TULPENRALLYE
5 - 9 MAY 2026

Pre-2000

Reglement

TR-20-26

237

TULPEN 2026 RALLYE
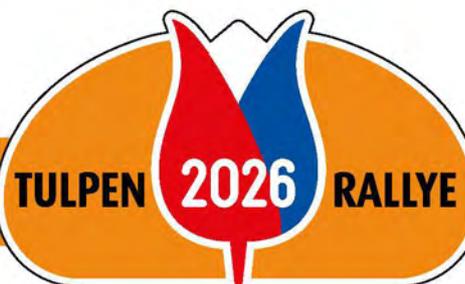
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1. DESCRIPTION EVENT

The foundation "Tulpenrallye" license number: 451; will organise the Tulpenrallye 2026 Pre-2000, an international regularity event, from 5 until 9 May 2026. This event will be run in compliance with the FIA International Sporting Code, the KNAF regulations Historic Regularity Rally's and with permission of the national historic motorsport associations (FFSA, BEHVA and KNAF) and with these regulations, the entry form and all bulletins, briefings and information of the Tulpenrallye-app. The rally will consist of various map-reading systems, Tulip system as well as regularity stages and tests. The final classification will be based on the correct passing of the route- and time controls, as well as the results on tests and regularity stages.

Approved by KNAF on: 20-03-2026   Permit number: 0451.26.105

2. ORGANISATION

2.1 - Organisation

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

2.2 - Officials

Head of Permits:	Kees van Hattum
24 hours car I:	John Hoogendoorn / Laurens Hoogendoorn
Assistant route managers:	Hanny Berkhof / Carina van Westen
Assistent Rekencentrum	Ellen Molenaar / Lucrees Talsma
Assistance car "299":	Job Brouwers / Jacco Stegeman
Assistance car "399":	Bas Aalberts / Monique Aalberts
Assistance car "499":	Donald Brfaamer / Roan de Vries
Scrutineers conformity control:	Pieter Dijkshoorn / René Klement / Fabian v. Slooten

2.3 - Rally Office (Head Quarters)
 📞 + 31 (0) 6 20361785 / +31 (06) 53263860   ✉ rallyoffice@tulpenrallye.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 Tulpenrallye Specials 2026 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
20-9-2025	10:00 hrs.	Entries open	www.tulpenrallye.nl
25-10-2025	20:00 hrs.	Entries closed (conditionally)	www.tulpenrallye.nl
01-11-2025	20:00 hrs.	Publication competitor list	www.tulpenrallye.nl
21-03-2026	20:00 hrs.	Publication final regulations	www.tulpenrallye.nl
28-03-2026	+/- 18:00 hrs.	Mailing letters of confirmation (by e-mail)	www.tulpenrallye.nl
11-04-2026	13:30 - 17:00 hrs.	**Compulsory** conformity control for all competitors living in the Netherlands	**Metropole Druten**
05-05-2025 Tuesday	12:00 - 18:00 hrs (Program and locations available in March 2025)	*(Optional)* Start practice route **Autour de Beaune.** Total duration 2,5 - 3 hrs. • Conformity control of the car (foreign crews) • Documents control (foreign crews) • All crews report at the Rallyoffice for welcome drinks and instructions	**Novotel Beaune** 25 Av. Charles de Gaulle 21200 Beaune, France Tel: +33 3 80 24 59 00
	19:00 hrs.	Publication starting list Wednesday May 6th	
	19:30 - 23:00 hrs.	Dinner	
06-05-2025 Wednesday	9:00 hrs.	Start 1st crew leg 1	**Novotel Beaune**
	From 17:00 hrs.	Finish leg 1	**Novotel Belfort Centre Atria** Av. de l'Espérance 90000 Belfort, France Tel: +33 3 84 58 85 00
07-05-2025 Thursday	9:00 hrs.	Start 1st crew leg 2	**Novotel Belfort Centre Atria**
	from 17:00 hrs.	Finish leg 2	**Hilton Strasbourg** 1 Av. Herrenschmidt, 67000 Strasbourg, France Tel: +33 3 88 37 10 10
08-05-2025 Friday	9:00 hrs.	Start 1st crew leg 3	**Hilton Strasbourg**
	from 17:00 hrs.	Finish leg 3	**Parc Hotel Alvisse** 120 Rte d'Echternach, 1453 Dommeldange Luxembourg Tel: +352 43 56 43
09-05-2025 Saturday	9:00 hrs.	Start 1st crew leg 4	**Parc Hotel Alvisse**
	from 16:30 hrs.	Finish Tulpenrallye Pre-2000 2026	**Hotel van der Valk Eindhoven** Aalsterweg 322 5644 RL Eindhoven The Netherlands Tel: +31 40 211 6033
	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 Tulpenrallye Pre-2000 is at invitation only. Crews (driver and navigator) can register via www.tulpenrallye.nl.

Registration is at least open from 20 September 2025 10:00 hrs. until 25 October 2025 20:00 hrs. (the initial registration). Only crews that have fully completed their registration (incl. photographs) and have paid the initial registration fee by November 1st 2025 20:00 hrs., can be accepted within the initial subscription period.

The maximum number of crews for the 72nd Tulpenrallye and the Tulpenrallye Pre-2000 combined, has been set at 50. The provisional list of crews will be announced on the website no later than 1 November 2025 20:00 hrs.

If the maximum number of entries has not been reached at November 1st 2025 at 20:00 hrs., the registration will remain open thereafter, until 1 March 2026 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 all provisions of these regulations and all which is included in that.

With the registration you also need to provide:
- a colour photograph of the car (via the website).
- colour face- or passport photographs of the driver and navigator (via the website).

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

The confirmation of the entry will be sent <u>via e-mail</u> on Wednesday 28 March 2026 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 5 May 2026, 17:00 hrs. It is not allowed to change the car during the rally. Changing the car during the rally is possible under certain conditions and with consequences. See Article 8.17 'Retirement'. Only 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 – Rally types

Pre-2000:	For participants with a neat sporty two-door car, coupe or convertible (at the discretion of the committee) built before 1-1-2000.

4.4 – Team entry

A crew can register in one team. A team will consist of a minimum of 3 and a maximum of 5 crews. It is possible to register a team until Saturday 11 April 2026. Registering a team is free of charge. Crews that have not registered in a team by then will be placed in a team by the organisation. Publication of the teams will take place on Saturday 18 April 2026. A team prize will only be awarded when more than 3 teams participate.

4.5 – Entry fees

Entry fee crews

The entry fee is € 3.030 per crew. The pre-registration fee is € 750 and must be paid directly after the (digital) registration via remittance. The remaining amount will be collected by the organization via a one-time direct debit authorization and will be debited from the specified bank account number around February 1st , 2026. If the bank rejects the direct debit, the crew has one week to pay the remaining registration fee. If this is not done, the registration will be cancelled.The entry fee includes all rally items listed at 7.2, as well as 5 dinners for two persons (including dinner and festive prize-giving on Saturday 9 May 2026), 4 lunches for two persons, roadbooks and all other rally materials. Hotel nights are not included in the registration, the crew must arrange this themselves. Both driver and navigator must register an ERB rally pass via the KNAF, unless they already have a valid rally

license. This fee is not included in the registration. The Tulpenrallye strives for a completely CO2 neutral rally; emissions can be offset by purchasing a Lifeterra X Tulpenrallye sticker. In addition, the Tulpenrallye has the ambition to organize the rally without harmful and toxic emissions. To take a first step towards this, all participating cars will be provided with Ecomaxx Classic Car Fuel at the finish of Leg 5. This fuel is provided free of charge by the organization. Leg 6 will therefore be driven without the emission of harmful and toxic substances.

Tulpenrallye Member entry
The registration fee is € 3.630 per crew. In addition to the regular items, the crew has the opportunity to purchase a hotel package from the organization. The registration fee excludes the costs of the hotel package. The crew receives a Member clothing item, 1 Member event and various extra benefits. Upon registration, a € 750 pre-registration fee must be transferred immediately. The remaining amount (any hotel package purchased included) will be collected by the organization via a one-time direct debit authorization and will be debited from the specified bank account number February 1st, 2026. If the bank rejects the direct debit, the crew has one week to pay the remaining registration fee. If this is not done, the registration will be cancelled.

Businessclub entry
The registration fee is € 4.030 per crew. In addition to the regular items, the crew has the opportunity to purchase a hotel package through the organization. The registration fee excludes the costs of the hotel package. The registration includes an advertisement on the website. Upon registration, a € 750 pre-registration fee must be transferred immediately. The crew will receive a business invoice in the beginning of January 2025, which will be collected by the organization via a one-time direct debit authorization 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. There are a limited number of places available.

4.6 - 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.

4.7 - Cancellation of registration
Cancellation of a confirmed registration by the crew is only possible by email to the Rally Office, and is only valid in case the Rally Office has sent a confirmation of this.
In case 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 crew prior to 1-3-2026, a fee of 750 euro is due.
- If the entry is withdrawn by a regular crew between 1-3-2026 and 11-4-2026, the crew owes the Committee € 1.750.
- If the entry is withdrawn a by Tulpenrallye Member or Businessclub crew, the amounts mentioned are respectively € 600 and € 1.000 higher than for a regular registration.
- If the entry is withdrawn by the crew after 11-4-2026, 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 Tulpenrallye 2026 Pre-2000 as well as the bulletins and briefings that have been published, and declare to accept these and to comply with the contents of these. I confirm that I am physically and mentally healthy to take part in the event and that I am competent to do so. I acknowledge that I recognize the nature of the event as well as the possible risks and associated risks, also due to the motorised nature of the event, and confirm that I accept these risks.

I confirm that the car in which I participate in the event is compliant with the road traffic laws for use on the public roads. I confirm that the car has been insured in accordance with the motor vehicle liability law for use on public roads, including the participation in regularity rally's and tests. I confirm that the registered vehicle has a valid accident insurance for the passengers. I confirm that I, as a driver of the registered car, have a valid drivers licence.

The FIA, members of the FIA, promotor, KNAF, section board and members, organisation (Stichting Tulpenrallye), members of the event Organisation Tulpenrallye, sponsors, officials and all staff of the event, are not liable against the driver and the navigator for any damage that may occur in relation to participating in the event.

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

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

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

6.1 - Permitted cars
Entries are open to properly maintained passenger cars, preferably in the most original state. The car to be registered must have been built before January 1, 2000. A crew must be able upon request to substantiate with documents that the car was actually produced before the mentioned date.
The car must comply with the statutory regulations of the country in which they have been registered. A rollover bar is allowed and the usage of safety belts is encouraged. Next to the existing and standard headlights of the car it is permitted to add another 2 or 4 extra lights on the car. The total number of 6 headlights may not be exceeded. The allowed diameter of the headlights is max. 180 mm.

6.2 - Compulsory equipment in the car
In addition to the compulsory resources in the 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. 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 will be measured at a speed of 3.500 rpm.

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

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

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

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

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

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

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

Crews who compensate their CO_2 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.

Crews supporting the Tulpenrallye organization's charity are allowed to place two stickers on their cars bearing the company name/logo, produced and provided by the organization.
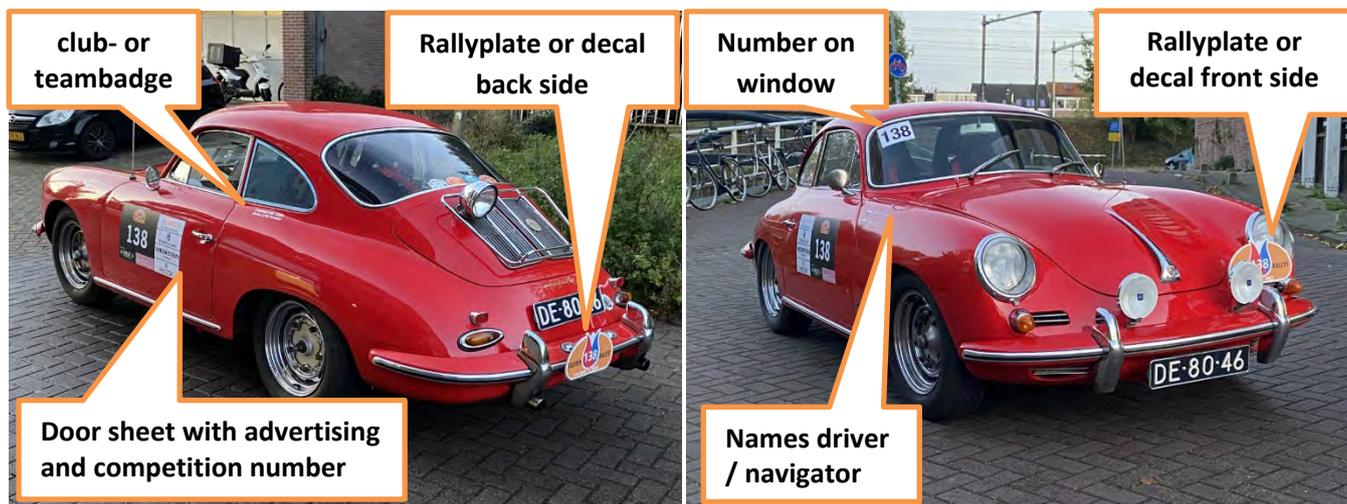
Advertising for which it can be demonstrated that this car model has been driven in a certain version with this advertising in the past can be maintained, only in consultation with and after approval of the organization, if and insofar as the advertising stickers, colours, lettering and dimensions correspond 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.

club- or teambadge

Rallyplate or decal back side

Number on window

Rallyplate or decal front side

Door sheet with advertising and competition number

Names driver / navigator

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 CONTOL

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 11th 2026, at Metropole Drutem.
The conformity control will include at least the following:

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

The car may be presented at the conformity control without the rally plates and door sheets fitted on the car, as these will only be handed over at the documents control that follows the conformity control. These materials must be fitted on the car however prior to the start of the rally.
After the conformity control the crew 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 5 May 2026 in Beaune. The exact location will be published in the letter of acceptance.

7.2 - Rallycar Advise

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

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

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

7.3 - Documents control

All crews that live in the Netherlands must participate in the compulsory documents control that will be held on 11th April 2026, in the Metropole Druten, Netherlands. Only for participants living abroad, the documents control will be held on Sunday afternoon, May 5th 2026 in Novotel Beaune. 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 KNAF Rally Licence (KNAF ERB rally passes, which the crew must purchase for both driver and navigator via My KNAF at www.knaf.nl). 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.	Tulpenrallye 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 vouchers for the dinner on 9 May 2026
2 sets with 10 coins for drinks	

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 9 May in Van der Valk Hotel Eindhoven, can be purchased during the entry process for € 150 each. After that moment extra dinner vouchers 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 5 May 2026 between 17:00 pm and 18:30 hrs. See also the floor plan with the digitally sent acceptance letter.

7.4 - Conformity controls

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

8. THE EVENT

8.1 - Route

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

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

There is a possibility that the 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 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 recovery or route instruction will be shown as well. The crew should execute this route instruction. The double **"**TULPEN"-arrows will be located at the point where the original rally route will be reached again or where a road that is on the map will be reached again. In the latter case the crew should construct and drive a route in line with the regulations and the route instruction that is being followed. The double arrows can also form the combined indication of the start as well as the end of a detour.

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

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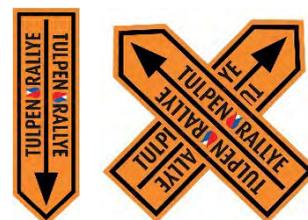
8.7 - Closed roads

The 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).
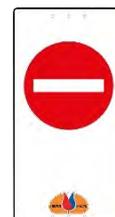
8.9 - Behaviour

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)

The maximum penalty per speed check is 300 penalty points.
Excessive speed violations can be punished according to article 8.19.

8.10 – Usage of telephone

During the competition participants are not allowed to make calls or use the internet, other than in case of a calamity. A telephone, tablet, or other communications equipment may be left switched on or off in the trunk (or similar) of the car during the competition time, if the trunk cannot be opened from the competitor compartment. This will be monitored by the 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.
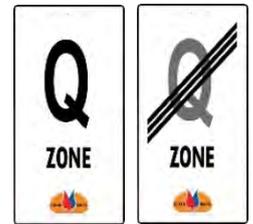
8.14 - Starting procedure

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.

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

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

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

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

8.18 - Refuelling

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

8.19 - Penalties

The Clerk of the Course reserves the right to adjust penalties based on the nature of the offence and the class in which the crew participates. 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 penalized 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 crew's time will be registered visibly in the app. The correct time is obtained by tapping "Click to save" when the desired minute is displayed, or by driving out of the virtual circle when the desired minute is displayed. This automatically accepts the current minute. 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 without penalties 15 minutes earlier compared to the ideal reporting time. 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 fruit stop), the term 'OUT' can be added to a type of TC for clarification.

9.4 - Control cards

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

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

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

9.5 - Ideal reporting time at time controls

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

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

Early reporting:

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

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

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

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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 x 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 x 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 x 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 x 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 x 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 x 10 = 240 penalty points.
5	12:10			300	TC-5 not reported; 300 penalty points.
6	13:10	14:13	+63	300	At TC-6, the crew is 63 minutes late (more than maximum of 60 minutes), that is unregulated; 300 penalty points.
7	13:50	14:15	+ 25	0	The delay at the last TC at which the crew had officially reported (TC-4) was 59 minutes. The crew therefore has to report at TC-7 at its ideal reporting time, possibly increased with the delay it had at the last TC where the crew officially reported. In this case the crew can report at TC-7 between 0 and 59 minutes behind its ideal reporting time without obtaining further penalty points.

9.6 - Time penalties

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

- More than 30 minutes late reporting at the start: maximum penalty points of the leg.
- Early reporting at any type of TC (not being a TC IN): 10 penalty points per minute with a maximum of 300 penalty points.
- More than 15 minutes early reporting at any type TC: 300 penalty points (missed).
- Late reporting at any type of TC 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 (Eindhoven) 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 his own observations and in response to questions asked by participants. If one or more controls are neutralised, either before the first participants (of a class) have passed or after a number of participants (of a class) have passed, the race management will decide as follows:

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

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

10. REGULARITY STAGE

10.1 - Procedure

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

10.2 - Start / Finish

A regularity stage will start at a manned control along the route which is indicated in the 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 (start at RP) calculation; the previous "TC time" in "hh: mm" plus "x" minutes.

Unmanned self-starting - exceptional situation

If several crews report to a TC in the same minute (followed by a self-start for a regularity test), these crews all receive the same TC time in "hh: mm". Because these crews cannot start at the same time at the self-start of the regularity test, the 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 an unmanned self-start time (start at RP) calculation is then; the "Start at TC" time in "hh: mm: ss" plus "x" minutes. When the crew receives a specific "Start at TC" time, the 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, giving crews who wish to start earlier sufficient space.

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

10.3 - Secret time control (GTC)

Multiple secret time controls (GTC's) can be included in a regularity stage. The passing time is recorded at a GTC in the app. There will be no GTC's within the first 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 f 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" and "499")

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

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

13. WINNERS – PRIZE GIVING

13.1 - Classifications

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

13.2 - Winner Pre-2000
The crew with the lowest number of penalty points will be the winner of Pre-2000

13.3 - Day winners
From Wednesday 6 May until Saturday 9 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 6 May 2026 will receive the award on Thursday 7 May 2026 and so on. The day-winners of Friday 8 May and Saturday 9 May 2026 will receive this award during the prize giving Saturday 9 May 2026.

13.4 - Winners Teams
The penalty points of the 3 best classified crews of the team will be added up, <u>per Leg</u>. The winning team will be the team, that has the lowest number of penalty points after the results of the six Legs are added up. At least 3 crews of the team must have reported at TC finish in order to receive a prize.

13.5 – Ex aequo
<u>General:</u> In case of ex aequo, the crew that is participating with the eldest car will be the winner.
If after that two or more crews (with an equally old car) are classified equally, the crew 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.
<u>Best classified crew on regularities/tests:</u> 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 1^{rst} RP/1^{rst} test, after that on the 2nd RP/2nd test, after hat on the 3rd RP/3rd test, etc. will be ranked highest.

13.6 - Prize giving
On Saturday 9 May 2026 a festive dinner and prize giving will be organised in in Van der Valk, Eindhoven. See art. 7.2 for extra dinner vouchers. The dress code is Black Tie.

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

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

14. QUERIES

14.1 - Queries
After the finish of a leg, a crew can submit questions about the route of that day or about penalty points that have been incurred. Route-related questions about that day can be submitted until 22:00hrs. Questions about penalty point calculations can be submitted no later than the following day, up to your starting time. Questions that are being handed in later, will not be processed. To provide answers to questions asked, the organization may use GPS information from the tracker.
Questions about Saturday 9 May 2026 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 21 March 2026. 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 tulip system, consisting of situation sketches with possible additional indications, the shortest route from the ball to the point of the arrow must always be driven, taking into account the following provisions. The point of the arrow must be driven in the indicated direction.

1.2 A situation sketch indicates the distance from the previous situation and the total distance from the start and/or to the finish of the route section to which the tulip instructions apply. The measuring point may be indicated with an asterisk (*).

1.3 The tulip instructions must be carried out in ascending numerical order.

1.4 The sketches are not drawn to scale.

1.5 The sketches may be stylized. This means that roads that are more or less twisty do not have to be drawn as such. Roads that form a 90-degree angle in the situation sketch do not necessarily do so in reality.

1.6 Paved roads are indicated with a fixed line.

1.7 Unpaved roads are indicated with a dotted line.

1.8 Dead-end roads, roads that are prohibited to enter and private driveways that are recognizable as such, may not be entered. These roads are not necessarily drawn in the situation sketches, but may be drawn for additional orientation. In case these roads are drawn, they will be provided with a blocking symbol (black blocking line).

1.9 All paved roads that connect to a situation and may be driven, should be drawn in the situation sketch. Unpaved roads may be included, but this is not mandatory.

1.10 Should the distance between two successive tulip situations be shorter than 100 meters, then this will be marked with a vertical arrow in the 3rd column.

1.11 As long as the next situation has not been reached, the main route should be followed.

1.12 Situations are presented as follows:

 column 1: situation number
 column 2: the total distance from of the start of the tulip section
 column 3: the distance between two successive situations
 column 4: the sketched situations
 column 5: extra supporting information (see the legend in Tulip Info Book)
 column 6: the remaining distance to the end of the tulip section

Example:

Etappe /leg:	1	TC 1-01 Évian - TC 1-02 Bonnavaz		expert	TULPEN 2025 RALLYE
		Afstand km's	61,40		
Traject /stage:	1	distance miles	38,152		

	DISTANCE		DIRECTION	INFORMATION	total distance remaining
	total km/mile	inter km/mile			
1	0,00 0,000	0,00 0,000		TC 1	61,40 38,152
2	0,44 0,273	0,44 0,273		Richting /Direction: Thonon N5	60,96 37,879
3	1,29 0,802	0,85 0,528		Richting /Direction: Publier D11	60,11 37,351
4	2,85 1,771	1,56 0,969		Gros Bissinge	58,55 36,381
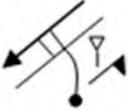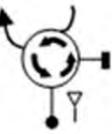
2. Tulip system special

2.1   Tulip system in accordance with the description according to annex 1, with the provision that not every tulip instruction contains the total and/or intermediate distances, or includes a situation sketch.

2.2   If the total and/or intermediate distances (columns 2 and 3) are missing, the tulip instructions must be carried out at the next situation that meets the situation sketch. If the distances are missing, the distance between two consecutive tulip instructions is a maximum of 2,5 kilometres.

2.3   If the situation sketch (column 4) is missing, the information in column 5 indicates the direction in which the route should be continued at the indicated distance (for example: Direction Dijon).

ANNEX 2   MAP READING INSTRUCTIONS

1.1. General Map reading regulations

1.1.1. The map

The map fragment itself

1.   A map fragment may contain different types of roads and paths. Map roads are defined as roads with two verge lines, at least one of which is unbroken at every point. Verge lines are the outer boundaries of a map road.

2.   Roads under ~~construction/~~ design are not map roads. However tunnels in map roads may be used.

3.   The carriageways of roads with separate carriageways should be marked as separate roads.

4.   Map symbols, tourist map symbols for churches, castles, etc. (coloured squares) and map texts do not interrupt or block the passage. Continuous verge lines at the level of a side road do not block the road connection. Continuous lines indicating the separation of lanes do block. If map symbols or continuous verge lines on the upper road indicate an intersection at different levels (see the legend of the maps), both roads are considered to continue without connecting to each other.

Items added to the map fragment by the organizer

5.   In the case of a "map lash," where two maps are put together and indicated on the map fragment, it may happen that the roads on the map fragment do not connect perfectly. This is considered to be the case.

6.   Symbols added to a map fragment (e.g., direction arrows along the printed line), stickers (logos, rally shields, etc.), and text boxes (including circles with arrow numbers, points, TC indications, etc.) interrupt the map road(s) underneath. Blockage symbols (blocking crosses/dots, barricades) also block the map road(s) underneath. A map road is blocked if the road and both verge lines of the map road are covered at that location.

7.   Route symbols applied by the organization (arrows, points, printed lines, and line segments) do not, in principle, block the map roads below them. However, please note that some map reading systems (art. 1.3) may include provisions that give these symbols a blocking function in certain situations.

8.   Route symbols are considered to lie exclusively on the underlying map road. Arrowheads that cover a nearby map road do not block that road, regardless of the direction in which one is driving.

9.   Small "extensions" of an arrow, a printed line, or a line segment are considered to have been drawn in accordance with the local driving conditions.

10.   An arrow (or part thereof) or a printed line may not be included in the route in the opposite direction. Touching and crossing of the printed line are not considered to be driving in the opposite direction.

11.   An arrow is indicated on the map by a line segment with an arrowhead, which does not always have to be at the end of the line segment. The arrow is considered to have the full length of the line segment.

12.   A circle is placed around a point. The circle is only intended to make it easier to find the point on the map and does not block the route.

13.   Circles that indicate a situation that deviates from the map do not block the map roads below them either.

1.1.2. Plotting the route

1. Only map roads may be used in the construction of the proposed route. Construction must be carried out per map fragment (i.e., never skip from one map fragment to another).

2. If a map reading section consists of several map fragments, so-called transition points will be included on the map fragments. These transition points (indicated by a letter on both map fragments) mark the point at which map fragments connect and at which the transition to the next map fragment must be made. The transition points must be included in the constructed route, taking into account the rules for the applicable map reading system.

3. When constructing the proposed route, turning around on the route is not permitted. An exception to this is the system Points Free Route, in which turning around is permitted in the route construction.

4. The start and end of a section may only be included once in the route (and therefore never in a side route or detour). The start of a regularity or test may also only be included in the route once.

5. Unless otherwise stated in the system description, map roads may be included in the route more than once per map reading section, but only in one direction (the direction chosen when the road was first included in the route). Junctions of roads may be included several times in the route, regardless of the direction from which the junction is approached.

   Before driving, the intended route of a map reading section must always be constructed. This determines the driving direction of the roads included in the intended route. If a detour is necessary (art. 1.1.4) or a new route must be constructed (due to a DMP instruction (art. 1.2)), this must be taken into account, as must be the driving direction of previously driven detours and newly constructed routes.

6. When constructing the route, any traffic rules that may apply locally must be taken into account, such as the driving direction on a (mini) roundabout and on roads with separate lanes.

7. If there is a choice between two routes of equal length (e.g., at a turning loop), the route should be constructed counterclockwise (i.e., against the direction of the clock).

1.1.3. Driving the route

1. Roads marked with a dead-end sign at the beginning of the road may be entered if the map situation gives reason to do so. Visibly dead-end roads may NOT be entered.

2. Roads with signs saying "Private road," "Local traffic only," "Walking area," "No unauthorized access," or similar signs may not be used.

3. Black circles may be placed on the map fragments. Within such a circle, the actual situation will generally differ from the situation on the map. The route within the circle is free; all roads within the circle, whether or not they appear on the map, may be used. There are no route controls within the circle. Of course, you must enter and exit the circle via the correct roads.

4. Roundabouts not shown on the map are never a reason to take a detour and are considered to correspond to the map situation. Of course, one should always drive on roads shown on the map as much as possible and miss as little of the intended route as possible.

5. If a road junction at the start or end of a road deviates less than 100 meters from the road junction on the map, the deviating road junction may be used. Naturally, you should always drive on the roads shown on the map as much as possible and deviate as little as possible from the intended route.

6. For pre-2000, deviations of more than 100 meters do not occur and a correctly constructed route can always be driven. This class therefore never has to construct a detour.

1.2. Instructions at route controls

When a route control appears in the app, an instruction might be added. This must be carried out with priority over the route originally intended route. The list below shows the codes that can be used for this purpose. Instead of the numbers listed, any other whole number (greater than the number listed) can be used and, except for instruction code ROT, an L (left) can also be used instead of an R (right). Instructions:

HK = turn here	1R, 2R = 1st road turn right, 2nd road turn right
ROT 3R = at roundabout take the 3rd exit	ER = T-junction turn right
VR = priority road, turn right	VO = cross priority road
XR = crossroads, turn right	XO = cross crossroads
(P2000) = instructions only apply for Pre-2000	

The instructions above refer to the actual situation in the field.

DMIL	*)*		no further detour; proceed with the printed line;
DMG	*)*		no further detour; proceed with border line approach;
DMP 2	at tulips		proceed with instruction 2;
	at map reading		no further detour; construct and drive a new route to point/arrow 2 taking into account the applicable provisions of art. 1.1 and the relevant system.

) *These instructions only occur at or very shortly before the point at the intended route is reached.*

1.3. Map reading systems

1.3.1. Blocking Arrows and Points shortest route

1 From the beginning to the end of the route section to which this system applies, a continuous route must be constructed via map roads, in which all arrows and points are included from start to finish and in ascending numerical order.

2 A road is assumed to lie underneath each arrow and each point. If a point lies next to the road, it is possible to drive the route 'under the point' at that location.

3 Each arrow and point may only be included in the route once. In all other cases, they block the road sections underneath them. It is not permitted to touch, or cross an arrow or point, or enter or leave an arrow sideways between the beginning and end. If map symbols indicate that an arrow has been drawn over a viaduct, driving the road under the viaduct is not considered to be crossing the arrow.

4 When heading towards an arrow, a point, or the end of the route section to which this system applies, the shortest route must always be constructed, taking the above into account. This creates the intended route.

Example:
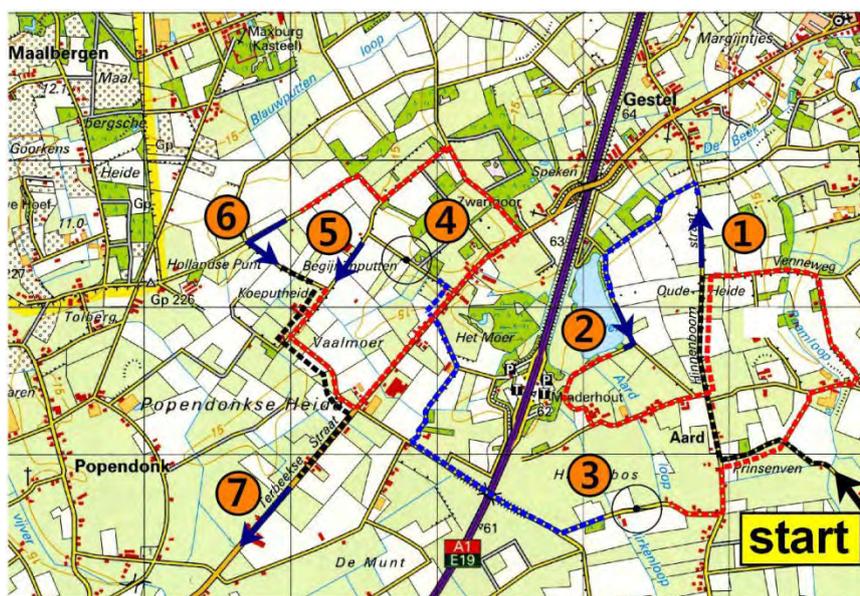
Explanation

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

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

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

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

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

From point 4 to arrow 5: Shortest route.

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

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

1.3.2. Printed line

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

Example:
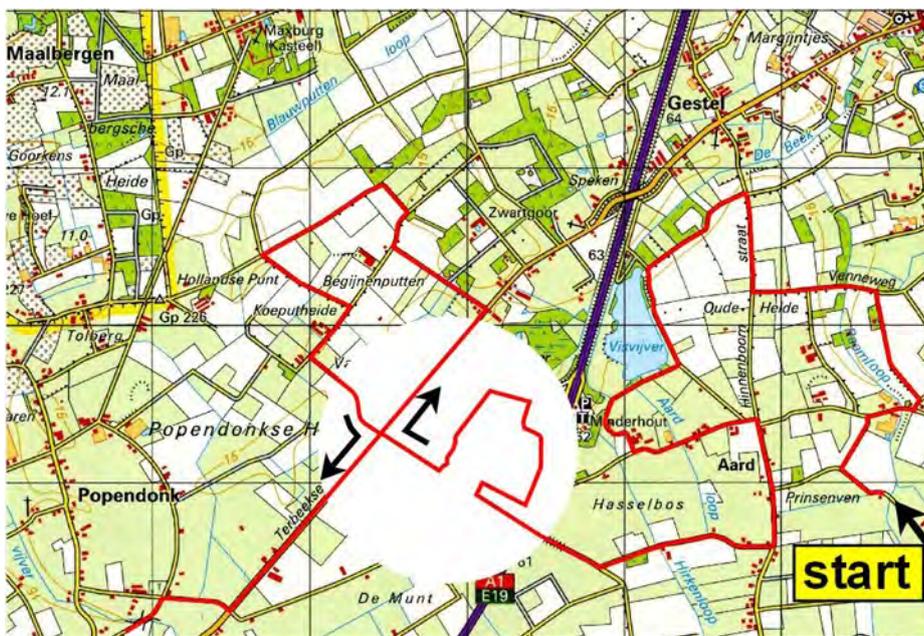
1.3.3. Border line approach

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

Example:
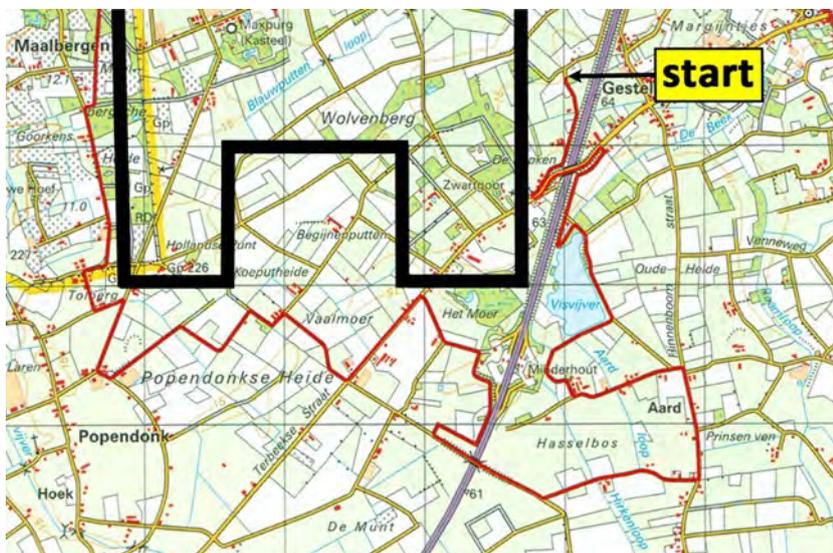
1.3.4. Printed line with barricades

1. From the beginning to the end of the route section to which this system applies, the printed line on the map (PL) must be followed as accurately as possible, avoiding the barricades.
2. The PL (or part thereof) may only be driven in the direction that must be followed to get from the beginning to the end of the PL. This direction may also be indicated by direction arrows along the PL.
3. (Parts of) the PL may be included in the route more than once.
4. The PL is interrupted by numbered barricades (crossbars). It is not permitted to drive on a road section that contains a barricade. In numerical order, a secondary route must be constructed around each barricade, whereby the following applies in order of importance:
    1. the PL is left at the last possible junction of map roads before the barricade;
    2. the PL is resumed at the first possible junction of map roads after the barricade;
    3. the alternative route is as short as possible.
5. The combination of (the drivable parts of) the PL and the secondary routes forms the intended route.

Example:
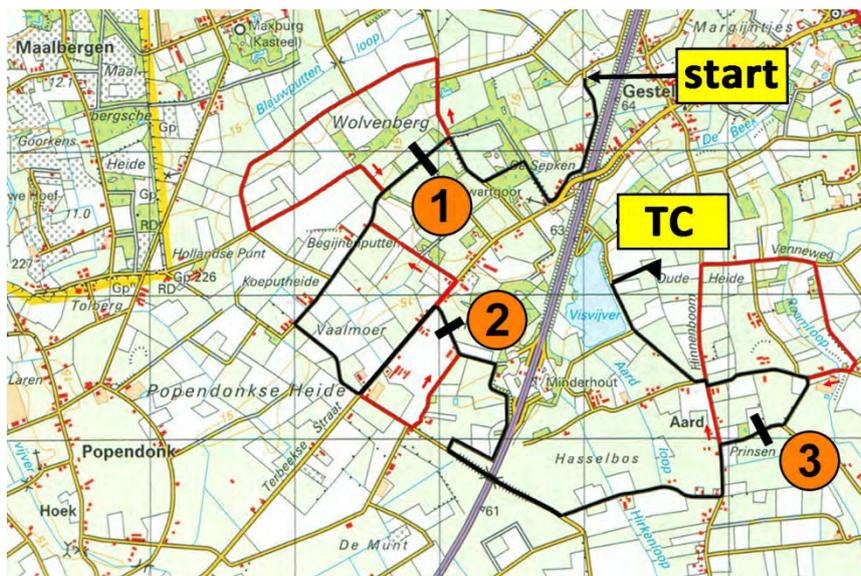
1.3.5. Points free route

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

1.3.6. Points unknown

1. From the beginning to the end of the route section to which this system applies, a route to the next point must always be constructed and driven according to the rules below.
2. There are a number of numbered points on the map.
3. Each point may only be included in the route once, and only when it is the point's turn (see point 5). In all other cases, points block the road sections underneath them.
4. From the start of the route section to which this system applies, the shortest route to point 1 must be constructed and driven.

5. At each point there is a route control with a number. This number indicates the next point to which the shortest route must be constructed and driven.
6. Route controls on the (correct) route between the points to be visited must also be saved in the Tulpenrallye app.
7. The end of the route section to which this system applies is point **X**, from where (using an instruction from the route control at that point) the shortest route to the end of the route section to which this system applies must be constructed.

1.3.7. Pace-notes system

1. The route can be indicated by means of so-called pace-notes.
2. Pace notes indicate the course of the route by means of the (intermediate) distances in meters, the gradation of the bends, and the indication of the turns.
3. This system was used in various editions of the (AMAC) Tulpenrallye, when the rally consisted of special stages.
4. Pace notes can be used to indicate some parts of the routes of the 72nd Tulpenrallye.
5. Below is the legend of the pace notes according to the AMAC system from the 1970s and 1980s, as well as an example.

Example road book 1970– 1980

Using the Tulpenrallye App

During the Tulpenrallye the majority of route and time controls will be registered through the Rallycheck, which is now integrated in the Tulpenrallye app. Please consult the separate installation instruction for installing the Tulpenrallye app and using it to login to Rallycheck.

Before starting the rally, please ensure that the crew is logged in with a Rallycheck account that is known to the Tulpenrallye organization. Then select the right event through the menu at the top left (three dashes) to get started.

1. Optimal performance of the app

To ensure optimal performance of the app, it is important to carefully follow the instructions below.

Attach a **phone holder** to the windscreen of the car, in a position where it is clearly visible to both the driver and navigator. Place the phone horizontally in the phone holder to avoid blocking the view of the driver.

Ensure that the phone is **continuously charged**, as these types of apps require a lot of power. Therefore, bring a charging cable with you, including the correct connector (plug) for the car!

Turn up the **volume** on your phone and disconnect Bluetooth so that you can hear the sound signal when a route check is activated and you don't miss anything.

You may have adjusted the **font size** in your settings to make text on your phone easier to read. Make sure the font size is back to the default settings so that no information is lost on the screen because there is not enough space to display the entire (enlarged) text.

Switch off all other apps on your phone to prevent them from conflicting with the Tulpenrallye app while driving and negatively affecting its performance. Restarting your phone will ensure that no other apps are active.

While driving, the app must **always be running in the foreground** to avoid missing controls. If you move the app to the background (for instance to use a different app on your phone), this can lead to a penalty (next to the penalty for potentially missing controls). This will be decided by the rally office.

2. Behavior of the app at different types of controls

During the rally, the crew will encounter different types of controls. We explain per type what can be expected from the app and what is expected from the crew.

Test control

At the beginning of each stage, a test control will be shown in the app with accompanying sound signal. This allow you to check that the app is setup correctly.
This control is a route instruction. See 'Route Instructions' section for more information.
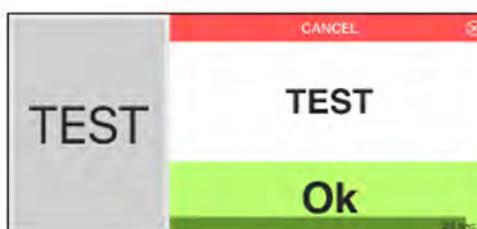
Route controls (letters and numbers)

These replace the well-known signs with letters or stamps by the side of the road.

- The app will give an audible signal and will show the letter or number (stamp) that is found.

- For 30 seconds, the crew can explicitly accept the control by tapping 'Click to Save' or decide to ignore the control by tapping 'Cancel'. If you do neither, the control will be automatically accepted after 30 seconds.

- If you tapped 'Cancel' because you didn't want to accept the control, this control will be considered missed. Should you conclude later that you did want this control after all, you will have to go back to the location of the control to let the app show it to you again so you can accept it.

- When a route control appears in the app, an instruction might be added. (see regulations for more details). They appear in the white section next to the letter and can be revisited later by tapping the control tile in the digital control card.

- Numbers act as stamps and can be recognized by a lock sign. Upon acceptance, these controls are non-deletable.

- Letters will be deletable after accepting them as long as no non-deletable control has been registered after it. You can do this by tapping the letter tile in the digital control card and then tapping 'Delete control'.
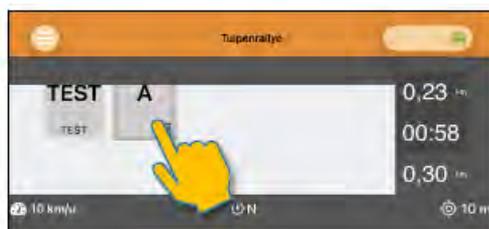
3. Time controls

Time control in the app (TC-APP of TC-IN-APP)
These controls are indicated in the road book but unmanned and without Tulpenrallye scanner.

- These time controls (TC) will typically be announced before reaching the actual control through a so-called route instruction. See 'Route instructions' section for more details.

- Upon entering the virtual circle of the TC (see 'Virtual Circle' section for more details), a new message appears with the name of the TC.

- It is now possible to register the correct time by tapping 'Click to save' when the correct minute is shown on the screen
- What to do when you're early or late?
  - If you entered the virtual circle too early and your ideal time is not yet visible in the screen, simply stand still on the side of the road and wait for the ideal time to appears and register your time as described above.
  - Should you already be too late, simply drive or click to save immediately to avoid further time penalty.
- Upon acceptance, these controls are non-deletable.
- It is possible to ignore this control by tapping 'Cancel'. If you decide later that you did not want to cancel, you will have to enter the virtual circle again to then accept the control. Please note that the circle can be quite large and that you have to leave the circle before reentering.
- Result calculation will always use the hour and minute of the time that was accepted. Seconds will be ignored. No rounding will take place, the seconds will simply be removed. This means you will have a full minute to either explicitly accept your correct time or leave the virtual circle.
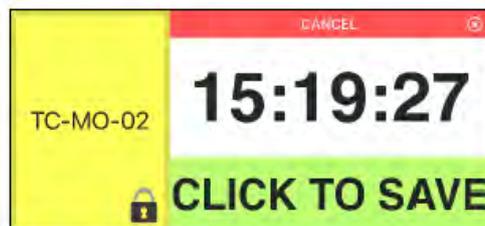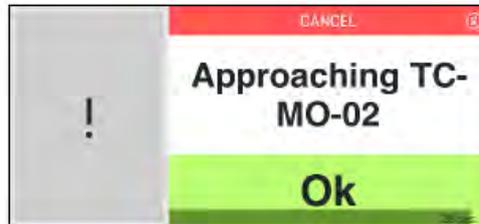
Tulpenrallye scanner
The Tulpenrallye scanner will be used at the start and the TC-OUT at the coffee stop, lunch and afternoon stop.

- At this TC, one member of the crew needs to register the correct time by scanning the QR-code at the back of their badge.

- Result calculation will always use the hour and minute of the time that was accepted. Seconds will be ignored. No rounding will take place, the seconds will simply be removed.

Manned time controls (TC)

These controls are indicated in the road book and have a marshal crew present to register your passage time.

- The app is not used for these controls.
- Please approach the marshal in the correct minute. This procedure is identical to the one used in previous editions of the Tulpenrallye.
- When you approach the manned TC, a message will appear in the app. If you want, you can get rid of this message by clicking 'Cancel'. That won't influence result calculation.
- The time registered by the marshal will be used for result calculation. This time will be captured on your time card by the marshal and will also be visible after a few minutes in your digital control card and in the results page that you receive at the end of each leg.

4. Regularities and tests

Regularity (RP)

More details on regularities can be found in the regulations.

- A regularity will usually begin with a manned start, where a marshal will register your start time. This is similar to how a manned TC works (see 'Manned time controls').
- During the regularity, you may encounter secret time controls (GTC's). These will also be shown in the app and are automatically saved. No need to explicitly accept these time controls. These controls are non-deletable.
- The correct time of the secret time control is calculated in the background based on the exact location of the control and will be visible in the result screen at the end of the stage.
- The last time control of the regularity (RP Finish) works just like any other secret time control and will therefore also be automatically saved and be non-deletable.
- The end of the regularity will be shown in the app as a route instruction with the message 'End Regularity'.
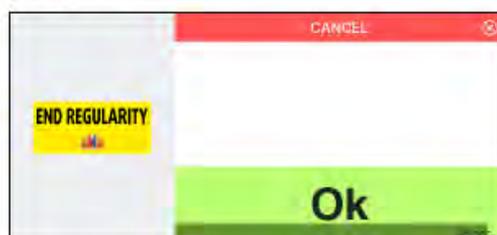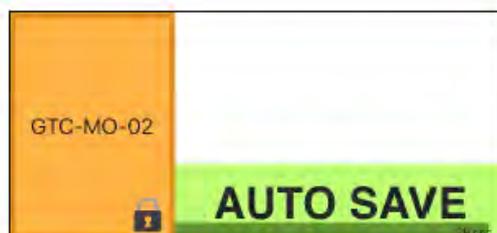
Lap Consistency (LC)

These tests require you to set a time in the first round and then try approximate them at the next x rounds (see regulations for more details).

- Timing on the Lap Consistency (LC) test is done through a so-called 'Exact Timing Point' (ETP) on the spot that's indicated as timing point on the circuit and in the road book. Every passage of this ETP will be shown in the app.

- These controls are automatically saved. No need to explicitly accept these time controls. These controls are non-deletable.
- NOTE: the message in the app will appear a few seconds after you passed the timing point on the circuit. This is normal behavior and does not influence the time that's used for result calculation. That time will be calculated in the background based on the exact location of the timing point and will be visible in the result screen at the end of the stage.
- Our advice is to ignore the app during the test and focus on your stopwatches for the correct passage times at the timing point on the circuit.
- The first two passages will be used to set the time. The subsequent passages will be used to check how well you approximated your set time. So, At a test that requires you to approximate twice, you should see 4 passages in your digital control card in total. For 3 approximations, you should see 5, and so on.
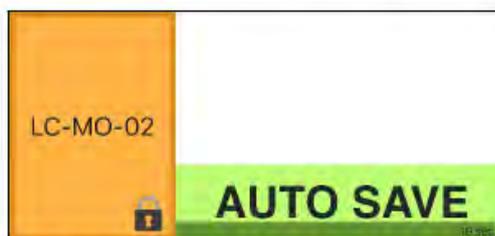
Bogey Test

More details on bogey tests can be found in the regulations.

- A bogey test usually begins with a manned start, where a marshal will register your start time. This is similar to how a manned TC works (see 'Manned time controls').
- Just like at the LC we recommend to rely on your own stopwatch for tracking time.
- The finish will be registered with an exact timing point (ETP) that appears in the app.
- This control is automatically saved. No need to explicitly accept this time control. The control is non-deletable.
- NOTE: the control will appear in the app several seconds after the actual passage of the finish line. This is normal behavior

and does not influence the time that's used for result calculation. That time will be calculated in the background based on the exact location of the timing point and will be visible in the result screen at the end of the stage.
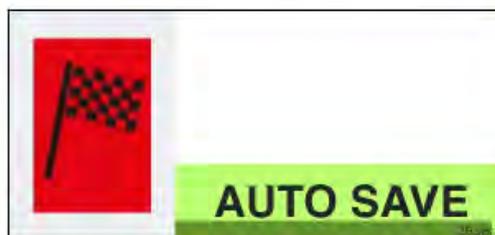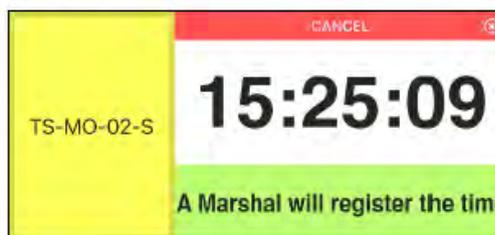
5. Speed checks

Speed Check (SC)

Speed Checks are performed to check that you don't exceed the speed limit in places where that's considered dangerous and harmful to the event.

- A Speed Check (SC) appears in the app with a text showing the maximum speed and the actual speed at the SC location.
- This control is automatically saved. No need to explicitly accept this time control. The control is non-deletable.
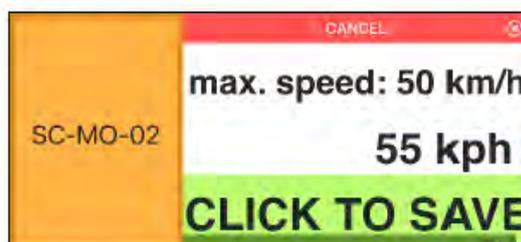

Quiet Zone (Q-Zone)

In Q-Zones your speed will be monitored continuously between the start and the end of the Q-zone

- Thee start of the Q-Zone is shown in the app with a notification of the maximum speed.
- While driving through the Q-Zone, the app will continuously show your actual speed with a red background in case the maximum speed is being exceeded.
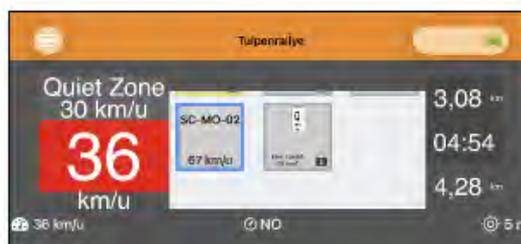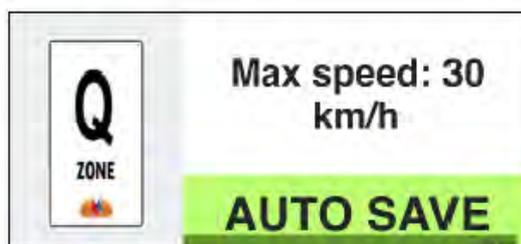
- The end of the Q-Zone will also be shown in the app.
- Note: it's not about the average speed over the course of the entire Q-Zone. If you exceed the maximum speed anywhere in the Q-zone, you will get a penalty.
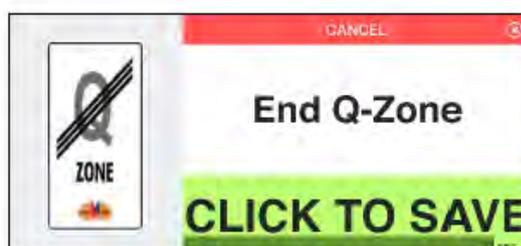
6. Other

Route-instructions

At certain times during the rally, the app will show an instruction or informative announcement. For instance to announce an upcoming TC, the end of a regularity, or a detour.

- This message can be confirmed at any moment by tapping 'OK', or will disappear automatically after 30 seconds.
- This message plays no role in result calculation and will therefore not show up in your results overview. It is
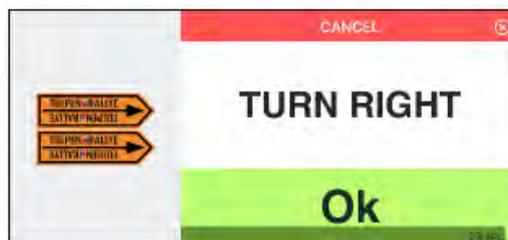
Virtuele cirkel

All controls have a virtual circle around the exact geographical location of the control. The app will 'see' the control as soon as you enter this virtual circle. This ensures that the app will see you passing the control even if your GPS signal has a slight deviation. This ensures that you will never miss a control that you did pass.

Missed controls are visible in the results page that you receive at the end of each leg. If you believe that a control is shown as missed even though you did pass that location, please use the question form at the bottom of each results page to alert us to the problem. The result center can compare your actual route with the registered controls and make changes when needed. Please note that the result center also proactively checks all missed controls while you are driving to avoid this mistake from happening.

Status

In the upper right corner of the screen, you can see the status of the app. For example:

At the start, you should see 'Ready to start'. As soon as you hit the first control of the stage, the status will switch to 'Active'.

By tapping the status, a screen will appear with the status of (from left to right) your internet connection, GPS reception, and sound settings

The new Tulpenrallye app is available in the Google Play Store and the Apple App Store.

The Tulpenrallye app can be installed on your smartphone by searching the store for "Tulpenrallye".

Please follow the instructions to install the app.

⚠️ **When requested to allow access to location services, it is essential to allow this "while using the app"**
is necessary for proper operation of the Tulpenrallye app.
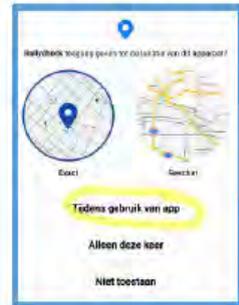
GPS

After installing and opening the Tulpenrallye app, the follwing screen will appear:

Everyone can see the results without logging in as participant. Which is convenient for those staying back home who are interested in your performance.

Only one member of the crew needs to log in as participant!

Tap "Login as Participant" (or "Login als deelnemer" when using Dutch language settings).
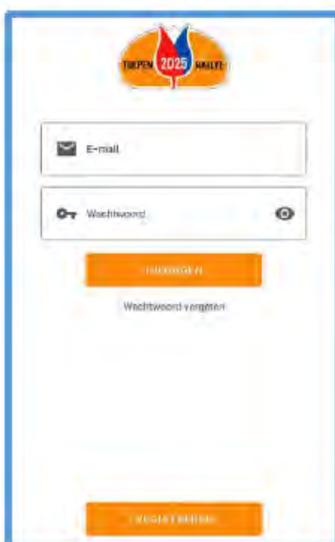
If you already have a Tulpenrallye or Rallycheck account, you can login with that existing account! Super convenient. The app will immediately be ready for use.

⚠️ **The Tulpenrallye app uses existing Rallycheck infrastructure. If you have an existing Rallycheck account hebt, please login with that existing account.**

If you don't have a Tulpenrallye or Rallycheck account, Please tap "Register"or "Registreren" to create a new account.

The following screen appears:

<- **Inloggen or Log In** if you already have a Tulpenrallye of Rallycheck account.

The regular login procedure using email and password is not described here.

<- **Registreren or Register** in case you don't have an account yet.

Register as a new user:

Provide your email aderess and choose a password.

Note: you will receive an email on the provided email address that asks you to verify your account. You can continue the process and do the verification at a later point if you want.

Tap " volgende stap" or "Next"

Provide your phone number and tap "verifiëren" or "Verify".

You will receive a verification code on your smartphone (sent by Rallycheck)
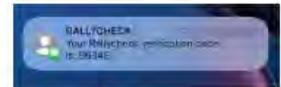
Type this code in the input field and tap "code verifiëren" or "Verify Code"

You should now be logged in!

Don't forget to verify your email address through the message you received in your mailbox.

You can now select "Tulpenrallye 2025" via the upper left menu when the Competitors list is active in the app.