

Remarks regulations 60th SLS Classic

General

The regulations for the 60th SLS are based on the updated (uniform) NHRF template used by all rally organisers affiliated to the NHRF. As a result, the regulations differ in a number of aspects from the SLS regulations in previous years. Also, our decision to replace the traditional route controls along the route with digital route controls in the SLS app this year has an impact on the regulations.

In general, we have, just like last year, have only translated into English the relevant provisions in the regulations, actually related to map reading and the competitive part of the event. In this brief explanatory we have summarised the main differences from the SLS Regulations in previous years. In addition, we highlight a number of 'SLS special features'.

A further detailed explanation on the use of the special SLS app will be provided at a later date, but well in advance of the mandatory inspection on 17 August (for Dutch crews only).

Article 1.2.2

During the SLS, please contact one of our contact persons for questions. Both Yolanda Zijl and Valentijn de Jong, and the route architects Bart den Hartog, Remco Luksemburg and Peter Rovers are available for this purpose. In this way, we as an organisation want to be as accessible as possible to the participants.

Article 1.9 and 1.10

As soon as possible after entering the last TC IN of each stage, each competitor will receive an overview of the number of errors made in the respective stage via email. Upon entry at the end of the afternoon stage, each participant can also see via the app which errors were made in the morning stage, including a brief explanation. For the afternoon stage, this information is available immediately after the last participant has reached the (day) finish.

Each day, the day's explanation book is handed out during dinner.

The deadline for submitting route technical questions has been adjusted to 30 minutes after the finish is closed (entry of the last participant at the last TC In of a day). With this, we expect to be able to publish both the final day's results, as well as intermediate rankings in the overall standings, already during dinner.

Clause 1.10

Please note the special rankings and accompanying prizes! For example, with the introduction of the Steltman Cup since 2023, the beautiful Chopard watch is no longer automatically won by the Overall winner of the SLS Classic (Expert Class). Last year, the watch went to the winner in the Sport Class!

Article 2.2

Route controls will be registered in the app. For registration of passing times at time controls, physical time cards will be used, on which the passing times will be filled in by marshal-equipages along the route. As mentioned: more details on the use of the app later.

Article 2.4.2

From this year, a TC will be identified by signs with a yellow and red clock respectively. Please note that the time you pass the yellow sign is the time recorded by the marshal -equipe. Unlike previous years, it is therefore no longer allowed to drive into a TC one minute earlier than your Ideal Passing Time (IPT) and then ask for the ideal time.

Article 2.4.3.

Overtaking time will not be penalised, as long as you do not enter the TC before your IPT. In previous years, unsanctioned time overtaking was limited to a maximum of 10 minutes. That maximum has now been abandoned.

Article 2.5

A regularity trial (RP) can have a self-start (at a sign START REGULARITY), or a manned start at a marshal team, which is then identifiable by a yellow sign saying CONTROL, accompanied by a sign START REGULARITY.

Time registration in the RP can be done in various ways, including through the app. So don't get immediately nervous if you haven't found a manned GTC (marshal-team) at the end of an RP (sign END REGULARITY).

Articles 2.7.2 and 2.8.2

When there is a diversion with SLS route arrows, pay close attention to the end of the diversion. There may be a white sign with a additional instructions at the double SLS arrows indicating the end of the diversion (e.g.: DMP 4, continue with arrow 4), because part of the originally planned route has to be skipped. Previously, there would then be a route control with such instructions at that point, but route controls are now digital...

Article 3.1.1.2

There is no use of bicycle paths, footbridges and ferries on the maps in the SLS. So there is no need to pay attention to that (i.e. it does not occur).

Figure 1

Figure 1 is new in the SLS Regulations but part of the NHRF template, which clarifies what does/do not block on a map.

Article 3.1.2.7

Note that you must approach a TC from the correct direction: from the direction indicated by the point of the TC flag on the map.

Article 3.3

At the SLS, we have been using combinations of systems for years. Two of the common combinations are written out in these new regulations: Arrows shortest route with barricades (Article 3.3.5 and Compass points with colour restriction (Article 3.3.8).

For the other occurring combinations (arrows shortest route, points second shortest route and arrows shortest route, points free route), you should always construct the shortest route on your way to the end of the course (normally a TC) (the example speaks for itself).

Articles 3.3.4.5 and 3.3.6.6

The route order (in the route book) will clearly indicate, for each route for which these systems are used, which colour road sections may not be used at all, or as little as possible.

Article 3.3.6

What is new is that, for the system points second shortest route on the way to the TC (the end of that section), you must also construct the second shortest route.