicated via briefings.

These bulletins and briefings will be 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.

These regulations can be changed on the website until 7 March 2025. Changes will be marked in a red colour. After this date, changes will be announced through bulletins.

1. Tulip system with distances

- 1.1 Based on the sketched situations and the rules mentioned hereafter, you should drive the route from the ball to the point of the arrow.
- 1.2 Situations are presented as follows:
 - column 1: situation number
 - column 2: the total distance from of the previous TC
 - column 3: the distance between two successive situations
 - column 4: the sketched situations
 - column 5: extra supporting information (see the legend in Tulip Info Book)
 - column 6: the remaining distance to the next TC
- 1.3 The measuring point can be indicated with a little star (*).
- 1.4 Should the distance between two successive Tulip situations be shorter than 100 meters., then this will be marked with a vertical arrow in the 3rd column. So read fast!
- 1.5 The situations are sketched, which means that more or less twisty roads are not necessarily always drawn completely in line with the actual situation.
- 1.6 Paved roads are indicated with a fixed line.
- 1.7 Unpaved roads are indicated with a dotted line.
- 1.8 All roads that connect to a situation have been drawn in that situation sketch. Dead end roads as well as roads that are not allowed to be driven are not necessarily drawn in these sketches. In case these are drawn then they have been provided with a blocking symbol (black square).
- 1.9 As long as the next situation sketch has not been reached, the through route should be followed as much as possible.

Example:

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

2. Tulip system without distances

- 2.1 Tulip system in accordance with the above description, but with no distances between the subsequent tulips provided.
- 2.2 The crew needs to follow the ongoing route, until the first situation where the tulip instruction can be executed.
- 2.3 The distance between two subsequent tulip situations will not be more than 2.5 kilometers.

1. General

- 1.1 It is only permitted to use roads that are shown on the distributed map-fragments (see legend Tulip-Infobook).
- 1.2 For all maps, only roads with two borderlines may be used. One of the two borderlines may be a dotted line. Tunnels (see map legend) can be used normally.
- 1.3 The roads may be used multiple times in the route. However, after a road has been driven in one direction that same road may then never be driven in opposite direction within the same stage, unless specific instructions are provided to do so, **but then over the shortest possible distance**.
- 1.4 Road crossings can be included in the route multiple times, independently of the direction.
- 1.5 Within circles drawn on the map-fragments, it is permitted to use all roads, whether shown on the map fragments or not, in order to follow the intended rally route. No route controls will be placed in these circles.
- 1.6 Ongoing borderlines do NOT interrupt a road-connection. On maps with a scale of 1:100.000 crossings of roads at different levels are often not recognizable based on the viaduct sign, but can be recognized based on the fact the borderlines of the higher road are ongoing. In these cases both roads are supposed to be ongoing and to have no connection on each other. So, when constructing your route, do not turn off at these situations.
- 1.7 When a road which is being displayed on the map-fragment continues into a new road which is not displayed on the map-fragment, this new road may be used if the old road on the map is no longer to be driven, to be reached or no longer present. The new road must be followed until a road on the map is reached. If possible (as much as possible of) the missed constructed route should still be driven, taking action in accordance with Article 1.12.
- 1.8 Roundabouts can be used at all times, independent of the fact whether they are shown on the map or not.
- 1.9 Roads marked with a blocking-cross are not allowed to be used.
- 1.10 Turning on the route is not permitted, unless instructions are being provided to do so.
- 1.11 Original map signs, touristic signs indicating churches, castles etc. (coloured blocks) and text on the maps do not interrupt or block a road. However stickers applied on the map-fragments by the organisers (including logo's, squares to note your route controls, text areas, circles with numbers indicating points and arrows, signs indicating petrol stations, flag symbols at a TC, not numbered arrows next to a drawn line etc.) of the rally do block roads.
- 1.12 In case a road cannot be driven, you should construct a new shortest route with roads that are shown on the map fragment. This route should allow you to follow your originally intended route as closely as possible with the shortest possible detour. The specific regulations of the stage related to the used map reading system remain valid.
- 1.13 In case the newly constructed route can also not be driven, then this route will no longer be valid and a new route needs to be constructed based on the principles described above. .
- 1.14 Altered road connections may be used, provided that the old road connection is no longer accessible or no longer present and the new road connection is within 100 meters of the (location of the) old road connection. If this is not the case, then action must be taken in accordance with Articles 1.12 and 1.13.
- 1.15 The road sign "dead end street" does not close a road. This road can be included in your route.
- 1.16 Roads that have a sign indicating 'destination traffic only', cannot be driven.
- 1.17 When a stage consists of multiple map fragments, transition points will be used. These transition points are only used to indicate a specific point on the map, where two roads are connected on both map fragments. When a transition point is included in the roadbook of a stage, than you need to construct your route via this point, using the regulations of the specific map reading system of that stage. 'Transition points' are marked with a letter (on both map fragments) , for example A, B, C, etc.
- 1.18 When a stage consists of multiple map fragments, these maps are connected in an inseparable way. Crews should read these maps as if they were one large map.
- 1.19 At a route control specific instructions can be placed. These instructions do prevail over the roadbook. The instructions are indicated in codes as follows. Reset codes:

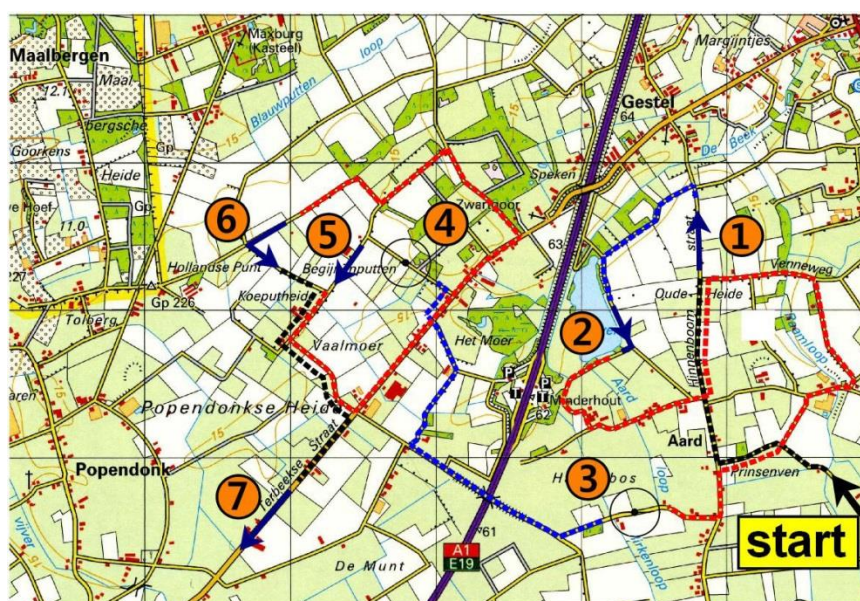
| | |
|--|---|
| HK = Turn here | 1R, 2R = 1 st road to the right, 2 nd road to the right |
| DMP 7 = Proceed with point or arrow 7 | ER = turn right at the end of the road |
| DMIL = Proceed with printed line | VR = turn right at the <u>next priority road</u> |
| DMG = proceed with border line approach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

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

2. Arrows and points

- 2.1 The Road book contains map-fragments, on which some numbered arrows and points have been indicated.
- 2.2 You should drive the arrows and points in numbered order by exclusively using those roads that are show on the map fragments.
- 2.3 When driving to an arrow, a point or to a TC the shortest possible route has to be constructed and driven.
- 2.4 Arrows and points have to be included in the route sequentially based on their number and should be included in the route based on this order. In all other cases they block the underlying road(s).
- 2.5 It is not permitted to touch or cross arrows.
- 2.6 Arrows have to be included in the route completely and in the indicated direction, from the beginning until and including the arrow point. It is not permitted to enter or leave arrows sideways.
- 2.7 An arrow can be indicated also through a line segment with an arrow point (which is not necessarily always drawn at the end of the line segment). The arrow should in this case be interpreted as the entire length of the line segment.
- 2.8 A road is assumed to be present under every arrow and under every point. In case a point is indicated next to a road, then there will be the possibility to drive across that point.
- 2.9 When map characters indicate that an arrow has been drawn over a viaduct, then it is allowed to drive the road underneath. This is not considered as 'crossing the arrow'.

Example:



Explanation:

From Start to arrow 1: Drive the shortest route to arrow 1. See black route.
From arrow 1 to arrow 2: Shortest route. See blue route.
Arrow 2: arrow point of arrow 2 must be driven completely.
From arrow 2 to point 3: Shortest route, but roads that have been driven cannot be driven again in opposite direction. So, make another loop at Aard turning left". See red route.

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

From point 4 to arrow 5: Shortest route.

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

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

3. Printed line

- 3.1 The Road book contains map-fragments, on which a line has been printed.
- 3.2 The roads covered by this line should be driven as accurately as possible. An arrow next to the line can be added to indicate the direction in which the line has to be driven.
- 3.3 The start or finish of a leg does not necessarily coincide with the beginning / end of the printed line. The instructions for that leg will indicate what needs to be done (example: “drive the shortest route to the beginning of the printed line, follow the printed line as accurately as possible until the end of this map fragment”).

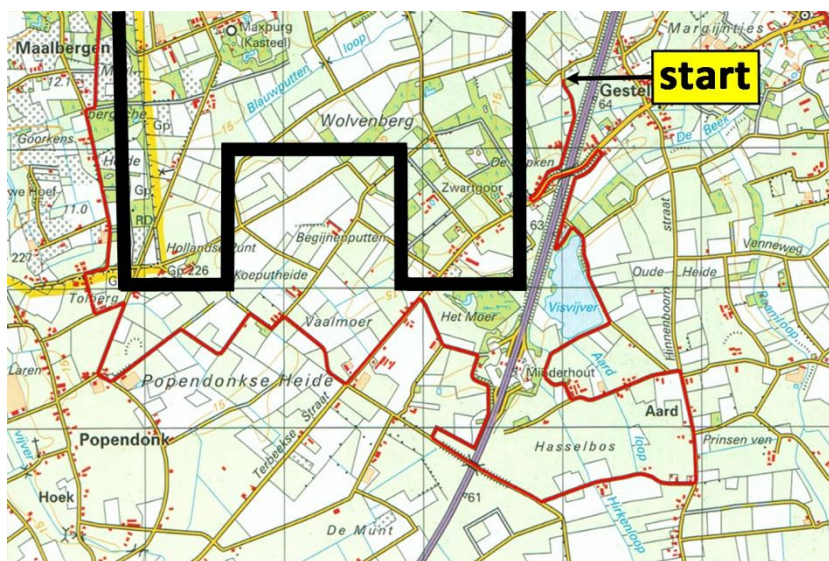
Example:



4. Border line approach

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

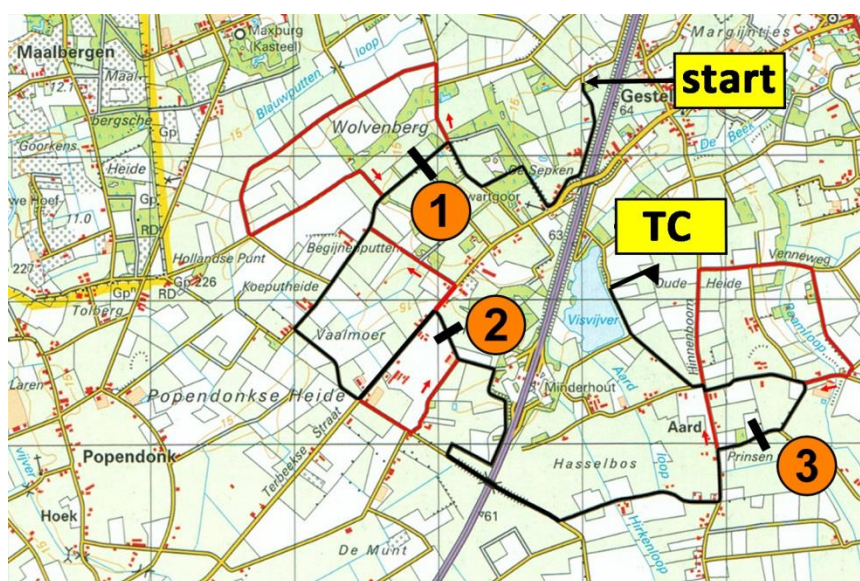
Example:



5. Printed line with barricades

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

Example:



6. Points free route

- 6.1 The points should be included in the route in numbered order.
- 6.2 Every point is located on a road. This road can be present on the map or not.
- 6.3 Only Route Controls that are located within 100 meters from the centre of the point, should be reported and noted on the Route Control card. These Route Controls are supposed to be positioned at the exact location of the point.
- 6.4 From a TC location towards a point, from a point to a point and from a point to a TC location, the route is free.
- 6.5 In the context of road safety, the route should be chosen (as much as possible) in such a way, that the route can be driven in an ongoing direction (so preferably without change of direction).

7. Points system special

- 7.1 In this system numbered points are shown on the relevant map fragment.
- 7.2 Under each point, there is a road that may or may not appear on the map.
- 7.3 The shortest route from the TC to point 1 must be constructed and driven.
- 7.4 At point 1, there is a control (a number) that you must accept in the app.
- 7.5 The number is the number of the point to which you must construct and drive the shortest route from point 1 (without turning). For example this is a 3.
- 7.6 All other points that you do not need to go to at that moment will then block the route (including 2 in this example).
- 7.7 This is repeated for each point must be constructed. From the last point, you must construct and drive the shortest route to the TC.
- 7.8 For the record: you must not only accept the controls at the points (that you must visit) in the app, but also other controls that are, for example, on the shortest route between the points that you must visit.

8. Pace-notes system

- 8.1 The route can be indicated by means of so-called pace-notes.
- 8.2 With pace notes, the course of the route is indicated by the (intermediate) distances in meters, by the gradation of the curves and by indicating the turns.
- 8.3 This system was used, in various (AMAC) Tulpenrallye editions when the rally consisted of special stages. In some of the 1970s and 1980s, participants in the Tulpenrallye received pace notes.
- 8.4 These pace notes can be used to indicate some stages of the routes of the 71th Tulpenrallye.
- 8.5 Below you will find the legend of these pace notes according to the AMAC system from the 1970s and 1980s, as well as an example.

Examples of the route book from the 1970s - 1980s

PACE - NOTES AMAC-System

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 (Y) 150 R2 250 lg PL R > ! 300 L4 (T) 200
 ML 200 L1 100 RHL → RHR 100 HPL (A) 100
 RR2 550 HR → ML + HR (T) 50 FF 150 SF

PACE - NOTES AMAC-System

| | |
|--|---|
| <ul style="list-style-type: none"> plank = plank/full/voll fl = flauw/flat/schwach é = één/one/einz M = midden/medium/mitte 2 = twee/two/zwei H = haaks/squared/senkrecht 4 = vier/four/vier HP = hairpin/hairpin/Kehre → = into/into/wird + = plus/plus/und 50 = vijftig/fifty/fünfzig ↑ = heuvel/hill/Hügel ↑ = omhoog/uphill/hinauf ↓ = omlaag/downhill/hinunter — = lang/long/lange — = erg lang/very long/sehr lange ! = pas op/take care/Achtung ! = opent/opens/öffnet sich > = knijpt aan/tightens/wird scharfer R = rond/round/rund O = open/open/offen — = onderstreep betekent dat er snel gelezen moet worden/underlined means that you have to read quick/unterstricht bedeutet dass mann schnell lesen muss | <ul style="list-style-type: none"> = vol gas/full speed/absolut voll = (nagenoeg) vol gas/(almost) full speed/(fast) voll = bocht van ca. 30°/bend of about 30°/Kurve von zirka 30° = bocht van ca. 45°/bend of about 45°/Kurve von zirka 45° = bocht van ca. 60°/bend of about 60°/Kurve von zirka 60° = bocht van ca. 90°/bend of about 90°/Kurve von zirka 90° = bocht van ca. 120°/bend of about 120°/Kurve von zirka 120° = bocht van ca. 150/180°/bend of about 150/180°/Kurve von zirka 150/180° = gaat over in/changes into/geht über in = ca. 25 meter/about 25 meters/zirka 25 Meter = geschatte afstand in meters/estimated distance in meters/geschätzte Abstand in Meter = heuvel/hill/Hügel = berg op/uphill/Berg hinauf = berg af/downhill/Berg hinunter = bocht draait door/long bend/Kurve draht durch = bocht draait erg lang door/very long bend/Kurve draht sehr lang durch = attentie/attention/Achtung = bocht wordt minder scherp/the bend becomes less sharp/Kurve wird weniger scharf = bocht wordt scherper/bend tightens/Kurve wird scharfer = ronde bocht/round corner/zunde Kurve = wijde bocht/wide corner/weitgeöffnete Kurve |
|--|---|

Instructions on the Tulpenrallye app will be available at the Prologue on April 12, 2025 and in Nice.

