21. Coppa d´Europa

Regulations
11. - 14. March 2027

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1. GENERAL

1.1 DESCRIPTION OF THE EVENT

Foundation RREvents is the organiser of the 21th Coppa d'Europa 2027: 11 March – 14 March 2027.
The event will be organised and run in compliance with:

- The FIA Code Sportif International (CSI);
- These Supplementary Regulations and subsequent bulletins;
- The traffic laws of the countries where the event takes place.

The address of the Rally Office until 11th March 2027 is:

Coppa d'Europa,
Jan Timmers,
Parkhof 34,
NL-5751 CL Deurne, Nederland
timmers@coppa-europa.org

During the event the address of the Rally Headquarters will be at dining hotels.

1.2 CHANGES AND AMENDMENTS TO THE REGULATIONS

Officially approved regulations can be changed at all times.
Any modification or amendment to these Supplementary Regulations will be published by way of a numbered and dated Official Bulletin which will be an integral part of these Supplementary Regulations. Bulletins will be published on the internet and/or on the official notice board and/or (if possible) distributed to the competitors and/or are available for your perusal at the TC's-OUT. Every modification, explanation or amendment of the route and/or time schedule will be published as a Route-bulletin. These Route-bulletins will be published on the official notice board or will be (if possible) issued to competitors at TC's-OUT and/or are available at the TC's-OUT for your perusal.
Instructions in the road books and statements on the Control Cards will have the same authority as these Supplementary Regulations, Bulletins and Route-bulletins.

1.3 INTERPRETATION OF THE REGULATIONS

The Clerk of the course is responsible for the running of the event and is charged with the application of these Supplementary Regulations. In any case where these Supplementary Regulations do not provide an unambiguous ruling, the competition management of the course will provide a ruling.

1.4 DEFINITION OF TERMS

The 21th Coppa d'Europa is a regularity rally for classic cars, where outright speed will not affect the result. The classification will depend on navigation and the competitor checking through the various controls in the correct order. The average speed will never be higher than 49,9 km/h., with the exception of routes that include motorways or roads closed to other traffic.
Navigation systems: see Appendices.
Countries traversed: the Netherlands, Belgium, Germany, Czech Republic.

Crew = A crew consists of a driver and a navigator, and the driver must be at least 18 years old.
The driver is fully responsible for all actions of the crew. The navigator must be at least 16 years old.
If the navigator is under 18 years of age, a consent form from a parent or legal guardian must be submitted in writing at signing-on.
Participants may change places (driver/navigator). In the event that the vehicle or crew during the event replaced, it is possible to continue participating outside the competition.

Leg = day.
Section = part of a leg.
The time interval between crews will be 1 minute, unless otherwise decided by the Clerk of the course.
The 21th Coppa d'Europa 2027 is part of Deutsche Classic Serie – DCS

1.5 COMPETITORS LIAISON OFFICER

To relieve the burden on the clerks of the course, a designated "liaison officer" has been appointed. Questionnaires are included in every road book; participants can hand these in – completed and marked with their name and start number – to this liaison officer. Where possible, the liaison officer can answer the questions immediately; otherwise, the clerk of the course will provide a written response, which is then returned to the participant via the liaison officer. The liaison officer will be present at the overnight and lunch venues, and their contact details are listed in Article 2.1.

2. ORGANISATION

2.1 OFFICIALS OF THE EVENT

Clerk of the course:	René Smeets (+31 6 54 296099)
Deputy clerk of the course:	Rudolf Dittmann
Assistant clerk of the course:	Jos Timmermans
	Jan Timmers
Rally Office:	Jan Timmers (+31 6 42 628666)
Chief results:	Wil Kiggen
Results Team:	Stan Kiggen, Maurice Metten, Paul Sillen
Press & Public Relations:	Rudolf Dittmann
Permits:	Rudolf Dittmann
Supervisor:	Karola Welz
Road books:	Rudolf Dittmann, René Smeets, Jan Timmers, Jos Timmermans
Webmaster:	Richard Voss
Liaison Officer:	Bernhard Stein, (+49 173 8338724) (bernhard@stein-monschau.de)
24 hr-car:	Jan Timmermans, Nellie Timmermans
Course opening Cars:	Lambert Vermeulen Sr., Tineke Vermeulen
	Hans Thoonen, Henriëtte Thoonen
Sweep car:	Go Wammes, Henk Ledderhof
Marshals:	Jan van Eijk, Rien van Rooij, Jan Jacobs, Maria Jacobs, Nicole Smeets, Bart Babeliowski, Veerle Cardinaels, Jos de Leeuw, Ruud Stienen, Lucie Smeets, Corrie Monster, Mattie Deckers, Theo Badenberg, Jacqueline Kennedie, Hans Kneepkens, Silvester Lenders, Laura-Marlen Kocurek, Patrick Tensen, Franka Tensen.
Service assistance:	Marc Maas, Dylan van der Lee, Jeroen Groenen, Bjørn Even
Security:	Ron Peters, Daniël Smeets

3. PROGRAM OF THE EVENT

Saturday, 15th August 2026	Entries open	12:00 hrs	See art. 4.2
Sunday, 1st November 2026	Entries closes at initial rate	12:00 hrs	See art. 4.2
Friday, 1st January 2027	Entries closes at medium rate	12:00 hrs	See art. 4.2
Sunday, 10th January 2027	Entries closes at full rate	12:00 hrs	See art. 4.2
Wednesday, 10th March 2027	Signing-on (Pre-)Briefing	19:00 – 21:00 hrs 21:00 hrs	Boshotel**** Boslaan 1 NL-6063 NN Vlodrop T +31 475 534959 www.boshotel.nl

Thursday, 11th March 2027	Signing-on Briefing Start 1st competitor in Vlodrop	07:00 – 07:15 hrs 07:31 hrs 08:01 hrs	Content exactly the same as Wednesday evening
	Lunch		To follow
	Start of dinner and overnight	20:30 hrs	Rheinhotel Vier Jahreszeiten*** Rheinstraße 11 D-53498 Bad Breisig T +49 2633 607362 www.breisig.de
Friday, 12th March 2027	Start 1st competitor in Bad Breisig	07:01 hrs	
	Lunch		To follow
	Start of dinner and overnight	20:30 hrs	Arvena Kongress Hotel**** Eduard-Bayerlein Straße 5a D-95445 Bayreuth T +49 951 7270 www.arvena.de
Saturday, 13th March 2027	Start 1st competitor in Bayreuth	08:01 hrs	
	Lunch		To follow
	Galadinner, prize giving Overnight	20:30 hrs	Penck Hotel**** Ostra-Allee 33 D-01067 Dresden T +49 351 49220 www.penckhotel.de
Sunday, 14th March 2027	Breakfast		

4. ENTRY

4.1 ENTRY PROCEDURE

Crews may apply for an entry by completing and submitting the entry form either by post or via the form on the website: www.coppa-europa.org. Maximum number of teams allowed is 120.
The entry will normally be accepted when the crew has complied with all of the entry conditions: entry form filled in and the full entry fee paid.
The starting order in each class will in principle be based on the order that entries are accepted and no rights can be derived from this.
Requests from teams to get starting numbers close to each other are, in principle, not honoured to prevent cooperation / route exchanges, so that other teams are not (or cannot be) disadvantaged as a result. See also art. 7.6 behave in an unsportsmanlike way.

4.2 ENTRY FEE

Individual entry:
Per crew € 2095,=: payment must be in our bank account before 1st November 2026 at 12:00 hrs.
Per crew € 2295,=: payment must be in our bank account before 1st January 2027 at 12:00 hrs.
Per crew € 2495,=: payment must be in our bank account before 10th January 2027 at 12:00 hrs.

Single rooms are available on payment of a supplement of € 600,= per crew, which must be transferred at the same time.

The entry fee includes:
Secondary insurance
2 rally plates
3 nights bed and breakfast accommodation (11th, 12th and 13th March 2027) in ****hotel for 2 crew members sharing a double room
3 lunches inclusive (non-alcoholic) drinks for the 2 crew members
3 dinners for the 2 crew members
Road books, control cards, trip check, awards, etc.

4.3 BUSINESS ENTRY

It is possible to combine an advertisement in the Road books with the entry fee.
You will receive an invoice for the advertisement increased with the entry fee.
The invoice will have as a description „advertisement costs".

Advertisement formats:	1 A4 page	€ 995,=
	½ A4 page	€ 610,=
	¼ A4 page	€ 345,=

4.4 PAYMENT DETAILS

Rabobank Maasbracht (NL), bank account IBAN-nr. NL19RABO0113164181.
Re: Stichting RREvents, Coppa d'Europa 2027 **AND** name of the crew (before the entry closing date).
Bank International Code (BIC) RABONL2U.
If a lower rate is received after the deadline for that rate, a supplementary payment must be made to make the fee up to the entry fee that was due at the time of receipt.
If not settled beforehand, crews must pay these costs in cash at signing-on.

4.5 REFUNDING OF ENTRY FEE

75% of the entry fee will be refunded if the entry is cancelled by the crew before 01/01/27 or if the event is cancelled by the organisers.
No concession is made for irregular repayment and / or credit amounts. It is the responsibility of the crew to arrange for an extension of the existing insurance (e.g. travel insurance). It is advisable to have a cancellation insurance in case you cancel the event.

4.6 NON ACCEPTANCE OF ENTRY

The organiser reserves the right to refuse an entry from a particular car, if it does not comply with the spirit of the event.
In case of refusal of the entry, (also of crews) that the organization can do without giving reasons, any paid entry fee will be refunded.
The following vehicles are not allowed: vans, minibuses, military vehicles.

4.7 PUBLICATION OF THE LIST OF ENTRIES

Publication of the (provisional) list of entries will be done in the week after the entries close at the medium rate.

4.8 FORCE MAJEUR

In the event of force majeure caused by armed conflicts, threats of war, border closures, unrest, and uncertainties in the countries to be traveled through, severe weather, pandemic, etc., the organizer "Stichting RREvents" reserves the right to take appropriate measures at short notice (up to and including, for example, the cancellation or postponement of the event, as well as partial retaining already paid entry fees).

5. INSURANCE / DECLARATION

5.1 INSURANCE OF THE PARTICIPANT

It is the responsibility of the owner of the car to arrange valid insurance covering him against liability for both personal injury to, and damage to the property of third parties on public roads, including regularity- and test sections.
It is the responsibility of the owner of the car to arrange such insurance and/or extend existing insurance as necessary. The owner of the car must have personal accident insurance, covering the crew.
The crew must prove this at signing-on.

5.2 INSURANCE OF THE ORGANISER

The entry fee includes the costs of the insurance of the organiser which can be summarized as follows:

- the organiser has arranged an insurance which covers participants against third parties, when participating in such parts of the event on private areas or on roads which are specially closed;
- the maximum sum of this insurance is € 7.500.000,00 per incident/accident;
- the own risk of the owner of the car is € 500,00 per incident/accident;
- the insurance of the car owner, as legally established, will always take precedence;
- the insurance cover will come into effect from the first time control of the event and will cease at the finish control of the event or at the moment of withdrawal, disqualification or exclusion of the crew.

5.3 LIABILITY EXCLUSION

Principle:
The participants (driver, co-driver, vehicle owner) participate at their own risk in the Coppa d'Europa 2027. You are solely responsible, both civil and criminal, for all damage caused by you or the vehicle you use, to the extent that no exclusion of liability has been agreed.

5.4 DECLARATION – INDEMNITY CLAUSE

Both members of the crew must sign at signing-on the declaration-indemnity clause. If not, the crew and the car will not be allowed to start the entry.

STATEMENT OF ACCEPTANCE AND WAIVER OF RECOURSE

I have read the Regulations of the "Coppa d'Europa" and agree to be bound by them, not only to the letter but also in the spirit. I declare that I am physically and mentally fit to take part in the event and I am competent to do so. I acknowledge that I understand the nature and the type of the event and the potential risk inherent with motor sport and agree to accept that risk.
I declare that the car hereby entered is suitable and roadworthy for the event and that it is in conformity with the traffic laws and regulations for use on public roads.
I declare that use of the entered car is covered by insurance as required by the law which is valid for such part of this event as shall take place on roads as defined by law, including regularity- and test sections.
I declare that the crew members are covered by personal accident insurance.
I declare that I am, as driver of the car, in the possession of a valid driving licence.

The FIA, members of FIA, the AvD, promoter, organiser, sponsors, officials and marshals of the event decline liability in any incident or accident caused by or to participants and competing cars during the event.
The FIA, members of the FIA, the AvD, promoter, organiser, sponsors, officials and marshals of the event decline liability caused by riots, vandalism, natural catastrophe, etc...
The FIA, members of the FIA, the AvD, promoter, organiser, sponsors, officials and marshals of the event also decline any liability for the breach of the laws and regulations of the countries by participants in which the event will take place.
Participants shall be held responsible for any accident or breach of laws and regulations in which they may be involved.
Participants shall have no claim against the FIA, members of the FIA, the AvD, promoter, organiser, sponsors, officials and marshals of the event arising out of any action of the FIA, members of the FIA, the AvD, promoter, organiser, sponsors, officials and marshals during the course of the event.

If a crew member has not reached the age of 18, the first legal responsible person of that crew member must sign the Declaration – Indemnity clause as well.

5.5 EXEMPTION CERTIFICATE

(Only if the participant, driver or co-driver is not the owner of the vehicle used at the event, see previous text).
I / We agree to the participation of the vehicle specified in the registration and declare to waive any claims of any kind for damages arising in connection with the event, in particular against the persons mentioned above in accordance with the driver- co-driver statement printed above.

5.6 MEDICAL EXPENSES

The driver / co-driver is aware that all costs incurred in connection with any medical care (e.g. First aid and transportation) will be carried by the person being treated.

6. ELIGIBLE CARS

6.1 CLASSES

After the final closing date for entries, it will no longer possible to change the entry to the CoppaGT class (www.coppa-europa-gt.org). If it is not possible to participate in a replacement vehicle in the registered class after that date, participation will only be possible with a (more) modern car in the originally registered class, but without competition.
Entries are open in the classes CoppaSuper, CoppaSport or CoppaTouring for cars produced before 1-1-1986. Vehicles produced after 01-01-1986 can participate in the CoppaGT class. (Separate registration and regulations; www.coppa-europa-gt.org).
Cars will not be categorized on year of construction or cylinder capacity.

6.2 EQUIPMENT

The car must be equipped with tow rope, an oil- and waterproof ground sheet (min. 4x2 metres) and all other equipment, which is legally required in the countries that are traversed (for instance warning triangle, 2 safety vests).
In most countries it is obligatory to carry the following items on board: spare light bulbs, a valid fire extinguisher of at least 1 kg.

6.3 DISTANCE, TIME AND SPEEDOMETERS

Analogue or digital aids fitted or standard in the vehicle for distance measurement and/of speed measurement And/or time measurement, whether or not equipped with the possibility to measure the average speed measuring are allowed. This equipment may be mechanical, electronic or GPS controlled.
The use of apps on a smartphone with the above functionalities is NOT allowed.
Using a Blunik computer or similar equipment in which average speeds can be entered is NOT allowed.
Use is penalized with 300 penalty points.

6.4 NAVIGATION EQUIPMENT

The use of an electronic compass is allowed. This compass may be GPS controlled. The use of (GPS) navigation equipment or smartphone for the purpose of positioning is NOT allowed.
Use is penalized with 300 penalty points.

6.5 COMMUNICATION EQUIPMENT

The use of mobile phones or smartphones during the competition is NOT allowed and a telephone must NOT be transported in the passenger compartment. Use is penalized with 300 penalty points.
Exceptions to this are:

- in case of calamities
- asking for help from the organizer
- reporting the statement to the organizer

7. GENERAL DEFINITIONS EVENT

7.1 STARTING ORDER

In general the starting-order will be based on the competition numbers, with lowest number first (unless otherwise declared).
The crew's individual start time will be shown on their control card when it is issued.
If a competitor arrives late at the start time control, then a new start time will be given and this will be penalised with the normal/usual penalty.

7.2 RALLY PLATES

Each crew will receive 2 rally plates showing their competition number. These should be fixed on the front and rear of the car in a visible position during the event. The plates must be in a vertical position (i.e. not flat on the bonnet).

Rally plates may not obscure the license-plates of the car or the crew's vision.

Infringement will be penalised with 100 penalty points.

7.3 ROAD BOOK

It is possible that at any control (manned or unmanned) a new instruction will be issued. These instructions will replace instructions in the road book and must be followed. (see 8.3)

Road books are in the English language. There may be (a) translation(s) into another language, but the English text is/remains binding.

Towards the back of each road book there may be a copy of the control cards. These are intended to allow the crew to keep a full record of their own times and passage controls if they wish.

In the road books fixed speed controls are marked with an exclamation mark showing the maximum allowed speed. Filling stations are indicated by the filling station figure.

Each road book will be handed out to the crew 10 minutes before each official starting time for check for completeness. After the road book has been checked the crew is free to start in its own time. The crew does not need to wait until its official starting time which is already filled in on its control card, unless otherwise stated during the briefing and/or in a bulletin.

The number of numbererd pages in each road book is indicated on the front page.

Check, at the start of each section, that you have received the correct road book for your class and section.

CoppaSuper/CoppaSport have different road books from CoppaTouring.

Different routes will be marked or described, in the roadbooks shared by CoppaSuper and CoppaSport

SU = CoppaSuper SP = CoppaSport

No marking means: valid for both classes.

All mentioned distances are for the class, which drives the longest distance (CoppaSuper). The other class(es) in most cases cover a shorter distance in often the same time.

CoppaTOURING: In each Section some pages are exclusively for CoppaTouring and others exclusively for CoppaGT, which is clearly stated in the relevant pages.

7.4 CONTROL CARD

During signing-on, the crew will receive all control cards for the entire event.

The control card(s) must be presented to the relevant marshal for completion at each manned passage control and / or time control.

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

The crew will receive 2 types of control cards. One of which will be used to record the crew's time of arrival at time controls and driving times for regularities and driving tests. The other will be used at passage controls to record the displayed letters (code boards) or stamps at both manned and unmanned controls.

Each crew is responsible for their control cards.

Crews are obliged to carry an ink pad in their car for use at self-service stamp controls.

Self-service stamp controls will not have their own ink pad.

Any correction or modification on either control card will be penalised with 300 penalty points, unless this correction/modification is stamped by the marshal at the control.

It is the responsibility of the crew to handover the correct card to the marshal where needed. It is also the responsibility of the crew to verify that the card has been completed correctly before leaving the control.

7.5 TRAFFIC RULES

During the event the crew need to follow strictly all traffic laws. Not following these laws and/or exceeding local speed limits by more than 10 km/h will be penalised as follows:

1st infringement: warning

2nd infringement: 100 penalty points

3rd infringement: exclusion.

Exceeding the speed limit by more than 50% will be penalised by immediate exclusion.

7.6 UNSPORTSMANLIKE BEHAVIOUR

The crew must not:

- block the road for another competitor or prevent him passing.
- behave in an unsportsmanlike way and/or be guilty of dangerous driving.
- behave in such a way that other traffic or members of the public or local residents are inconvenienced.

The penalty will be at the discretion of the Clerk of the Course and may be up to exclusion.
The Coppasuper class drives the most kilometers. Other classes drive fewer kilometers, generally automatically at a lower average speed. You must allow faster participants to overtake. If you do not comply, you will be held accountable (unsportsmanlike behaviour).

7.7 QUIET ZONES

In Q-zones competitors must pay special attention to their behaviour to prevent inconvenience for local residents and other road users. Q-zones will be marked in the road books with the text Q or Q-zone. The maximum speed in a Q-zone is 30 km/h. Infringement will be penalised in accordance with article 7.5 and 7.6.

7.8 REPAIRS

Competing cars must run the whole route under their own power.
Organised service assistance, other than that provided by the organiser, is strictly forbidden. Infringement will be penalised with not starting or exclusion.
There will be an organizer's service car available during this Coppa d'Europa.
Marc Maas +31-(0)622-471324, Dylan van der Lee +31-(0)627-178222.
The sweep car is not a service car.

7.9 SERIOUS INCIDENTS

In case of a serious incident (e.g. accident, police, inhabitants, etc.) call immediately the Clerk of the course. +31-(0)654-296099.

7.10 RETIREMENT

Any crew unable to complete the event is requested to inform the Rally Office as soon as possible. +31-(0)642-628666.

7.11 SURVEILLANCE

The parking spaces at the overnight hotels provided by the organization will be monitored.

7.12 LUGGAGE SERVICE

A maximum of 2 pieces of luggage can be transported by the organization. Labels will be available at signing-on.
Only for registered persons luggage equipped with label with start number and name can be placed in the lobby of the hotel no later than 08:30 in the morning, and this luggage will be delivered by the organisation to the lobby of the next hotel.

7.13 EXPLANATION

The explanation of the assignments, including Mother cards and ideal times for controls will be published on the internet after the event. www.coppa.europa.org.

8. TIME- AND PASSAGE CONTROLS

8.1 OPENING TIMES (TIME) CONTROLS

- All controls will be operational from 15 minutes before the planned reporting time of the 1st crew until 30 minutes after the planned reporting time of the crew concerned, unless the Clerk of the course decides otherwise.
- Reporting at a control outside these times will be considered as missing the control.
- A schedule showing control opening times will be issued and/or shown on time control cards.

This applies also to regularity stages and tests and in case of a regularity stage or test the 300 penalty points should be read as 150 penalty points.

8.2 TIME CONTROLS

Early or late reporting at a time control will be penalised with 10 penalty points per minute (with a maximum of 300 penalty points). If, due to unforeseen circumstances, a TC is not manned, the driving time minutes must (logically) be added up from the last TC present.
Missing a time control will be penalised with 300 penalty points.
At a time control, the marshals record the time of reporting on the time card. This may be handed over to the marshal during the minute before the desired time, and the desired time must be requested to the marshal.
At the desired time, the time card will be handed back again and the crew can continue their way.
All TCs-IN may be entered early within the opening times without penalty.
All Lunch-IN and Hotel-IN are no time controls, so fuel up before you get there! All filling stations on the rally route are indicated in the road books, including those near the lunch locations, if present.
The time schedule (Timing) included in the road books take precedence (including distances, driving times and appendices) over any previously published ones, and these will correspond to the informations on the time cards provided.

8.3 PASSAGE CONTROLS

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

- unmanned passage controls (code boards)
- unmanned self-service stamp controls
- manned stamp controls

Controls are ALWAYS located on the right hand side of the road except on small triangles and so on, where they may be placed on the left hand side.
Controls will only be placed on the correct route (i.e. there will be no “dummy” controls).
Each missing or incorrectly recorded Passage Control letter or stamp will be penalised with 50 penalty points.
Noting or stamping controls which are on the route of another class, but not meant for your class will be counted as to many, and penalized accordingly (50 penalty points per extra control to many).
Passage controls which may include (an) added written instruction(s) for (a) certain class(es), also apply to the other classes, for which this addition (obviously) does not apply. 2 combination controls that are in one difficult construction can be penalized with 25 penalty points per control.
Control letters are displayed on a yellow background (see Appendix 1) and there may be placed a conspicuous red board as back ground.
Unmanned self-service stamp controls may have a conspicuous orange board as a back ground.

8.4 REGULARITY SECTIONS

On the route there will be regularity sections. All regularity sections have a manned start and finish.
Control boards showing a start flag (see appendix 1) will also be placed at the location, on the left side of the road, so they are not obscured by other cars waiting to start.
For manned starts of regularity sections no photographs will be shown in the road books.
All regularity sections must be driven at an average speed of 49.9 km/h.
The crew will receive 1 penalty point per second deviation from the ideal time with a maximum of 150 per regularity section. The first second of deviation will be penalty free.
In addition crews will be penalised as normal for missing or incorrectly recording any passage control during the regularity sections.
Each crew’s highest regularity section penalty will not be counted in the final results.
There will be 1 timing point (TP Finish) in each regularity. Most regularity tests have a self-start. All regularity sections have a manned finish.
If the speed limit is lower than the required average speed, there will be no timing point immediately following, and you will have the opportunity to get back on time before the timing point.
If a TC is also the start of a regularity section or if a regularity section with self start follows a TC and the TC is not manned due to unforeseen circumstances, the regularity section will be cancelled.
The maximum length of a regularity is 30 km.

8.5 TESTS

Tests will be defined in the road books and will also show the Test length and ideal driving time.
You will be started by a count down from a standstill and the finish will be “Stop Astride”. “Stop Astride” means that the car’s front wheels must cross the finish line but the car must come to a complete halt
before either of the rear wheels cross the line (so that the “finish line” is under the car). The finish line will be between two pylons and may or may not be physically marked on the ground.

Each second difference from the prescribed ideal driving time will be penalized with 1 penalty point, and the first second will be penalty free.
The maximum penalty at each test will be 150 penalty points (including false start, missing the Test, and deviating from the correct route). Any possible missing passage controls is separate from this.

8.6 DETOURS

Unplanned detours from the original route will be indicated by the use of red arrows (see examples at signing-on) that should be followed to bring you back to the original route. This will be done by single red arrows, the indicated direction must be followed.
There may be controls during such a detour.
The end of a detour will be marked with 2 red arrows, positioned horizontally underneath each-other. It is possible that at this point a route-instruction that must be followed by the crew will also be displayed (see Art 7.3).
The double red arrows will be located at the point where the detour re-joins the original route. The arrowed detour may also end at a location on a road that is shown on the map (in the road book). In this case the crew should start following the instructions in the road book from this point.

8.7 RECOGNIZABILITY

An overview of the control panels, arrows, etc. can be found at signing-on and in the Appendix 1.

9. SIGNING-ON / PENALTIES

9.1 SIGNING-ON

The crew is obliged to show the following documents:

- Written permission from the car-owner, if he is not one of the crew members, to use the car for the event.
- Drivers licence(s).
- Insurance papers.
- Written consent from legal guardian if navigator is 16 or 17 years old

The crew must sign the declaration

9.2 START REFUSED

- car not compliant with statutory regulations
- safety equipment not in accordance
- crew not as shown on official start list / no driver's license
- entry not accepted
- no valid insurance policy
- declaration(s) not signed
- incomplete or unsuccessful signing-on procedure

9.3 EXCLUSION

- car or crew not in accordance with published official start list
- 3rd traffic infringement / infringement on speed limit
- exceeding speed limit by more than 50%
- organized service assistance

9.4 PENALTY POINTS

Car's license plate obscured by rally plate art.7.2	100 penalty pts.
Correction or modification on control card not marked by marshal at control art. 7.4	300 penalty pts.
2nd traffic infringement / infringement on speed limit art. 7.5	100 penalty pts
Reporting early or late at a time control art. 8.5	10 penalty pts. / minute With maximum 300 penalty pts.
Missing a time control art. 8.2	300 penalty pts.
Missing or incorrectly recording a passage control art. 8.3	50 penalty pts
Time deviation early or late on a regularity section art. 8.4	1 penalty pt. / second 1st second deviation is penalty free
Maximum time penalty on a regularity section (also missing)	150 penalty pts.

Time deviation early or late on a test per second art. 8.5	1 penalty pt. / second 1st second deviation is penalty free
Maximum time penalty on a test (also missing)	150 penalty pts.
The use of a smartphone, navigation- or communication equipment art. 6.3, 6.4, 6.5	300 penalty pts each time.
Infringement of environmental regulations appendix 2	100 penalty pts each time.

9.5 PENALTIES AT DISCRETION OF THE CLERK OF THE COURSE

- Car not complying with the spirit of the event art. 4.6
- Unsportsmanlike behaviour, etc. art. 7.6
- traffic infringement / infringement on speed limit art. 7.5
-

10. RANKINGS

10.1 RESULTS

The results team will use the marshal's checklists as their primary source of times and other penalties at manned controls. The competitor's control cards will be used as a back-up.
Interim results will be published no later than 1 hour before the scheduled start time of the first participant of the next leg (barring unforeseen circumstances).
Written questions about such interim results can be put to one of the clerks of the course (see Art. 2.1) up to 30 minutes before the start of the 1st participant. If no queries are received at this time, these results then become final.
In case a published interim classification needs to be corrected, a printout will be published at the next lunch location.
A crew may submit a written query, about the provisional final results to one of the rally clerks of the course (see 2.1) within 30 minutes after publishing of this classification. If no such queries are received these leg results then become final.

10.2 CLASSIFICATION

The classification in each class will be determined by totalling the penalty points for each classified crew.
The classified crew with the lowest penalty points will be the winner in the class. The next lowest will be second and so on.
The winner of the class CoppaSuper will be deemed the overall winner of the 21th Coppa d'Europa.
In case of a tie, the crew that achieved the best result in section l be the winner. If this is not sufficient to resolve the tie, the results in the second section will be used, then the third, and so on until the tie is resolved.

10.3 PRIZES

30% of the started teams will receive a prize.
The best 10% of the classified crews in each class will receive gold prizes, the next 10% silver and the next 10% bronze.
In each class there will be additional prizes for the Best Mixed Crew.
A "Spirit of the event" award will be presented.
The organizer reserves the right to award further honorary awards.

10.4 PROTESTS

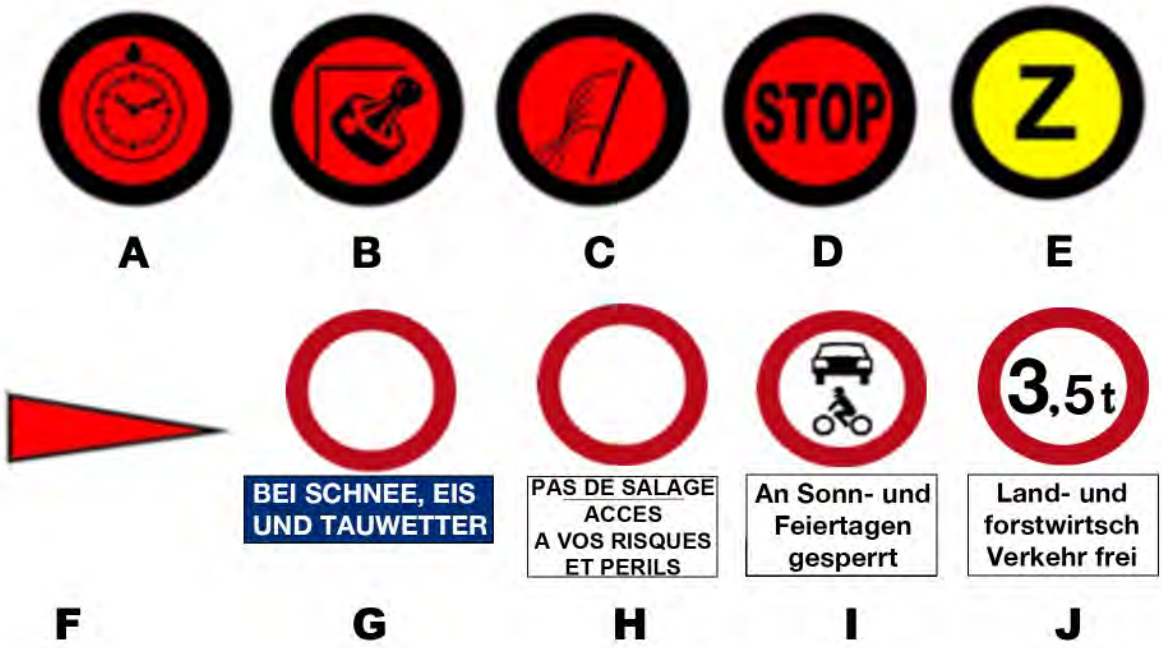
No protest can be lodged against the answer to route or calculation question or against neutralisations. The decision of the Clerk of the Course is final and cannot be appealed.

10.5 PRIZE-GIVING

The prize-giving will be as soon as possible after the approval of the final classification.

APPENDICES SUPPLEMENTARY REGULATIONS COPPA D'EUROPA 2027

APPENDIX 1 SCHEDULE SHOWING AND EXPLAINING EXAMPLES OF CONTROL SIGNS AND DETOUR ARROWS



A Time controls (TC's) - black on red (25x25 cm)
B (Un)manned self service) stamp passage controles - black on red (25x25 cm)
C (Self)start of regularity stage (RS) or driving test - black on red (25x25 cm)
D Stop board - black on red (25x25 cm)
E Unmanned passage controls (code boards) - yellow (25 cm)
F Detour arrows - red (39x20 cm)
G No driving in case of snow, ice or thaw
H No salt spreading. Access at your own risk
I No driving on Sundays and public holidays
J Prohibited for vehicles over 3,5 tonnes, does not apply to agricultural and forestry vehicles

APPENDIX 2 ENVIRONMENT

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

APPENDIX 3 GENERAL MAP READING INSTRUCTIONS

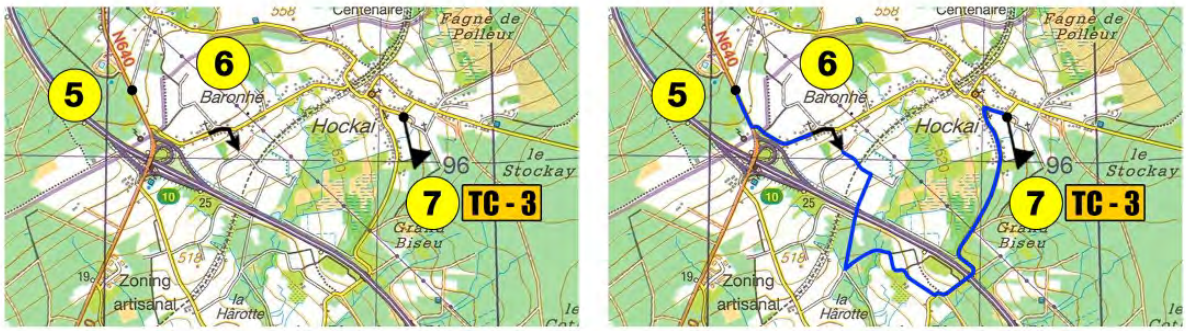
a) It is only permitted to use roads that are shown on the distributed maps/map fragments, with 2 lines. Roads, where one of the 2 lines has a broken edge may be used.
b) If a point, arrow, or line part is drawn on a single-line road, single-line roads should be used for the shortest possible distance in total, to and from the point, arrow or line part.
c) Within circles drawn on the map/map fragments, it is permitted to use any road, whether shown on the map/map fragments or not, to continue the plotted route.
d) No controls will be located within these circles.
e) Borders, map symbols and map text are not deemed to interrupt roads and when necessary, you may cross a solid white line in the centre of the road in order to turn on or off a side road.
f) In case that a road shown on the map/map fragment continues as a new road which is not shown on the map/map fragment, then this new road should be used only when the original road shown on the map/map fragment is no longer present, or can no longer be used.
g) Newly constructed roundabouts can be used at all times.
h) Roads, marked by the organisers, with a blocking cross (X) are not allowed to be used, as well as informational items provided by the organization.
i) Turning on the route is not permitted, unless instructions specifically allow this.
j) All roads and junctions may be used multiple times in all directions (except in case of Appendix 4 “Printed line” and Appendix 5 “Points and/or arrows” (if relevant to your class) which must only be negotiated in the direction shown although it is allowed to cross, touch, to leave sideways and to drive onto the printed line and arrows). Even roads which you have already used or plan to use later may be used again.
k) To drive the shortest route, sometimes it’s possible to turn around at a triangle shown on the map. This is NOT deemed to be turning on the route, because you’re always driving forwards! Such triangle locations should be driven in anti-clockwise direction.
l) Spot Heights (i.e. a dot on the map marked with a height number) are not turning points.
m) If the plotted route cannot or may not be driven, a reconstruction must be made via roads shown on the map, such that in order of importance:
   - The reconstructed route misses out the shortest possible amount of the originally plotted route in the planned direction.
   - The reconstructed route is itself as short as possible.
n) If a later piece of the originally plotted route is driven during the reconstruction, this does not count as driving the route, and any such piece of route must be driven again when it is reached.
o) All map fragments are scale 1:100.000 and/or 1:50.000 and listed on the relevant page.
p) In case of point and/or arrow number indications and/or numbered barricades, the numbering always starts again at number 1 after a TC.
q) Foreknowledge may not be used.
r) In order to minimize any inconvenience, the most through main roads must be driven within built-up areas.

APPENDIX 4 PRINTED LINE (WITH BARRICADES)
Not valid for CoppaTouring

a) The road book contains map fragments, on which a line has been printed.
b) The roads covered by this line should be driven as accurately as possible and in the correct direction.
c) Barricades are shown as numbered cross-lines on the map fragments. Whilst driving these sections you must never cross a numbered barricade except if a barricade is not intended for your class.
d) You must drive as much of the printed line as possible, so when you encounter a numbered barricade which blocks the route, you must leave the printed line at the last possible junction before the numbered barricade and return to the line again as soon after the barricade as possible. Once you have established where to leave and re-join the printed line to avoid the barricade, such a detour must be as short as possible.

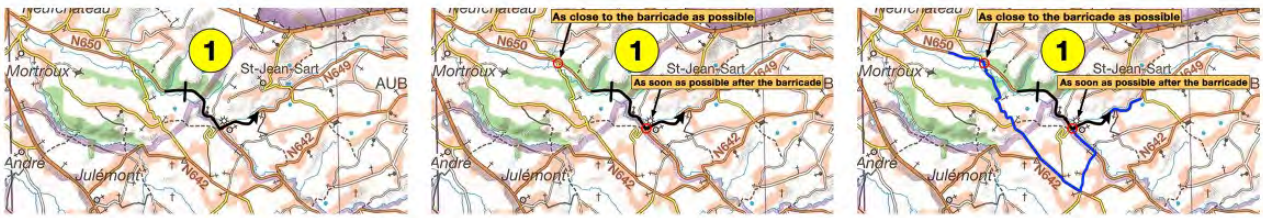
APPENDIX 5 POINTS AND/OR ARROWS

a) The road book contains map fragments, on which some numbered points and/or arrows are shown.
b) You should drive between the points and/or arrows (i.e. from point to arrow, from arrow to point, from point to point or from arrow to arrow, from Time Control to first point or arrow and also from last point or arrow to the following Time Control), in numerical order using the shortest route, except when the required map reading system in the road book and / or bulletin states “the second shortest route” or “free route” between points and/or arrows. In case of a free route between points and/or arrows, passage controls will only be placed AT points and/or ON arrows. In such case passage controls at points will be placed on the most logical side of the road. To clarify: When you come from another direction, on a “free route” section, such a passage control may be on the left hand side of the road. This is not wrong.
c) You must drive the entire length of each arrow, from the beginning to (and including) the arrowhead, as accurately as possible in the indicated direction. If this is not possible, drive the arrow as much as possible from the arrow in the indicated direction.
d) An arrow is indicated by a line segment with an arrow mark, which is not always at the end of the line segment. However, the arrow is considered to have the full length of the line segment.
e) For the classes CoppaTouring and CoppaGT are on the map fragments of the map reading parts the village/town names that are mentioned on the signposts along the route marked in a red frame so that they are easier to find on the map fragment (which does not always mean that the route passes through these villages/towns).
Each arrow drawn represents a turn and in case of 2 turns in one arrow it is indicated as "2 turns".



APPENDIX 6 ARROWS WITH BARRICADES
Not valid for CoppaTouring

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



APPENDIX 7 BORDERLINE

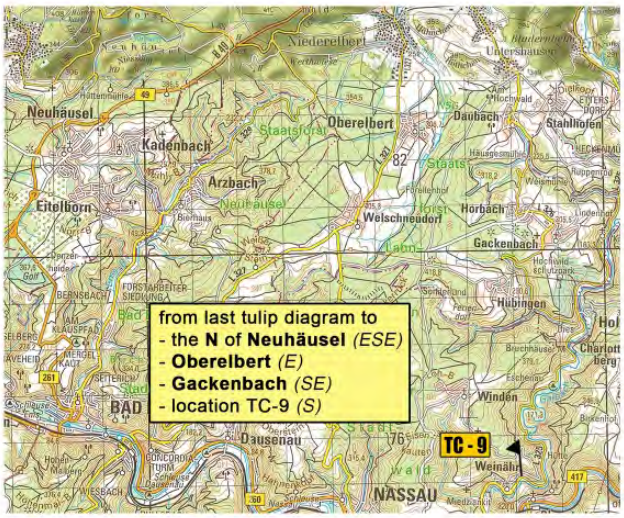
Not valid for CoppaTouring

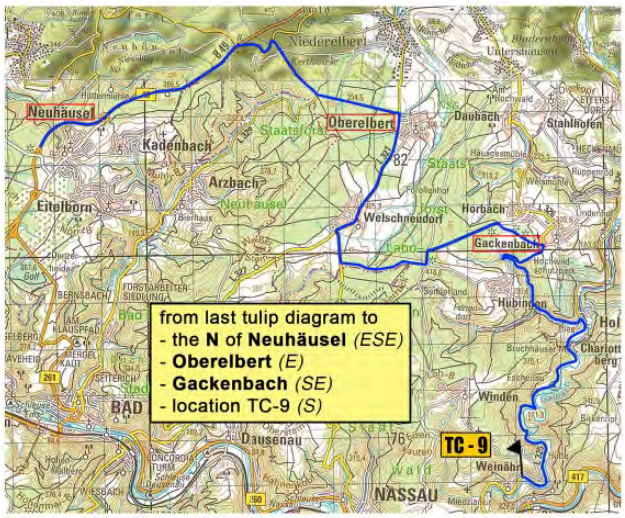
a) During border line approach, a route should be constructed that approaches the border line (marked by the organization on the map fragment) as closely as possible without crossing the border line, ensuring that the area between the route and the border line remains as small as possible.
b) Printed arrows are possible included in these sections, and so must be driven in the correct order in your plotted route (respecting Appendix 3j)).
c) The border line may be touched on your plotted route (so called “light” is open, so then driving), but may never be crossed.
d) The route should be as short as possible.

APPENDIX 8 ROUTE DESCRIPTION ON MAP

Not valid for CoppaTouring

a) The road book gives a numbered list of features such as map symbols, road numbers, village names, spot heights, and other general map text and so on.
b) You should drive through the features in described order.
c) The correct route passes either through or (if that is not possible) as close as possible to the listed features as shown on the map fragment.
d) Between the features you should drive the shortest route, except when the required order states otherwise (for example free route or the second shortest route).
e) As an additional aid, the wind direction from the previous feature can be indicated in arcs.
f) For example, if the order is **N73**, the TEXT **N73** is meant. However, if the order is **the N73**, the ROAD N73 is meant, which is the destination to be taken from the previous order.





APPENDIX 9 TULIP SYSTEM

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

APPENDIX 10 HERRINGBONE
Not valid for CoppaTouring

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

APPENDIX 11 ROUTE DESCRIPTION
For CoppaTouring ONLY

a) The road book will give a list of numbered instructions.
b) You should follow the instructions in numerical order.
c) The following abbreviations can be used:

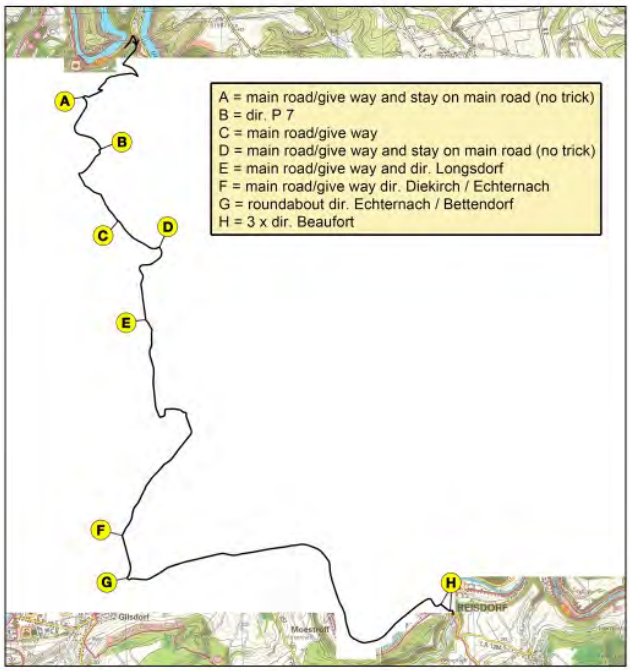
R = Right	L = Left
SO = straight on	dir. = direction
X = Crossing	T = end of the road (T-junction)
MR = Main road	GW = Give way
RA = Roundabout	Y = Fork (Y-junction)
SP = sign post	TS = traffic sign
P = parking	

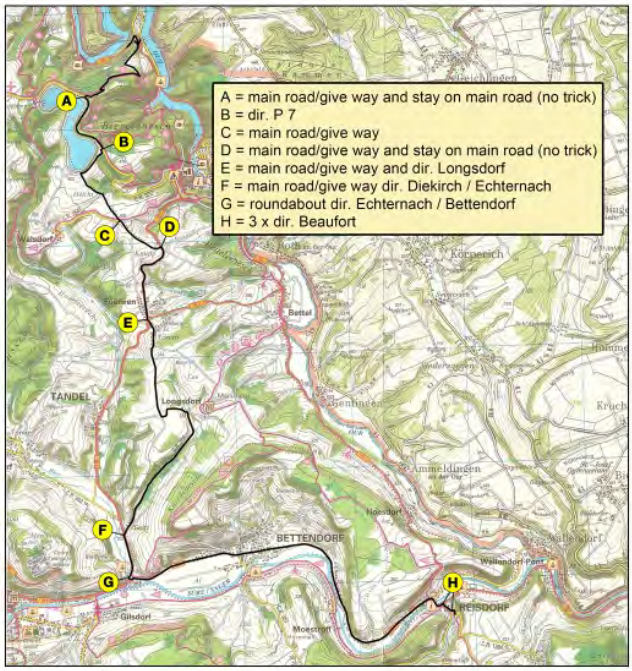
d) If other abbreviations are used, they will be explained in the road book.
e) Informative map fragments are included at the end of each road book, with the complete signed route of the relevant morning/afternoon section route descriptions. The time controls (TC), start locations regularity sections (RS), fuel stations (symbol), quiet zones (Q), speed/red traffic light cameras (lightning bolt), etc. are also indicated on this. Various locations are also provided with a number, which corresponds to the number from the route description order. In the unlike event that you should lose the original planned route, it is possible to get back in the correct route using these map fragment(s). Tip: Enthusiasts, who prefer to do (more) map reading, can also do the whole rally route using these marked map fragments, whereby the road book pages with the “normal” route commands or route data are binding. For additional information: Please take note or take this into account that the GT/Touring route is different from the Sport/Super routes in many places.

APPENDIX 12 BLIND LINE

Not valid for CoppaTouring

a) A drawn line on a blank background, which should be driven as accurately as possible in the correct direction.





APPENDIX 13 SQUARES

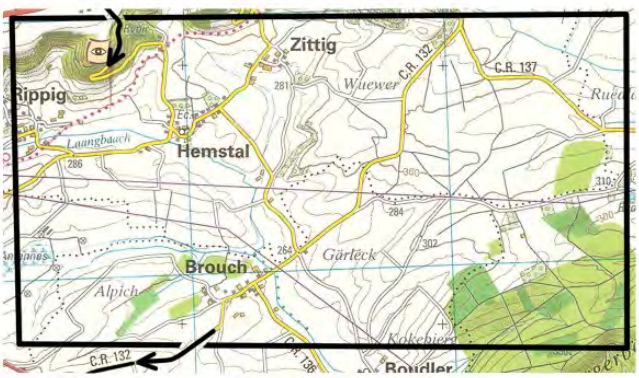
Not valid for CoppaTouring

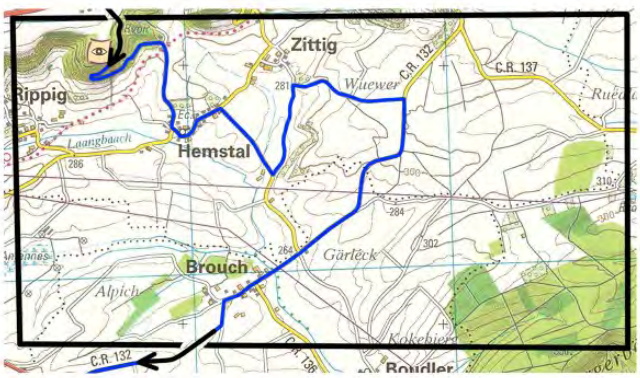
a) A square is marked on the map fragment. On two sides the square is “open”; one of these sides is the entrance to the square (marked by an arrow on the map fragment), the other is the exit from the square (also marked by an arrow on the map fragment).

b) The correct route inside the square is the longest possible, with the exeption of where stated otherwise in the road book and/or bulletin.

c) All roads may be used only once with the exception of where stated otherwise in the road book and/or bulletin.

d) At junctions you may not cross your own route, but you may touch (e.g. coming to the same point from opposite direction you may both times turn right (or left).





APPENDIX 14 LINE PARTS
Not valid for CoppaTouring

a) You can view these either as fragments of a printed line part or arrows without an arrow-point, where the direction to be driven is not indicated. You should drive along all of the line parts in numerical order without deviating and as accurately as possible.
b) You must use the shortest route to the start of the first line part, between the line parts and from the end of the last line part.

APPENDIX 15 TRACING
Not valid for CoppaTouring

a) You are presented with a piece of tracing sheet on which the route is marked using either the printed line and numbered line parts system or the arrows and points system. This should be placed on the corresponding (not marked) map fragment to plot the correct route. There may be text on the tracing that corresponds with text on the map fragment to assist you in positioning the tracing sheet correctly, for example village names.
b) For line parts use the plotting rules for printed line (appendix 4), while for points and arrows use the plotting rules described in appendix 5 and appendix 6.
c) The shortest route must be driven from an (arrow)point or the end of a line part to a point or start of an arrow or line part.
d) Driving on the roads drawn on the tracing paper takes precedence over appendix 3a, even if that road or piece of road does not appear on the map fragment.