



## Historic Vltava Rallye 2026 – drivers briefing

- Early check-in to TC 1A is allowed (viz bulletin 1)
- Starting order for cars of Vltava to SS 1 will be according to starting numbers.
- Starting order to Leg 1, section 2 will be according to starting numbers
- During the event the haybale will be placed in left turning before finish of SS 3/6 – roadbook page 41, box 12



## Responsibility in case of accident on a SS

1) In case where medical attention is required

- The **SOS** switch on GPS tracking system must be activated as soon as possible
- immediately **inform the rally control** by phone about the accident
- when possible the red “SOS” sign should immediately be displayed to the following cars and to any helicopter attempting to assist
- as soon as possible, the **red reflective triangle** must be placed in a conspicuous position on the same side of the road as the car at least 50 metres before the car’s position, in order to warn following drivers, even if the car is off the road
- at least one mobile phone must stay available for another instructions from rally control

Any crew which has the red “SOS” sign displayed to them, or which sees a car which has suffered an accident, and the OK sign is not shown, shall immediately and without exception stop to render assistance. All following cars shall also stop. The second car at the scene shall proceed to inform the next radio point. Subsequent cars shall leave a clear route for emergency vehicles.

2) In case where medical attention is not required

- activate the **OK** button on GPS tracking system within one minute
- immediately **inform the rally control** with info about the reason of your stop
- the green “OK” sign must immediately be displayed to the following cars and to any helicopter attempting to assist
- if the crew leaves the vehicle, the “OK” sign must be displayed so that it is clearly visible to all following crews
- the red triangle must be placed in a conspicuous position on the same side of the road as the car by a member of the crew at least 50 metres before the car’s position, in order to warn following drivers, even if the car is off the road
- at least one mobile phone must stay available for another instructions from rally control

Should it not be possible, for whatever reason, to display the OK/SOS board in any of the above situations, this may be replaced by an evident and clearly understandable sign language shown by the crew outside of the car:

- an arm and thumb up to indicate “OK”
- crossed arms above the head to indicate “SOS”





## Requirements in case of red flag

Flags may be displayed via GPS, at which point a red screen with the message "RED FLAG" will appear. Physically, flags may only be displayed at radio points marked on the route by a marshal, who is wearing a distinctive jacket on which is marked the radio point symbol.

On passing a displayed Red Flag and/or receiving an electronic Red Flag, whichever happens first, the driver must immediately reduce speed, maintain this reduced speed until the end of the special stage, and follow the instructions of any marshals or intervention car drivers.

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## Safety Equipment of the crews on the SS

Whenever a car is in motion on any type of **special stage and until the stop control**, the crew must wear homologated crash helmets, all required safety clothing and equipment in compliance with Appendix L Chapter III - Drivers' Equipment as intended by the equipment manufacturer and have their safety belts correctly fastened.

Fire extinguisher system must remain activated throughout the whole rally.

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## Procedure in refuelling area

- only actions inside an RA directly involved in the refuelling of the competing vehicle are permitted
- in all refuelling areas is maximum speed set at 5 km/h
- all personnel involved in refuelling operations must wear clothing that provides adequate protection against fire and includes at least: long trousers, long-sleeved top, closed shoes, gloves and a balaclava
- the fuel supplier or the organiser, whoever is responsible for running the refuelling area, is responsible to protect the ground with an Environmental Mat
- the responsibility for refuelling is incumbent on the competitor alone
- engines must be switched off throughout the refuelling operation
- it is required that the crew remain outside the car during refuelling
- solely for the purpose of assisting with the refuelling procedure of their car, two team members of each crew may access the refuel area
- a car may be pushed out of the refuel area by the crew, the two team members and/or officials without incurring a penalty

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## Car parked in parc ferme must remain unlocked (door, bonnet and boot)

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## Obligations following retirement due to an accident



For cars that did not finish the rally due to an accident, the competitor is required to immediately contact the Chief scrutineer (directly or via Competitors Relationship Officer) and allow the car to be inspected and its condition documented. The car may not leave the rally site without an accident report.

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## Shortcutting

The following is considered as shortcutting:

- passing an anti-cut device from a side other than the SS route
- intentionally shortcutting the road with all four wheels off the paved road
- upon the director's recommendation, the crew may even be disqualified by the stewards for shortcutting