

Datum: **21-05-2024**
Onderwerp: **Bulletin Nr. 2**
Aantal pagina's: **6**

Tijd: **22:00**
Document Nr: **1.4**

Van: **Wedstrijdleader**
Aan: **Alle deelnemers**

Bijlages: **3**

Vanwege onvoorziene weersomstandigheden worden de volgende wijzigingen in het routeboek doorgevoerd. Bijbehorende rijtijden blijven ongewijzigd.

1. Routeboek zaterdag – KP 6/9 Spoordonk – vervallen post 417/418

- a) Pag. 39 t/m pag. 48 sit. 41 worden vervangen door:
- Alternatieve KP volgens pag. 134 t/m 142;
 - Vervolg met originele verbindingsroute vanaf pag. 48 sit. 42.
- b) Pag. 73 sit. 1 t/m 3 worden vervangen door:
- Alternatieve KP volgens pag. 134 t/m 142;
 - Vervolg met originele verbindingsroute vanaf pag. 73. sit. 4.

2. Routeboek zaterdag – KP 7/10 Wintelre – alternatieve klassemingsproef

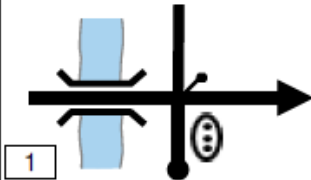
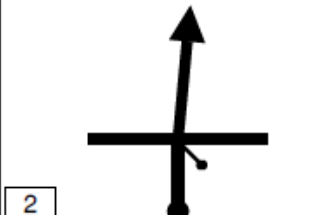
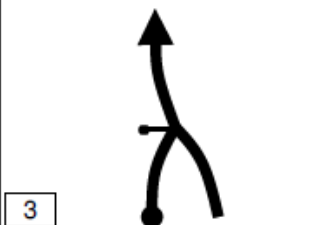
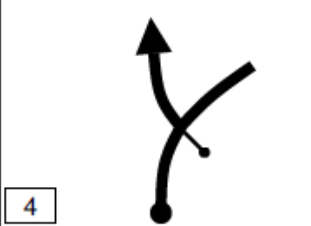
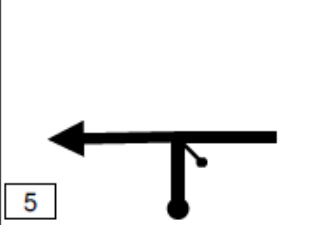
- a) Pag. 49 sit. 50 t/m pag. 61 sit. 38 worden vervangen door:
- Alternatieve verbindingsroute naar KP volgens **Bijlage 1**;
 - Alternatieve KP en verbindingsroute volgens pag. 143 t/m 146 sit. **11** (zonder 12-15);
 - Vervolg met alternatieve verbindingsroute volgens **Bijlage 2**;
 - Vervolg met originele verbindingsroute vanaf pag. 61 sit. 39.
- b) Pag. 75 sit. 12 t/m pag. 78 sit. 6 worden vervangen door:
- Alternatieve verbindingsroute naar KP volgens **Bijlage 1**;
 - Alternatieve KP en verbindingsroute volgens pag. 143 t/m 146 sit. **11** (zonder 12-15);
 - Vervolg met alternatieve verbindingsroute volgens **Bijlage 2**;
 - Vervolg met originele verbindingsroute vanaf pag. 78 sit. 7.


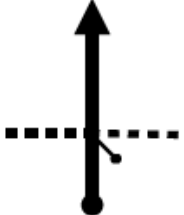

Geprint bulletin inclusief bijlagen wordt uitgereikt tijdens administratieve nacontrole

Wedstrijdleader,
Niels Leermakers, 19930

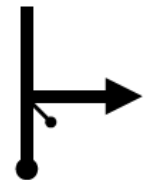
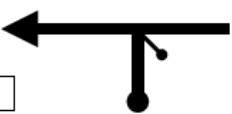
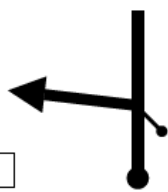
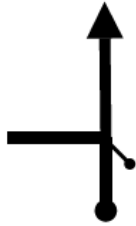
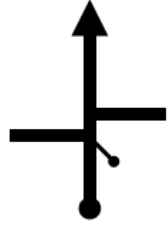


Bijlage 1: Verbindingsroute naar KP7/10 Wintelre alternatief

| DISTANCE | | DIRECTION | INFORMATION | DISTANCE REGRESS |
|---|---------|---|--|------------------|
| TOTAL | PARTIAL | | | |
| 22,50 | 0,94 |  | Lansardseweg | 5,75 |
| 25,81 | 3,31 |  | Bijsterveld | 2,44 |
| 27,27 | 1,46 |  | Kerkstraat | 0,98 |
| 27,35 | 0,08 |  | <div style="border: 1px solid black; padding: 2px; display: inline-block;">Doorgaand verkeer</div> Kerkstraat | 0,90 |
| 27,60 | 0,25 |  | <div style="border: 1px solid black; padding: 2px; display: inline-block;">Veldhoven</div> Willibrordusstraat | 0,65 |
| PROXIMA NOTA PROCH NOTE NEXT NOTE | | <div style="border: 1px solid black; padding: 2px; display: inline-block;">0,22</div> | | |

| DISTANCE | | DIRECTION | INFORMATION | DISTANCE REGRESS |
|----------|---------|---|--|------------------|
| TOTAL | PARTIAL | | | |
| 27,82 | 0,22 | <div style="text-align: center;">  </div> <div style="text-align: center; border: 1px solid black; width: 20px; margin: 5px auto;">6</div> | Groenstraat | 0,43 |
| 28,25 | 0,43 | <div style="text-align: center;">  </div> <div style="text-align: center; border: 1px solid black; width: 20px; margin: 5px auto;">7</div> |  TC 7 / TC 10 KP Wintelre-Oerle | 0,00 |

Bijlage 2: Alternatieve verbindingroute KP 7/10 Wintelre (alternatief) naar hergroepering.

| DISTANCE | | DIRECTION | INFORMATION | DISTANCE REGRESS |
|----------|---------|---|---|------------------|
| TOTAL | PARTIAL | | | |
| 5,95 | 0,35 | <div style="text-align: center;">  </div> <div style="text-align: center; border: 1px solid black; width: 20px; margin: 5px auto;">1</div> | Molenvelden | 7,36 |
| 7,09 | 1,14 | <div style="text-align: center;">  </div> <div style="text-align: center; border: 1px solid black; width: 20px; margin: 5px auto;">2</div> | Vessemseweg | 6,22 |
| 7,98 | 0,89 | <div style="text-align: center;">  </div> <div style="text-align: center; border: 1px solid black; width: 20px; margin: 5px auto;">3</div> | <div style="border: 1px solid black; display: inline-block; padding: 2px;">Wintelre</div> Zandoerleseweg | 5,33 |
| 9,54 | 1,56 | <div style="text-align: center;">  </div> <div style="text-align: center; border: 1px solid black; width: 20px; margin: 5px auto;">4</div> | Banstraat | 3,77 |
| 9,83 | 0,29 | <div style="text-align: center;">  </div> <div style="text-align: center; border: 1px solid black; width: 20px; margin: 5px auto;">5</div> | <div style="border: 2px solid orange; border-radius: 50%; width: 25px; height: 25px; display: flex; align-items: center; justify-content: center; margin-bottom: 5px;">30</div> Zandoerle Na KP7 vervolg met pag. 61 sit. 39 Na KP10 vervolg met pag. 77 sit. 7 | 3,48 |

Bijlage 3: Tijdschema Etappe 1&2 na correcties, routewijzigingen, en aanpassing interval Rally-Historic. Wijzigingen aangegeven in **groen**

| Etappe 1 / Leg 1 | | Vrijdag 24 mei / Friday May 24th | | | | | | | | |
|--------------------|---|----------------------------------|--------------------|--------------------------------|--------------------|---------------------------|---------------------|-----------------------|---------------------|--|
| TC | Locatie / Location | Afst / Dist KP / SS | Onverhard Loose | Afst / Dist route / liaison | Tot afst / dist | Streeftijd Target time | 1e Demo 1st Demo | 1e Rally 1st Rally | 1e hist 1st hist | |
| 0 | Service Out Habraken "Renders" | | | | | | 18:33 | 18:50 | 20:03 | |
| FUEL 1 | Distance to next refuel | 27,12 | 1,79 | 72,04 | 99,16 | | | | | |
| 0A | Startpodium "Centrum Son" | | | 16,84 | 16,84 | 0:20 | 18:53 | 19:10 | 20:23 | |
| 1 | TC Helmond | | | 14,16 | 14,16 | 0:25 | 19:18 | 19:35 | 20:48 | |
| SS 1 | KASS Gehamie Helmond 1 | 8,16 | 0,88 | | | 0:03 | 19:21 | 19:38 | 20:51 | |
| 2 | TC Lierop | | | 8,10 | 16,26 | 0:25 | 19:46 | 20:03 | 21:16 | |
| SS 2 | Lierop 1 | 18,96 | 0,91 | | | 0:03 | 19:49 | 20:06 | 21:19 | |
| x | 2A Regroup In Habraken "Renders" | | | 32,86 | 51,82 | 0:55 | 20:44 | 21:01 | 22:14 | |
| | Regroup Habraken "Renders" | | | | | | Max 0:30 | | | |
| 2B | Regroup Out = Service In Habraken "Renders" | | | 0,08 | 0,08 | | 21:14 | 21:31 | 22:44 | |
| FUEL 2 | Service A - Distance to next refuel | 27,12 | 1,79 | 66,34 | 93,46 | 0:30 | | | | |
| 2C | Service Out Habraken "Renders" | | | 0,40 | 0,40 | | 21:44 | 22:01 | 23:14 | |
| 3 | TC Helmond | | | 24,17 | 24,17 | 0:30 | 22:14 | 22:31 | 23:44 | |
| SS 3 | KASS Gehamie Helmond 2 | 8,16 | 0,88 | | | 0:03 | 22:17 | 22:34 | 23:47 | |
| 4 | TC Lierop | | | 8,10 | 16,26 | 0:25 | 22:42 | 22:59 | 00:12 | |
| SS 4 | Lierop 2 | 18,96 | 0,91 | | | 0:03 | 22:45 | 23:02 | 00:15 | |
| x | 4A* Parc Fermé In Habraken "Plano Plastics" | | | 32,96 | 51,92 | 0:55 | 23:40 | 23:57 | 01:10 | |
| | * Early check in allowed | | | | | | | | | |
| Leg 1 total | | 54,24 | 3,58 | 137,67 | 175,07 | | | | | |

Section 1

Section 2

| Etappe 2 / Leg 2 | | Zaterdag 25 mei / Saturday May 25th | | | | | | | |
|------------------|---|-------------------------------------|--------------------|--------------------------------|--------------------|---------------------------|---------------------|-----------------------|---------------------|
| TC | Locatie / Location | Afst / Dist KP / SS | Onverhard Loose | Afst / Dist route / liaison | Tot afst / dist | Streeftijd Target time | 1e Demo 1st Demo | 1e Rally 1st Rally | 1e hist 1st hist |
| 4B | Parc Fermé Out Habraken "Plano Plastics" | | | | | | 11:45 | 12:02 | 13:15 |
| 4C | Service In Habraken "Renders" | | | 0,71 | 0,71 | 0:05 | 11:50 | 12:07 | 13:20 |
| | FUEL 3 Service B - Distance to next refuel | 25,27 | 0,14 | 69,58 | 94,85 | 0:45 | | | |
| 4D | Service Out Habraken "Renders" | | | 0,40 | 0,40 | | 12:35 | 12:52 | 14:05 |
| 4E | Startpodium "Centrum Son" | | | 16,84 | 16,84 | 0:20 | 12:55 | 13:12 | 14:25 |
| 5 | TC Strijpse Kampen | | | 13,49 | 13,49 | 0:18 | 13:13 | 13:30 | 14:43 |
| | SS 5 Strijpse Kampen 1 | 9,75 | 0,14 | | | 0:03 | 13:16 | 13:33 | 14:46 |
| 6 | TC Spoordonk | | | 12,73 | 22,48 | 0:29 | 13:45 | 14:02 | 15:15 |
| | SS 6 Spoordonk 1 | 11,28 | | | | 0:03 | 13:48 | 14:05 | 15:18 |
| 7 | TC Wintelre | | | 16,97 | 28,25 | 0:39 | 14:27 | 14:44 | 15:57 |
| | SS 7 Wintelre-Oerle 1 | 4,24 | 0,00 | | | 0:03 | 14:30 | 14:47 | 16:00 |
| x | 7A Regroup In Habraken "Renders" | | | 9,07 | 13,31 | 0:23 | 14:53 | 15:10 | 16:23 |
| | Regroup Habraken "Renders" | | | | | Max 0:30 | | | |
| 7B | Regroup Out = Service In Habraken "Renders" | | | 0,08 | 0,08 | | 15:23 | 15:40 | 16:53 |
| | FUEL 4 Service C - Distance to next refuel | 25,27 | 0,14 | 48,60 | 73,87 | 0:30 | | | |
| 7C | Service Out Habraken "Renders" | | | 0,40 | 0,40 | | 15:53 | 16:10 | 17:23 |
| 8 | TC Strijpse Kampen | | | 9,35 | 9,35 | 0:16 | 16:09 | 16:26 | 17:39 |
| | SS 8 Strijpse Kampen 2 | 9,75 | 0,14 | | | 0:03 | 16:12 | 16:29 | 17:42 |
| 9 | TC Spoordonk | | | 12,73 | 22,48 | 0:29 | 16:41 | 16:58 | 18:11 |
| | SS 9 Spoordonk 2 | 11,28 | | | | 0:03 | 16:44 | 17:01 | 18:14 |
| 10 | TC Wintelre | | | 16,97 | 28,25 | 0:39 | 17:23 | 17:40 | 18:53 |
| | SS 10 Wintelre-Oerle 2 | 4,24 | 0,00 | | | 0:03 | 17:26 | 17:43 | 18:56 |
| x | 10A Regroup In Habraken "Renders" | | | 9,07 | 13,31 | 0:23 | 17:49 | 18:06 | 19:19 |
| | Regroup Habraken "Renders" | | | | | Max 0:30 | | | |
| 10B | Regroup Out = Service In Habraken "Renders" | | | 0,08 | 0,08 | | 18:19 | 18:36 | 19:49 |
| | FUEL 5 Service D - Distance to next refuel | 30,94 | 1,55 | 65,64 | 96,58 | 0:30 | | | |
| 10C | Service Out Habraken "Renders" | | | 0,40 | 0,40 | | 18:49 | 19:06 | 20:19 |
| 11 | TC Sint Oedenrode | | | 25,36 | 25,36 | 0:29 | 19:18 | 19:35 | 20:48 |
| | SS 11 Sint Oedenrode 1 | 10,47 | 1,55 | | | 0:03 | 19:21 | 19:38 | 20:51 |
| 12 | TC Son | | | 14,37 | 24,84 | 0:37 | 19:58 | 20:15 | 21:28 |
| | SS 12 Electrifying Opel Son 1 | 10,72 | 0,00 | | | 0:03 | 20:01 | 20:18 | 21:31 |
| 13 | TC Strijpse Kampen | | | 15,47 | 26,19 | 0:30 | 20:31 | 20:48 | 22:01 |
| | SS 13 Strijpse Kampen 3 | 9,75 | | | | 0:03 | 20:34 | 20:51 | 22:04 |
| x | 13A Regroup In Habraken "Renders" | | | 9,96 | 19,71 | 0:30 | 21:04 | 21:21 | 22:34 |
| | Regroup Habraken "Renders" | | | | | Max 0:20 | | | |
| 13B | Regroup Out = Service In Habraken "Renders" | | | 0,08 | 0,08 | | 21:24 | 21:41 | 22:54 |
| | FUEL 6 Service E - Distance to next refuel | 21,19 | 1,55 | 43,95 | 65,14 | 0:30 | | | |
| 13C | Service Out Habraken "Renders" | | | 0,40 | 0,40 | | 21:54 | 22:11 | 23:24 |
| 14 | TC Sint Oedenrode | | | 25,36 | 25,36 | 0:29 | 22:23 | 22:40 | 23:53 |
| | SS 14 Sint Oedenrode 2 | 10,47 | 1,55 | | | 0:03 | 22:26 | 22:43 | 23:56 |
| 15 | TC Son | | | 14,37 | 24,84 | 0:37 | 23:03 | 23:20 | 00:33 |
| | SS 15 Electrifying Opel Son 2 | 10,72 | | | | 0:03 | 23:06 | 23:23 | 00:36 |
| 15A | Regroup In "Centrum Son" | | | 3,03 | 13,75 | 0:20 | 23:26 | 23:43 | 00:56 |
| | Regroup "Centrum Son" | | | | | Max 0:10 | | | |
| 15B | Regroup Out "Centrum Son" | | | 0,07 | 0,07 | | 23:36 | 23:53 | 01:06 |
| 15C | Finish Podium "Centrum Son" | | | 0,35 | 0,35 | 0:05 | 23:41 | 23:58 | 01:11 |
| 15D* | Parc Fermé In "Centrum Son" | | | 0,37 | 0,37 | 0:05 | 23:46 | 00:03 | 01:16 |
| | * Early check in allowed | | | | | | | | |
| | Leg 2 total | 102,67 | 3,52 | 227,37 | 330,04 | | | | |

x Commercial Fuel station in route

Changes highlighted in green, interval Rally-Historic adapted to number of competitors

| Total Rally / Historic | | | | |
|-------------------------------|---------------|-------------|---------------|---------------------|
| | KP / SS | Onv / Loose | Route | Total %KP / %SS |
| Etappe 1 / Leg 1 - 4 KP / SS | 54,24 | 3,58 | 137,67 | 191,91 28,3% |
| Etappe 2 / Leg 2 - 11 KP / SS | 102,67 | 3,52 | 227,37 | 330,04 31,1% |
| Total - 15 KP / SS | 156,91 | 7,10 | 365,04 | 521,95 30,1% |