

Three Castles
VSCC Challenge

Supplementary Regulations 2027

The VSCC Challenge — Tuesday 8th - Friday 11th June 2027

2027 Supplementary Regulations (Draft subject to Motorsport UK Approval)

1. Announcement.

The VSCC Challenge will be held on 8th – 11th June 2027, open only to members of the Vintage Sports Car Club (VSCC) and promoted by The Three Castles Motor Club Ltd., under a Clubman permit to be issued by Motorsport UK. It will be a Historic Road Rally using the regulations and penalty systems defined in these Supplementary Regulations. The permit and any other permissions will be displayed on the Official Notice Board at Documentation. The event will be held under the National Competition Rules (NCRs) of Motorsport UK (incorporating the provisions of the International Sporting Code of the F.I.A.), these Supplementary Regulations, Official Bulletins and any other instructions the Organisers may issue.

Public Highway Route Authorisation: TBA. Motorsport UK Permit Number: TBA.

2. Provisional Programme:

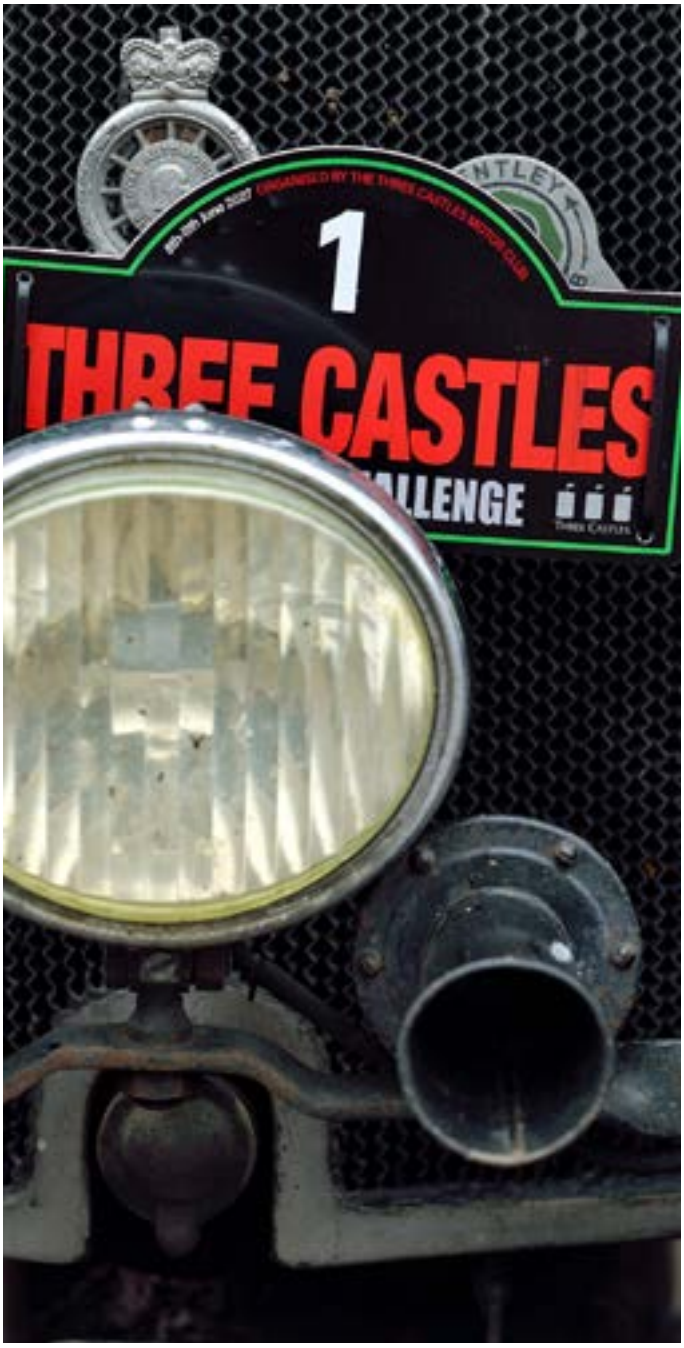
This is shown on the Event Brochure.

3. Officials:

Event Steward	Peter Keel
Event Steward	Ronnie Sandham
Event Steward	Myf Owen
Clerk of the Course	Baz Green
Deputy Clerk of the Course	Robbie Jones
Assistant Clerk of the Course	Matthew Vokes
CLO	Richard Watton
Event Secretary	Kerry Bate
Safety Officer	Rick Bate
Joint Chief Marshal	Ifor Davies
Joint Chief Marshal	Peredur Davies
Chief Timekeeper	Lee Vincent
Chief Scrutineer	Howard Corbally
Environmental Scrutineer	Ian Williams
DSO	Lee Matthews
Equipment Officer	Bruce Perry
Safeguarding Officer	Christine Jones

The names of other officials will be published later. All officials named in these Regulations and any future Bulletins are deemed Driving Standards Observers and Judges of Fact.

A list will be posted on the Official Notice Board. Course Car crews and marshals are deemed Judges of Fact in respect of their official duties.



4 Eligibility:

4.1 Crew. The event is open to members of the VSCC only. Club Membership cards will be inspected at Documentation. A free Motorsport UK RS Clubman licence (or greater) will be required by all 2027 entrants. Competitors who live abroad must apply for the RS Clubman licence if they do not have an existing competition licence issued in their country of residence. Details of how to obtain this will be sent on request. Drivers must hold a full valid Road Traffic Act car driving licence. Navigators must have attained the age of 12 years (in an open car, 14 years). Event cards and lanyards will be issued to each crew at Documentation; these identify you as a competitor and must be worn to all official functions and included event meals. To avoid embarrassment competitors are asked to note that food at halts can be provided only for competitors and officials so identified. No pass, no lunch.

4.2 Eligible Cars: The event is open to all VSCC members in **road legal and registered cars complying with MSUK periods A-D.** All cars must be taxed and must comply with the Road Traffic Act and with the relevant Vehicle Regulations published in the Motorsport UK National Competition Rules 2027 (the NCRs). These are available on the Motorsport UK website, and for convenient reference may be viewed in the free Motorsport UK tablet app available in the IOS and Google app stores. See also **https://motorsportuk.org/knowledge-hub/#ncr.**

Scrutineering: All cars will be scrutineered and must comply with NCR 13.15.8 through to 15. All these rules apply and you must read them in full and ensure your car complies.

All tyres used must be E-marked and all crew members must sign on, before starting. Entry is subject to the organisers' acceptance of the car entered. If in doubt, please ask. Cars must appear "in period".

4.3 Equipment: It is strongly **recommended** that each crew carries a warning triangle, a tow rope, a fire extinguisher, a glass breaker/seat belt cutter easily accessible and a first aid kit. Each crew must carry a Motorsport UK-approved fluid spill kit; this comprises absorbent pads capable of absorbing 1.25 litres of fluid, protective gloves and a plastic bin liner for disposal. **A non-permeable groundsheet must be carried and used on Llandudno Promenade if the car is liable to leak fluids.** Spill kits and groundsheets will be available for purchase as you enter scrutineering.

5. Programme:

5.1 Noise and Scrutineering will take place on Llandudno Promenade on Tuesday 8th June. OPENS 08:00 - CLOSES 13.00. Late arrivals will be scrutineered between 16.30-17.30. Exceptionally, very late arriving cars may be scrutineered by prior arrangement only from 07:30 to 07.45 on Wednesday, 9th June. Individual scrutineering times will be issued. Trailers and tow-cars can be parked in a secure designated area nearby: details in Final Instructions. Please follow the marshals' instructions at all times.

5:2 Documentation will take place online (signing on) and in the Imperial Hotel – on Tuesday, 8th June. OPENS 08:00 HRS - CLOSES 13:00 and 16:30-17.30, then by prior arrangement only from 07:30 on Wednesday 9th June. Any competitor not scrutineered and signed on by 08:00 on Wednesday, 9th June, may be refused a start.

5:3 General Crew Briefing will be at 20:00 on Tuesday, 8th June, at the Welcome Dinner in Llandudno.

5:4 Start and Finish: The event will start from and finish on Llandudno Promenade.

6. Format:

6.1 General: Total event mileage will be approximately 400 miles on surfaced roads. Some of the most scenic Welsh minor roads are bumpy, and low-slung cars should be driven carefully. Short loose surface sections may sometimes be used to access or leave test venues. Almost all route instructions will be in the form of a fully detailed, easy-to-use 'Tulip' road book showing junction diagrams and distances or expressed in the Jogularity format and supplemented by arrows or other instructions where necessary.

6.2 Timing and Distances: The Event will use the Scheduled Time method. Liege timers will be used. All crews are advised to carry their own accurate timepiece and will be given an opportunity to set this to BBC time, as used on the event.

All the Organisers' times and distances will be deemed to be correct, having been established in line with the ***National Competition Rules*** (NCRs) and using an accurately calibrated mileage recorder. Official distances will be in miles; equivalent kilometres will be shown. Before the event, competitors will be given the opportunity to calibrate their own trip meter or odometer over a measured distance. Competitors will start at one-minute intervals unless otherwise instructed by an official.

6.3 Sections: The route will comprise three types of section, as follows:

6.3.1 Road Sections: These sections will, wherever possible, be scenic in nature and must be treated as non-competitive AT ALL TIMES. The time schedule for Road Sections of the route will be based on an average speed of 30 mph or less.

6.3.2 Regularity Sections: There will be around twenty Regularity Sections on the public highway and/or private land, during which competitors are required to maintain varying average speeds, always of 30 mph or less. Timing points will be established on these sections to ensure adherence to the set schedule. Most will be at points clearly identified in the roadbook. Average speeds will be significantly reduced when using narrow roads. Passage or secret checks may be established without prior notice to ensure adherence to the correct route.

6.3.3 Driving Tests: There will be around twenty Driving Tests on private property. All will be Timed Tests.

7. Classes:

The entry will be divided into categories as follows:
Category 1: may be entered in standard (buff form) cars of MSUK Period C & D
Category 2: may be entered in Modified & Special (buff form) cars of MSUK Period C & D
Category 3: may be entered in Period C & D cars without VSCC eligibility
[non buff form cars must provide Vehicle Period Identity documentation}.

Classes may be amended and/or further division may be made, for example saloons vs sports cars, as appropriate to the entries received. The objective will be to create fair interclass competition.

7.1 Crew experience: Must be declared on entry, will be used to help determine running order and is defined as follows:
Master: Any crew member has finished in the top ten overall on this or a rally of equal or higher status three or more times during the years 2018-2026.
Expert: Neither crew member is eligible for any other category.
Novice: Neither crew member has finished in the top 30, or won the Novice Category or a higher category, on this or a rally of equal or higher status during the years 2018-2026.
Beginner: Neither crew member has done a historic road rally before.

Classes will combine vehicle age and crew experience. *Example:* Masters in a category 2 car enter class M2. Beginners in a category 1 car enter class B1

A list of classes will be published with Final Instructions and the Organisers reserve the right to reclassify entries and/or publish amended classes in the interest of fair competition. Classes with fewer than five entries will usually be amalgamated. Note: The Organisers reserve the right to reclassify any crew judged to have made an incorrect declaration.

A list of start times will be provided on the Official Notice Board and on the Official app, SPORTITY. On Prologue Day, cars will start in the order given. On Day One and Day Two, consideration will be given to start orders that keep experience levels apart. On Day Three, each car will start in overall rally order, based on the overall position held at lunch on Day Two

Note: The Organisers reserve the right to reclassify any crew judged to have made an incorrect declaration. A list of start times will be provided on the Official Notice Board and on the Official app, SPORTITY. On Prologue Day, cars will start in the order given. On Day One and Day Two, consideration will be given to start orders that keep experience levels apart. On Day Three, each car will start in overall rally order, based on the overall position held at lunch on Day Two.

8. Permitted & Prohibited Equipment:

Fitting a basic auxiliary mechanical or electronic trip meter is strongly recommended to be able to follow the 'Tulip' Roadbook provided accurately. Non-programmable hand-held calculators and digital stopwatches are also permitted.

The use of a mechanical tripmeter (Halda, Aifab etc.), a Halda Speed Pilot or a Retrotrip is permitted. It is alternatively permissible to use an electronic trip meter that employs a vehicle-mounted sensor to measure and display distance. A GPS receiver, such as the Brantz Satellite Seeker, which only sends location information to a conventional trip meter that does not show average speed, is also permitted. Devices that display distance and time in the same unit such as the Brantz International 3, so as to compute actual speed, are only permitted if the unit cannot display average speed.

Please note: Any electronic trip or timing device that has a timing offset adjustment (nudge) capability or similar will require that function to be declared to the scrutineers; it will then be disabled until the end of the event.

Excluded items, please note:
Electronic trip meters and other electronic devices such as smartphones or watches, tablets, laptop computers, personal organisers, two-way radios, GPS and similar systems that can determine position and compute time/distance/speed must NOT be used. Any display that shows average speed is NOT permitted. NO form of 'dash-cam' or other video recording device may be mounted or used. Motorsport UK does not permit in-car filming during any part of a road rally.

Using any device to check Google Earth or any other digital positioning/mapping app during the event is expressly forbidden. Any competitor found using such a device or who refuses a reasonable request from a Judge of Fact to present for inspection equipment being used will be reported to the Clerk of the Course and may be disqualified.

Mobile phones may be carried in cars for emergency use and to check SPORTITY and online results during rest halts. They must not be used or in sight during any competitive section of the event.

No form of intercom between driver and navigator is permitted, including 'practice headsets', whether working or not. Any application for a medical exception must be submitted through the CoC for prior approval by Motorsport UK.

9. Third Party Damage:

All competitors must complete a Damage Declaration Form (provided by the Organisers) when finishing each day or when retiring, whichever applies. Any Competitor who fails to comply with this requirement within 72 hours of the rally finish will be reported to Motorsport UK for further disciplinary action.

The same applies should a Competitor withhold information or provide false information; such a Competitor will be excluded retrospectively from the results and forfeit any results gained.

Any Competitor who, due to their driving on the event, is prosecuted by the Police will be disqualified retrospectively from the results and forfeit any awards gained. Competitors are reminded that by law, any injury incident should be reported to the Police. **Competitors are also reminded that in any incident where damage is caused to another vehicle, they must stop, exchange details with the other party and report the incident in detail to a CLO via the event's SPORTITY link as soon as possible.**

Competitors will be expected to contribute towards any property costs or claims and will have to pay the excess on any insurance claim. Accepting this clause is a condition of signing the entry form and the Motorsport UK Signing-On forms.

10. Identification:

Rally plates, fastenings and self-adhesive number stickers will be provided. These attach to the front and rear of the vehicle, and the front doors, respectively. Competitors will be issued with ID tags, which must be worn throughout the event to enable access to lunch halts, dinners and other official functions.

11. Entries And Accommodation:

Entry is by invitation, on application. Discounted by £250 in year one to encourage entries, the entry fee will be £2,995 for a car and two people until November 30th, 2026, £3,245 until January 31st, 2026, £3,495 until March 31st, 2026, and £3,745 thereafter until entries close. Payment in Euros will also be accepted at the prevailing £/€ exchange rate.

New: Easy payment plan for entries. Five equal monthly payments by bank transfer of £675, the first £675 must be dated on or before 30.11 then four further instalments of £675 per month payable on or before 31.12, 31.01, 28.02, 31.03= £3,375 (completes 31.03.27). Credit cards not accepted.

The entry list will be limited to 50 cars plus reserves. The entry fee includes road books, timecards, rally plates, stickers, competition numbers, support from our expert mechanical breakdown crews, competitors' help service, lunch and coffee/tea halts on each rally day, sponsors' gifts, pre-event Welcome Dinner, one mid-event evening dinner and the prize-giving Gala Awards Dinner. Hotel B&B accommodation is not included, but a rally rate has been negotiated with the Imperial Hotel, Rally HQ. Details of how to access this will be shared on entry acceptance.

All crews are automatically entered in a team competition, with teams allocated by the Organisers. There is no charge, and there are prizes for each member of the winning team.

The entry list opens on publication and closes on 30th April 2027. The Organisers reserve the right to accept later entries. Applications for entry must be on the official Entry Form and accompanied by the full Entry Fee, refundable if refused. The Organisers may, at their discretion, refund part of the entry fee to competitors who withdraw after their entry has been accepted. The following refund terms will generally apply:

- Withdrawal after acceptance of entry – full refund less £250
- Withdrawal within eight weeks of the start of the event - full refund less £500
- Withdrawal within four weeks of the start of the event - no refund.

Car changes are permitted without charge if advised before the Class Entry List is published, typically two weeks prior to the event start. After this, a change of car may be accepted at the Organisers' discretion but may incur an additional fee of up to £150 to cover costs, payable before the event starts.

The Organisers reserve the right to cancel the event if fewer than 20 entries are received by the closing date. If the event is cancelled for any reason, entry fees paid will usually be refunded in full. Exceptionally, at the Organisers' discretion, a portion of the entry fees paid may be retained to help cover costs incurred.
This is a three-days plus rally. At the Organisers' sole discretion, a change of car during the event due to irretrievable mechanical breakdown may be permitted. Following the 'Trophy Rally' idea, in such a case and purely so as to enjoy the rest of the event, the entrant may restart the following day. The replacement car will not be eligible for any competitive awards. It must comply fully with the event's vehicle regulations and must pass scrutineering before starting. Modern cars are not permitted.

Entries must be made online via the Three Castles website and a BACS transfer. They will only be accepted after full payment has been received.

Correspondence to: Entries Secretary
Three Castles Motor Club
185 London Road, Twickenham, TW1 1EJ
email – info@three-castles.co.uk
Tel – 020 8878 2003 (10:00-19:00)

BACS Payments To: Three Castles Motor Club
Account Number: 70466867 Sort Code: 40-11-58
(Please put the driver's full name as reference on BACS payments). Payment by bank transfer only.

Confirmation of Entry will usually be sent by email within 1 day of receipt. If you do not receive this, please email the Entries Secretary as above. No responsibility can be taken for Entries not received.

Important: You must complete all highlighted and required sections of the Entry Form. If you fail to do this on the online system, you will not be able to submit your entry.

12. Maps:

The entire route will be provided in road books, and crews will also be provided at Documentation with a bespoke souvenir full-colour Map Book. The Map Book contains maps of all roads used and is pre-marked for your convenience with all main controls, test venues and transport routes. In the event of a reroute, it may be used to define the same; please, therefore, carry the Map Book in the car. Regularity routes are, of course, not shown. It is recommended that you bring a map magnifier. Other maps are unnecessary, but if desired OS 1:50,000 sheets 115, 116, 117, 123, 124 and 125 are expected to cover the route.

13. Fuel And Assistance:

Filling stations will be marked in the road book, and details of the grades of petrol sold will be advised with the Final Instructions. Please note that in the more remote parts of Wales, the availability of high-octane (Super E5) petrol is scarce. 95-octane E10 fuel is not recommended for cars built before 2000. Fuel stations may be infrequent. You are advised to start each day with a full tank; a Shell station near the start has E5 (V Power).

Pre-arranged servicing of any kind is prohibited and outside the spirit of the event. Any crew observed servicing by a Judge of Fact will be reported to the Clerk of the Course and may be summarily excluded.
Assistance will be available from our own Brit Assist technical support teams, who will follow the route. They aim to provide an excellent technical support service, but the onus is on competitors to extricate themselves from difficulty. The support teams may be unable to keep to schedule or visit all parts of the route, depending on the calls on their services, but will be at or near every halt as space permits to offer support.

Additional assistance will be available each evening from these Brit Assist crews, working at and with a garage in Llandudno, whose fully equipped workshops will be opened specially for this. Their time is included in your entry fee; any parts needed must be paid for.

14. Controls:

Controls must be visited in the order specified on the Time Cards, and any visited out of sequence will be deemed not to have been visited. They may be located at the roadside or inside a venue such as a hotel. All controls, except Passage Checks, Route Checks, and Secret Checks, are deemed time controls. Each control will be deemed to have closed thirty-one minutes after the Scheduled Time of the last competing car, plus any accumulated delay allowance.

14.1 There will be the following types of control:

14.1.1 Main & Major Controls (MC). These will be at the start, finish and after any rest halt during the event, often inside a building - a control board will be at the correct entrance. Main Controls will be at the Start (MC Out Control Leg One) and Finish (MC In Control Leg Three) of the event only. All other MCs will be Major Controls. A red Control 'Clock' board will mark each MC.

At MCs there will be no lateness penalty up to a permitted tolerance ('Maximum Permitted Lateness'). This will be 30 minutes and 59 seconds at all MC In controls and 15 minutes and 59 seconds at all MC Out controls.

Lateness at MCs should be made up at the next MC to return to schedule, subject to the "Three-quarters Rule". This in effect states that where the distance between successive MC exceeds four miles a competitor taking less than 75% of the time allowed will be penalised (e.g. if 24 minutes are allowed for the section, you may take no less than 18 minutes). Competitors may not report at an MC before their Scheduled Time without penalty save that at each evening's MC In Control competitors may report early without penalty provided that they do not break the "Three-quarters Rule". If they do, penalties apply. See Section 20.

14.1.2 Time Controls (TC). These controls, if used, will be at the roadside. The start of each TC area will be defined by a Control Ahead (yellow) "Clock" board and the TC itself marked by a Control (red) "Clock" board. All TC penalties, other than the three-quarter rule, will be as per MC In Controls (other than the Finish MC In). The "three quarter rule" will only apply to time lost which has been made up i.e. crews may not report before their Scheduled Time at a TC without penalty.

Notes:
1.) Your own Scheduled Time at each control is the Standard Time ("Car 0" time) shown on the Time Cards plus your Start Number for that day, (the running order will change each day and you need to check the notice board each evening), expressed in minutes. Hence, at the Start (MC1), assuming the Standard Time is 08:00, the Scheduled Time for the car with Start Number 27 is 08:00 + 27, which in minutes = 08:27.
2.) You may book in before your Scheduled Time at the last MC at the end of each day, and only that one, BUT must not break the "Three-quarters Rule. At all other TCs or MCs, you must NOT book in before your Scheduled Time.
3.) If late at the previous TC or MC, you may make up time at the next one, i.e. reduce your lateness, but you must NOT break the "Three-quarters Rule" if the section is four miles or more in length. The Time Cards provided can be used to make this calculation.

14.1.3 Passage Controls (PC). PCs will be marked with a red Passage Control "Stamp" Board, will be manned and will be on the route at locations noted in the roadbook. They are used to provide proof of adherence to the correct route, or for the intermediate collection of data for results. There is no timing at a PC. The marshal will sign or stamp the competitor's Time Card, and may also chip the competitor's Time Card and collect Time Cards completed up to this point for results processing. Data collection PCs may be located inside a building, and are normally co-located with a TC or MC. In the unlikely event of it being unmanned, a PC may be replaced by a Route Check (see 14.1.4).

14.1.4 Route Checks (RC). If used, RCs will be marked by Code Boards, will be unmanned and will be located along the route to provide proof of adherence to the correct route. There is no timing at a RC. On passing a RC competitors must record on their timecard in the space provided the numbers and/or letters displayed and must ensure that a marshal signs against it at the next manned control.

14.1.5 Secret Checks (SC). SCs may be set up at undisclosed points to check competitors' driving behaviour and / or adherence to route instructions. They will be marked with a yellow Passage Control ahead "Stamp" Board and the SC itself marked by a red Passage Control "Stamp" Board. Competitors must stop and the marshal will sign or stamp the competitor's Time Card.

14.1.6 Test and Regularity Start Controls (TSC and RSC). There will be no arrival time controls prior to a TSC or RSC. Competitors may report to these points, and start the Test or Regularity Section, at any time during the period they are open. (Also see Art 18: Delay Allowance for procedure if you encounter a queue on arrival.) TSCs will be marked with a red Test Start "Flag" board, and RSCs will be marked with a red Control "Clock" board.

14.1.7 Regularity Timing Points (RTP). These will be marked by a red Control "Clock" board. There will be no advance warning boards. The competitor should stop astride the white line (or imaginary line adjacent to the control board) marked at these points. A marshal will sign the competitor's timecard and record on it the time of stopping. The competitor should then proceed. On no account must the competitor reverse if the line

is overshot – remain stationary and the marshal will come to you. Failure to correctly stop astride will incur a penalty – see Section 20.

14.1.8 Test Passage Checks (TPC). TPCs will be marked with a red Passage Control "Stamp" Board, will be manned and will be at a location noted on the test diagram They are used to provide proof of adherence to the correct route. There is no timing at a TPC. The marshal will sign or stamp the competitor's Time Card. In the unlikely event of it being unmanned, a TPC may be replaced by a Test Route Check (see 14.1.9).

14.1.9 Test Route Check (TRC). TRCs may be used to replace a manned check and will be marked with a red Passage Control "Stamp" Board, will be unmanned and will be at a location noted on the test diagram. The competitor must stop and record a five-character code board shown at right angles behind the board; the marshal at the next manned control (which may be a TPC) must then sign the competitor's Time Card to confirm correct recording of this code board.

14.1.10 Test Finish Controls (TFC). TFCs are located at the position marked on the test diagram and will be marked with a **STOP** board. The competitor must stop astride a white line marked between two boards or cones, and the time will be taken as the competitor stops. The competitor should then pull forward to the marshal, who will be standing a short distance away to have their time recorded. On no account must the competitor reverse if the line is overshot. Failure to stop astride correctly will incur a penalty – see section 20.

14.2 Control Areas. Motorsport UK NCR Regulation Ch.13 / App.4 / Art.2.10 is amended, and the control area of an RTP, PC and SC is considered to extend to 3 meters around the actual point at which the marshals are making their record.

14.3 Time Control Penalties. Competitors who fail to visit the Start MC (Day One) or Finish MC (Day Three) controls of the event within Maximum Permitted Lateness will be deemed to have Retired and will not be classified in the Results. Visiting any TC or other MC whilst it is open outside your Maximum Permitted Lateness will result in a penalty – as per section 20. Competitors booking in at an MC or TC before their Scheduled Time will be penalised as per section 20. Note that earliness penalties are cumulative, **i.e.** ***if you are one minute ahead of your Scheduled Time at one MC or TC and the same amount early at the next, you are penalised for early arrival each time.*** The onus is on the competitor **(a)** to ensure that the marshal has correctly recorded the time and signed the Time Card; **(b)** to record the required information correctly at an unmanned route check and to write this immediately in the correct space; and **(c)** to hand in Time Cards at the correct place and time. Failure to do any of the above will result in penalties being applied for missed controls. For penalties, please see Section 20.

15. Timing System:

The event will be run to Scheduled Time. Timing at MC and TC Controls will be by marshals' clocks, read to the previous full minute (i.e. 14:23 and 55 seconds will be read as 14:23). The time recorded at these controls will be that at which the competitor presents their Time Card to the marshal. The competitor may check the clock before doing so.

15.1 Time Card. Each competitor will be provided with a Time Card showing the Standard Time at each MC or TC for a hypothetical car 0 together with the intermediate time allowance for each section. It will also show the Standard Time for Car 0 at other locations, to enable the competitor to keep check of their progress. Scheduled Time for each competitor will be the Standard Time shown on their Time Card for Car 0, plus starting number that day in minutes.

15.2 Lateness. Competitors late at one MC or TC may reduce lateness at the following one provided that in doing so they do not take less than three-quarters of the intermediate time allowed. Competitors missing one or more Controls of any kind may reduce all their lateness and book in without further penalty at their Scheduled Time at the next MC or TC visited, or they may carry forward all or part of their lateness. A written record will be made on the competitor's Time Card and the marshal's Check Sheet.

16. Regularity Sections (RS):

There will be a number of RS, over which competitors are required to maintain an average speed of 30 mph or less. An RS may have multiple RTPs (Regularity Timing Points) and may finish at any point within the overall section indicated. Competitors must be ready to start each RS immediately on arrival at the Start.

They will be allocated a start time on the next practicable full minute (e.g. 15:25:00). If not ready, they may be deemed to have started at the correct time. RTPs will **generally** be established only at landmarks indicated in the Road Book to which the exact mileage from the preceding landmark and at which the ideal time from the start of the RS will be given (the "Jogularity" system). A few controls may be at intermediate distances, where the ideal time and/or distance will be displayed at the control to allow the Competitor to calculate their penalty and any error / correction to roadbook Ideal Times required. Organisers' mileages will be deemed correct. At RTPs, as defined in 14.1.7, a competitor will be timed as they stop astride (front wheels over, rear wheels behind) the chalk or flour line drawn across the road, (or imaginary line) adjacent to the control board or immediately behind any car(s) already on it. The marshal will enter this time onto the competitor's Time Card.

There will generally be more than one RTP on each RS; at an RTP, competitors' due time will be based on their time at the immediately preceding control, whether this was the Regularity Start Control or a previous RTP - i.e. being early or late must be carried forward. A competitor who overshoots the RTP stop line for any reason will be penalised and must remain where they stop; they must not reverse back to the line. A competitor may not slow down unduly (e.g. to below walking pace) or stop within sight of an RTP; if they do, they will receive an additional penalty. The car will be timed at the timing line as normal. Any car that is caught by another must let it overtake, where this does not contradict other instructions above.

16.1 Joker. A Joker will be automatically applied to reduce the three highest lateness penalties incurred by a competitor at an RTP located on the public road during the three days of the event. One Joker will apply to each day. The highest lateness penalty incurred each day will be reduced to 10 seconds. In the case of identical penalties, the earliest one will be reduced. If the organisers subsequently delete all penalties for that control an automatic second choice will be applied. If any penalty other than a lateness penalty is incurred (e.g. early penalty, wrong approach, missed control) the Joker will not be applied at that control.

16.2 Penalty Cap. To further encourage safe driving, lateness penalties of 60 seconds or more at any RTP not covered by a Joker (including RTPs located on private land) are capped at 60 seconds. If any penalty other than a lateness penalty is incurred (e.g. early penalty, wrong approach, missed control), the Penalty Cap does not apply.

Note: The purpose of both the Joker and the Penalty Cap is to improve road safety and to help allay misfortune caused by a long delay on the road, which may be outside the crew's control. They do not apply to early penalties.



17. Driving Tests:

There will be a number of Driving Tests ('Tests'). Please arrive at Test Starts (TS) as early as possible, driving safely, as this will help facilitate the smooth running of the event. Timing on Tests may be by means of separate Start and Finish clocks or by a single stopwatch. All crew members, tools, equipment, and other items must be stored in their normal places during each Test, except where otherwise specified. Once inside the control area, competitors should be ready to start the test or section IMMEDIATELY; they may be instructed to start the test and timed accordingly, even if they are not ready to move off. They may not walk forward beyond the Start line of a Test prior to attempting it. A competitor who overshoots the Test Finish (TF) stop line will be penalised and must remain where they stop; they must not reverse the car back to the line (the navigator may walk back to the TF). There will be one type of test, as follows:

17.1 Timed Tests. A Minimum Time for each Test will be published, based on an average speed not exceeding 30 mph. A Maximum Time will also be published.

A competitor's Scratch Time for each Test will be calculated as follows:

I. Taking less than the Minimum Time: ***Minimum Time***

Or

II. Taking the Minimum Time or longer: ***Time Taken***

Plus

III. Time added for each occasion any of the following committed:

- Striking a cone or other marker
- Failing to cross or stop astride a line correctly, or failing to stop within a box, having attempted to properly do so
- Making a jump start
- Passing to the wrong side of a single cone
- Failing to stop at or obtain a signature at a Test Passage Control
- Specific faults (e.g. driving on the grass) as detailed on the test diagram

For penalties for each offence, see section 20.

17.1.1 The sum of these times added together is the competitor's Scratch Time for that Test.
Once the scratch time for a test is established, a Class Index formula will then additionally be applied. The crew with the lowest Scratch Time in its class receives zero penalty marks. Other crews in that class lose marks according to their position in class on the test. A crew recording the same Scratch Time will be treated as finishing equal in class position. The crew immediately following will be treated as occupying the next sequential class position. Cars incurring an Absolute Penalty (see below) will be ignored when calculating Class Index penalties.

Class Index Penalty marks will be as follows:

- First in class or equal first — 0 marks
- Second in class — 2 marks
- Third in class — 4 marks
- Fourth in class — 6 marks
- Fifth in class — 8 marks
- Sixth in class or lower — 10 marks

Class Index will be used to determine all awards, including the overall order.

17.1.2 The Absolute Penalties below replace Class Improvement penalty marks.

- Wrong route, wrong side of more than one cone, ignoring stop line: 30 marks
- Not attempting a Test — 30 marks
- Reversing after overshooting stop line at the finish of a Test — 30 marks
- Maximum penalty on any Test attempted unless Disqualified — 30 marks

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17.1.3 Competitors must at all times drive in the direction specified in the test instructions, with the following permitted exception:

If a car passes or begins to pass to the wrong side of a cone or course marker and stops immediately then it is permitted to reverse the few yards needed (up to two car lengths) before passing the cone on the correct side. No test error will be recorded - the competitor has simply lost time.

IMPORTANT: Driving well past a manoeuvre and then reversing or turning to drive back to attempt it correctly is dangerous, strictly prohibited and pointless. A wrong route (30 marks) will be recorded. The competitor may also be reported to the Clerk of the Course for dangerous driving and may incur a penalty of Disqualification. See section 20 below.

18. Delay Allowance:

If there is a delay of more than three minutes at a TSC (Test Start Control) or RSC (Regularity Start Control), competitors may claim a Delay Allowance by asking the marshal to record their Arrival Time on their Time Card. The onus is on the competitor to request this. The Arrival Time recorded will be that at which the Time Card is presented to the marshal: no allowance will be made for delays incurred prior to this. (Delay Allowance effectively restores the time originally allowed to complete the section to the next TC or MC, and should be claimed wherever applicable). A Delay Allowance cannot be used to effect repairs. Once a Delay Allowance has been issued, cars must not be worked on and must remain in the queue and start in turn.

19. Road Safety And Courtesy:

Excessive speed on road sections is not permitted, and penalties will apply for early arrival at controls - see section 20. Competitors must drive with consideration for other road users. Road traffic signs and speed limits must be obeyed. Road safety instructions in the road book, particularly the requirement to stop at certain junctions, are compulsory. When it is evident that a member of the public has been upset and even where no damage is believed to have been caused, crews should report any incident with place and time to a CLO. The penalty for failing to follow these instructions will be at the discretion of the Clerk of the Course to a maximum of Disqualified.

An oncoming vehicle may already have met several rally cars, and the driver's patience may be wearing thin. A rally car usually loses less time by giving way to, or reversing for, other road users and simple politeness dictates that we should, wherever possible, put the other driver first. At every blind bend or crest, be ready to meet an oncoming vehicle. Do not hold up other road users, especially on regularity sections when your speed may be lower than theirs; let them overtake. Do not allow a procession of rally cars to build up behind you as this causes a queue (and therefore delays) at the next test or regularity start. Any car that is caught by another must let it overtake.



20. Penalties.

Penalties will be expressed in terms of time, as follows:

	OFFENCE	PENALTY
20(a)	Not reporting with your vehicle at a Main Control within your Maximum Permitted Lateness:	Retired
20(b)	Not reporting at any Major Control or TC whilst open or outside your Maximum Permitted Lateness:	300 marks
20(c)	Reporting at any MC or TC before your own Scheduled Time, per minute:	10 marks
20(d)	Reporting at any MC or TC after your own Scheduled Time and outside any Penalty free lateness, per minute:	10 marks
20(e)	Taking less than three-quarters of the time allowed on a Road Section of greater than four miles between any two sequential MC:	300 marks
20(f)	Not visiting or reporting OTL at an RSC or RTP; wrong approach to or departure from an MC, RSC or RTP; turning round in such a Control:	150 marks
20(g)	Not visiting a a Control or Timing Point in the order specified on the Time Card, passing through a Control more than once; not complying with other requirements of the Road Book, Time Cards and other written instructions, or with a reasonable verbal instruction given by an official provided they give due warning of liability to penalty:	150 marks
20(h)	Per second early or late at a RTP:	1 mark
20(i)	At a RTP, failing to cross or stop astride a line correctly, having attempted to do so:	10 marks
20(j)	Stopping within sight of a RTP or reversing after failing to stop astride at a RTP stop line, maximum lateness penalty at any RTP:	60 marks
20(k)	Not providing the required proof of passage at a PC, RC or SC; wrong approach to or departure from, visiting such a control more than once, or not in the order specified on the Time Card:	60 marks
20(l)	On a Timed Test, per second taken before penalties are applied:	1 second per second
20(m)	On any test, wrong route (including wrong side of more than one cone, making no attempt to stop astride or in a box), or not attempting the test:	30 marks
20(n)	On any test, reversing after failing to stop astride the finish line.	30 marks
20(o)	Driving against the direction of a test other than as expressly permitted in Section 17.1.4 – Additional penalty at Clerk of the Course's discretion up to:	Disqualified
20(p)	On any Test, striking a cone or marker, (per offence, time added before calculation of Competitor's Time Taken):	10 seconds
20(q)	On any Test, failing to correctly stop astride a line or in a box, having attempted to properly do so (per offence, time added before calculation of Competitor's Time Taken)	10 seconds

	OFFENCE	PENALTY
20(r)	On any Test, making a jumped start after marshal's 5-4-3-2-1 countdown begins (per offence, time added before calculation of Competitor's Time Taken):	20 seconds
20(rr)	On any Test, passing to the wrong side of a single cone, including wrong side of lead cone in a slalom (time added before calculation of Competitor's Time Taken):	20 seconds
20(s)	On any Test, failing to stop at or obtain a signature at a Test Passage Control, failure to record a Test code board correctly and/or have this countersigned at the Test Finish (per offence, time added before calculation of Competitor's Time Taken:	30 seconds
20(t)	On specific Tests as noted on the specific test diagram, cutting corner across the grass (per offence, time added before calculation of Competitor's Time Taken):	30 seconds
20(u)	Replacing penalties under 20 p-t inclusive where Class Index applies, position in class after Competitors Time Taken is calculated using 20 o-s, relative to the best performance in the class. Sixth in class or lower scores ten marks.	First/equal, 0 penalty marks, then: 2, 4, 6, 8, 10.
20(v)	Any of: Avoidably baulking another competitor in the opinion of a Judge of Fact. Removing or obscuring competition numbers during the event. Breach of statutory requirement concerning driving of a motor vehicle. Breach of the Construction and Use, or Lighting of Vehicles Regulations; excessive vehicle noise, damaged or ineffective silencing system, in the opinion of a Judge of Fact; per offence.	1800 marks
20(w)	Driving in an unsafe manner or without due consideration for other road users, excessive speed, reported to police, failing to report an incident to a CLO, driving likely to bring motor sport into disrepute in the opinion of a DSO or other Judge of Fact. At the Clerk of the Course's discretion up to:	Disqualified
20(x)	Not re-closing a closed or part-closed gate when instructed in the roadbook to do so:	150 marks
20(y)	Failure to hand in completed damage declaration form within 72 hours of the finish	Fine up to 3rd Party Insurance Excess
20(z)	Working on a car whilst under delay allowance: first offence	150 marks
20(aa)	Receiving assistance in breach of Regulation 13	Disqualified
20(bb)	Use of mobile phone, radio or other device as specified in Article 8 to obtain a competitive advantage, or refusing to accede to a reasonable request from a Judge of Fact to inspect same. (Calling for assistance in the case of a vehicle breakdown is penalty-free). At the Clerk of the Course's discretion up to:	Disqualified
20(cc)	Second similar offence for 20(v) above at the Clerk of the Course's discretion up to:	Disqualified

The Test Minimum Time (bogey) and Maximum Time plus any additional penalties for a specific test will be defined on each Test diagram in the Roadbook.

21. Finishers' Qualification:

To qualify as finishers, a competing crew with their vehicle travelling under its own power must visit the Start MC and the Finish MC, must complete, sign and submit a Damage Declaration Form each day and must neither incur a penalty of Disqualification nor be deemed Retired.

22. Results, Queries, And Protests:

22.1 Results. An Official Notice Board will be established at Rally HQ (Imperial Hotel). Assessment of performance will be on marks incurred. Interim results for Days 1 and 2 will be posted on the Official Notice Board as soon as possible after the end of each leg. In addition, results will be posted to the internet at mtc1.uk. and via SPORTITY.

Any queries (see 22.3) must be made as soon as possible, but in any event not later than:

Queries relating to Day 1 - by the time the lunch halt MC of Day 2 closes

Queries relating to Day 2 - by the time the lunch halt MC of Day 3 closes

Queries relating to Day 3 - by 19:00 on Day 3, before the Awards Dinner

The overall results will be declared Provisional before or during the Awards Dinner

22.2 Ties. Will be decided by the 'Furthest Cleanest' method using **1)** Use of Penalty Cap **2)** Lowest use of Joker **3)** Regularity penalties and **4)** Test penalties.

22.3 Queries. A query system will operate to help resolve minor errors of fact and other competitor concerns. Queries must be made by text to or in writing on a form provided by and given to a Competitor Liaison Officer (CLO) and not to any other official. Replies will be posted on the Official Notice Board as soon as possible and should then be removed by the recipient as evidence of receipt. Making a query does not invalidate your right to protest subsequently.

22.4 Protests. Any Protest in respect of the Provisional results must be made in writing within 30 minutes of their being declared. The written Protest must be handed to the Secretary of the Meeting or a Competitor Liaison Officer and not to any other official. If no Protest is received, then the results will be declared Final by the Clerk of the Course. A Protest must be accompanied by a fee payable to Motorsport UK of £75.00, which will be returned if the Protest is upheld. Any Appeal to the Stewards must be accompanied by a fee payable to Motorsport UK of £150.00, which will be returned if the Appeal is upheld. Results will become final 30 minutes after being declared Provisional after the finish. Once declared Final they will be published in full on MTC1 and SPORTITY, and a copy will be emailed within 7 days of the event. A link will be available on the Three Castles website within 24 hours of the finish.

23. Competitors Under The Age Of 18:

Any Competitor under the age of 18 must:

a) Have their entry form countersigned by a parent or guardian.

b) Have a Parent or Guardian complete the Parental Consent Form.

And

c) Have one of their parents at "signing on" to countersign the signing-on sheet, or alternatively, have someone with them who is authorised in writing by their parent or guardian to sign on their behalf. PLEASE NOTE. If there is no Parental or Guardian consent in accordance with the above, then those under 18 years of age cannot be permitted to take part in the event. If you require a Parental Consent Form, please contact the office via email on info@three-castles.co.uk.



24. Awards:

24.1 Overall

First Overall:	The Three Castles Trophies. Awarded to driver and navigator
Second Overall:	Awards to driver and navigator
Best Intermediate Crew:	Awards to driver and navigator.
Best Novice Crew:	Awards to driver and navigator.

No crew winning an Overall award may also win a Best in Category award.

- **The Steering Wheel Trophy:** to the first-named driver of the car which records the lowest total time penalties on scratch for the tests, calculated after any additional time incurred has been applied
- **The Nigel Raeburn Trophy:** to the navigator of the car losing the least marks on Regularity Sections
- **The Penderyn Team Award**: to the best-placed team of cars, one award per crew member
- **The Spirit of the Rally Award:** to the person or crew judged best to exemplify the Spirit of the Rally by reason of endeavour or sportsmanship.
- **Finishers' Awards:** Will be awarded at the Finish Control to all crews that have not retired or otherwise received a penalty of Exclusion.

24.2 Category Awards

Best Cat 1 Crew:	Two Awards
Best Cat 2 Crew:	Two Awards
Best Cat 3 Crew:	Two Awards
Best Cat 4 Crew:	Two Awards

No crew winning a best in Category award may receive a Class award.

24.3 Class Awards

1-4 cars in class:	**First**
5-7 cars in class:	**First and Second**
8+ cars in class:	**First, Second and Third**

No crew winning an Overall or Best in Category award may receive a Class award.

24.4 Penderyn Prologue

The Penderyn Prologue will be a separate event and awards will be given on the results of the Prologue only. The Prologue Day results will be based on Class Index penalties and do not count towards the main event results. In the event of a tie, combined age of car and both crew members will be used, oldest first.

First Overall: Two awards
Best Intermediate Crew: Two awards
Best Novice Crew: Two awards

25. The Imperial Concours D'elegance

Concours Winner: The Imperial Trophy
Concours Runner-up: The Imperial Classic Cup

Additional awards may be presented.

The Concours d'Elegance will be a separate event kindly sponsored by the Imperial Hotel (see entry form). Entrants' cars will be judged on the Promenade on Tuesday 8th June from 10:00-12:00 for originality, level and appropriateness of equipment, crew apparel, attention to period detail, and stylishness. The judges will be taking into account period crew dress, perfection, uniqueness, character, originality, patina, style and presentation. Cars may apply to participate via the Entry Form.

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26. Insurance:

Vehicles must have a valid motor insurance policy which provides, as a minimum, Third Party Liability cover that complies with the Road Traffic Act. This can be either by extending an existing motor policy to cover the event, or by purchasing additional cover, provided under the Event Road Section Scheme as an adjunct to an existing motor policy. If a competitor has an extension to their existing policy, they will be required to sign a declaration that the cover complies with the requirements of the Road Traffic Act. Any responsibility for a fraudulent or misleading declaration about existing cover lies with the competitor.

Endorsement 158: Kingfisher Road Sections Acceptance Criteria

Our Broker for this policy is Kingfisher Motorsport. The following criteria define the acceptance of the Road Sections Insurance Product. The policyholder and their representatives in accepting drivers, vehicles and locations must comply with the following. If, in the event of a claim made on this policy, the following criteria are found to be breached and not referred and specifically confirmed, accepted and noted by our broker, we will recover our claims outlay from you.

- All drivers are aged 19 years or older
- All Drivers are UK residents> 1 year and hold a Full UK Car License for at least 6 months
- All Drivers have no driving Bans within the last 5 years and no criminal convictions.
- All Drivers have no more than 6 penalty points on their license and/or no more than 1 fault motor claim in the last 3 years in their history.
- All drivers are a named driver on a valid motor insurance policy for the vehicle they are driving
- All drivers do not have the Third-Party Extension for Road Sections cover already on their existing motor policy.

Anyone aged less than 19 years old will also be accepted at the same price should their co-driver be a more senior member of their family or over 25. Any competitor or vehicle that falls outside the criteria above may be offered cover on equivalent terms if approval from Kingfisher Motorsport has been obtained prior to the event. Approval can be sought by contacting motorsportuk@kingfishermotorsport.com, providing the following information:

- Driver name, date of birth and country of residence
- Driving license pass date
- Details of any adverse motoring history (claims and/or convictions) Details of vehicle they will be competing in
- This information should be sent from the competitor directly, copying in the event organiser(s) for oversight.

Vehicle Criteria

- The vehicle has a valid MOT and (is) taxed for the road, unless exempt
- All Vehicles are road-going/road legal and have a UK Registration Plate assigned and attached.
- The vehicle must be in the custody or control of a competitor who is participating in a motorsport event which has been permitted by the Policyholder (Motorsport UK Association Ltd) and where the driver has been notified and subsequently accepted for participation by the Policyholder (Motorsport UK Association Ltd)

Additional cover provided by this scheme is only effective whilst the vehicle is actively competing in the event and remains under the control or direction of the event organiser(s). Cover will cease immediately if you are precluded, excluded or retire from the event.

The Event Road Section scheme is provided by Kingfisher Motorsport and underwritten by First Underwriting Limited under authority granted by Accredited Insurance (Europe) Limited who are authorised and regulated by the Malta Financial Services Authority.

Kingfisher Motorsport Insurance is a trading name of Kingfisher Insurance Services Limited. Authorised and regulated by the Financial Conduct Authority No. 310218. Registered in England and Wales No. 01469545. Registered Office: First Floor 2 Parklands, Parklands Business Park, Rubery, United Kingdom, B45 9PZ.

First Underwriting Limited are authorised and regulated by the Financial Conduct Authority No. 624585 and are registered in England and Wales No. 07857938. Registered Office: Level 15, The Gerkin, 30 St Mary Axe, London, EC3A 8EP

Notes:
The basic rate per driver for the Three Castles Trial, before any loadings, is expected to be £60 and will be confirmed in Final Instructions.

Those eligible who wish to take the additional Kingfisher road section cover should indicate this in the insurance section of their entry form. They will be invoiced before the event.

Competitors arranging their own insurance cover must supply the full name of their insurers on the Entry Form and ***ensure that the cover meets the Road Traffic Act and does not exclude them from competing on a timed historic road rally.*** *Officials will not check competitors' own insurance and the onus is on the competitor to ensure compliance with the Road Traffic Act.*

27. Parking:

27.1 Trailer and Tow-Car Parking will be provided; the location will be confirmed in Final Instructions. The cost will be £75 for 7th-11th June 2026 inclusive, from noon on the 7th to noon on the 12th. If taking advantage of this service you will be invoiced before the event - we pay the council. Please note: trailers must NOT be parked on The Parade, where they obstruct the passage of traffic and detract from the reputation of the event. The Victoria Centre Car Park is not suitable for trailers. Cars should be unloaded at the trailer park on arrival and driven to the Victoria Centre Car Park, if booked (see below). Navigators' cars may be added to rally car parking at the same rate per vehicle. Alternatively, competitors may use hotel car parks, or overnight street parking.

27.2 Secure Overnight Parking for rally cars will be available at the Victoria Centre Car Park on the nights of June 7th - 11th inclusive. The car park will be shut at 20:00 each evening and will open again one hour before the first car is due out each morning Tues-Fri and at 07:00 on Saturday morning. No vehicle access or exit between these times. CARS MAY NOT BE LEFT DURING THE DAY – this parking is for active rally cars only. An emergency number will be provided for use if pedestrian access is needed while the car park is closed. A charge of £50 per car will be made for five nights' parking and invoiced before the event. Tow cars may be parked with trailers, within the price quoted.

Please tick the relevant box(es) on your entry form if you wish to use either service. Do not send money with your entry fee, as these items are accounted for separately later

28. Miscellaneous:

28.1 Final Instructions: Final instructions will be sent by email in the two weeks before the event, to both crew members. This and all other communications will be by email; please provide both crew members' email addresses on your entry form.

28.2 Data Protection: Entrants and competitors are advised that information supplied on the entry form will be held on a secure computer and used solely for the Organisers' administrative purposes in connection with this and any other events we may organise. It will not be transferred to or shared with any other party.

IMPORTANT NOTE: All motor sport is potentially dangerous. The onus is on competitors to drive carefully and safely at all times. The Organisers accept no responsibility whatsoever for any accident or injury befalling competitors, and do not undertake to provide rescue or assistance of any kind. All competitors must sign the indemnity printed on the entry form.



EVENT PARTNERS

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