

TEIFI VALLEY MOTOR CLUB LIMITED

RALI CILWENDEG RALLY 2026

REGULATIONS

Sponsored by

***FORGE* Aberaeron**

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2025 Winners – Gethin Dafis (Driver) & Dion Lewis (Navigator)

Qualifying Round of the 2026 Welsh Road Rally Championship



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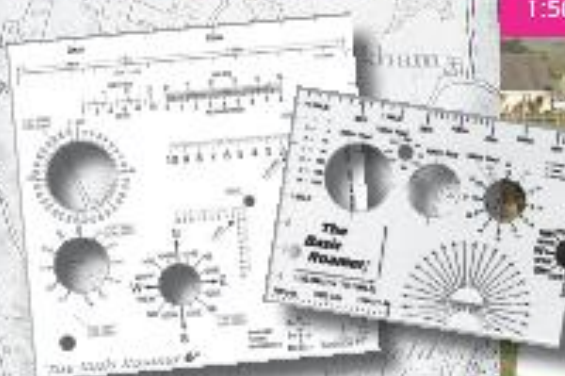
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FORWARD

Welcome to the 2026 Rali Cllwendeg Rally, Again, this year we would like to thank **Forge Aberaeron** for sponsoring the event, we would also like to thank in advance all people in connection with the event, the organising team, all householders and landowners along the route for their continual patience and support. Please take the time to read the full list of acknowledgements below without their support this event would not take place.

This year the event will start at Newcastle Emlyn Livestock Market and finish at the Newcastle Emlyn Rugby Club. We have compiled a route of approx. 116 miles on metalled and un-metalled roads on map 145.

The event has always been oversubscribed in the Past, so to avoid disappointment, we advise prospective competitors to submit their fully completed and accurate entry early.

The Organising Team.

ACKNOWLEDGEMENTS

Forge Aberaeron

Ysgol y Ddwylan

Castle Motors

Newcastle Emlyn Rugby Club

Halfway Proprietor

All residents on the route

All marshals.

Dyfed Powys Police.

Motorsport UK Competition Authorisation Section.

Dorian Evans, RLO.

Adrian Convery

Dave Powell, Motorsport UK Ltd. Rally Liaison Officer.

Pembrokeshire County Council

Ceredigion County Council

Carmarthenshire County Council

John Surridge, WAMC Road Rally Championship Co-ordinator.

PREVIOUS WINNERS

2005	Tony Davies	/	Graham Dance
2006	John Davies	/	Neil Bevan
2007	Adrian Jones	/	Dylan Jenkins
2008	John Davies	/	Eurig Davies
2009	John Davies	/	Eurig Davies
2010	Daniel Jones	/	Graham Dance
2011	Kevin Davies	/	Dale Furniss
2012	John Davies	/	Eurig Davies
2013	Kevin Davies	/	Dale Bowen
2014	Adrian Jones	/	Aled Richards
2015	John Davies	/	Eurig Davies
2016	Kevin Davies	/	Dale Bowen
2017	Dyfrig James	/	Emyr Jones
2018	Kevin Davies	/	Dale Bowen
2019	Chris Hand	/	Dai Roberts
2022	Arwel Hughes Jones	/	Dylan John Williams
2023	Chris Richmond-Hand	/	Shaun Richards
2024	Richard Jerman	/	Alan James
2025	Gethin Dafis	/	Dion Lewis

1. ANNOUNCEMENT

Teifi Valley Motor Club Ltd will organise and promote an Inter – Club Timed Permit Road Rally, the Rali Cilwendeg Rally, on 17th and 18th October. All competitors will require a minimum of Motorsport UK Inter Club Competition Licence to participate in this event.

2. JURISDICTION

The meeting will be governed by the General Regulations of Motorsport UK, incorporating the provisions of the International Sporting Code of the F.I.A., these Supplementary Regulations and any written instructions that the organising club may issue for the event.

3. AUTHORISATION

Motorsport UK Permit Number: #208264

WAMC Championship Registration Number: CH2026 / Rally 049 (F)

4. CHAMPIONSHIPS

The event is a qualifying round of the WAMC Road Rally Championship, supported by The Basic Romer Company.

5. ELIGIBILITY

The event is open to all members of the organising club, or members of clubs affiliated to the Welsh Association of Motor Clubs or the Association North Western Car Clubs

All competitors must produce a valid Motorsport UK Inter Club Competition Licence and club membership card as appropriate for inspection at Signing On.

Licences can be applied for online on the Motorsport UK website.

Competitors who have already applied for a licence, but are unable to produce it at documentation, **WILL HAVE** to pay a non-refundable fine to the MOTORSPORT UK of **£42.50**, as per **(NCR Chapter 1, Appendix 2)**.

Motorsport UK has a 15-day turnaround target for processing licences, not including weekends or bank holidays.

6. ENTRIES

The entry opens on publication of these Regulations and will close for seeding at 20:00hrs on Saturday 3rd October 2026.

If vacancies are available in the relevant class, then entries will be accepted up to Saturday 17th October 2026 20:00hrs . **(NCR Chapter 3, Appendix 5, Article 10)**.

The Entry Fee is £150 and include 2 breakfasts. Entry is via the on-line system provided at <https://www.teifivalleymotorclub.co.uk/> All entries must be complete, made on the official entry form and must be accompanied by the appropriate entry fee. **Entrants can pay via BACS or PayPal.**

The maximum entry for the meeting is 90, plus 10 reserves per class. The minimum number of entries will be 60. The maximum number of entries per class is 60, the minimum is 5. Should any of the minimum figures not be reached, the organisers reserve the right to cancel the meeting or amalgamate classes as necessary.

All entries received via the online entry system will receive an automated acknowledgement; this is not confirmation of entry.

Entries will only be accepted when full payment has been received.

Entries will be accepted on a first come first served basis.

The organisers reserve the right to retain 30 places for allocation at their discretion NCR Chapter 3, Appendix 5, Article 4.

The organisers shall retain 35 places for registered contenders for the 2025 WAMC Road Rally Championship, until 28 days prior to the event. Competitors who choose to indicate on the entry form their intention to register for the WAMC Championship, perhaps to try and safeguard their entry, but who then fail to register for the Championship before the start of the event, will be refused a start, and will forfeit their entry fee. The Championship Co-ordinator, Mr John Surridge, can be contacted on 07831 221 804, 01639 822 049, jpsurridge@gmail.com

The Championship Regulations and Entry form can be downloaded from the [WAMC](#) website.

Any entry containing false or incorrect statement shall be null and void, and the entrant deemed to be guilty of a breach of the general Competition Rules of Motorsport UK. The entry fee may be forfeited in accordance with **NCR Chapter 3, Appendix 5, Article 9**. The organisers may conduct random checks to establish the validity of all or some of the information contained on the entry form.

The organisers reserve the right to refuse any entry without giving their reasons, in accordance with **NCR Chapter 6, Appendix 1, Article 1 to 10.3(b)**. **Cancelled entries must be made in writing or via email to the entry secretary following any telephone discussion.** No verbal cancellations will be accepted. Refunds may be made at the organisers' discretion, dependant on the entry being taken by a reserve, but in any event a **£20.00** administration fee may be retained at the organiser's discretion.

The publication of the Final Instructions with Official Entry list attached will constitute the Official Programme of the event. Following publication of the Official Entry list, the organisers may at their discretion permit a change of either Driver or Navigator or Car only. Not more than ONE element of the entry may be changed if it would prevent the participation in the event of a reserve entry from the same class.

Allocation of entries from the reserves list from publication of the Official Entry List, up to the start of Signing on 17th October 17.00 will be as per the order on the entry list, which is in order of receipt

After this time allocation of reserves will take place on the hour every hour from the start of signing on, i.e. 18.00, 19.00, 20.00, and finally 21.00, and priority will be given to reserves that are physically present at the allocated times, have attended and passed Noise Check and Scrutineering, have signed on as Reserve Entries at the relevant desk and have their marshal

present and ready to sign on. Allocation of reserves will then be in order of time of signing on, and NOT as per order on the Entry list.

i.e. **FIRST COME, FIRST SERVED ON THE EVENING.**

Any reserve entry who withdraws after being offered a vacant place may be refunded the entry fee at the organisers' discretion, dependant on the place being taken by the next reserve. Reserves will only be offered an entry in a higher class at the organiser's discretion. Any reserve not offered a vacant place will be refunded their entry fee in full.

Any competitor not signed on by 21.30 may be disqualified at the organisers' discretion, and their place offered to a reserve entry from the same class.

It is a condition of entry that competitors must provide at least one marshal team who must also sign on. Failure to provide a marshal, or their failure to man their allocated control according to the regulations of the event and other written instructions, for its duration, will result in the disqualification of that crew and no refund of entry fee. Their failure to open their control at the allotted time will also result in that crew being penalised 1 fail.

We strongly advise that marshals do not man controls single-handedly for their own safety and protection.

Due to the nature of the event the organisers would appreciate the services of marshals with previous experience of manning Time Controls, although this is not a condition of entry.

All marshals must wear a "high vis" jacket which must be supplied by the marshal or their crew. Some will be available at signing-on, but stock may be limited. This **MUST** be worn at all times when manning their control.

Please be aware **NO MARSHAL - NO START - NO REFUND - NO DISCUSSION**

The Entry Secretary of the meeting, to whom all correspondence must be sent:

Olwen Davies

Tel: 07989594094

Email: secretary@teifivalleymotorclub.co.uk

(Phone will be on between 18:00-21:00, if calling outside of these hours please leave a message)

Receipt of all entry forms will be acknowledged; however, confirmation of acceptance of entry will be on the publication of the entry list on the club's website. The organisers reserve the right to refuse any entry without giving their reasons.

Final Instructions will be available to download from the Teifi Valley Motor Club Limited web site www.teifivalleymotorclub.co.uk during the week prior to the event. No Final Instructions will be sent out via Royal Mail.

7. PHOTOGRAPHY

The Rally organisers can appoint an Official Photographer for the event. But photographers are more than welcome to take photos after discussion with rally official but also must Sign-on as a Media Photographer.

8. PARENTAL / GUARDIAN LIABILITIES

Parents, Guardians or guarantors of drivers or navigators under the age of 18 years of age are now required to sign on at the start of events to enable their child to participate. By signing on, those parents, guardians or guarantors confirm that they have acquainted themselves with and agree to be bound by the Motorsport UK National Competition Rules and Motorsport UK regulation **NCR Chapter 3 Appendix.4 Article.3.1 / Chapter.3 Appendix.4 Article.3.2**. They also agree to accept the consequences and any associated penalties imposed for not adhering to General Regulations. The Motorsport UK National Competition Rules can be found on the Motorsport UK website.

9. MOTORSPORT UK NCR 3.4.3

If I am the Parent or Guardian of the driver 'If I am the Parent or Guardian of the driver 'I understand that I shall have the right to be present during any procedure being carried out under the Supplementary Regulations issued for this event and the General Regulations of Motorsport UK.' As the Parent/Guardian 'I confirm that I have acquainted myself and the minor with Motorsport UK General Regulations, agree to pay any appropriate charges and fees pursuant to those Regulations (to include any appendices thereto) and hereby agree to be bound by those Regulations and submit myself without reserve to the consequences resulting from those Regulations (and any subsequent alteration thereof). Further, I agree to pay as liquidated damages any fines imposed upon me up to the maxima set out in **NCR Chapter 1, Appendix 2**.

Where the Parent is not present there must be a Guardian who must produce a written and signed authorisation from the Parent/Guardian to act as their representative. A Parental Consent Authorisation form is available to download from the MOTORSPORT UK website, www.Motorsport UKuk.org, in the Forms section.

10. CLASSES

The event will consist of 3 classes as follows:

CLASS 1 – Masters

Either member of the crew, having won an Interclub Road rally in the past 5 years.

CLASS 2 – Expert

Either member of the crew having finished in the top ten of an Interclub, restricted or higher status event, or the top five of a clubman's rally, in the last 5 years, on 3 separate occasions.

CLASS 3 – Semi Experts / Novices

All crews not eligible for the other two classes.

If you are uncertain which class you should enter, please phone the Entry Secretary.

Note: -

- a) Competitors eligible for two or more classes must enter the higher class.
- b) Crews may be re-classified at the discretion of the organisers. Discussion can be undertaken but the organisers decision is final.
- c) Entries accepted without any seeding information will run at the rear of the class entered.
- d) No discussion will be entered into **regarding seeding. The penalty is exclusion - YOU HAVE BEEN WARNED.**
- e) Only one of the Driver, Navigator or Car can be changed without forfeit of position in the order of entries, once the entry list is published final
- f) Spurious seeding or false seeding will result in disqualification. Make sure that **ALL** information is correct.

11. ROUTE

The event will begin with signing on at Newcastle Emlyn Livestock Market, Ysgol y Ddwylan and finish at the Newcastle Emlyn Rugby Club.

Location and times of noise test and scrutineering will be notified in the final instructions.

The total mileage will be approximately 116 miles on metalled and un-metalled roads on Map 145.

Entrants will be supplied with a Rally Pack after the production of a satisfactorily completed Process Card.

The Route Card will be handed out to competitors at MC0, the location and time of which will be notified at signing on. The format of the event will be Pre Plot.

The Route Card will include six figure map references, written instructions, diagrams and other relevant information, which, together with the Rally Pack, will enable competitors to comply with **NCR Chapter 13, Appendix 4, Article 2, and NCR Chapter 13, Appendix 5, Article 2.**

All map references will have been plotted using a Basic Roamer, and this will be used in the event of a dispute.

All the organisers' times and mileages shall be deemed to be correct, having been established according to 1:50,000 O.S. Map.

All organisers' road signs are mandatory e.g. **NO, CARE, QUIET, STOP** etc.

Competitors will start at one-minute intervals.

Two rally plates supplied by the organisers will identify competitors and these must be fixed to the nearside windows and the rear of the vehicle as per **NCR Chapter 13, Appendix 9, Article 5.2.**

These must be removed upon completion of the event or upon retirement - it is the competitor's responsibility to ensure plates are legible throughout the event.

Before, during and after the competition official notices may be displayed. Every competitor shall be deemed to have read such notices and, if applicable, they shall have the force of these regulations.

To avoid spectator problems, ANY competitor found to be divulging route information to non-competitors would be DISQUALIFIED.

12. OFFICIALS

Stewards	Dafydd Williams	
	Andrew Edwards	
	Aled Davies	
Clerks of the Course	Nigel Nelson	07800959813
Deputy Clerk of the Course	Dyfan Davies	07812127818
	Steffan Davies	07792144236
Secretary of the Event	Olwen Davies	07989594094
Entry Secretary	Olwen Davies	07989 594094
Chief Marshals	Aled Richards	07969268676
	Dylan Davies	07770771102

Safeguarding Officers	Aled Richards	07969268676
	Olwen Davies	07989594094
Chief Scrutineer	Richard Williams	
Eligibility Scrutineer	Richard Williams	
Scrutineer	TBA	
	TBA	
Chief Timekeeper	Steve Price	
Environmental Scrutineer	TBA	
Results	Rallies info	
Competitors Liaison Officer	Danny Lewis	
Map Check & Safety	Danny Lewis	
D.S.O.'s	List Published at Signing-on	
WAMC D.S.O.	Nigel Phillips	
Judges of Fact	List Published at Signing-on	

NOTE – please do not telephone any officials after 21.30. A full list of Driving Standards Observers, Judges of Fact and the facts to be judged will be displayed on the notice board at signing on.

Please do not call any of the officials after 21:00.

13. AWARDS

Crews are eligible for one award only.

The organisers reserve the right to alter, amend or add to the awards list. The overall winner of the rally is exempt from class awards. All perpetual trophies remain the property of Teifi Valley Motor Club Limited, and must be returned on the 11 month after the date of the event, or 1 month prior to the next Rali Bro Preseli, whichever comes first. Awards will be presented as follows:

Awards will be presented as follows: -

Awards will be presented as follows: -

- | | | |
|---|---|------------------------------------|
| 1 st overall Driver / Navigator | - | perpetual trophy and an award each |
| 1 st in Class Driver / Navigator | - | Perpetual trophy and an award each |

2 nd in Class Driver / Navigator	-	an award each
3 rd in Class Driver / Navigator	-	an award each
Best Mixed / Female Crew	-	an award each
Best Local Crew	-	Perpetual trophy and an award each
Best Turned out Car	-	Perpetual trophy and an award
Best 1600cc and Under Car	-	an award each
Last to finish	-	an award each

Note: - Crews will be eligible for one award only.

The organisers reserve the right to alter, amend or add to the Award List. The Overall winner is not eligible for class awards. All perpetual trophies are the property of the Teifi Valley Motor Club Limited and must be returned after 11 months, or 1 month before the next Rali Cilwendeg Rally whichever is sooner.

14. CONTROLS

There will be 7 types of controls, which will be defined as follows: -

MC Main Control
SS Standard Section Start Time Control
SF Standard Section Finish Time Control
TC Time Control
PC Passage Control
RC Route Check
VIA Via Check

At each Main Control and Time Control the marshal will enter the time shown on the control clock and print their name in the appropriate place on the Time Control Card. Whilst at Passage Controls the marshal will print their name on the Passage Control Card in the appropriate place.

We are concerned that the driving standards of some competitors at manned controls may put marshals at risk. If the competing car has headlight main beam and spotlights illuminated, this can increase the risk as it impairs the vision of the marshal.

NCR Chapter 13, Appendix 4, Article 2.10. Any control is considered to extend for 50m around the actual point at which Officials are making their records, unless clearly visible signs are displayed to define a different area.

A DSO may be present at some controls to ensure the following:

- a. Dip lights and extinguish spots at the 50m board.

- b. Reduce speed so that you can stop at the marshal's location without locking wheels
- c. Leave the marshal's location only when the marshal is clear from the car.

Please observe these instructions as they are intended to ensure the safety of marshals. Failure to comply may result in penalties being applied as per **NCR Chapter 13, Appendix 2, Article 3**. Driving Standards Observers and / or Judges of Fact may be present at some controls to ensure compliance with this requirement. A few, but not all, marshals at certain controls will also be designated as Judges of Fact and Driving Standards Observers.

The penalty for not complying will be disqualification.

Some controls or checks may not be manned; a Code Board or Route Check may represent these. Competitors must record the symbols, letters and numbers displayed on these boards in the correct format, order and orientation in which they appear on the code board in the relevant place on their Passage Control Card before proceeding. The marshal manning the next Time Control or the next Passage Control, whichever is soonest, must endorse the code, by signing in the relevant place. Should a code not be recorded in the relevant place on the passage control card the marshal shall strike through that particular box and will not put their signature to that control. Some Code Boards will consist of black letters and black numbers on a contrasting background. For ease of transport, some may also be positioned at right angles to the ground and may read upwards or downwards.

Where there may be more than one code recorded, it is the competitor's responsibility to ensure the marshal at the next manned Time or Passage Control endorses each code individually. i.e. 3 codes - 3 separate printed names.

A Control Board will indicate ALL controls approximately 50 Metres ahead of the correct direction of approach. However, some secret checks manned by either Judges of Fact or Driving Standards Observers (DSOs) might not be preceded by a Control Board.

Where it is safe to do so some controls may have a control area of less than 50 meters.

Controls must be visited in the order specified in the route card, any controls visited out of order will be deemed not to have been visited.

Sections of the route may include not as map triangles that will have a control Area of 3 metres. They will be identified in the route card and preceded by a control board on the correct direction of approach.

Should any entry on a timecard or passage control card not be legible, or not appear authentic, it will be deemed not to have been made. All available marshals check sheets may be scrutinised for penalties or offences not apparent on the competitors Timecards or Passage Control Cards.

It is not the duty of any marshal to interpret regulations or other written instructions to a competitor or to explain the meaning and/or effect thereof. It is the responsibility of competitors to read and understand these regulations and all written instructions.

Controls will open 30 minutes before the due time of car 0, and close 30 minutes and 59 seconds after the last car is due - **NCR Chapter 13, Appendix 5, Article 2.2.**

A competitor who causes **ANY** form of harassment to a marshal or any other official, before, during or after the event, or who remains in a control area subsequent to an instruction from an official to depart, will be reported to the stewards of the meeting, and thereafter the MOTORSport UK. The organisers reserve the right to disqualify any such competitor if they so wish.

An altered or amended Timecard or Passage Control Card will only be accepted if the marshal countersigns it at the time of alteration. It is the competitor's responsibility to ensure that their timecard or passage control card is clearly and correctly marked

COMPETITORS WILL BE DISQUALIFIED FOR DEFACING OR ALTERING A MARSHAL'S ENTRY ON A TIMECARD OR PASSAGE CONTROL CARD.

15. TIMING

The event will use the scheduled timing method. Timing will be to BST (BBC Time) and by marshals' digital clocks. All crews are advised to carry an accurate digital watch with them.

NEUTRAL SECTIONS

These are deemed **QUIET** sections and are used to take the rally through PR sensitive or densely populated areas and will not be timed to an accuracy of less than one minute. **PLEASE RESPECT THEM.** They are timed at a low average speed and competitors must complete the section in as high a gear as possible and without use of auxiliary lights (except as permitted by law when driving in fog or falling snow). Competitors **MUST NOT** make up time in these sections, and no penalty will be incurred for lateness other than for exceeding maximum lateness. Any lateness incurred in these sections will be cumulative towards Maximum Lateness.

NCR Chapter 13, Appendix 5, Article 5.19 (3/4 rule) may **NOT** be applied on Neutral Sections. Timing at time controls will be when the Time Control card or Passage Control card is presented to the marshal and NOT the time of entering the control area, as per **NCR Chapter 13, Appendix 5, Article 5.9.**

STANDARD SECTIONS

This is a section where a time penalty will be applied for being early or late. Some Standard Sections will be timed to an accuracy of less than one minute as per **NCR Chapter 13, Appendix 5, Article 2(f)**

Timing at the controls will be when the timecard is presented to the marshal and NOT the time of entering a control area as per **NCR Chapter 13, Appendix 5, Article 5.9.**

Some sections will be timed to an average speed of less than 30 mph, in order to take competitors through PR sensitive and quiet areas only. Competitors will be advised of this in their Rally Pack, when they have signed on.

Competitors will be instructed to reduce lateness on route.

A competitor who wishes to may miss a control or controls. He will be penalised in accordance with **NCR Chapter 13, Appendix 5, Article 5.16**) for every control missed. If he re-joins the route at a control at the end of a competitive section he will be permitted to restart without further penalty at any time between his original scheduled time and his maximum permitted lateness, this maximum permitted lateness time still being in relation to his original scheduled time. If the re-joining control is at the end of a neutral section, he will only be permitted to restart without further penalty at his official corrected time taken at the last control at which he reported within maximum lateness.

Competitors late at one control may be the equivalent amount late at succeeding controls without further penalty provided maximum lateness is not exceeded.

Where a control at the end of a section timed to the second also forms the start of a section timed to the minute, the departure will be taken as the time of arrival but to the preceding whole minute (i.e. the seconds will be ignored) this will be in accordance with **NCR Chapter 13, Appendix 5, Article 12.**

16. RESULTS

Assessment of performance will be decided firstly by the number of fails, then time penalties accumulated. Ties will be decided in favour of the furthest cleanest, then, if still not resolved, in favour of the least number of driven wheels, and then in favour of the smallest engine capacity, as per **NCR Chapter 13, Appendix 5, Article 6.**

The organisers reserve the right to cancel sections from the results should they deem it fairer to do so, "Force Majeure" etc. notwithstanding. Time Controls at which, in the organiser's opinion, inaccurate times may have been given to competitors shall be considered as either Passage Controls or Route Checks.

Any competitor who, in the organiser's opinion, causes an obstruction of the route which necessitates the cancellation of a section, whether deliberate or unintentional, shall be liable for a penalty at the organiser's discretion. This penalty may be in the form of time or fails added to their overall total, or in aggravated instances, disqualification from the event.

Should the normal running of a standard section be interrupted or blocked after the passage of one or more competitors for any reason whatsoever, and it proves impossible to allow other

competitors to cover the section competitively, the organisers may give to each crew which has not been able to cover the section in the normal manner a notional time corresponding to the slowest time set up to the moment of interruption. If it appears that the slowest time represents a complete anomaly, the next slowest time may be retained (and so on, until the 5th slowest time).

Provisional results will be produced as soon as possible after the event in accordance with **NCR Chapter 2, Appendix 4**. Competitors will be supplied with one Results Query Form. More than one query on the same matter must be treated as Protests. Protests must be made in accordance with **NCR Chapter 2, Appendix 9** and accompanied by the appropriate fee of **£75.00 (NCR Chapter 1 Appendix 2 Section 11)**.

Final results will be made available for collection by competitors that request them in hard copy at the finish venue only and therefore will not be posted individually after the event.

Final Results will be available to download from the Teifi Valley Motor Club Limited website <https://www.teifivalleymotorclub.co.uk/> within 7 days of the event. No Final Results will be sent out via Royal Mail.

17. G.C.R. MODIFICATIONS

All other General Regulations of the Motorsport UK apply as written, except for the following, which are modified as follows:

NCR Chapter 13, Appendix 5, Article 2.5 - Secret Checks may be established without prior notice, e.g. at junctions marked on the route hand-outs as Give Ways etc., to ensure compliance with the route, and time schedule.

NCR Chapter 13, Appendix 1, Article 8.3- Any notice displayed at the start, or on route, bearing the signature of either the Clerk of the Course or the Secretary of the Event shall have the same authority as these SRs. It is the responsibility of the competitor to note any information displayed at the start.

NCR Chapter 13, Appendix 4, Articles 2.5 & 2.6- All competitors will be required to STOP at all junctions approached on roads controlled, by Give Way signs and at places specified on the Route Card. Judges of Fact will man a number of these locations.

NCR Chapter 13, Appendix 4, Article 2.2 & 2.3- Give Ways will be used to define the route.

NCR Chapter 13, Appendix 5, Article 5.8 - Maximum Permitted Lateness for competitors will be as follows:

All classes: 30 minutes and 59 seconds.

NCR Chapter 13, Appendix 5, Article 5.16- Competitors will be required to reduce any lateness accumulated at certain locations en route.

NCR Chapter 13, Appendix 5, Article 2.1(f)- certain sections of the route will be timed to an accuracy of less than one minute.

NCR Chapter 13, Appendix 5, Article 6- To be classified as finishers, competitors must report to and receive a signature or record a code within their maximum permitted lateness, and in the car in which they entered and started the event at the following:

All Main Controls

Two thirds of the controls listed on the time and passage cards

Damage Control

All Noise Checks

NCR Chapter 13, Appendix 15, Article 1.1- Car derived vans are **NOT** eligible to enter the event.

Performance will be assessed on the Fail System as **NCR Chapter 13, Appendix 7**, and modified as follows:

Not reporting at, or not providing proof of visiting any Time Control, Passage Control, Via Control, Manned Secret Check or Route check:

1 Fail per offence

Wrong approach to or depart from any Time Control, Passage Control, Via Control, Manned Secret Check, Route Check or Give Way check:

1 Fail per offence

Passing through any control twice or more (unless the Route Hand-out instructs you to do so):

1 Fail per offence

Failure to obtain a signature for each code board or route check at the next manned Time Control or Passage Control

1 Fail per offence

Failure to accurately and clearly provide or record any information requested or displayed at a control, in the order or format it is displayed at that control:

1 Fail per offence

Using the same piece of road twice (unless instructed in the Route Hand-out):

1 Fail per offence

Failure to comply with an instruction on the Route Hand-out:

1 Fail per offence

Not complying with a reasonable instruction from an official, provided warning is given that a penalty will be applied:

1 Fail per offence

Breaking any rule or regulation for which no penalty has been specified:

1 Fail per offence

Accepting a time earlier than schedule time

1 Fail per minute early

Reporting at a Time Control after your maximum lateness has expired, (except for Main Control):

1 Fail per minute late

Failure of crews marshal to open their control on time:

1 Fail

As per **NCR Chapter 13, Appendix 7** the following offences shall result in

DISQUALIFICATION:-

Not reporting at or providing proof of visiting a Main Control, within the maximum permitted time

– NCR Chapter 13, Appendix 7(A)

Failure to stop at a Stop or Halt Sign, Give Way sign or at any junction specified in the route card

–NCR Chapter 13, Appendix 4, Article 2.5.

Entering an area designated as out of bounds (black spot).

Unauthorised alteration of a Time Card.

Failure to comply with Quiet Zone requirements.

Excessive vehicle noise, excessive speed or driving likely to bring motor sport into disrepute –

NCR Chapter 13, Appendix 7(A)n

Damage to car as defined in please clarify, I believe this is **NCR Chapter 13, Appendix 5, Article 6.5.**

Receiving assistance contrary to **NCR Chapter 13, Appendix 7(A)**

Breach of **NCR Chapter 13, Appendix 2, Article 2.26, 11, Chapter 13, Appendix 15, Article 6.**

Breach of Technical Regulations concerning the use of lights and breaching the Construction and Use of Lighting of Vehicles Regulations.

Using Mobile Phone or any other Radio Transmitting Device, other than in an emergency – **NCR Chapter 13, Appendix 7(A).**

CONTROLS SITED AT THE END OF A NEUTRAL SECTION

Early arrival

1 Fail per minute early

Late arrival

No penalty other than maximum lateness

CONTROLS SITED ON A STANDARD SECTION

Early arrival (Section timed to the second)

2 seconds per second early

Early arrival (Section timed to the minute)

2 minutes per minute early

Late arrival (Section times to the second)

1 second per second late

Late arrival (Section times to the minute)

1 minute per minute late

NCR Chapter 13, Appendix 7(A))

18. SCRUTINEERING

Scrutineering will be in compliance with the Road Traffic Act, Chapter 7 of the Motorsport UK National Competition Rules and Technical Regulations **NCR Chapter 13, Appendix 1, Article 7, Chapter 13, Appendix 15, Articles 1-6** to include any amended requirements as from 1st January 2017.

Please note that **only** the competing car and the driver and navigator may present the car at both noise and scrutineering.

Cars will be required to undergo a 2.0m noise test and, if over **96dba** is registered at $\frac{2}{3}$ of maximum rpm on the noise meter they will not be permitted to start as per **NCR Chapter 13, Appendix 1, Article 7**. Noise checks may also be performed on route as per **NCR Chapter 13, Appendix 1, Article 7**. Crews failing either noise test or scrutineering will not be permitted to start and will not be refunded their entry fee. Crews failing a noise test carried out on route will not be permitted to continue until they are able to pass the noise check, without using any form of temporary silencers.

Close attention will be paid to the following at scrutineering:

Body damage

Engine

For diesel and petrol engines under 1500cc actual capacity, forced induction is permitted providing that the complete original induction system is retained unmodified, other than the replacement of the air filter element as per **NCR Chapter 13, Appendix 15, Article 3**.

Wheels and Tyres.

Wheel and Tyre dimensions are free, but must fit within the standard, unmodified wheel arch.

Tyres:

All tyres must be 'E' marked.

The cutting of tyres is not permitted.

Always meet the statutory tread depth requirement.

Must not be fitted with spikes studs, or any other non-skid attachments.

Must always be legal for use on the public highway during the event

.

Scrutineers may mark tyres at the start of the event for checking later on route.

Competitors should familiarise themselves with the following amendments to the General Regulations effective 01/01/2026:

2. Tyres for All Rallies

2.1 For Rallies, all tyres used on the Public Highway must comply with the relevant Motor Vehicle Construction

and Use Regulations, in addition to requirements specified in **NCR Chapter 8, Appendix 15, Article 3** (Road Rallies), R19.7. (Historic)

Road Rallies), R20.1.14 (Endurance Road Rallies), R.48.5 (Stage Rallies) and R49.10 (Historic Stage

Rallies), and the following regulations.

2.2. *At all times during an event the tread depth must not be less than 1.6mm over at least three quarters of the tread pattern.*

2.3 Tyres marked 'For Racing Purposes Only' are prohibited on all Rallies

3. Tyres for Road Rallies

- 3.1. For all Road, Navigation, Targa Road and Historic Road Rallies tyres are free subject to the following:
- a. Tyres on the current FIA List of Asphalt Eligible Tyres including sizes not homologated are not permitted unless on [List R](#);
 - b. Tyres on [List 1B](#) and [List 1C](#) are not permitted other than those on [List R](#);
 - c. Tyres marked for "Competition use" are not permitted with the exception of tyres on [List 6](#) and [List R](#).
- 3.2. For Endurance Road Rallies only tyres on [List 4](#) are permitted.

Particular attention will be paid to the following: NCR Chapter 13, Appendix 15, Article 2.5- All major interior trim as fitted to the body type by its original manufacturer when offering it for sale must be retained. This trim will include headlinings, inside door panels, carpets and rear seat.

Brakes are free but must comply with Construction and Use Regulations. A hydraulic handbrake is permitted where a functioning mechanical system is also present. The hydraulic handbrake lever shall operate in an arc not exceeding 50 degrees from the horizontal as per. **NCR Chapter 13, Appendix 23, Drawing 1**

Lights.

Must comply with the Road Traffic Act Construction and Use Regulations.

Have no more than four forward facing beams (excluding side lights/indicators).

Spotlights must extinguish on dipped headlamp beam.

Reversing lights must not exceed 24 watts power and have an internal warning indicator if independently operated.

An auxiliary lamp provides a beam other than that provided by the headlamp. With the exception of cars built before 1st January 1947 the maximum width of the lamp body of any auxiliary lamp must not exceed 222mm, as per **NCR Chapter 13, Appendix 15, Article 5.4.**

Auxiliary lamps unless fitted as standard equipment using gas discharge or LED technology are not permitted and gas discharge or LED headlamp units may not be retro fitted as per **NCR Chapter 13, Appendix 15, Article 5.6**

Any forms of spot lamp 'pods' are prohibited.

External marshal / Navigation lights are prohibited.

Indicators must work.

Brake Lights must work.

Side Lights must work.

Number plate lights must work.

Exhaust.

All vehicles must comply with exhaust and silencing regulations and must not be fitted with any temporary parts to help meet the required silencing levels.

Steering Play.

Flexible fuel lines must be secured with steel clips.

Washers and Wipers.

Horn.

Battery must be secured with earth lead coloured yellow and with the positive terminal insulated.

Seats must be secure.

No loose items within the vehicle

.

Throttle linkage must be in good order.

A maximum of two spare wheels may be carried and must be securely located.

A Red reflective Warning triangle must be carried.

A first aid kit must be carried

Spill Kits.

A Small Spill Kit complying with **NCR Chapter 7, Appendix 2, Article 22.15** must be carried

There will be a bin provided at MC4 for safe disposal of any used Spill Kits.

MOT certificate must be produced.

Vehicle Registration Document must be produced.

If a vehicle is hired or borrowed a letter of consent from the owner must be supplied.

Bodywork and paintwork must be in good serviceable order.

Air filters must be fitted.

No radio transmitting devices are permitted except that in the interests of safety Mobile Phones may be carried but must remain **SWITCHED OFF** during the event. Any competitor observed using a mobile phone or any other radio-transmitting device between **MC1** and **MC4** will be **DISQUALIFIED** as per **NCR Chapter 13, Appendix 3, Article 12.**

Competitors are advised that a method of sealing the engine should be provided in the event of a capacity check or eligibility check being ordered, if they wish to delay this examination to a later date.

19. INSURANCE

Competitors are responsible for ensuring they have appropriate insurance cover in place for their activities whilst travelling to and from the Event, as well as during the Event itself.

The Motorsport UK Master Public Liability policy provides third party cover for activities falling under

The Event Permit, but this policy specifically excludes any form of Road Traffic Act liability.

An additional third party “top-up” insurance policy, administered by Motorsport UK, is available to add-on for this Event which offers cover for Road Traffic Act liability for any sections of the

Permitted Event that take place on the public highway. This policy provides cover to complement but not replace your own motor insurance.

The acceptance criteria for this scheme are as follows:

Drivers must be aged 19 years or older

Drivers must be UK residents for over 1 year, and have held a Full UK Car Licence for at least 6 months

Drivers must have not been banned from driving in the last 5 years, and no criminal convictions

Drivers must have no more than 6 penalty points on their licence and/or no more than 1 fault motor claim in the last 3 years in their history

Drivers must be a named driver on a valid motor insurance policy for the vehicle they are driving

Drivers must not already have the 3rd Party Extension (top-up) for Road Sections cover already on their existing motor policy

Vehicles must have a valid MOT and taxed for the road (unless exempt from doing so)

Vehicles must be road going/road legal and have a UK Registration Plate assigned and attached

Vehicles must be in the custody or control of the competitor and be participating in a motorsport event permitted by the Policyholder (Motorsport UK Association Ltd)

Competitors who do not comply with any of the above criteria must contact Kingfisher Motorsport at

motorsportuk@kingfishermotorsport.com as early as practically possible in advance of the event to discuss their application to confirm whether cover can still be offered and whether there are any additional terms.

All Competitors will be required to sign a declaration before the Event to confirm that they either have adequate insurance cover for the Event or need cover under the Motorsport UK top-up policy.

If they do not meet the minimum eligibility criteria, they must have referred themselves to and been approved by Kingfisher before the start of the Event.

Those Competitors who do require cover under the Motorsport UK top-up policy will be required to pay the organiser's an additional fee (£60) to cover the Motorsport UK permit surcharge

20. DAMAGE DECLARATION

Competitors will be required to complete and sign a report declaring that they have not been involved in any incident resulting in damage to private property or injury to persons or animals or alternatively give details of any such incident. Any information given will incur no penalty, but a competitor failing to provide a completed form at the finish or within 48 hrs for non-finishers or falsifying a declaration will be excluded retrospectively from the results, forfeit any award gained and reported to the WAMC and Motorsport UK. **Where an accident has occurred, the organisers must be notified on the day of the event.**

Competitors who retire shall be required to submit the form within 48 hrs to the Entries Secretary giving the location and reason for retirement.

Any competitor, who, as a result of his driving on the event, is prosecuted by the police, will be excluded retrospectively from the results and forfeit any award gained as per **NCR Chapter 3, Appendix 11, Article 1.1(e), Chapter 6, Appendix 1, Article 6 and Chapter 13, Appendix 3, Article 12.**

Competitors are reminded that by law they should report any incidents to the police.

21. PACE NOTES

The use of pace notes or map markings is forbidden. Navigation on the event must only be carried out by the use of competitors own **Ordnance Survey Map No. 145 (1:50 000 Series, latest edition) NCR Chapter 13, Appendix 4, Article 2.7**. Any other form of navigation will be classed as pace notes. Pace notes will be defined as any marking(s) on the map not provided by the organisers as per **NCR Chapter 13, Appendix 4, Article 2.8**. Any competitor found in possession of such map markings / pace notes will be **DISQUALIFIED**. There will be random map checks carried out throughout the course of the event by Judges of Fact.

ANY COMPETITOR (S) OBSERVED ON THE ROUTE PRIOR TO THE EVENT MAY NOT BE PERMITTED TO START AT THE ORGANISERS' DISCRETION.

22. DRIVING STANDARD OBSERVER

The organisers in accordance with **NCR Chapter 13**, may appoint DSO's or Judges of Fact. Checks manned by these officials will be identified by control boards with either DSO or Judge of Fact displayed on them only. Failure to stop when requested by a DSO or Judge of Fact. He or she will inform the Clerks of the Course of the infringement who will then incur the penalty of disqualification.

A full list of DSO's and Judges of fact will be displayed at documentation.

Judges of Fact / Driving Standards Observers, these will adjudicate upon **NCR Chapter 13, Appendix 2, Article 2** in addition to those listed in the event Supplementary Regulations.

23. SERVICE

Service will not be permitted at any time during the duration of the event, except by the crew working on their own car; this also applies at any halt. The penalty for infringement will be **DISQUALIFICATION** as per **NCR Chapter 13, Appendix 3, Article 12.1(d)** However, competitors may work unaided and may borrow tools from the proprietor of a halt, or borrow from fellow competitors only - NOT from spectators and the general public.