

# HISTORIC VEHICLES ANNIVERSARY RALLY TALLINN – RAKVERE 2026

## SUPPLEMENTARY REGULATIONS

This is a translation of the Supplementary Regulations into English and is not an official document. The official document is the Estonian language Supplementary Regulations.

### COMPETITION PROGRAMME

#### PUBLICATION OF SUPPLEMENTARY REGULATIONS

Time: 1 May 2026

Location: [Vanasõidukite Juubelisõit ja Juubeliralli Tallinn-Rakvere 15.08.2026](#)

#### REGISTRATION OF CREWS

Opens: 1 May 2026

Closes: 19 July 2026

Location: [Vanasõidukite Juubelisõit ja Juubeliralli Tallinn-Rakvere 15.08.2026](#)

#### ENTRY FEES ( see p. 6 )

Entry fee per crew is 150 EUR.

#### PUBLICATION OF ACCEPTED CREWS AND COMPETITION NUMBERS

Time: 26 July 2026

Location: [Vanasõidukite Juubelisõit ja Juubeliralli Tallinn-Rakvere 15.08.2026](#)

#### RALLY HQ

Location: To be specified by bulletin

Time: 14 August 2026 at 19:00 – 21:00

Location: Tallinn Song Festival Grounds

Time: 15 August 2026 at 8:00 – 10:00

Location: Rakvere Sports Hall

Time: 15 August 2026 at 17:00 – 19:00

Location: OG Elektra Centre, Tobia

Time: 15 August 2026 at 19:30 – 21:00

#### DOCUMENTS AND VEHICLE CHECK

Location: To be specified by bulletin

Time: 14 August 2026 at 19:00 – 21:00

Location: Tallinn Song Festival Grounds

Time: 15 August 2026 at 8:00 – 9:00

#### ISSUING OF ROUTE DOCUMENTS

Location: Tallinn Song Festival Grounds

Time: 15 August 2026 at 8:45 – 9:45 according to the Schedule ( p. 5.2.6. ).

#### PUBLICATION OF START TIMES

Location: Tallinn Song Festival Grounds

Time: 15 August 2026 at 9:30

#### RALLY START ( for the first competition car )

Location: Tallinn Song Festival Grounds

Time: 15 August 2026 at 9:45

## RUNNING OF THE EVENT

Saturday, 15 August 2026

9:45 The first competition car starts the first section.

Length of the first section for 1st competition class is 105 km, for 2nd – 5th competition classes 120 km.

3 special stages: 2 driver skill tests and 1 regularity section.

12:30 The first competition car finishes the first section in Loksa, lunch break.

13:30 The first competition car starts the second section.

Length of the second section for 1st competition class is 145 km, for 2nd – 5th competition classes 165 km.

5 special stages: 2 tasks, 2 speed special stages and 1 precision section.

17:00 The first competition car reaches the rally finish in Rakvere.

## PROVISIONAL RESULTS

Location: Rakvere Sports Hall

Time: 15 August 2026 19:00

## FINAL RESULTS

Location: OG Elektra Centre, Tobia

Time: 15 August 2026 20:00

## PRIZE GIVING

Location: OG Elektra Centre, Tobia

Time: 15 August 2026 at 21:00

## OFFICIAL NOTICE BOARD (ONB)

Location: Tallinn Song Festival Grounds

Time: 15 August 2026 at 8:00 – 10:00

Location: Rakvere Sports Hall

Time: 15 August 2026 at 17:00 – 19:00

Location: OG Elektra Centre, Tobia

Time: 19:30 – 21:00

## I ORGANISER

### 1.1. The organisers of the competition are:

Estonian Union of Historic Vehicle Clubs MTÜ

Registry code: 80381430

Rallipargi 3

76312 Hingu village, Saue parish

Harju County

Klubi Unic MTÜ

Registry code 80039987

Tagadi tee 1

75518 Kurtna village, Saku parish

Harju County

### 1.2. Definition

The competition is organised in accordance with the FIA Code and its appendices and these regulations. In order to develop motorsport and involve a larger community, competitions are allowed to be organised under these Supplementary Regulations with the permission of EAL, and in the points of these Supplementary Regulations that are in conflict with the Code, the Supplementary Regulations shall be followed as the higher regulation when resolving relevant issues. In matters not regulated by these regulations, the Code remains the higher sporting norm document. The respective exception is applied by EAL in accordance with Article 1.8 of the Code.

**1.3.** The competition is registered in the Estonian Autosport Union ( EAL ), registration number is 56/HR

#### **1.4. Organising committee and senior officials**

Clerk of the Course: Toomas Kreek, tel. 50 19 760

Course Manager: Martti Suur, tel. 56 455 710

Chief Timekeeper: Aivar Tammemäe

Scrutineering: Gert Generalov

Secretary: Helen Saliste

## **II GENERAL DESCRIPTION OF THE ROUTE**

### **2.1. General data**

Total length and description of the route: 250 km for 1st competition class, 285 km for 2nd–5th competition classes, 100% asphalt or other hard surface road.

Number of special stages and short description: 8 ( 4 driver skill tests, 2 regularity sections, 2 special tasks )

Total length of special stages: 16 km

The competition route is divided into two sections.

## **III COMPETITION VEHICLES**

**3.1.** All M1 category passenger cars that comply with the laws and regulations applicable to motor vehicles in the Republic of Estonia are allowed to participate, including having a valid technical inspection and traffic insurance.

**3.2.** The year of first registration of the competition vehicle **must be 1991 or earlier**. Competition vehicles must, in terms of aesthetic have proper appearance and good technical condition, be in close to original condition worthy of historic vehicles. In addition, period-correct rally-appropriate tuning may be installed on competition vehicles (body parts, additional lights, wheels, steering wheel, seats, period colouring, advertisements, etc.). Tuning appropriate to the rally context of the period does not include, for example, non-rally-related items mounted on the roof, LED additional lights, modern wheels, inappropriate advertising, etc.

**3.3.** In addition, period-correct restored or modified rally cars may participate. This includes vehicles that are visually original but technically modified (engine, suspension, transmission, etc.). Vehicles that fully comply with modern safety requirements and technical conditions but are at least 35 years old will be considered individually by the organiser.

**3.4.** Competition vehicles may display sponsor advertising, but its total size on one body part (bonnet / roof / tailgate / sides) must not exceed 500 cm<sup>2</sup>.

**3.5.** Competition vehicles may have the names of crew members with national flags on the front wings.

**3.6.** Competition classes:

**3.6.1.** 1st competition class: historic vehicles with first registration year up to 1950

**3.6.2.** 2nd competition class: historic vehicles with first registration year from 1951 to 1970

**3.6.3.** 3rd competition class: historic vehicles with first registration year from 1971 to 1980

**3.6.4.** 4th competition class: historic vehicles with first registration year from 1981 to 1991

**3.6.5.** 5th competition class: all historic vehicles with sporting modifications ( point 3.3. ), regardless of first registration year

**3.6.6.** In case fewer than 5 crews register in the 1st competition class, matters related to this competition class will not take place.

**3.6.7.** In case fewer than 5 crews start in any subsequent competition class, the teams starting in that class will be moved to the classification of the next or previous competition class.

**3.7.** Special conditions for competition vehicles:

**3.7.1.** The tyres of competition vehicles must comply with the laws and regulations of the Republic of Estonia.

**3.7.2.** The installation of both electronic and mechanical additional devices enabling measurement of distance, time, average speed and navigation is allowed. The number of such additional devices is not limited.

**3.7.3.** A competition vehicle with an open or soft top must be equipped with at least 2-point seat belts for both crew members.

## IV CREW MEMBERS AND EQUIPMENT

- 4.1.** A crew consists of 2 members, a driver and a co-driver. Both crew members must be in the competition vehicle while moving on the rally route, except in TC zones. The presence of third persons in the competition vehicle while moving on the rally route is prohibited.
- 4.2.** The driver must have a valid driver licence proving the right to drive a vehicle of the respective category, and the driving right must not be suspended or withdrawn during the rally.
- 4.3.** The co-driver must be at least 14 years old. The requirement for a driving licence does not apply to the co-driver, but in that case the co-driver may not replace the driver. A minor aged ( 14–17 year old ) must have written parental permission to participate, unless the parent is a member of the same crew.
- 4.4.** During driver skill special stages both crew members must wear a modern car/motorcycle helmet with at least e-marking. The helmet must be free from wear and damage.
- 4.5.** The driver and co-driver must have at least an EAL amateur motorsport licence or any other motorsport licence issued by another ASN that is valid in Estonia (see also p. 5.2.2. and 5.2.4.).

## V REGISTRATION, ENTRY FORM, SCRUTINEERING

### 5.1. Registration for the competition

**5.1.1.** Registration for the competition takes place based on the registration form located at [Vanasõidukite Juubelisõit ja Juubeliralli Tallinn-Rakvere 15.08.2026](#). To participate, registration must be completed no later than 19 July at 23:59. Exceptionally, co-driver details may be submitted or specified during document checks.

**5.1.2.** Up to 60 competition vehicles will be allowed to start. If more teams register, the organiser will decide based on the following criteria:

- a) vehicles registered as historic vehicles
- b) age and/or uniqueness of the vehicle or crew
- c) compliance of the vehicle with these regulations

**5.1.3.** The list of accepted crews and competition numbers will be published on 26 July.

### 5.2. Documents and vehicle checks, issuing of numbers and materials:

**5.2.1.** Crews allowed to participate (both members) may complete documents and vehicle checks as follows:

14 August 2026 at 19:00 – 21:00 location to be specified by bulletin

15 August 2026 at 8:00 – 9:00 at Tallinn Song Festival Grounds

Participants are kindly requested to use the first option whenever possible. The second option is intended for those arriving from further away who do not stay overnight or live in the Tallinn area.

**5.2.2.** Crew members must perform and present the following during documents and vehicle checks:

- \* sign the declaration of participation
- \* driver must present a valid driving licence, co-driver an identity document
- \* if available, present an international or national motorsport licence issued by the local ASN
- \* present a power of attorney for use of the vehicle in the driver's name if required
- \* present the vehicle registration certificate
- \* present valid traffic insurance or Green Card (for foreign competitors)

**5.2.3.** Competition numbers will be issued during document checks and must be attached to the vehicle before vehicle inspection.

**5.2.4. All crew members without a motorsport licence issued by a local ASN will be issued a free one-time licence.**

**5.2.5.** During vehicle inspection, compliance with registration data, these regulations and class will be checked. Crews failing inspection will not be allowed to start.

**5.2.6.** Crews that have successfully passed checks will receive rally materials (road book and other information) at Tallinn Song Festival Grounds on 15 August 2026 according to the following schedule:

8:45 – 8:54 competition vehicles with numbers 1 – 10

8:55 – 9:04 competition vehicles with numbers 11 – 20

9:05 – 9:14 competition vehicles with numbers 21 – 30

9:15 – 9:24 competition vehicles with numbers 31 – 40

9:25 – 9:34 competition vehicles with numbers 41 – 50

9:35 – 9:44 competition vehicles with numbers 51 – 60

## **VI ENTRY FEES, INSURANCE, LIABILITY**

### **6.1. Entry fees**

**6.1.1.** The entry fee for participation in the competition is 150 euros per crew.

**6.1.2.** The entry fee must be paid to the organiser's account below no later than 19 July 2026.  
Estonian Union of Historic Vehicle Clubs MTÜ

Bank account: EE132200221061429917

Payment reference must include: Vintage Vehicle Anniversary Rally 2026 and the name of the registered driver.

Payment of the entry fee by other means must be agreed separately with the organiser.

### **6.2. Entry fee will be refunded:**

100% if the organiser does not accept the team's entry application

90% if the rally does not take place due to unforeseen circumstances

### **6.3. All crew member participate in the competition at their own risk.**

**6.4.** All competition vehicles must have valid traffic insurance or a Green Card. Traffic insurance covers civil liability towards third parties. During the competition, the Estonian Traffic Insurance Act applies.

**6.5.** By registering for the competition, the participant (or legal representative in case of minors) confirms that they participate voluntarily and understand that motorsport is dangerous and involves risks to health and property ( vehicle ). In case of an accident, they will not hold the organisers or EAL responsible.

## **VII GENERAL OBLIGATIONS**

**7.1.** The main documents of the rally are the Supplementary Regulations, the road book and the time schedule. The road book prepared by the organiser contains symbols, drawings or schemes and other information for completing the rally route and special stages. Compliance with these main documents is mandatory.

**7.2.** When driving on the rally route, all requirements of the Estonian Traffic Act must be followed, except during special stages held in closed areas.

**7.3.** Movement on the rally route and compliance with the road book are monitored by officials, marshals and also the police.

### **7.4. The following penalties apply for infringements:**

**7.4.1.** Completion of all control points and special stages is required for correct completion of the route. Penalties for failure are defined in these regulations.

**7.4.2.** Violation of traffic rules and speed limits (more than 10 km/h over the limit):

1st time: 3 penalty points for each full km/h or 60 penalty points for other violations

2nd time: 5 penalty points for each full km/h or 120 penalty points for other violations

3rd time: penalty points or disqualification. The decision is made by the panel of stewards.

**7.4.3.** The police may also impose penalties. If such information reaches the organiser, the penalty may be penalty points or disqualification depending on severity.

**7.5.** Compliance with the time schedule is checked at time controls (TC), and completion of special stages is monitored by stage officials. Penalties are specified in the following sections.

## **VIII RUNNING OF THE EVENT, CONTROL POINTS AND SPECIAL STAGES**

**8.1.** The official time of the competition is the time zone valid in Estonia.

### **8.2. Rally start**

**8.2.1.** The first competition car starts at 9:45 from Tallinn Song Festival Grounds (TC 0). All cars start at 1 minute intervals.

**8.2.2.** A competition vehicle may enter the start area within the minute preceding its start time, provided the previous car has left start area.

**8.2.3.** Late arrival penalty: 10 seconds per minute. More than 15 minutes late → start not allowed.

### **8.3. Time card**

**8.3.1.** Each team is responsible for:

- its time card.
- presenting the time card at control points and special stages.
- checking correctness of entries.

**8.3.2.** Only officials are allowed to make entries to the time card except the fields which are ment for crew use.

**8.3.3.** Missing time card entry = 180 penalty points per missing entry.

**8.3.4.** Discrepancies may lead to penalties.

**8.3.5.** Multiple time cards may be used.

#### **8.4. Control points and their identification**

**8.4.1.** All control points and special stage starts/finishes (except special tasks) are marked according to Appendix 1.

**8.4.2.** Control points open 20 minutes before the estimated arrival time of the first competition vehicle and close 20 minutes after the estimated arrival time of the last competition vehicle.

**8.4.3.** The stopping time at any control point is limited to the time necessary to carry out the required procedures.

**8.4.4.** The crew must enter each control point from the direction specified in the road book. Entry from the wrong direction is penalised with 180 points.

**8.4.5.** The crew is obliged to follow the instructions of the officials/marshals at control points and special stages.

#### **8.5. Time Control Points (TC)**

**8.5.1.** During the rally, an ideal time is given for travelling between two consecutive TCs, by which the crew must reach the next TC from the previous one. The ideal arrival time is obtained by adding the ideal section time to the previous TC time. Time format is hours and full minutes.

**8.5.2.** The arrival procedure begins when the competition vehicle passes the beginning of control zone sign. Stopping is prohibited in the area between the beginning of zone sign and the TC sign.

**8.5.3.** Actual timing and time entry on the time card takes place only when both crew members and their competition vehicle are in the immediate vicinity (next to) the marshal's vehicle.

**8.5.4.** The TC arrival time entry is the moment when one crew member hands the time card to the TC marshal. The marshal records exactly the time when the time card was handed over and nothing else.

**8.5.5.** The responsibility for correctness of time entries lies solely with the crew. Each TC has a clock display from which the crew may take reference. The marshal is not obliged to provide any information about the ideal arrival time.

**8.5.6.** The crew is not penalised for early arrival if the competition vehicle enters the TC control zone during the ideal minute or the minute preceding it.

Example: If the ideal arrival time is 11:25, the vehicle may enter the TC zone between 11:24:00 and 11:24:59, but the time card must not be handed over before the ideal time. Early entry and/or early handover of the time card is penalised with 20 points per full minute.

**8.5.7.** The crew is not penalised for late arrival if the time card is handed over to the TC official within the ideal minute.

Example: If the ideal arrival time is 11:25, the time card may be handed over between 11:25:00 and 11:25:59. Late TC zone entry and/or late time card handover is penalised with 10 points per full minute.

**8.5.8.** In case of early or late arrival, the ideal time for the next TCP is calculated based on the actual time recorded on the time card.

**8.5.9.** The crew must leave the TC zone immediately after completing the procedures.

**8.5.10.** If the crew does not agree with the recorded time, a justified protest must be submitted no later than at the rally finish.

**8.5.11.** Early arrival at the final time control point of the rally (TCP 6) is permitted.

**8.5.12.** A crew whose total TC delay on one section exceeds 20 minutes may be excluded from the competition, as the TCP may have already ceased operation.

#### **8.6. Unexpected Control Point (UCP)**

**8.6.1.** The location of the UCP is not known to competitors. The purpose of the UCP is to check correct route following or compliance with traffic rules. The UCP is marked with a stamp symbol on the control sign (Appendix 1).

**8.6.2.** At the UCP, the crew must stop and hand over the time card to the marshal. The marshal marks the passage time or other required information on the time card.

**8.6.3.** Missing UCP entry or passing UCPs in the wrong order is penalised with 180 points.

**8.6.4.** The UCP may also be unmarked. In this case, correct route monitoring is carried out by an official using technical means (e.g. photo/video).

### **8.7. Regularity Stage (RS)**

**8.7.1.** The regularity stage is held on public roads open to normal traffic, where all requirements of the Traffic Act and traffic regulation tools must be followed.

**8.7.2.** The start of the regularity stage is marked according to Appendix 1.

**8.7.3.** As soon as the crew is ready to start, they drive to the start line indicated by the marshal and stop there. The time card must be handed to the marshal, who records the start time of the regularity stage. The time card is returned within the minute preceding the assigned start time. The start time is always a full minute.

**8.7.4.** If several vehicles are waiting to start, the start order is regulated according to the rally starting order under the principle of "fair play".

**8.7.5.** The start is given using a start clock and start lights as follows:

30 seconds before start – 1st blue light

15 seconds before start – 2nd blue light

10 seconds before start – 3rd blue light

5 seconds before start – 1st red light

4 seconds before start – 2nd red light

3 seconds before start – 3rd red light

2 seconds before start – 4th red light

1 second before start – 5th red light

Start – red lights turn off

**8.7.6.** The regularity stage must be driven at the average speed determined by the organiser. The crew must remain within the resulting time schedule throughout the stage. Average speeds are between 40–60 km/h and may differ by class.

**8.7.7.** Compliance with the average speed schedule is checked at the flying finish, the location of which is not marked in the road book. The finish is marked according to Appendix 1. In the vicinity of the finish line visibility area, speed must not be significantly increased or decreased, and stopping is prohibited.

**8.7.8.** The regularity stage ends at the "Stop" sign, where the crew must stop and present the time card for recording the finish time. The "Stop" zone is marked according to Appendix 1 and its location is given in the road book.

**8.7.9.** Each full second deviation (ahead or behind) from the average speed schedule is penalised with 1 point per second. Maximum penalty for the stage is 90 points. Failure to complete the stage results in 180 points.

### **8.8. Driving Skill Test ( DST )**

**8.8.1.** DST may be a gymkhana slalom, hill climb, sprint, or acceleration–braking test.

**8.8.2.** DST takes place on a closed area marked with tyres, cones, plastic boxes and barrels, tapes, lines, etc.

**8.8.3.** The start location is specified in the road book.

**8.8.4.** The route scheme is provided in the road book or additional sheets.

**8.8.5.** The start is marked according to Appendix 1.

**8.8.6.** Helmets are mandatory for both crew members. Seat belts must be fastened if present.

**8.8.7.** When ready, the crew drives to the start line and stops. Helmets must be on and seat belts fastened beforehand.

**8.8.8.** If start and finish are close, the time card is handed over to the marshal and returned after completion with recorded time.

**8.8.9.** If start and finish are in different locations, the time card is handed over to the marshal at both start and finish for timing entries.

**8.8.10.** If start and finish are in different locations, the start procedure follows clause 8.7.5.

**8.8.11.** Starting order follows rally starting order under „fair play“.

**8.8.12.** The organizer has set an ideal time for completing the DST and this may differ by class.

**8.8.13.** Two scoring methods may be used:

Method 1: penalty for each second slower than ideal time - no penalty

Method 2: penalty for each second slower than ideal time – 1 point penalty for each second

**8.8.14.** Finish may be flying or stop line. The stop line must remain between the front and rear axles. Non-compliance with stop line rules: 10 points.

**8.8.15.** Damaging or moving markers: 3 points per marker.

**8.8.16.** Incorrect route: 90 points.

**8.8.17.** Not starting or abandoning: 180 points.

### **8.9. Special Task ( ST )**

**8.9.1.** The activity task involves actions that the crew members must perform according to the instructions given in the roadbook or at the task location.

**8.9.2.** The roadbook specifies the location where the crew must stop and park the competition car. According to the instructions provided, the crew members must proceed on foot to the location where the special task is performed.

**8.9.3.** At the activity task location, the timecard must be handed to the marshal. After the task is completed, the marshal will make the appropriate entries and return the timecard.

**8.9.4.** The scoring of the activity task results and penalties will be explained through written or verbal instructions.

**8.9.5.** The penalty for failing to complete the activity task is 180 points.

### **8.10. Service and refuelling**

**8.10.1.** Service and refuelling is allowed everywhere except special stages and control zones.

**8.10.2.** Some fuel stations are marked in the road book.

### **8.11. Break**

**8.11.1.** There is 1 break during the competition. During the break, a light meal is provided for the competitors, the cost of which is included in the entry fee.

**8.11.2.** Timecards will be exchanged at the TC (Time Control) at the arrival to the regrouping break. The marshal will mark the time of the post-break TC on the new time card. During the regrouping, the starting order will be consolidated to account for retired or delayed crews, maintaining a 1-minute starting interval. Consequently, the duration of the break may vary between the first and the last crew.

### **8.12. Finish**

**8.12.1.** Finish is TCP 6 in Rakvere. Early arrival without penalty is allowed.

**8.12.2.** After arriving at the finish, the competition car must be parked for exhibition according to the instructions given on-site. The cars will remain parked until the end of the exhibition.

### **8.13. Retirement**

**8.13.1.** In the event of a retirement due to a technical breakdown or any other reason, the competition car must be immediately moved to a safe location to clear the track. If moving the car is not possible, a warning triangle must be placed at least 50 meters ahead of the vehicle, facing oncoming traffic.

**8.13.2.** In case of retirement from the competition, the timecard must be delivered to the nearest marshal post or to the rally headquarters, stating the reason for retirement.

### **8.14. Rejoining**

**8.14.1.** If, for any reason, a crew has missed certain control points and special stages (a section of the route), they may rejoin the competition under certain conditions.

**8.14.2.** Rejoining the competition must be coordinated with the Clerk of the Course, who will provide information on the specific point of the route where the crew can rejoin. Generally, this is a TC (Time Control) that the crew is still able to reach while it remains operational.

**8.14.3.** In the event of rejoining, the crew will receive the penalties specified in these regulations for the missed control points and special stages.

## IX PROTESTS

**9.1.** All protests regarding the results must be submitted to the organizer within 10 minutes after the publication of the provisional results.

**9.2.** Protests filed against other crews will not be considered in this competition.

## X RESULTS

**10.1.** Each crew's total result is calculated by adding up the penalty points accumulated from special stages, control points, and other penalties. The winning crew is the one with the lowest total of penalty points.

**10.2.** In the event of a tie, advantage is given to the crew with the older initial vehicle registration year. In case of a further tie, performance on the special stages will be compared, starting from the first stage.

**10.3.** All situations not defined by these regulations, and any resulting potential reductions or additions of penalties, will be decided by the Board of Stewards.

**10.4.** Results will be published separately for each class.

**10.5.** Provisional results will be published on August 15, 2026, at 19:00 at the Rakvere Sports Hall.

## XI AWARDS AND PRIZE-GIVING

**11.1.** The prize-giving ceremony will take place on August 15, 2026, at 21:00 at the OG Elektra Center in Tobia.

**11.2.** The top three crews in each class will be awarded trophies.

**11.3.** The competition is open to special awards.

**11.4.** Award winners or their representatives are required to attend the prize-giving ceremony. Failure to attend will result in forfeiture of the right to prizes.

## XII PENALTY SUMMARY

PENALTY	PENALTY POINTS	PENALTY SPECIFICATION
Delay at the start (TC 0) up to 15 min	10	For each full minute of delay
Delay at the start (TC 0) over 15 min	X	Refusal of start
Early arrival at a TC	20	For each full minute of early arrival
Late arrival at a TC	10	For each full minute of late arrival
Total TC delay over 20 min in one section of the rally	X	Exclusion from the competition
Missing mark of a control point or other marshal post	180	For each missing mark
Entering a control point from the wrong direction	180	For each occasion
Ahead of or behind the target time on a regularity stage	1	For each full second
Maximum penalty for a completed regularity stage	90	
Non-completion of a regularity stage	180	
Beating or exceeding the ideal time on a DST	1	For each full second
Moving or knocking down a track marker on DST	3	For each track marker
Improper stopping at the DST stop line	10	
Deviation from the layout/diagram on a DST	90	
Non-completion of a DST	180	
Penalty points for an Special Task	X	According to the ST instructions
Non-completion of a ST	180	

Non-completion of the competition route	<b>180</b>	For each section identified as not completed
Speeding, first offence	<b>3</b>	For each full km/h exceeding the limit by more than 10 km/h
Speeding, second offence	<b>5</b>	For each full km/h exceeding the limit by more than 10 km/h
Violation of traffic regulations, first offence	<b>60</b>	
Violation of traffic regulations, second offence	<b>120</b>	
Violation of traffic regulations or speeding, third offence	<b>X</b>	Penalty decided by Board of Stewrds
Traffic violation recorded by the police	<b>X</b>	Penalty decided by Board of Stewrds

## **APPENDIX 1**

### **MARKING OF TIME CONTROL ( TC )**



**TC advance sign**

5 – 25 m



**TC location sign**

5 - 25 m



**End of TC zone**

### **MARKING OF UNEXPECTED CONTROL POINT (UCP)**



**UCP advance sign**

20 – 50 m



**UCP location sign**

### **MARKING OF SPECIAL STAGE ( SS )**



**SS start location sign**



**SS finish advance sign ( Used for special stages with a flying finish )**

25 – 50 m



**SS finish location sign ( If the SS ends with a stop line, an additional STOP sign is used)**

150 – 400 m



**SS stop zone location sign**