



RALLY RULES AND REGULATIONS

2026

1. PRE-START REQUIREMENTS

No competitor will be allowed to start an event until he/she has satisfied the organisers that the following pre-requisites have been met:

- (a) The driver, and if applicable the co-driver also, are in possession of a valid full driver's Licence of a category (code) appropriate for the type (class) of vehicle driven/ridden in the event.
- (b) Proof that indemnities have been signed by the entrant and all occupants of the competing vehicle and
- (c) Competition numbers properly displayed on the competing vehicle.
- (d) Competing vehicle is in a clean and roadworthy condition.
- (e) Competing vehicle must display a valid clearance certificate (licence disc) and valid registration plate/s.
- (f) Motor vehicles must be fitted with a fire extinguisher in good working order.

2. POWERS OF THE PROMOTERS

The promoters and/or the Clerk of the Course may:

- (a) select, accept or refuse entries without being obliged to furnish reasons;
- (b) with the prior consent of the Stewards of the event, delete part of the course or competition/event or discard/exclude part of the records of the competition /event where bona fide unforeseen circumstances dictate.
- (c) distribute the awards at their discretion if, through bona fide unforeseen circumstances, the competition is terminated before its scheduled completion;
- (d) exclude/disqualify any driver or vehicle appearing on examination to be ineligible for the event
- (e) exclude any vehicle of which it's appearance, condition or performance is not of a standard appropriate to the competition



(f) with the consent of the Stewards of the event, permit a change of vehicle, driver or rider from those nominated in the official entry form, on written application being made by the entrant, not less than 45 days before the start of the competition, provided that a change of only one or the other and not both is permitted, at the sole discretion of the Organisers.

(g) reject any claim for expenses arising from the event incurred by any person taking part.

3. ELIGIBILITY OF VEHICLES

(a) All competing vehicles must conform to the definitions contained in the categories set out by the organizers. All entries are subject to Admissions Committee approval.

4. BREAKDOWNS

(a) In the event of temporary incapacitation of entered vehicle, it is permitted to complete the day in any other vehicle.

(b) The following day must be started in the repaired originally entered vehicle.

(c) In the event the officially entered vehicle is unable to continue in the event, one can complete the event in any other vehicle and receive scores, however the entrant will be disqualified from the competition.

(d) Both official participants and official vehicle must finish the event in order to receive event finishers medal.

5. PRE-EVENT SCRUTINY

(a) All vehicles must undergo scrutiny before taking part in any event. Such scrutiny will examine vehicles for safety and the relevant requirements.

(b) It will be mandatory to present all competing vehicles for such examination at the time and place stipulated. Failure to do so will result in the vehicle being excluded from the event.

(c) The officially required pre-event scrutiny of vehicles by no means implies or suggests an acceptance or implied roadworthy certification of the examined vehicles by the organisers. The driver/owner of the vehicle must certify that he/she accepts the responsibility for the roadworthiness as well as the correct and valid licensing of the particular vehicle in question. For this purpose, the "Pre-event Scrutiny" form



must accompany the entry forms provided and the completed and signed versions handed to the scrutinising official at pre-event scrutiny. Failure to do so must deny entry and participation on the event.

6. ROUTE SCHEDULE

- (a) The organisers will issue such information to competitors, as they deem necessary for the performance of the event. This information shall be termed the Route Schedule
- (b) The organisers shall determine when route schedules will be issued to competitors.
- (c) Once a route schedule has been issued to a competitor, he/she may not proceed onto the route before his/her start time.
- (d) The route must be followed in its entirety, and competitors will be excluded for any substantial and/or deliberate deviation from the route which gives rise to a time advantage.
- (e) The organisers may alter the route schedule during the event provided written notice of the alteration is supplied via email or official event Whatsapp Group to all competitors.
- (f) Clues and control signs must be clearly visible to the driver of the competing vehicle while travelling in the correct direction. Should signs and/or notices be used as clues, and neither a distance nor expected time of arrival (ETA) is given, all information thereon must be given in full in the route schedule.
- (g) Where an instruction in the route schedule gives a geographical point at which the instruction must be carried out, and neither a distance nor expected time of arrival (ETA) is given, the first geographical point of that type will be considered the correct one.
- (h) Where an instruction contained in the instructions on a route schedule has been “removed” for whatever reason, the accepted and introduced control sign must be set up in that position prior to the commencement of the event on that section of the route.
- (i) All distances given in the route schedule shall be in kilometres (km) , and must be as accurate as possible.
- (j) All speeds given in the route schedule shall be in kilometres per hour (km/h).
- (k) No control which requires a competitor to stop, or any start of a regularity section, shall be placed where overtaking of vehicles is prohibited, or in any place which could cause a traffic hazard.
- (l) No secret or hidden controls may operate in any open section of the route.



7. TRAFFIC REGULATIONS

(a) Competitors shall observe all traffic rules and regulations, including speed restrictions, which are in force in areas traversed by the event. A competitor will be excluded for the infringement of any traffic ordinance or regulation reported to the organisers, prior to the announcement of the provisional results, by a traffic officer, police officer or official of the event

(b) Competitors are warned that making up of lost time, or the required masking of instruments, will not be accepted as an excuse for driving in a manner or at a speed, detrimental to the safety or inconvenience of other road users. Infringement of this rule will result in exclusion

(c) Any competitor receiving a signal from another competitor or motorist who wishes to overtake shall immediately, or as soon as road conditions permit, afford the overtaking vehicle the opportunity to pass.

(d) No official or competitor may consume any alcohol before or during the driving aspect of the event each day.

8. METHODS OF SETTING SPEEDS

(a) The organisers shall not set the speeds, or accept nominated speeds, or time allowances which, when converted to speeds, exceeds a speed of any mandatory speed limits in force.

(b) The organisers will not be responsible for any temporary speed restrictions on the route, and the onus rests with the competitor to comply with any such restrictions

9. CONTROL SIGNS

(a) A control sign (marshal board) must be recognisable as such, and may only be displayed to mark the start, finish, secret and open controls and missing/removed geographical points on a route schedule in an event.

(b) An example of the control sign to be used must be introduced and available for inspection at the start of an event – ideally at the competitors meeting.

(c) At a control point, the sign shall be placed close to the road, and at 90 degrees to the direction of travel of the competitors. It must be clearly visible to drivers of competing vehicles approaching from the correct direction.

(d) Types of control 17



(i) Open control – a control, clearly identified with a control sign, and indicated as such on the route schedule, at which competitors are required to stop. A time will only be recorded by the Control Officer when the vehicle has stopped with the driver or rider opposite the control sign. Open controls may or may not be used.

(ii) Secret control – a control, identified to competitors by means of a control sign, but not usually indicated on the route schedule, at which competitors may or may not be required to stop to have their time of arrival recorded. Secret controls may or may not be used.

(iii) Self Timed Control (STC)- The competitor records, on a control card, his/her own time of passing a control sign or a geographical clue. Organisers must instruct competitors to record times in Rally Time (i.e. elapsed time). Control cards will be issued with route schedules and secret checks will be carried out to ensure the correct times are recorded by competitors. Control signs will not necessarily be displayed at an STC location.

(iv) Hidden control – a control, not identified to competitors either in the route schedule or by a control sign, at which the Control Officer records the time of the competitor's passing without him/her stopping

The competitor's time of arrival at, or passing a control will be recorded in hours, minutes and seconds. If a competitor has more than one time of arrival at a control, only the earlier time will be scored.

No competitor may stop, weave or make a U-turn, in order to lose time within sight of, and before reaching, a control. No competitor may cause an obstruction at any control.

A time will only be recorded when a competing vehicle approaches a control from the correct direction.

A competitor will be penalised for reversing into a control.

(e) All controls will be scored excepting only:

(i) when a control is misplaced and its correct position is material to the scoring; or

(ii) when the organiser's clock, if used, develops a fault affecting its accuracy. or (iii) if the Control Official/s have failed to record the time of passage of all competing vehicles which fulfilled the requirements of the control; or

(iii) if no control sign, where applicable, was displayed for each competing vehicle; or

(iv) if a control is placed immediately following a section of the route where traffic regulations were enforced during the event, and which operated to the detriment of some competitors and not others. Such a control may be cancelled at the discretion of the Clerk of the Course, with the consent of the Stewards.



(v) The organisers shall, at the announcement of the provisional results, advise competitors of the controls which have not been scored and the reasons for their cancellation.

10. WATCHES

All official watches shall be set to Organisers Time. The use of atomic time via <https://time.is> will be used.

11. SCORING

(a) Scores will be expressed as a total time error in seconds, each second representing one penalty point, with a maximum of 600 penalty points at any control. Errors will be calculated as the absolute of the difference, in seconds between the Expected Time of Arrival (ETA) and the Actual Time of Arrival (ATA) at a control. The winner will be the competitor who incurs the lowest number of penalty points when totalled over all the scored controls.

(b) Controls will be scored as follows: (i) at all open controls, one penalty point for every second late beyond the official calculated ETA, with a maximum of six hundred (600) penalty points, or six hundred (600) penalty points if more than ten (10) minutes earlier than the official calculated ETA; and (ii) at all secret and hidden controls, one penalty point for every second earlier or later than the official calculated ETA with a maximum of six hundred (600) penalty points.

(c) Competitors will have a penalty of six hundred (600) points added to their scores for the following infringements:

(i) having missed a control by taking the wrong route or reaching the control when it was officially closed;

(ii) failing to bring his/her vehicle to a complete stop at any open control, or a secret control.

12. RESULTS

This score sheet will be date and time stamped and the competitor will then have thirty (30) minutes to query his results. Thereafter his results will become final.

13. PROTESTS

The right to protest lies solely with an entrant, or driver who may consider him/herself aggrieved by any decision, act or omission of an organiser, official, competitor or any other person connected with the event. Protests must be lodged with the Clerk of the Course who will consider the appeal and if necessary will consult with the Event Organiser. Any decision made by the COC and Event Organiser will be binding on the Entrant.



14. CLERK OF THE COURSE

- (a) The Clerk of the Course is the chief executive officer of an event.

- (b) The Clerk of the Course will be responsible for planning the route to be followed and setting the speeds for the event. While doing so, he/she will inter alia. (i) bear in mind the safety of the competitors, officials and general public; (ii) ensure that the event causes the minimum obstruction to other road users; and (iii) avoid instructions in the route schedule which may confuse a competitor or induce him/her to drive dangerously or to ignore traffic regulations or speed restrictions.