



Bournemouth & District Car Club
www.bdcc.org.uk

Bovington Stages
28th February / 1st March 2026

SUPPLEMENTARY REGULATIONS





Introduction

Bournemouth & District Car Club is thrilled to announce the highly anticipated return of the Bovington Stages, an event that continues to showcase the finest in motorsport excellence. This year's event promises to be even more spectacular, featuring up to twelve stages on well maintained, high-quality sealed surfaces that are sure to provide an exhilarating experience for all involved.

We would like to extend our gratitude to the Armour Centre at Bovington for their ongoing support and partnership, which has been integral to the continued success of this event and enables us to host this remarkable competition year after year. Furthermore, we are incredibly proud to have raised over £40,000.00 for the ABF, The Soldiers Charity, since the event's inception in 2009. This milestone would not have been possible without the generous participation of our competitors, volunteers, and supporters.

This year, the Bovington Stages will comprise of up to 12 stages and, for those that retire on the Saturday and manage to get back up and running there is a Trophy Rally on Sunday 1st. More information will follow in the finals.

As in previous years, due to the nature of the venue and to ensure the safety and integrity of the event, the Bovington Stages will remain a non-spectator event. We kindly ask for your understanding and cooperation on this matter.

We eagerly anticipate welcoming you to the Bovington Stages on February 28th and March 1st 2026, for what promises to be another thrilling weekend of motorsport action. Whether you're competing or supporting the event, we would be grateful for your involvement. If you are not competing, we warmly invite you to join us as a marshal. Your assistance is invaluable in ensuring the event runs smoothly. For more information on how you can get involved, please contact our Chief Marshal, Aaron Booth, at marshal.bdcc@gmail.com.

We look forward to another successful event and to seeing you there!

The Organising Team
The Bovington Stages 2026



1 – Announcement

1.1 Bournemouth & District Car Club Ltd will organise an Interclub Permit Multi Use Special Stage Rally, based at Bovington AWDC, on 28th February and the 1st March 2026.

2 – Jurisdiction

2.1 This meeting will be held under the National Competition Rules (NCR) of Motorsport UK (ASN) (incorporating the provisions of the International Sporting Code of the FIA), and these Supplementary Regulations and any written instructions that the organising club may issue for the event.

2.2 These Supplementary Regulations have been prepared using the 2026 Motorsport UK NCRs as published in December 2025. Should anything change in the Motorsport UK NCRs, these will be notified in a Competitor Bulletin and will have the same force as these Supplementary Regulations.

The latest NCRs are available on the Motorsport UK website:

<https://www.motorsportuk.org/resource-centre/>

3 – Permits

3.1 ASN Permit Number: 205724

4 – Eligibility

4.1 The Event is open to holders of an ASN Competition Licence valid for 2026 - Interclub Stage Rally or above and a valid Club membership Card (NCR Ch.13 App.9 Art. 2 – 4), who are fully elected members of the organising club, invited Championships (SR 5) and member clubs of the following Regional Associations, each of which Bournemouth District Car Club is a member:

- The Association of South Western Motor Clubs
- The Association of Central Southern Motor Clubs
- The Association of South Eastern Motor Clubs
- The Association of Eastern Motor Clubs
- The British Armed Forces Rally Team
- The Mini Rally Challenge


Competitors who are not members of a Club that is part of an invited association or registered with an invited championship will need to join Bournemouth District Car Club (£15.00 per calendar year) or an eligible motor club.





5 – Championships

5.1 The event is a round of the following championships: -


2026 BDCC Stage Rally Championship	
Championship Registration No.	N/A
Secretary	Steve Candy - bdcc195@gmail.com
Website	bdcc.org.uk

New Hope Rentals AEMC / ASEMC 2026 Stage Rally Championship	
Championship Registration No.	CH2026/RALLY065 (E)
Secretary	Paul Barrett - paulbarrett@chelmsfordmc.co.uk
Website	aemc.org.uk/StageRally
Sponsor	

2026 Tarmacadam Rally Championship	
Championship Registration No.	CH2026/RALLY056 (E)
Secretary	Mark Baulch - stagerally@acsmc.co.uk
Website	stagerally@acsmc.com
Sponsor	

2026 ASWMC Stage Rally Championship	
Championship Registration No.	CH2026/RALLY070 (E)
Secretary	Vic Fancy
Website	aswmc.org.uk/aswmc-championships/stage-rally/
Sponsor	



2026 Mini Rally Challenge	
Championship Registration No.	JJ/PERMIT/CH2025/RALLY044
Secretary	Julia Parry
Website	minirallychallenge.co.uk/
Sponsor	

5.1 The event will take place at Bovington All Wheel Driving Circuit (entrance via what3words ///universes.tone.glimmers and will contain up to twelve stages with approximately 62 sealed surface stage miles. Competitors will start the rally at MTC1 according to the Start List which will be published on the Virtual Notice Board. The route will be defined in a road book that will be issued at Documentation.

5.2 The order of starting will be at the organiser's discretion and will be based upon information given on the entry form. No discussions will be entered into regarding the starting order of any competitor.

6 – Scrutineering/ Programme

6.1 Scrutineering starts at 07:00 on 28th February 2026 at Bovington AWDC.

6.2 A scrutineering session will be held on Friday 27th February at Bovington AWDC from 15:00-17:00. **This is by appointment only** and is on a first come first served basis. Please indicate on the entry system if you wish to scrutineer during this session.

6.3 Any crews that have not been successfully scrutineered by 11:00 on 28th February 2026 may be disqualified.

6.4 You will be required to sign on physically at the event to receive the maps and timecards. Any competitor not signed on 45 minutes before their MTC1 due time may be disqualified without refund and their place may be allocated to a reserve.

6.5 Competitors are reminded of Motorsport UK's requirements for Entrants Licences as laid down on the Licence Application form. All licences must be signed. Any person who fails to produce a valid licence when requested will be required to see the Motorsport UK Steward and complete a licence declaration before they are allowed to start and pay a fee as detailed in the current Motorsport UK NCRs. We cannot accept licence application forms at the event.



6.6 Documentation closes at 11:30 on the 28th February 2026. If signing on is not complete by this time you may not be able to start the event.

6.7 All vehicles must comply with Motorsport UK Technical Regulations (NCR Ch.13, App. 16). Cars need not be taxed but they must be presented at scrutineering with the vehicle's Registration Document. A current MOT Certificate must be presented for all cars that are required by law to have one. At pre-event Scrutineering cars will be examined for compliance with tyre and vehicle safety regulations as well as class eligibility. Each Entrant and Driver will be assumed to have full knowledge of the car and its eligibility for the class entered. Cars must be presented in the same condition as they intend to compete.

6.8 A validated Motorsport UK Rally Special Stage Vehicle Passport must be made available at scrutineering, and on demand throughout the event for each car. Failure to produce this document will lead to disqualification a refused start, or disqualification from the results.

6.9 All vehicles shall be required to comply with the mandatory noise test as per NCRs. Tests carried out in accordance with NCR Ch.13 App.1.7.1. to Ch.13 App.1.7.8 (Inclusive) and at a maximum of 4500rpm. All vehicles will be subject to additional tests should the organisers consider there is excessive noise. Any vehicle wishing to run anti-lag should ensure that it is switched on during noise test.

6.10 Competitors wishing to carry a video camera in their car may do so in accordance with NCR Ch.13 App.16 Art. 12.13. Please make the Scrutineers aware if you are running an in-car camera so that they can complete the necessary checks for positioning and mountings as they require. The cameras will need to be fitted in the car at time of being scrutineered and the scrutineers will approve them via your process cards. Any competitor using an in-car camera must supply the organisers with a copy of the footage on request. No footage is to be used for commercial purposes.

6.11 Competitors should study the Motorsport UK National Competition Rules and ensure they understand the technical regulations, including that lifed and serviced equipment (such as seats, harnesses and fire extinguishers) are in date for this event. The quantity and type of tyres used must comply with the Motorsport NCRs.

6.12 All vehicles that wish to enter the Trophy Rally must be re-scrutineered. Scrutineering will be at 07.00 on Sunday 1st March 2026. A new scrutineering sheet will be issued by the Scrutineer and must be completed and handed in to the Event Secretary. Only the original Vehicle and Driver/ Navigator entered will be accepted.



6.13 Provisional Programme:

7th January 2026	Event Supplementary Regulations published
9th January 2026	Entries Open at 20:00
21st February 2026	Entries Close at 23:59
22nd February 2026	Event Finals & seeded entry list issued
28th February 2026	06:30 Venue opens for access
	07:00-11:00 Scrutineering
	10:30 Venue closes for access
	11:15 Documentation closes
	11:57 First car due at MTC 1
	17:30 (approx.) Last car enters MTC2
	21:00 Venue closes
1st March 2026	06:30 Venue opens for access
	07:00-07:30 Scrutineering for Trophy Rally
	07:30 Venue closes for access
	08:57 First car due at SS7 and Start of Leg 2
	15:55 Last Car finishes (approx.)
	16:05 Provisional results
	16:35 Results go final
	16:40 Awards Presentation
17:30 Venue Closes	

7 – Event Start

7.1 The first car will be due at MTC1 at 11:57 and will start SS1 at 12:00.

7.2 Any Competitor not signed on 45 minutes before their MTC1 due time may be disqualified.



8 – Description of the Event

8.1 This is an Interclub Single Venue Stage Rally held at Bovington AWDC.

8.2 The event will comprise of up to 12 competitive stages and up to 62 stage miles, to be held on Saturday afternoon and Sunday morning and afternoon. Signing on will be on Saturday 28th February 2026 at Bovington AWDC.

8.3 The event does NOT include any sections of public highway.

8.4 Final Instructions will be published on the virtual notice board, using [Sportity](#), no later than one week before the event.

Sportity Password: Bovi26Comp

8.5 The prescribed stage route, as set out in the stage plans in the competitors road book, and as defined by direction arrows, road cones, tyre bundles, bales or other barriers, must be followed. Chicanes, split junctions and merges will be used, and these must be negotiated correctly. Competitors not making a reasonable attempt to follow the correct route will be penalised with a stage maximum.

8.6 The following Classes will apply:

Event Class	2026 NCR Class(es)	Summary Description (see UK Stage Rally Car classes, Chart 50 for details)
A	1	Homologated (& formerly homologated) FIA R5, Rally2 and S2000 cars, all World Rally Cars and any derivatives of these cars. RHD conversions are permitted.
B	2	All other 4-wheel drive cars over 2000cc. (Not including derivatives of R5/Rally2 cars). Homologated FIA Rally 3 cars and Group N4 that still comply with their homologation.
C	3	2-wheel drive cars with normally aspirated engines over 2000cc or forced induction engines over 1500cc, plus all FIA RGT cars.
D	5	Cars with normally aspirated engines over 1600cc up to and including 2000cc, forced induction engines up to 1500cc, and all homologated FIA Rally4 and R2 cars with forced induction engines.
E	7	Cars with normally aspirated engines over 1400cc up to and including 1600cc, forced induction engines up to and including 1000cc, and homologated FIA Rally5 and Rally5 Kit cars.
F	9	Cars with normally aspirated engines up to and including 1400cc
G	10	All Rally Start cars; Rally First cars and Road Rally cars over 1400cc
H	12	All Rally Start cars; Rally First cars and Road Rally cars up to and including 1400cc as per R18 and Formula 1000 cars.

This event will not cater for hybrid or fully electric vehicles.



8.7 The event is open to all cars complying with NCR Ch.13, App.16, which must possess a valid MOT Certificate (if applicable) and have a valid Competition Car Logbook/ Vehicle Passport issued by Motorsport UK or Motor Sport Ireland. Vehicles will not be required to be taxed or insured for the public highway.

8.9 Arrangements can be made for foreign participants to obtain a Vehicle Passport prior to scrutineering. This is the responsibility of the competitor.

8.10 The organisers reserve the right to re-classify any vehicle where they deem it fair to do so.

8.11 For those that retire on the Saturday and manage to get back up and running there is a Trophy Rally on Sunday.

9 – Vehicles Starting Positions

9.1 Competitors will start the rally at MTC1 according to the Start List which will be published on the Virtual Notice Board.

9.2 Entrants will be provided with a document pack including a Roadbook, giving details of Special Stages and the location of all Controls, in the form of Stage Diagrams. These documents will provide all the information necessary to enable competitors to comply with NCR Ch.13 App.12. Art.2.

9.3 The first car will start the first stage at 12:00. All Stages are timed to an accuracy of one second and will start at 30 second intervals.

9.4 The order of starting will be at the organiser's discretion and will be based upon information given on the entry form. No discussions will be entered into regarding the starting order of any competitor. If during the day it becomes apparent that a competitor's performance is different from their seeding, the Clerk of the Course may re-seed them on safety grounds.

9.5 To be classified as finishers, crews must report with their vehicles at all main time controls within their permitted maximum lateness.

10 – Practice Requirements

10.1 Practicing is forbidden. If any car is found practicing on the stages as published, or any road leading to the event, the penalty is disqualification.

11 – Identification

11.1 All competition numbers and Rally Plates will be supplied by the organisers, to be displayed as NCR Ch.13 App.9 Art.5.4 inclusive.



11.2 Competitors must make available space on their vehicles for the organisers of the Event and Promoters of the event as follows:

- a) The official Event logo/title
- b) The vehicle competition numbers

11.3 All rally/ door plates from previous events must be removed or covered.

11.4 If the vehicle has Crew Names displayed anywhere these must be correct and relate to the Driver/Co-driver in the car for this Event.

12 – Service Area

12.1 The Service Area will be in areas within the venue, to be defined in future Bulletins. Servicing is defined as work being carried out on the competing car by any person other than the competing crew, or the use of any parts or tools not carried in the competing car. Servicing will only be permitted in the Service Area, see NCR Ch.13 App.18 Art. 7. Service Personnel will not be permitted to go to the assistance of competitors who break down on a Special Stage. If you have a large vehicle which you use to service, you will be asked to provide details as part of the online entry process in case the event needs to allocate you space in advance. Otherwise, service area space will be allocated on a first come first served basis.

12.2 SPECTATORS ARE PROHIBITED AT ALL TIMES.

12.3 Any competitor found servicing in any areas other than the specified Service Area will be disqualified. All areas other than the service area are out of bounds.

12.4 Any person(s) found in areas deemed out of bounds may cause the entry with which they are associated, or have entered the venue, to be in breach of Article 12.3.

12.5 Any person found using any Quad Bike, Moped, Motorcycle, Bicycles, Balance Boards, and the like, in the Service Area will be penalised as per SR12.1

12.6 All entrants must ensure that all persons connected with their entry have read and understood the following statement:

Every person participating in this event, whether employed or voluntary, shall take reasonable care for health and safety of themselves or other people who may be affected by their acts or omissions during the operation of the event.

12.7 Notes for Service Area Best Practice will be issued with the Final Instructions and all Service Personnel are required to comply with the conditions within. Final Instructions will be posted on [Sportity](#) and results will be available on [rallies.info](#).

12.8 All servicing must be carried out on a suitable groundsheet.

12.9 No drilling into the concrete is permitted.



12.10 All spillage must be contained and removed from the site and must be reported to an official of the event immediately.

12.11 Competitors are only allowed to use Permitted Fuel, which is commercially available Motor Fuels - See NCR Ch.8 App.1 Art.1. Additives are NOT permitted unless specified in the Motorsport UK definition of permitted fuel.

12.12 The only refuelling option is for self-refuel as per SR 22.3. NCR Ch.13 App.18 Art.9 and must take place in your service area.

12.13 Ideally re-fuelling should be by hand pumping, rather than from hand-held containers. If fuel is dispensed from hand-held containers a suitable spout for pouring must be used. Open pouring from hand-held containers with or without the use of a funnel is not permitted. The vehicle must be unoccupied e.g., driver, co-driver, service crew, etc, must be outside the vehicle when re-fuelling commences, and the engine switched off. This applies to all competitors who are self-refuelling. Penalty as SR 29.1.5.

12.14 Tyres used must comply with NCR Regulation 8.4 and always remain road legal. Tyres marked for racing purposes only are not permitted. The maximum number of the tyres the event is permitted to allow by Motorsport UK is 12 in line with NCR Ch.13 App.16 Art. 7.11. Where there is significantly heavy rainfall the Clerk of the Course may issue a Bulletin declaring a 'wet' event, the use of wet tyres will be permitted outside of the specified allowance on the grounds of safety. Competitors found to exceed the tyre limit are to be penalised in accordance with App.8 (u) or App.14 (v) as applicable.

12.15 Bovington AWDC are very sensitive to any damage caused to their venue. Any damage caused and/or costs incurred will be the responsibility of the competitor.

12.16 Any person found to be in breach of SR12.3 to SR12.13 may be subject to penalty up to and including disqualification.

13 – Judges of Fact

13.1 Named Judges of Fact appointed by the Organisers will be on duty throughout the rally to observe and report upon Competitors and their Service Crews for any infringements in the NCRs or these SR's or any instruction the promoting club may issue for the event. Names of these officials will be posted on the notice board as per NCR Ch.13 App.2 Part C Art.4.40.

13.2 The Chief Scrutineer appointed for the event is a Judge of Fact in respect of Vehicle Eligibility.

13.3 The Organisers will appoint Driving Standards Observers in accordance with NCR Ch.13 App.2 Part C Art 4.41



13.4 Driver behaviour on the Stages, including Splits and Merges: There have been many reported cases to MSUK of vehicles hitting each other. Any contact between competing vehicles will result in a 10-minute time penalty as per SR 29.1.5.

NCR Ch.13 App.12 Art.4.6: At the point of merge, Competitors furthest into the stage will have priority and all Competitors must merge in such a way that does not constitute a danger or hinder other drivers. Penalty as per SR 29.1.9.

13.5 Delays on Multi Use Special Stage events are often caused by Competitors destroying Chicanes and other Stage Furniture, such as cones. Chicanes and other equipment are there for a reason, please respect them. Failure to do so will incur penalties. See SR 29 for further details, penalties as per SR29.1.3.

13.6 Crew behaviour on stages: All parts of crew members' bodies must always remain within the competing vehicle whilst on a Special Stage. Failure to do so will incur penalties at the discretion of the Clerk of the Course. NCR Ch.13 App.8 Art.2 (aa to ii).

14 – Television Coverage

14.1 Special Stage TV will be covering the event. This will not be live streamed.

15 – Awards

15.1 Entrants are required to indicate on their Entry Form their eligibility for the various awards and it is the competitor's responsibility to ensure that they are in the correct class.

15.2 Awards will be finalised after the results have been declared final and will be presented as follows: -

- 1st Overall Driver and Co-Driver
- 2nd Overall Driver and Co-Driver
- 3rd Overall Driver and Co-Driver
- 1st in Class (Min 4 starters)
- 2nd in Class (Min 6 starters)
- 3rd in Class (Min 8 starters)
- Best BDCC Crew
- Best Channel Island Crew
- Best Armed Forces Crew
- 1st Trophy Rally Driver and Co-Driver
- Spirit of the Rally

15.3 No competitor may win more than 1 award.

15.4 The organisers reserve the right to amend the awards list at their discretion.

15.5 To be eligible for the Best BDCC Club Awards, competitors must have been fully elected Members of the relevant club prior to 13th January 2026.



15.6 To be eligible for the Best BDCC Crew, Best Channel Island Crew and Best Armed Forces Crew, both driver and co-driver must be entered under the corresponding club.

15.7 Award winning competitors must be present to collect their award and failure to do so will result in forfeiture and trophies will not be posted on to the crew after the event. Such forfeiture will not apply to placing in the results.

16 – Entries

16.1 Entries will be on a first come first serve basis except for 10 championship places, which shall be reserved and allocated at the discretion of the organisers. Whilst all entries are acknowledged, they will not be accepted until payment in full is made and all mandatory fields on the entry form are complete (mandatory fields will clearly be shown on the entry form). We do not recognise TBA, TBC, 0 or other such variants; this will not be classed as a completed entry.

16.2 The maximum entry for the Event is 100 and the minimum is 40. Should any of the above minimum figures not be reached, the Organisers have the right to amalgamate Classes or cancel the Event.

16.3 Any person under the age of 18 signing-on as specified in NCR Ch.3, App.4, Art.3 (where the Parent is not present) must be accompanied by a Guardian who must produce authorisation from the Parent to act as Guardian NCR Ch.3, App.4, Art.3.2.

16.4 An accepted entry is linked to the driver. Once an entry is accepted, the driver cannot be changed without withdrawing and resubmitting the entry. If more than one change of co-driver's name or the car for an accepted entry is made, then the entry will be reclassified as an incomplete entry and may be entered into the reserve list, with the original entry being replaced by the first available reserve, subject to 100 entries already having been accepted.

17 – Entry List

17.1 The entry list opens on the **9th January 2026** at 20:00 and closes on 21st February 2026 at 23:59

17.2 Entries must be made on the On-Line Entry Form at rallies.info

17.3 Late entries can be accepted, subject to the event not reaching capacity, up to the 23:59 on the 25th February 2026. No refunds will be made for any late entry that subsequently withdraws.

17.4 All queries relating to entries should be directed to the entries secretary:

Paul Corbin
07976361698 (before 20:30)/ entries.bdcc@gmail.com



17.5 Provisional entry lists will be available via the event Internet site at bdcc.org.uk and on our Facebook page facebook.com/BDCC Bovington & Bovington Stages 7 days before the event. It should be noted that this information will be provisional only.

18 – Entry Fee/ Refunds

18.1 The entry fee is £395.00. Payment is required within 7 days of the entry being submitted. If payment is not received within this period, then your entry may be withdrawn from the entry list. Entry fees will be refunded as below:

- Up to 23:59 on the 20th February 2026 - Full refund less a £30.00 administration fee.
- From the 21st February 2026 no refunds will be made
- Competitors who fail to start and who do not inform the organisers will forfeit the whole entry fee.
- Entry fees will not be refunded to any entry that fails to start or meet the Noise Scrutineering/ Documentation requirements.

If both members of the crew have been members of BDCC Ltd on or before 13th January 2026 then they will be entitled to a 5% discount on their entry fee (£375.25).

PRIORITY WILL BE GIVEN TO PAID ENTRIES IN THE ORDER THEY ARE RECEIVED

Bank Account	Lloyds Bank, High Street, Poole
Account Number	03026022
Sort Code	30-96-73
PayPal	bdccpaypal@gmail.com

PLEASE ENSURE YOU USE YOUR ENTRY NUMBER AS REFERENCE

19 – Refusal of Entries

19.1 The Organiser reserves the right to refuse any entry should they wish to do so.

20 – Additional Entry Information

20.1 Competitors are advised that information they provide will be stored in a computer retrieval system and may be used for organisational and publicity purposes.

10.3 Competitor Bulletins will be posted on the Virtual Notice Board only.

21 – Nomination of Drivers

21.1 In accordance with NCR Ch.3 App.11 (I) the organisers may, at their discretion, permit a change of Vehicle or Driver(s), from those nominated in the Official Programme of the Event, on written application being made by the Entrant not less than 1 hour before the start of the Competition and provided that:



- i. a change of only one or the other, and not both, is permitted unless all the Entrants and Drivers agree, in writing, to such a change of both and;
- ii. No change of vehicle is permitted, which would prevent participation in the event of a reserve Entry.

22 – Postponement/ Cancellation

22.1 Should the rally be cancelled, Entrants will be refunded less £30.00 administrative expenses in accordance with NCR Ch.3 App.5 Art.13.

22.2 Entries will be refunded in full should the venue be required for military manoeuvres.

23 – Officials

MOTORSPORT UK Steward	TBC
Event Stewards	Pete Hennes/ Graham Lacey
Clerk of the Course	Phil Muspratt
Deputy Clerk of the Course	Jay Brown
Deputy Clerk of the Course	Aimée White
Event Secretary	Laura-Tuesday Brickwood
Competitor Liaison Officer	Kerry Torpy
Entries Secretary	Paul Corbin
Stage Commander	Michel Du Feu
Deputy Stage Commander	Alex Du Feu
Sweeper Car	Rob Dance
Chief Medical Officer	Dr Stuart Hateley
Event Safety Officer	Nigel Winkworth
Deputy Safety Officer	Jason Hayes
Chief Marshal	Aaron Booth
Radio Co-ordinator	Dick Pease
Service Area Safety	Rod Coleman
Environmental Scrutineer	Tony Freeman
MSUK Licensed Timekeeper	Simon Blackshaw
MSUK Licensed Chief Scrutineer	John Cooper
Safeguarding Officer	Laura-Tuesday Brickwood
Safeguarding Officer	Aimée White



Rescue	Westcountry Rescue
Recovery	Dolphin Recovery
Recovery	Slims Recovery
Results	rallies.info

24 – Provisional Results

24.1 Provisional results will be published in accordance with NCR Ch.3 App.6 and NCR Ch.6 App

24.2 Provisional results will be published at the finish as soon as possible after the last car has finished. Protests and appeals must be made in accordance with NCR Ch.2 App. 3 and 4 and any additional MSUK requirements relevant at the time. These results become final when any protest or appeal time has expired and all official enquiries by the Clerk of the Course, all technical matters, and all outstanding protests or appeals have been settled.

24.3 Provisional results will be published on [Sportivity](https://www.sportivity.com) and on rallies.info.

25 – Results

25.1 Interim results will be published at intervals during the event online at rallies.info.

25.2 Ties will be resolved based on fastest on the first, or subsequent earliest stage, and then based on engine capacity as detailed on the entry list.

25.3 In the event of unforeseen circumstances the organisers reserve the right to delete any stage from the final results OR issue to those crews unable to complete a stage, nominal times based on the last car(s) to complete the stage.

25.4 Results will go final 30 minutes after unchallenged provisional results are published.

26 – Protests

26.1 Protests must be lodged in accordance with NCR Ch.2 App.9.

26.2 Should additional evidence that was not available at the time of the protest or appeal be discovered then a Review Body may be convened in accordance with NCR Ch.2 App.10

27 – Parc Fermé

27.1 There will be no Parc Fermé during the event. The overnight pause will not constitute a time control, however, due to the nature of the venue there is a noise curfew of no more than 30 minutes after your in time and strictly no works to be carried out after 20:30 or before 06:30.



28 – Other Requirements/ Information/ GDPR Policy Reference

28.1 All Motorsport UK NCRs apply as written except for the following which are modified.

28.1.1 NCR Ch.13 App.9 Art.4.4 Only the first named driver on the entry form may drive the vehicle.

28.1.2 NCR Ch.13 App.8 & App.13 Art.9.1(e) - Maximum Permitted Lateness is five minutes.

28.1.3 If a competitor fails to complete a Stage or misses a Stage, they may rejoin the event at a Rejoin Point. For this event, a Rejoin Point is a SSA - (SR 30.3). Competitors will restart in a Seeded Order to be determined by the Clerk of the Course or their Deputy.

28.1.4 To be classified as a finisher, a competitor must complete at least two-thirds of the stages (8 stages completed if 12 stages run) and report to the final MTC within the maximum lateness specified, with the car in which they started and under their own power.

28.1.5 Competitors are reminded that ALL persons connected with their entry are subject to the rules and regulations governing servicing and service personnel.

28.2 Damage Declaration: Competitors will be required to complete and sign a Damage Declaration form at the end of the event, stating that either they have not been involved in an accident or incident involving damage to private property or injury to persons or animals or alternatively give full details of any such accident or incident where damage or injury has occurred NCR Ch.13 App.13 Art.14 such information will not incur a penalty, but note that this card must be handed in with final timecard upon finishing the event. Failure to do so will result in the penalty of disqualification being enforced. Competitors who retire during the event must return their completed Damage Declaration Form to the Secretary of the meeting within 72 hours of the event or be liable to a £100 fine in accordance with NCR Ch.13 App.13 Art.14.

28.3 Damage to Third Party Property: Competitors causing damage to any third-party property will be liable for the full reinstatement cost of any damage caused. Where the damage is covered by the Motorsport UK insurance policy, the competitor will be liable for the insurance excess that Bournemouth & District Car Club must pay Motorsport UK, currently £500.

28.4 Any Competitor coming into contact with any Timing Equipment will be penalised as per SR 29.1.6.

28.5 Red Signals: NCR Ch.13 App.2 Art.4.17: On any special stage where extreme circumstances make it necessary to neutralise the competition e.g., where spectator safety is compromised, or to authorise the movement of non-competing or rescue vehicles, the system of Red Signals will be in place. These will be located at each mandatory Radio Point.



Red Signals will be displayed at all mandatory Radio Points preceding the incident, only on the specific instruction of the Clerk of the Course, their Deputy or Stage Commander.

28.6 Red Signal Procedure: NCR Ch.13 App.2 Art.4.17-22 On passing a Red Signal displayed by a marshal wearing a marshal's tabard, the driver MUST immediately and significantly reduce speed as well as being prepared to stop at any time; at no time must they overtake any safety vehicle they encounter on the special stage route. The driver must then follow the instructions of any marshals and/or stage safety personnel and maintain this reduced speed until leaving the special stage. Failure to comply with this rule will result in Disqualification following a Judicial Hearing pursuant to NCR Ch.2 and reported to the ASN.

28.7 Competitors are hereby notified that by entering the Bovington Stages they are agreeing that information they provide will be stored in a computer retrieval system including those of the organising committee and their delegates and may be used by the Organisers for organisational and publicity purposes in relation to the event, in compliance with the Data Protection Act.

29 – Penalties

29.1 Penalties will apply as per Motorsport UK NCR Ch.13 App.8 Art.1.3 and any amendments that Motorsport UK may make, except for the following which are modified or added:

	Detail	Penalty
29.1.1	Breach of NCR Ch.13 App.18 - servicing	Disqualified from the event.
29.1.2	Modified to include breach of Ch.13, App.16, Art.1.3(e) - Spill Kits	Disqualified from the event.
29.1.3	Striking a chicane or shortcutting the stage route (as defined in SR 29.3 and 29.4).	30 seconds for a first occurrence and subsequently 60 seconds.
29.1.4	Contravention of SR 12.3, SR 12.4, SR 12.12, SR and 12.13	Disqualified from event and removal from the venue.
29.1.5	Coming into contact with another competitor's vehicle.	10 minutes per Incident
29.1.6	Any Competitor coming into contact with any Timing Equipment	Stage Maximum and responsible for any repair costs that may be incurred (SR 25.3).
29.1.7	Breach of Regulation SR 13.5	10 minutes per Incident
29.1.8	Failing to adhere to SR 30.4 and SR 12.8	First occurrence; 1 min penalty. Second occurrence; 5 min penalty. Third occurrence; disqualification.



	Detail	Penalty
29.1.9	Failing to adhere to NCR Ch.13 App.12 Art.4.6: - at the point of merge, Competitors furthest into the stage will have priority and all Competitors must merge in such a way that does not constitute a danger or hinder other drivers.	10 minutes per occurrence
29.1.10	Driving through the equipment defining the split (see SR 29.6).	Disqualified from the event

29.2 Time penalties will be applied for shortcutting the stage route (whether intentional or not) and for striking Chicanes, regardless of if a reasonable attempt to follow the correct route has been made. Where reports are received from Judges of Fact, who are experienced rally marshals, appointed to adjudicate on this regulation, the fact of the occurrence will be indisputable, and any penalties applied are not subject to protest or appeal.

29.3 Shortcutting is defined as:

- Driving the competing car off the stage route that the organisers have prescribed, including driving through or between stage furniture placed to define the apex of a corner (e.g. traffic cones, tyre or foam bales, plastic barriers and blocks).

29.4 Striking a Chicane will be defined as driving into stage furniture forming a chicane such that the chicane furniture is moved from its original position.

29.5 Competitors who do not make a reasonable attempt to follow the correct route will be penalised with the Stage Maximum Time as per NCR Ch.13 App.8 Art.1.3 (c).

29.6 Split Junctions: Where there are split junction and a merge on Stage, countdown markers will be positioned at 200 and 100 yards before these. Competitors should ensure they know which route to take for each lap.

A Judge of Fact, who is an experienced rally marshal, will be placed on each of these junctions; any crew who overshoots and reverses, traverses the Special Stage in the opposite direction to rally or having passed the split location as detailed in the road book (including passing any split boards), changes their route by crossing or driving through the equipment defining the split, will be disqualified as per SR 29.1.10.

30 – Controls & Timing

30.1 A system of Target Timing as defined in NCR Ch.13 App.13 Art.9 will be adopted and is modified as stated below.



30.2 Control Procedure: All time controls will open at the due time for the first car and close 1 minutes after the due time of the last car. Special Stages will be timed by digital clocks operated by Marshals under the control of the Chief Timekeeper. Such timing will be to the last completed second - NCR Ch.13 App.13 Art.8.4. Should any of the clocks fail the organisers reserve the right to use any other available means for timing. Crews must present themselves with their cars at all controls and it is their responsibility to ensure all entries on their Timecards are correctly recorded and handed in when and where required. Should any entry not be legible or appear authentic, the organisers reserve the right to use any means at their disposal to establish a valid entry.

30.3 Special Stage Arrival Control (SSA) - Each Stage will be preceded by a Special Stage Arrival Control (SSA). Two cars should be due each minute. At this Time Control a marshal enters a competitor's time of arrival and the provisional starting time for a Special Stage which must be a minimum of three minutes. The area between the Special Stage Arrival Control and the Stage Start is Parc Fermé; the only work permitted in these areas is the following (unassisted): Cleaning lamp glasses, windscreens, windows, identification markings or vehicle registration numbers.

As per NCR Ch.13 App.13 Art.3.8: Competitors must not leave the Special Stage Arrival Control unless ready to start the Special Stage.

30.4 Special Stage Start Control (SSS): Once a time has been given at the SSA, a crew must proceed to the SSS where a start time will be given in hours, minutes and seconds. Competitors will start all Stages at 30 second intervals. The Start Marshal will assume that the crew is ready to start the Stage and will issue a time as soon as the start line is clear, whether the crew is ready to start or not. The stage start will be operated by traffic lights linked directly to Digital Clocks with automatic jump start detection by a beam.

The Traffic Light Start Sequence is as below; no verbal warnings will be given, and the competitor should leave the start on the green light.

15 Seconds	RED Light
10 Seconds	RED & 5 AMBER Lights
5 Seconds	RED Light is extinguished, and the 5 AMBER Lights Count down 5-4-3-2-1
0 Seconds	GREEN Light

30.5 Bogey Time will be set at 80 MPH. The Stage Maximum Time is set at approximately 30 MPH. Both times will be defined in roadbook for each Special Stage. Competitors will receive penalties and accumulate lateness as follows:



Item	Description	Penalty
i)	Bogey Time or under	Bogey Time
ii)	Over Bogey, but under Stage Maximum	Actual Time Taken
iii)	Over Stage Maximum	Stage Maximum
No extra time penalty will apply for exceeding Maximum Time on a Special Stage.		

30.6 Special Stage Finish Control (SSF): The Flying Finish will have a light beam which is linked to the Digital Clock at the Stop Line. At the SSF a crew will be given their finish time in hours, minutes, and seconds. Any crew who fails to stop at the Special Stage Finish Control must not, under pain of disqualification, reverse to the stop line but must return on foot.

On completion of each stage, Competitors will be issued with their due time at the next Stage Arrival Control by a Marshal under the supervision of the MOTORSPORT UK Timekeeper.

30.7 There will be no penalty free lateness between time controls. SR28.1.2.

30.8 All clocks will be set to local GPS time.

31 – Services

31.1 Catering will be available at the event via Nash's Food Hut

✉: nashsfoodhut@hotmail.com

31.2 Rally Gallery is the Official Photographer for the event.

🌐: rallygallery.com/

✉: mark@rallygallery.com

31.3 Tyre Suppliers: Slicks Tyres will be in attendance for the event, please contact Andrew Knott beforehand for any special requirements.

📞: 07966 621468

✉: andrewjohnknott@hotmail.com

31.4 Hotels: There are several hotels in the area, including Premier Inns at Poole, Dorchester and Wareham, 2 Travelodge in Poole and many rooms in local pubs.

31.5 Staying on site overnight is allowed in vans and campervans – no tents are allowed. The cost is £10 per van per night, and this must be paid with your entry fee and indicated on your entry for how many vehicles are staying and how many nights (including reg numbers). Permits will be issued at Signing On. Camping is available Friday 27th and Saturday 28th February.



32 – Acknowledgements

32.1 The organisers gratefully acknowledge the following organisations and individuals for their support and assistance to the rally:

All the Marshals
Blade Embroidery & Print
DIO Estate Office, Bovington
Dr Stuart Hateley
Dolphin Recovery
LandMarc
Motorsport Diagrams
Nash's Food Hut
Rallies.info
Rally Gallery (as our official photographers)
Slicks Tyres
Slim's Recovery
Vinny's Trophies & Engraving
Westcountry Resue



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Encouraging a positive environment, on and off the track

A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event, in any capacity, you are agreeing to follow the values of the governing body's Respect Code:

- **RESPECT**
- **INTEGRITY**
- **FAIR PLAY**
- **SELF-CONTROL**
- **GOOD MANNERS**

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