



REGULAMIN UZUPEŁNIAJĄCY



SUPPLEMENTARY REGULATIONS

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Art. 1 Introduction

Name of the rally: **3 Polski Rajd Legend**

Date of the rally: **27-29.08.2026**

Art. 1.1 Preamble

Polski Rajd Legend (Polish Rally of Legends) is a rallying event open to historic and post-homologation (youngtimer) class cars.

The third edition of the Polski Rajd Legend includes cars for which FIA homologation papers were issued in the following age brackets:

- 01.01.1966 – 31.12.2000: historic cars,
- 01.01.2001 – 31.12.2010: post-homologation cars.

Apart from the sporting competition, the main objective of participating in the Polski Rajd Legend is the opportunity to showcase sports cars from past eras of automotive and motorsport development.

The event will be held in accordance with the provisions of:

- The 2026 FIA International Sporting Code (FIA ISC) and its appendices,
- The 2026 FIA Regional Rally Sporting Regulations and its appendices,
- The WADA/NADA Code,
- The FIA Anti-Doping Regulations,
- The PZM Environmental Code for motorsport,
- The Polish Road Traffic Act,
- These Supplementary Regulations.

The Supplementary Regulations for the event will be available in electronic format only. Any modifications, amendments, and/or additions to these Supplementary Regulations will be published exclusively through numbered and dated bulletins issued by the Organizer or the Stewards of the Meeting.

Art. 1.2 Length of Special Stages and Road surface

Leg 1: Asphalt 12.9 KM Gravel 0.8 KM

Leg 2: Asphalt 52.8 KM Gravel 2.4 KM

Art. 1.3 Overall SS distance and total distance of the itinerary

Number of Legs	2
Number of Sections	5
Number of Special Stages	12
Total distance of the itinerary	321,17 KM
Overall length of Special Stages	68,9 KM

Art. 2 Approvals

Visa ASN:

Nr visa: **RO/1/BSTPZM/260728** issued: **28.07.2026**

Art. 2.3 Organiser's name, address and contact details

Organiser : Auto Moto Klub Kłodzko
 Organiser's representative: Daniel Trzciński
 Street/P.O. Box: ul. Grunwaldzka 10
 Post code/city: 57-300 Kłodzko
 Phone: +48537996992
 E-mail: biuro@automotoklub.eu
 Website: www.prl.org.pl

Art. 2.4 Organising Committee

Organising Committee: Daniel TRZCIŃSKI (Chairperson)
 Ireneusz PIĄTEK
 Adrian BOBOWSKI
 Marek PALUCH
 Janusz MARNIK
 Michał MAJEWSKI
 Kamil KUROWSKI
 Maciej NIEDZIELSKI

Art. 2.5 Stewards of the meeting

	Name and surname
Stewards of the Meeting (Chair)	Marian ROLSKI (POL)
2nd FIA Steward	Jarosław BARAN (POL)
2nd FIA Steward	Dariusz BURKAT (POL)

Art. 2.6 Delegates & Observer

	Name and surname
Technical Delegate	Marek SZCZETCHURA

Art. 2.7 Senior Officials

	Imię i nazwisko	Nr licencji
Clerk of course	Ireneusz PIĄTEK	S/SP I/10287
Deputy CoC – Sport:	Marek CZMIELEWSKI	S/SP I/10065
Deputy CoC – Organisation:	Marek PALUCH	
Secretary of the Stewards	Iwona WINDAK	S/SP I/10256
Deputy CoC – Chief Safety Officer:	Janusz MARNIK	S/SP I/10334
Assistant CoC – Deputy Chief Safety Officer:	Grzegorz SPANIER	S/SP II/11301
Assistant CoC – Spectators:	Michał MAJEWSKI	S/SP II/11347
Assistant CoC – PR	Kamil KUROWSKI	
Deputy CoC – Chief Safety Officer:	TBA	TBA
Chief Scrutineer:	Paweł NESTEROWSKI	
Chief Medical Officer:	Maciej NIEDZIELSKI	
Chief Timekeeper	Bartłomiej KORZEŃ	S/SP I/10043
Competitors' Relations Officer (CRO):	Magdalena PIETRZAK	S/SP I/11894
Chief Media Centre:	Iwona KRYSIAK	
Environmental Officer:	Arkadiusz PAWLIK	
Chief of the Rally Control:	Mateusz KRACZLA	S/SP I/10282
Chief of the Rally Office:	Marta ŁUKASIK	S/SP II/11292
Chief of the Communication	Piotr CZARNECKI	
Chef Results Officer:	Dawid JANUS	
Results Coordinator:	Dominik CHROMIEC	S/SP II/11896
Chief of the Start – Finish:	Leszek GOGOJEWICZ	
Chief of the Service Park:	Radosław BOBOWSKI	S/SP II/11333
Chief of the Parc Ferme:	Patryk KASTELIK	S/SP II/11495
Chief of the PZM GPS System :	Maciej STABRAWA	S/SP I/10450

Art. 2.8 Location of Rally HQ and contact details

Name: Hotel Polanica Resort & SPA
Address: Ul. Górska 2
Post code, city: 57-320 Polanica Zdr.
Phone: +48 537 996 992
E-mail: raid@prl.org.pl
GPS: [N 50° 41.5730' E 16° 50.8830'](#)

Opening hours Rally HQ:

Wednesday	26.08.2026	od 19:00	do 21:00
Thursday	27.08.2026	od 08:30	do 22:00
Friday	28.08.2026	od 07:30	do 22:30
Saturday	29.08.2026	od 07:30	do 22:00

Art. 2.9 Digital Notice Board (DNB)

As provided for in FIA ISC Art. 11.9.4 the Official Notice Board will be the Digital Notice Board (DNB) published on www.rallypoland.pl and will be also accessible in “Sportity” application in phones and tablets. The “Sportity” App can be downloaded from Google Play or AppStore. Password ERCPOL26 must be used to enter this application. Push notifications will show if any new document is posted.

The Organiser, during the Administrative Checks, will provide each competitor or his/her authorised representative with an individual access code to the Sportity App. The competitor is obliged to use this code to ensure that he/she is able to receive bulletins, individual communications, decisions and other documents via the app during the entire event. In the case of receiving a document with a request for confirmation of delivery, the competitor is obliged to transmit it as soon as possible via the Sportity App (feedback function). Any problems arising during the use of the App or questions on how to use it should be reported to the Competitors’ Relations Officer.

For this purpose, each competitor is required to nominate ONE official representative authorised for the purpose of receiving any official notifications. As some of these notifications can be issued while rally cars are on stages, this person can neither be the driver nor the co-driver. This person should be a team representative who is based in the Service Park during the event. This contact (name, title, cell phone, email) must be nominated in the “Contact During the Rally” form in the Competitors section of the event website www.prl.org.pl no later than on Monday, 03.08.2026 and will be used both for general and individual communications.

Art. 2.10 Service park localisation

Name: Polanica Zdr.
Address: St. Kłodzka to crossroads Kwiatowa street
Postal code/city: Polanica Zdr
GPS: [N 50° 41.0896' E 16° 51.892'](#)

Service park opening: od 27.08.2026 – 06:00 do 29.08.2026 – 20:00

Art. 2.11 Scruttinering localisation

Name: Car wash KARCHER
Address: ul. Kłodzka 57
Postal code/city: 57-320 Polanica Zdr
GPS: [N 50° 41.0534' E 16° 51.7124'](#)

Art. 2.12 Regrouping localisation

Name: Kłodzko, Rynek
Address: Plac Bolesława Chrobrego
Postal code/city: 57-300 Kłodzko
GPS: [N50° 43,848' E16° 65,488](#)
Name: Duszniki Zdr., Rynek
Address: Rynek
Postal code/city: 57-340 Duszniki Zdr.
GPS: [N50° 40,441' E16° 38,993'](#)

Art. 2.13 Parc ferme localisation

Name: Wyznaczony teren Parku Serwisowego
Address: ul. Kłodzka
Postal code/city: 57-320 Polanica Zdr
GPS: [N 50° 41.0896' E 16° 51.892'](#)

Program

	Miejsce:	Data:	Czas:
Publishing of the supplementary regulations	Virtual Notice Board	28.07.2026	23:59
Entries open		28.07.2026	23:59
Closing date of entries		14.08.2026	23:59
Publication date of entry list	Virtual Notice Board	18.08.2026	23:59
Publication of Administrative Checks schedule	Virtual Notice Board	18.08.2026	23:59

Publication of Scrutineering Checks schedule	Virtual Notice Board	18.08.2026	23:59
Publication of Service Plan	Virtual Notice Board	18.08.2026	23:59
Issuing of the road book, maps	Rally HQ	26.08.2026	19:00-21:00
		27.08.2026	09:00-12:30
Collection of material and documents	Rally HQ	26.08.2026	19:00-21:00
		27.08.2026	09:00-12:30
Administrative checks	Rally HQ	26.08.2026	19:00-21:00
		27.08.2026	09:00-12:30
Collection of tracking systems for reconnaissance and for rally cars	Rally HQ	27.08.2026	09:00-12:30
Collection of tracking systems for rally cars	Rally HQ	27.08.2026	09:00-12:30
Scrutineering	Car wash KARCHER Polanica ZDR	27.08.2026	09:30-15:00
Opening Media Center	Rally HQ	27.08.2026	10:00
Start of reconnaissance		27.08.2026	10:00
First Stewards Meeting	Rally HQ	27.08.2026	15:50
End of reconnaissance		27.08.2026	16:00
Publication of the Amended Entry List	Virtual Notice Board	27.08.2026	16:00
Press conference	Polanica Zdr. ul. Parkowa (Park Zdrojowy)	27.08.2026	16:30
Publication of start list for Ceremonial Start Holding Area, Opening Ceremony and Leg 1 TC 0	Virtual Notice Board	27.08.2026	16:30
Departure from the Ceremonial Start Holding Area	Polanica Zdr ul Matuszewskiego (Park Zdrojowy)	27.08.2026	18:30
Opening Ceremony	Polanica Zdr. ul. Parkowa (Park Szachowy)	27.08.2026	19:00
Publication of start list for Leg 2 (TC 3B)	Virtual Notice Board	28.08.2026	22:00
Start of the Rally – Leg 1 Section 1 TC0	Service Park	28.08.2026	09:00
Podiums Ceremony	Polanica Zdr. ul. Parkowa (Park Szachowy)	29.08.2026	18:05
Finish of the Rally – Leg 2 (TC 12C)	Park ferme	29.08.2026	18:15

Final scrutineering	Car wash KARCHER Polanica Zdr.	29.08.2026	After finish
Publication of Provisional Classification	Virtual Notice Board	29.08.2026	21:30
Publication of Final Classification	Virtual Notice Board	29.08.2026	After stewards meeting
Prize-giving	Polanica Zdr. ul Parkowa 2 (Teatr Zdrojowy)	29.08.2026	22.00

Art. 4 Entries

Art. 4.1 Closing date for entries

See programme in chronological order (SR Art. 3) and FIA RRSR Art. 23.

Art. 4.2 Entry procedure

Entries must be submitted in accordance with FIA Sporting Regulations Art. 22 - Art. 25. See also Art. 3.8 - Art. 3.14 FIA ISC.

Art. 4.2.1 Anyone wishing to take part in the 3rd Polski Rajd Legend must complete the electronic entry form before the entry closing date.

The entry form sent electronically must be confirmed by the competitor's signature appended no later than during Administrative Checking. A copy of the competitor's valid license must be attached to the entry form. A change of competitor is permitted up to the closing of entries. Only the competitor entered in the event may make such a change.

When completing the entry, the driver's and co-driver's personal safety equipment form must also be filled in and submitted at Scrutineering (BK 1).

Art. 4.2.2 Competitors holding a PZM license, after logging into the Inside PZM system and confirmation by the competitor and driver(s) of participation in the 3rd Polski Rajd Legend, must correctly complete the entry form, to which proof of payment of the entry fee must be attached. After approval, it will be automatically sent to the organizer and to the competitor at the email address indicated in the form.

Art. 4.2.3 For competitors holding a license issued by an ASN other than PZM, a separate entry form along with attachments will be made available on the website www.prl.org.pl ("Competitors" tab). These competitors are required to send a scan of the documents listed in item 4.2.8 to the rally office address rajd@prl.org.pl.

Art. 4.2.4 Postal address for sending the entry form:

Name: Auto Moto Klub Kłodzko

Address: ul. Grunwaldzka 2

Postal code / City: 57-300 Kłodzko

E-mail: rajd@prl.org.pl

Art. 4.2.5 The entry will only be accepted if accompanied by proof of payment of the full entry fee.

Art. 4.2.6 In accordance with Art. 3.8.1 FIA ISC, entering the event obliges the competitor to take part in the event in which they have been accepted to start, except in cases where this is not possible due to duly proven force majeure.

Art. 4.2.7 In the Inside PZM system, under the event details, and on the website www.prl.org.pl, the following is available:

- application for a shared/adjacent service bay in the Service Park (optional).

Art. 4.2.8 Administrative Checking will be carried out remotely upon receipt of the entry. The following documents scanned in color must be attached to the entry or sent to the email address rajd@prl.org.pl:

- receipt of payment of the full entry fee,
- competitor license and drivers' licenses (does not apply to competitors and drivers holding a license issued by PZM),
- driving licenses of both crew members,
- passports or ID cards of both crew members (does not apply to drivers holding a license issued by PZM),
- ASN permission to participate in the rally (applies to foreign competitors and/or drivers),
- vehicle registration document or temporary vehicle permit,
- vehicle insurance policy,
- written statement of the competitor that they have the vehicle owner's consent to compete with this vehicle in the rally (in case the start is to take place in a vehicle lent or rented for participation in the rally). Failure to fulfill one of the above obligations may result in the organizer rejecting the entry.

Art. 4.2.9 Any competitor wishing to receive an invoice for the entry fee and other fees must provide full invoice details while completing the electronic entry form. In addition, they must provide the tax ID (NIP) of the entity for which the invoice will be issued in the transfer title. In the absence of the above information, issuing an invoice at a later date will not be possible. Upon meeting this condition, the competitor will receive an invoice in the KSEF system or by email.

Art. 4.2.10 After the entry closing date, changes to the entry will only be possible regarding the car and crew members in accordance with Art. 22.2 and Art. 22.4 of the FIA Sporting Regulations. In such a case, the aforementioned changes must be entered in the entry update form, which will be sent to the email address provided by the competitor.

Art. 4.2.11 Submitting an entry for the 3rd Polski Rajd Legend is equivalent to the competitor/drivers giving consent to the processing of their personal data related to the organization of the aforementioned event and the publication of photos and results on the websites: www.pzm.pl, www.prl.org.pl. The competitor/drivers have the right to access their personal data, correct them, and request to cease the processing of their data. Requesting to cease the processing of personal data is equivalent to resigning from participation in the 3rd Polski Rajd Legend

Art. 4.3 Number of accepted entries and class division Art. 4.3.1 Maximum number of crews allowed to start in the rally: 135

Art. 4.3.2 Permitted cars and general requirements Art. 4.3.2.1 Cars that comply with the technical regulations and safety requirements contained in Appendix No. 5 – Technical Regulations will be admitted to participate in the Polski Rajd Legend. All cars entered in the rally must have valid documents authorizing them to be used on public roads and comply with the standards set by the international convention on road traffic. By entering the event, the Competitor declares full responsibility for fulfilling the above condition.

Art. 4.3.2.2 For cars registered in the Republic of Poland, sports car registration (Regulation, Journal of Laws item 1416 of 26.09.2024) or historic car registration is required. Each car registered in the Republic of Poland must have a two-part KSS PZM issued for rallies, and for cars registered abroad, a Technical Passport of another ASN.

Art. 4.3.2.3 Restrictions • For safety reasons, cabriolet/convertible body cars will not be permitted. • Group B cars specified in FIA regulations (see Art. 7.4.1 Appendix "K/FIA") will be permitted in the Hobby Historic classes.

Art. 4.3.3 Division of Cars

Art. 4.3.3.1 Permitted cars will be divided into classes according to the criteria and principles described in the table below:

- according to technical specification, e.g. drivetrain type or level of vehicle originality,
- age classes, e.g. GOLDEN AGE – specification of cars consistent with the age period,
- classes according to engine displacement,
- Demonstration Cars class, according to Art. 4.3.3.3,
- GUEST class, according to Art. 4.3.3.4.

Art. 4.3.3.2 Cars with 4x4 drive and engines with an equivalent engine displacement of up to 1300 cm³ will be permitted in single-axle drive car classes.

GOLDEN AGE – HISTORIC CARS							
Cars compliant with FIA / PZM regulations (FIA/ASN Passport or Statement of Historical Conformity Required)							
Division into classes according to the age of the cars (according to the date of issue of homologation) and the engine displacement ⁽¹⁾⁽²⁾							
CLASSES “A” Period from 1961 to 1981		CLASSES “B” Period from 1982 to 1992		CLASSES “C” Period from 1993 to 2000		CLASSES 4x4	
App. J FIA, group: I, II, III IV		App. J FIA, group: N, A, B - to 1600 cm ³		App. J FIA, group: N, A, B		App. J FIA, group: N, A	
A1	to 1300	B1	to 1300	C1	to 1400	B5 4x4	from 1982 to 1992
A2	to 1600	B2	to 1600	C2	to 1600		
A3	to 2000	B3	to 2000	C3	to 2000	C5 4x4	from 1993 to 2000
A4	above 2000	B4	above 2000	C4	above 2000		
SUPER PERFORMANCE CARS							
Cars according to the regulations Rally Legend							
Division into classes according to engine displacement (cm ³) or technical specification of cars ⁽¹⁾⁽²⁾							
CLASSES “H” HOBBY HISTORIC Modified according to National Regulations		CLASSES KIT CAR and WRC		CLASSES „D” „YOUNG TIMER” Period from 2001 to 2010			
H1	to 1600	K1	to 1600	D1	to 1600		
H2	to 2000	K2	to 2000	D2	to 2000		
H3	above 2000	WRC		D3	above 2000		
SUPER PERMOMANCE CARS 4x4							
CLASS “SP 4x4”							
H4	+	WRC	+	D4			

The minimum number of cars in the above-mentioned classes is 3. In the event that fewer than 3 cars are entered in individual classes, the cars will be merged according to the following rules:

- first, from the older age class to the younger age class (according to engine displacement),
- second, from a lower class to a higher class according to engine displacement. Additional classes may be created based on divisions such as:
- single make and model cars (Fiat 126, Fiat 125, Škoda, Lada 1500, etc.),
- small-capacity cars, e.g., with a maximum engine displacement of up to 750 cc.

Art. 4.3.3.3 Demonstration Class (without timing)

Art. 4.3.3.3.1 Introduction Cars permitted to participate in the Demonstration Class are those of particular historical value whose configuration or other limitations prevent them from entering the GOLDEN AGE classes. Cars in the Demonstration Class will be admitted under rules based on the regulations specified in:

- FIA ISC, Article 6. Participation of a passenger (co-driver) is allowed, provided they meet the requirements specified in item 4.2 (licenses) and Appendix 5 (safety equipment).
- FIA App. K, item 2.11. Acceptance of the entry and authorization of the car is at the sole discretion of the Organizing Committee.

Art. 4.3.3.3.2 Car Admission Criteria: • cars must be street-legal in accordance with item 4.3.2 of these regulations, • cars in rally configuration for which FIA or ASN homologation papers were issued up to 31.12.2010 will be permitted. Cars from the post-2010 period may also be permitted if deemed to have made an exceptional contribution to the development of motorsport.

Art. 4.3.3.3.3 Permitted Drivers: Drivers meeting the requirements of item 4.2 of these regulations and Appendix 5 will be allowed to participate in the Demonstration Class group.

Art. 4.3.3.3.4 Safety Requirements, Scrutineering: Minimum requirements regarding vehicle and crew safety equipment are specified in Appendix No. 5. A positive result at safety equipment scrutineering (BK-1) is a prerequisite for admission to the rally.

Art. 4.3.3.3.5 Spare Car Every competitor entered in the Demonstration Class has the option to register a spare car, which they can use to continue the rally in the event of a breakdown of the primary entered car. Registration of a spare car must be made before the entry deadline using the form provided by the organizer on the official rally website. The registered spare car must pass scrutineering at BK1.

Art. 4.3.3.3.6 Rules of Participation for the Demonstration Class (without timing) Participants must comply with all requirements specified in the Regulations of the 3rd Polski Rajd Legend. • No classifications will be conducted. • The organizer will set a minimum drive time for each special stage. • Evaluation of the drive correctness will be carried out via GPS system readings. • A warning penalty will be imposed for each infraction (too fast drive time / below minimum time). Upon receiving a 3rd warning, the crew will be penalized with a fine of 2,000 PLN. • The fine must be paid by the crew to a charitable cause designated by the organizer. • Overtaking and stopping during the run on special stages (SS) are strictly prohibited. • Drive times specified in the time card (TC) are official and mandatory.

After completing a special stage, the drive time is not recorded in the time card; however, the crew will be informed of any run below the minimum time set for that SS. At the Stop Control (Meta Stop), only confirmation of completion must be obtained. Parc Fermé rules apply only within control point zones. For the Demonstration Class, Parc Fermé after the finish of the event is not mandatory; however, passing TC 12C remains mandatory.

Art. 4.3.3.4 GUEST Class This class is intended for competitors invited by the organizer. Invited drivers must meet the requirements of item 4.2 of these regulations. Admitted cars must meet the requirements set out in Appendix No. 5 of these regulations. Car age criteria and division into groups and classes do not apply.

Art. 4.4 Entry Fees / Starter Packs

Art. 4.4.1 There is a single entry fee deadline for the rally.

Art. 4.4.2 The entry fee amount is:

Driver	With organizer advert	Without organizer advert
Competitor	3000 PLN	5000 PLN

Art. 4.4.4 Refundable deposits:

100 PLN - Service bay deposit

Art. 4.4.5 Starting packets:

	Ilość
Set of rally car door panels and start numbers	1
SERVICE plate	1
AUXILIARY VEHICLE plate	1
Roadbook	1
Reconnaissance pack	1
CREW MEMBER pass	2
TEAM pass	2

Art. 4.4.6 Service Park area

	Service Park area
Competitor	50 m ²

Art. 4.4.7 The entry fee does not include an insurance premium covering third-party liability (TPL) of the competitor.

Art. 4.5 Detailed payment information

Any entry without the entry fee payment will be considered invalid in accordance with Art. 3.9.3 FIA ISC. Entry fee payments should be made by bank transfer to the bank account indicated below (proof of payment of the full entry fee amount must be attached to the entry form).

Payment details: Bank: PKO Bank Polski Account

holder: Auto Moto Klub Kłodzko

IBAN: PL 91 1020 5112 0000 7602 0152 5781

BIC/SWIFT: BPKOPLPW

Bank transfer costs are borne by the competitor. Transfer title: Wpisowe 3 Polski Rajd Legend [Driver's First and Last Name] + NIP* *NIP (Tax ID) is provided only if an invoice for the paid entry fee is to be issued.

Art. 4.6 Refunds The entry fee will be refunded in full in the event of:

- cancellation of the rally,
- non-acceptance of the entry by the organizer. The organizer, after consideration of the case by the Stewards, may refund up to 50% of the entry fee amount to those competitors who cannot participate in the rally due to force majeure, which will be properly documented. A written letter of resignation from participation in the rally together with the reason must reach the organizer (at the email address rajd@prl.org.pl) before the start of Administrative Checking.

Art. 5 Insurance

Art. 5.1 Each competitor and driver participates in the rally at their own risk. The competitor must hold a document confirming the conclusion (possession) of a TPL policy of the owner of a vehicle registered domestically or abroad, concluded and valid in accordance with applicable laws. The organizer bears no responsibility for losses of competitors and third parties caused by their fault during the rally.

Art. 5.2 By signing the entry form, the competitor and drivers waive all rights to seek compensation in connection with accidents that may occur during the rally. This waiver applies to the FIA, PZM, organizer, officials, and other competitors and drivers participating in the rally. Any damages caused by the aforementioned will be covered by their TPL policy.

Art. 5.3 The competitor or their representative is obliged to notify the organizer in writing of any damage caused on the rally route by their vehicle as quickly as possible, within a maximum of 24 hours.

Art. 5.4 All drivers and co-drivers are obliged to purchase their own personal accident insurance (NNW). Confirmation of the personal accident insurance policy should be presented, upon request, during Administrative Checking. Insurance for foreign crews must cover costs of potential medical treatment in Poland and their repatriation in case of accident, should it prove necessary.

Art. 6 Advertising and Marking

Advertising must comply with the regulations in force in the Republic of Poland.

Art. 6.1 Mandatory advertising The organizer's mandatory advertising will be located on the start numbers and rally plates and must be placed in a position consistent with Appendix 4 to these Regulations.

Art. 6.2 Optional advertising Details regarding the organizer's optional advertising will be announced by bulletin at a later date. The organizer's optional advertising must be placed in a position consistent with the bulletin and will be checked at the entrance to Scrutineering (BK 1).

Absence of advertising or placement in a position other than indicated in Appendix 4 will be treated as an entry without optional advertising and will result in an increase of the entry fee to the amount specified in Art. 4.4.2 (Without Advertising) of these Supplementary Regulations. Failure to pay the aforementioned entry fee at the BK 1 entry control point will result in refusal of admission to scrutineering.

Art. 6.2.1 The organizer reserves exclusive rights to all forms of promotion and advertising during the Press Conference, in the Rally Headquarters, at the Start and Finish of the Rally, on the premises of BK 1, Service Parks, and along the entire rally route (excluding service cars and auxiliary vehicles, tents, umbrellas, and fencing surrounding the purchased or assigned area in the Service Park). All companies interested in conducting any promotional, advertising, and commercial activities during the rally should contact the organizer in order to sign a relevant agreement.

Art. 6.2.2 The start numbers supplied by the organizer must be displayed on both sides of the vehicle for the duration of the rally. If at any moment of the rally:

- the absence of a start number or rally plate is detected, it will entail a cash penalty at the discretion of the Stewards;
- the absence of two start numbers or rally plates at the same time is detected, it may result in disqualification from the rally by the Stewards.

Art. 6.2.3 The organizer reserves exclusive rights to all forms of promotion and advertising in the Rally Headquarters, at the Start and Finish of the Rally, on the premises of BK 1, BK 2, in the Service Park and Parc Fermé, and along the entire rally route. All companies interested in conducting any promotional, advertising, and commercial activities during the rally should contact the organizer in order to sign a relevant agreement.

Art. 6.2.4 Every competitor and every crew entered in the rally has the right to display advertising media of their sponsors exclusively on their vehicles (including the rally car), clothing of team members, and within their area in the Service Park, provided that these media are installed in such a way that they do not pose a threat to people and objects nearby. Placement of advertising by the competitor outside the assigned service area may only take place after agreement with the organizer and written consent. Cases of non-compliance with the above requirements detected by the Service Park Officer in Charge will be penalized with a cash fine of up to 500% of the paid entry fee for the entered crew.

Art. 6.2.5 Start numbers supplied by the organizer must be located on both sides of the vehicle on the front doors and on the bonnet, in accordance with Appendix No. 4 to these supplementary regulations, throughout the duration of the rally. If at any moment of the rally the absence of a start number or rally plate is detected, it will be reported to the Stewards.

The absence of two start numbers or a rally plate may result in disqualification by decision of the Stewards.

Art.7 Tires

Art. 7.1 Regulations regarding tires that may be used during the rally The use of tires bearing the "E" or "DOT" marking is permitted.

Art. 7.2 Tires used during reconnaissance Tires used during reconnaissance must bear the E-homologation mark.

Art. 7.3 National regulations or special requirements During the event, wheel rims must be clean and free of markings from previous rallies. Non-compliance with regulations in this regard will be reported to the Stewards.

Art. 7.3.1 So-called "tire warming" by executing weaving or zigzagging maneuvers on road sections is prohibited.

Art. 7.3.2 Cars may carry a maximum of 2 spare wheels.

Art.8 Fuel

All competitors are required to use exclusively fuel complying with the requirements of Art. 13.14 of the 2026 RSMP Regulations and the relevant FIA/PZM regulations.

Art. 8.1 Refueling Art. 8.1.1 Refueling may only take place in Refuel Zones (RZ) designated in the Roadbook or at fuel stations clearly specified by the organizer and indicated in the Roadbook, where only commercial fuel refueling (directly from the pump) is permitted without the requirement to protect the ground with a fluid-proof sheet. Refueling in the Service Park is prohibited. Art. 8.1.2 During refueling, a maximum of 2 persons per crew are permitted in the Refuel Zone. Responsibility arising from refueling activities rests solely with the competitor. During refueling, all personnel involved in the refueling operation must wear clothing providing adequate protection against fire, consisting of at least: long trousers, long-sleeved top, fully enclosed shoes, gloves, and a balaclava. It is recommended that each team possess a dry powder fire extinguisher with a minimum capacity of 2 kg of extinguishing agent during the refueling procedure. Additionally, the crew must be outside the car while it is being refueled. Art. 8.1.3 Ground protection sheet in the Refuel Zone (RZ) The organizer will protect the ground in the Refuel Zone with a fluid-proof sheet.

Art. 8.2 Dedicated fuel station ORLEN fuel station ul. Kłodzka 5 57-320 Polanica Zdrój GPS: N 50° 40.889', E 16° 51.501'

Art. 9 Recce

Reconnaissance will take place in accordance with Art. 35 of the FIA Sporting Regulations. The reconnaissance schedule constitutes Appendix No. 2 to these Supplementary Regulations.

Art. 9.1 Registration procedure for reconnaissance There is no requirement to register reconnaissance cars.

During Administrative Checking (See timetable – SR Art. 3) in the Rally Headquarters, reconnaissance documents will be issued to competitors entered in the rally. Crews will be issued, among other items: Roadbook, reconnaissance car number plates.

Each reconnaissance car must be marked with numbers supplied by the organizer. Reconnaissance car number plates must be fixed in the upper right-hand corners (co-driver's

side) of the front and rear windscreens of the reconnaissance car. They must remain clearly visible throughout the entire reconnaissance period.

Rally cars used in the event cannot be used for reconnaissance.

Art. 9.2 Specific restrictions Art. 9.2.1 During reconnaissance, crews must strictly comply with the traffic regulations in force in Poland, including, among others, using seatbelts and observing speed limits:

- 50 km/h in built-up areas, unless signs indicate otherwise,
- 90 km/h outside built-up areas, unless signs indicate otherwise. Radar detection devices are prohibited.

It must be remembered that special stages will not be closed to public traffic during reconnaissance. The organizer may restrict the permitted speed by designating such places in the roadbook and on the rally route. The maximum allowable speed during reconnaissance on special stages is 70 km/h, provided that road signs, instructions in the Roadbook, or published bulletins do not mandate a lower speed limit.

Crews may not drive on special stages in the direction opposite to the designated route ("against the traffic"), except in cases specified in the Reconnaissance Roadbook (if such a document is issued), exercising extreme caution. On those sections of special stages, a speed limit of 40 km/h applies during reconnaissance.

Reconnaissance of SS 1, SS 2, and SS 3 - on route sections driven "against the traffic" is permitted exclusively "on foot". Failure to comply with this requirement will result in refusal of permission to start.

During reconnaissance, Police patrols equipped with speed measurement devices will be deployed on individual special stages and road sections, working in cooperation with Stage Commanders overseeing the number of passes and the correctness of reconnaissance.

For failure to comply with traffic regulations during reconnaissance, the following penalties will be imposed: 50 PLN for each km/h over the maximum speed limit permitted by regulations during reconnaissance on special stages and on any road section – penalty imposed by the Clerk of the Course.

The organizer will monitor the progress of reconnaissance regarding compliance with both traffic regulations and other regulations, in particular Art. 35 of the FIA Sporting Regulations and these Supplementary Regulations. Upon request of marked representatives of the organizer and the Police, competitors must present relevant documents and follow orders and instructions issued by them.

Checks will also be conducted prior to the period scheduled for reconnaissance. Any team member (competitor, drivers, and support personnel) taking part or intending to take part in the rally whose presence is detected on a special stage route outside the time designated for reconnaissance will be considered to be performing illegal reconnaissance.

Art. 9.2.2 During each pass of a special stage, only the crew may be inside the car.

Art. 9.2.3 Reconnaissance tracking cards will not be used; however, the organizer reserves the right to set up control points on special stage routes to monitor the proper conduct of reconnaissance.

Art. 9.2.4 Crews may enter a special stage exclusively through the start line and exit through the finish line.

Art. 9.2.5 Reconnaissance cars, in accordance with the Polish Road Traffic Act, as vehicles participating in normal road traffic, must be insured according to the law, and no liability can be transferred to the organizer.

Art. 9.3 Number of passes Crews entered in the rally are entitled to 3 passes of each special stage route.

Art. 9.4 Collection of GPS speed control devices during reconnaissance Every reconnaissance car must be equipped with a GPS speed control device. GPS devices will be issued according to the timetable – see Art. 3 of these Supplementary Regulations. GPS devices used during reconnaissance must be returned to the Rally Headquarters by August 28, 2026 (Thursday), 21:00 at the latest.

GPS speed control devices during reconnaissance must be installed in accordance with the instructions in Appendix No. 6 to these Supplementary Regulations. In the event that a crew requires assistance with this operation, the GPS technical service will provide it in the Service Park immediately before the start of reconnaissance.

The GPS system used during reconnaissance serves as the official speed measurement, and data recorded by it will be analyzed by officials. Evaluation of GPS data falls under the authority of the Clerk of the Course. Reconnaissance cars not equipped with a functioning GPS speed control device will be reported to the Stewards.

The installation of the device and its proper connection to the power supply may be checked by marshals present on special stages and along the entire rally route during reconnaissance. If it is determined that the GPS device is not functioning due to improper installation or crew interference with its operation, the Stewards will be notified of this fact and may decide to impose a penalty.

Every competitor is financially responsible for the GPS device fitted in their car. In the event of damage to the device caused by the competitor during reconnaissance, they are obliged to cover the damage prior to the start of the rally.

Art. 10 Administrative Checking

Art. 10.1 Documents to be presented

In accordance with Art. 4.2.8 of these Supplementary Regulations, Administrative Checking will be carried out remotely upon receipt of the entry. Notwithstanding the provisions of Art. 30.1 of the FIA Sporting Regulations, crew members do not need to be present during Administrative Checking at the Rally Headquarters. Each Competitor may designate one representative to complete Administrative Checking and collect documents and materials.

To reduce the time required for Administrative Checking to the bare minimum, the competitor's representative must present:

- competitor license,
- drivers' licenses,
- drivers' driving licenses – in the case of driving licenses issued in the Republic of Poland, validity will be verified via the government mObywatel application or the website www.gov.pl,

- original entry form with signatures of the competitor/drivers,
- vehicle insurance policy,
- vehicle registration document or temporary vehicle permit – in the case of vehicles registered in the Republic of Poland, document validity will be verified via the government mObywatel application or the website www.historiapojazdu.gov.pl,
- written statement of the competitor that they have the vehicle owner's consent to compete with this vehicle in the rally (in case the start is to take place in a vehicle lent or rented for participation in the rally).

The competitor must also be prepared to present the originals of all other required documents listed in Art. 4.2.8 of these Supplementary Regulations.

Art. 10.2 Schedule

See program – Art. 3 of these Supplementary Regulations.

Art. 10.3 Organizer's documents

After Administrative Checking, the competitor will receive completed Administrative Checking (OA) and Scrutineering (BK 1) forms to be presented at Scrutineering.

Art. 11 Scrutineering

Art. 11.1 Location and time of Scrutineering

Each car may be presented at Scrutineering BK 1 by a competitor's representative. See program – Art. 3 of these Supplementary Regulations.

Art. 11.1.1 Documents to be presented at Scrutineering:

- car homologation papers on FIA or authorized ASN forms (if applicable) – recommended,
- two-part Sports Car Logbook (KSS) or KSS issued by another ASN,
- vehicle registration document or temporary vehicle permit – in the case of vehicles registered in the Republic of Poland, document validity will be verified via the government mObywatel application or the website www.historiapojazdu.gov.pl,
- FIA Historic Technical Passport (HTP) of the car or ASN National Historic Technical Passport (NHTP) of the car or Declaration of Historical Conformity (App. No. 5a), applicable to cars that do not possess a passport (FIA or ASN),
- Personal Safety Equipment Card,
- BK 1 form.

Art. 11.1.2 Schedule

See program – Art. 3 of these Supplementary Regulations.

Each car should be presented at Scrutineering BK 1 at its designated time, which will be published via a bulletin on the Virtual Notice Board on the official rally website – www.prl.org.pl on August 18, 2026. For a delay recorded at the entry control point to Scrutineering BK 1 relative to the timetable, a fine of 200 PLN will be imposed on the competitor. If the delay exceeds 30 minutes, the competitor will be reported to the Stewards.

In particularly justified cases, upon the competitor's request, the organizer may set a new scrutineering time outside the designated time limit.

Art. 11.2 Windows

The use of tinted film is permitted, in accordance with Art. 253.11 "Windows/nets" of Appendix J to the FIA ISC.

Art. 11.3 Crew personal safety equipment

During BK 1, competitors must present all clothing items, including helmets and Front Head Restraint (FHR) systems intended for use, for verification of compliance.

Personal safety equipment whose condition or compliance with regulations is questioned by Technical Scrutineers during Scrutineering will be impounded for the duration of the rally. After the rally, it will be available for collection at the Rally Headquarters until its closure. Uncollected equipment will be disposed of by the Organizer.

Art. 11.4 Noise level

The noise level for all cars must not exceed 103 dB at engine speeds of 3,500 rpm for petrol engines and 2,500 rpm for diesel engines.

Art. 11.5 Other requirements

Art. 11.5.1 Each crew must present during BK 1 the cameras/lenses fitted in the rally car that will be used during the event. The Scrutineers will determine the correctness (location) of their mounting.

Art. 11.5.2 Every car participating in the rally must be equipped with a red reflective triangle, which, in the event of stopping on a special stage, must be placed in a clearly visible location at a distance of at least 50 m from the car to warn approaching drivers. The warning triangle must be displayed even if the stopped car is off the road. Every car must also contain an A3-format card with SOS/OK signs. Any crew committing an infringement may be penalized by decision of the Stewards.

Art. 11.5.3 Competitors are reminded that two seatbelt cutters must be on board the car at all times. They must be easily accessible for both the driver and co-driver when seated and strapped in their safety harnesses.

Art. 11.5.4 In cars where an air restrictor is required, it must be prepared for inspection.

Art. 11.5.5 Reminded that registration number plates must be original and must be mounted in a visible place at the front and rear of the vehicle.

Art. 11.6 Installation of the GPS monitoring system

Art. 11.6.1 In accordance with Art. 53.2.1 of the FIA Sporting Regulations, all competitors must prepare their cars for the installation of the GPS monitoring system (RallyGuard system by MONITGPS).

The system may be collected by a crew member or a competitor's representative at the Rally Headquarters during Administrative Checking. The organizer will not collect a deposit for issuing the GPS device.

Art. 11.6.2 The GPS monitoring system must be installed before presenting the car for BK 1.

Installation and operating instructions for the system are available on the rally website – www.prl.org.pl and www.monitgps.pl/zawodnik/.

The correctness of installation and operation of the system will be checked during BK 1.

Art. 11.6.3 A crew without a GPS device installed in the car will not be permitted to start in the rally.

Art. 11.6.4 The GPS monitoring system is used to monitor the proper passage of the rally route by the crew in accordance with the roadbook and serves as the official speed measurement during the competition. Any traffic violation indicated by the GPS device will result in the following penalties:

- first offence • speeding: a fine of PLN 50 for each km/h over the legal speed limit – penalty imposed by the Clerk of the Course, • other than speeding: penalty at the discretion of the Stewards of the Meeting,
- second offence • speeding: a fine of PLN 100 for each km/h over the legal speed limit – penalty imposed by the Clerk of the Course, • other than speeding: penalty at the discretion of the Stewards of the Meeting,
- third offence — 5-minute time penalty imposed by the Clerk of the Course,
- fourth offence — disqualification by decision of the Stewards of the Meeting.

Art. 11.6.5 All drivers and co-drivers starting in the rally must complete the MONITGPS e-learning course on device usage. The course is available on the website: www.monitgps.pl/elearning/. Completing the course prior to the start of reconnaissance is strongly recommended.

Instructions for using the MONITGPS e-learning platform are available at www.monitgps.pl/elearning/.

Art. 11.6.6 Every competitor is financially responsible for the GPS device fitted in their car during the rally. In the event of damage to the device caused by the competitor during the rally, they are obliged to cover the damage based on an invoice issued after the conclusion of the rally.

Art. 11.6.7 In the event of damage or failure of the GPS device, it will be replaced within a timeframe specified by the organizer. Every GPS device replacement will be reported to the Clerk of the Course, who will decide whether to cancel any penalty for lateness caused by the replacement.

Art. 11.6.8 RallyGuard devices must be uninstalled in Parc Fermé after TC 12C under the supervision of technical scrutineers and must be returned to the Rally Headquarters no later than 30 minutes after the publication of the Stewards' decision on the opening of Parc Fermé. In the event of a crew's retirement from the rally, the equipment must be returned to the Rally Headquarters immediately.

Art. 12 Other procedures

Art. 12.1 Start of the rally – official

See itinerary – Art. 3 of these Supplementary Regulations.

Art. 12.1.2 Pre-Start Park and Ceremonial Start In accordance with Art. 40.1 of the FIA Regional Rally Regulations, one Pre-Start Park will be organized in the rally - before the Ceremonial Start. Before the Ceremonial Start, crews must enter their cars into the Pre-Start Park in starting order according to the official ceremonial start list, 30 minutes before the assigned official start time of the Crew. Any reported delay in entering the aforementioned park will be subject to a fine of PLN 200. All crews participating in the rally must comply with the instructions of the marshals in the Pre-Start Park.

The start list for entry into the pre-start park, for the Ceremonial Start, and for Leg 1 will be published on 27 August 2026 at 16:30 on the Virtual Notice Board on the rally website – www.prl.org.pl.

The Ceremonial Start and the entire Leg 1 of the rally will be run in reverse order – this does not apply to the show class without timing.

Art. 12.1.3 Classifications

All crews starting in timed classes will be included in the classification. Cars will be classified:

- in the overall classification of the rally
- in classes Special Stages of Leg 1 (SS 1; SS 2; SS 3) will not be classified in the overall classification of the rally. A separate overall classification will be conducted for the total of SS 1 and SS 2, and a separate overall classification for SS 3. The organizer provides for the possibility of creating additional classifications:
- for cars in GOLDEN AGE classes,
- for cars in one of the classes, provided they were produced by one manufacturer as the same (or twin) type and model (for example Fiat 126 and Fiat 500 - old model from 1957, or Fiat Cinquecento and Seicento, or Fiat 125, Polonez, Lada).

Art. 12.2 Special stage start system

Art. 12.2.1 The start to special stages will take place in accordance with the manual start procedure described in item 48.3 of the FIA Regional Rally Regulations.

Art. 12.2.2 Timekeeping on special stages will be recorded to the nearest 1/10th of a second.

Art. 12.3 Rally Finish Procedure

Art. 12.3.1 A special Rally Finish procedure will apply.

The sporting part of the rally will end at TC 12C (Parc Fermé – entry). The finish ceremony will take place directly after TC 12B, and the prize-giving ceremony will take place at 22:00 in the acoustic bandstand or Thermal Theatre (depending on the weather) in Polonica Zdrój, 2 Parkowa Street. All awards, in accordance with Art. 14 of these Supplementary Regulations, will be presented at the prize-giving ceremony.

Art. 12.3.2 Availability of participants

Participants who park their vehicles in Parc Fermé after the Rally Finish must remain available by phone until the final classification is published.

Art. 12.3.3 Final classification

The final classification of the rally will not be distributed after the event. The final classification will be published on the Virtual Notice Board on the rally website – www.prl.org.pl.

Art. 12.3.4 Parc Fermé after the Rally Finish

Competitors entitled to lodge technical protests may submit a written statement waiving their right to lodge such protests. This statement is final and cannot be revoked; it must be submitted in writing no later than at the time of entry into Parc Fermé after the rally finish. If such a statement is submitted by all entitled competitors – unless the Stewards decide otherwise – Parc Fermé will be opened after all remaining cars in the competition have entered. Early opening of Parc Fermé will not apply to cars selected for final scrutiny and cars against which a technical protest has been lodged. Opening Parc Fermé for these cars requires the consent of the Stewards. All cars must be collected from Parc Fermé immediately after the publication of the Stewards' decision to open Parc Fermé.

Art. 12.4 Permitted early entry Early entry to a TC without incurring a penalty is permitted at:

TC 12C (Parc Fermé - entry)

Art. 12.5 Procedures in force on Super Special Stage 3 Q Service Castrol - Kłodzko

SSS 3 Q Service Castrol - Kłodzko will be run in accordance with the regulations for super special stages.

Art. 12.5.1 The run of each crew will cover 1 full lap of the designated route and part of the next lap, as well as a section of the stage leading to the finish line, in accordance with the Road Book. If a crew completes a higher number of laps, the time recorded at the flying finish will be recognized as the time achieved on this stage. In the event of failing to complete the full route of the special stage, 3 minutes will be added to the time achieved at the flying finish for each uncompleted lap.

Art. 12.5.2 In the event of missing the exit to the finish line and entering another lap, or exiting to the finish line before completing all designated laps, turning back and driving against the traffic on the special stage is strictly forbidden, under penalty of disqualification.

Art. 12.6 Special procedures and activities

Art. 12.6.1 Tyre warming zone

The organizer does not foresee organizing tyre warming zones in accordance with Art. 44.4 of the FIA Sporting Regulations.

Art. 12.6.2 Exchange of time cards

The issuance of a set of time cards for the rally (divided into sections) will take place during Administrative Checks. Each crew is required to have the set of cards for the entire Leg in the rally car during its running. Any entries on the time card may only be made by rally officials (marshals), except for filling in the field for the start number and the section intended for crew use.

Return of time cards will take place in accordance with the table below:

Friday, 28 August 2026			
Section 1	Return	TC 2D	Regrouping OUT
Section 2	Return	TC 3A	Service IN
Saturday, 29 August 2026			
Section 3	Return	TC 6B	Regrouping OUT
Section 4	Return	TC 9B	Regrouping OUT
Section 5	Return	TC 12C	Park Ferme IN

Art. 12.6.3 Re-start after retirement

The organizer allows the possibility of continuing the rally for competitors who, due to breakdown, off-road excursion, or exceeding the time limit, did not complete individual sections or Leg 1 of the rally. In such a situation, an application for re-starting must be submitted immediately to the Clerk of the Course and the Technical Delegate, and the vehicle must be entered into the service park where repairs can be made. After the repairs are completed, the Scrutineer evaluates the condition of the vehicle and decides on the possibility of further participation in the rally. The decision of the Scrutineer is final and irrevocable. Upon receiving approval, the competitor leaves the service park in accordance with the rally itinerary. A competitor taking advantage of this option will have 5 minutes added to the class best time of each uncompleted stage.

Art. 12.7 Service Park

Art. 12.7.1 Location of the Service Park During the rally

One Service Park with a hard surface will be operational.

Location: Polanica Zdrój, Kłodzka Street to the intersection with Kwiatowa Street.

Date: entry, from Thursday 27 August 2026, from 06:00 to Saturday, 29 August 2026, until 22:00.

The organizer allows the possibility of placing vehicles as early as 26 August 2026 – Wednesday, from 17:00. Competitors entering the Service Park on Wednesday should occupy positions according to the published Service Park plan. Park staff will be available from Thursday 27 August 2026 from 06:00.

Art. 12.7.2 Access Entry to the Service Park is permitted only for authorized vehicles marked with "Service" and "Auxiliary Vehicle" plates. The plate must be attached to the top of the windshield on the passenger side. Removing or reattaching plates during the rally is prohibited. All team cars may park exclusively inside their own service bay area, in accordance with Art. 4.4.6 of these Supplementary Regulations. Reconnaissance cars are not allowed to enter the Service Park.

Art. 12.7.3 Trailer parking

Trailer parking in the Service Park is strictly prohibited under penalty of refusing crew entry to the rally. Trailer parking applies in the area designated by the organizer, i.e. Polanica-Zdrój marked parking lot opposite the service park, from 26 August 2026 at 17:00 to 30 August at 22:00.

Art. 12.7.4 Traffic in the service park

On 27 August 2026 (Thursday), two-way traffic is permitted in the Service Park. From 28 August 2026 until the end of the rally, one-way traffic in accordance with the direction indicated in the Road Book applies in the Service Park.

Art. 12.7.5 Service bay In the Service Park

The competitor is obliged to perform servicing within the boundaries of the assigned service bay area. Inspection of the area occupied by the competitor will be carried out by the Service Park Manager.

Art. 12.7.6 Speed limit

A speed limit of 15 km/h applies in the Service Park. For failure to comply with this speed limit, the Competitor will be penalized with a fine of PLN 200 for each detected case. Failure to pay the imposed fines at the Rally Office prior to the publication of the provisional classification will result in the disqualification of the crew from the rally.

Art. 12.7.7 Promotional activities in the Service Park

Any competitor or company wishing to conduct promotional activities within their service bay must report this fact to the organizer prior to Administrative Checks. Any promotional campaign conducted without the organizer's consent is prohibited.

Art. 12.7.8 Environmental protection

The service bay must be equipped with an environmental mat or a sheet made of liquid-proof material (foil with a minimum thickness of 0.5 mm) measuring at least 4x6 m. Any actions that could cause damage to the surface of the Service Park must be avoided. Each competitor is responsible for damage caused within their service bay. The competitor bears responsibility for the disposal of their waste and wastewater.

During Administrative Checks, a deposit of PLN 100 will be collected for leaving a clean and tidy service bay after the rally. The deposit will be refunded by the Service Park Manager after taking over the bay occupied by the crew without reservations.

Art. 12.8 Requirements on special stage routes

Every car on a special stage route must move with dipped headlights or daytime running lights (if originally equipped) turned on and must have windows closed (this does not apply to the special opening in the side window intended for handing over time cards or ventilation).

Art. 12.8.1 PZM safety procedures in motor rallies

If a crew participating in the rally is involved in an accident, they are obliged to implement the official PZM safety procedure in motor rallies. Failure to comply with this obligation may result in penalties imposed by the Stewards up to and including disqualification.

Art. 12.8.2 Red flag procedure

During a special stage, the "Red Flag" rule will apply. Upon being shown a red flag, the crew is obliged to reduce speed to a minimum and comply with the instructions of marshals on the route. Failure to comply with these requirements will be reported to the Stewards, and the crew will be penalized at the discretion of the Stewards, up to and including disqualification.

Art. 12.8.3 Sobriety and anti-doping control

The organizer reserves the right to conduct sobriety and anti-doping controls during the rally. Refusal to undergo control will result in the disqualification of the crew from the rally.

Art. 12.8.4 Official time applying during the rally

The official time applying during the rally is UTC/GMT+2 (Daylight Saving Time - DST).

Art. 12.8.5 Deceleration zone

In accordance with Art. 5.5.4.1 lit. c) of Annex H to the ISC, to reduce speed when approaching the stop control on each special stage, physical obstacles (on both sides of the road) adapted to the route layout will be used to force crews to reduce speed. At least 100 meters before the stop control, 2 plastic cones will be set up on both the right and left sides of the road. Their placement locations will be indicated in the Road Book and marked during reconnaissance.

Art. 12.9 Additional requirements for vehicles registered in Poland

Art. 12.9.1 A vehicle registered in Poland as a passenger car intended for sports competitions (license plates with red characters on a yellow background) may move exclusively on: § the rally route in accordance with the Road Book and all official bulletins issued for it, § access roads indicated in the Rally Guide and in information issued by the Clerk of the Course.

Art. 12.9.2 A vehicle registered in Poland as a passenger car intended for sports competitions may only be driven by a person holding a valid PZM sports license in motor rallies or an access license issued by PZM for a given rally. This license must be assigned to a specific car participating in the rally.

Art. 12.9.3 During the rally, inside every vehicle registered as a passenger car intended for sports competitions, there must be: a two-part PZM Sports Vehicle Logbook (KSS PZM) and a printout from the Inside PZM system confirming possession of the license referred to in Art. 12.11.2. These documents must be presented upon request of authorized authorities, in accordance with Art. 38 para. 1 point 4d) and 4e) of the Act of 20 June 1997 – Road Traffic Law.

Art. 13 Identification of officials

Competitor Relations Officer (CRO):	red vest with "CRO" text
Scrutineer:	black vest
Time Control Marshal:	blue vest
Stage Commander:	red vest with text
Marshals:	orange vest
Timekeepers:	white vest
Stage Safety Officer:	orange vest with text
SOS Marshals:	yellow vest
Media:	green vest

Additionally, every official must wear a purple wristband provided by the organizer on their wrist.

Art. 14 Prizes

Overall Classification of the 3rd Polish Rally of Legends: for 1st, 2nd, and 3rd place – 2 trophies each

GUEST Group: for 1st, 2nd, and 3rd place – 2 trophies each

Classes: for 1st, 2nd, and 3rd place – 2 trophies each

The organizer has provided a perpetual trophy for the winning crew in the overall classification.

The competitor of the winning crew is obliged to return this trophy 30 days prior to the start of the next edition of the Polish Rally of Legends. The organization and costs of the courier service shall be borne by the organizer.

The list of remaining prizes, if any, will be announced on the Virtual Notice Board on the rally website – www.prl.org.pl before the start of the rally.

Art. 15 Final Scrutineering and Protests

Art. 15.1 Final Scrutineering Time and location

See itinerary – Art. 3 of these Supplementary Regulations

Crews whose cars have been designated by the Stewards for detailed Scrutineering (BK 2) are obliged to immediately follow the marshals' instructions, even if this prevents them from appearing at one or more Time Controls (TC). The complete original FIA homologation form and other required certificates must be available during final scrutineering. A competitor's representative and mechanics with appropriate tools (in case of dismantling) must be present during final scrutineering.

Art. 15.2 Deposit for protest or appeal Base deposit amount for lodging a protest

100% of the entry fee paid

In the case of paying the deposit by bank transfer, proof of payment must be attached to the protest or appeal. Otherwise, or if the Stewards deem the proof of payment insufficient, the protest or appeal will not be considered.

The organizer will not accept technical protests that:

- require dismantling and reassembly of a car part or assembly,
- concern checking the type of fuel used.

Art. 15.3 Deposit for appeal

Appeal against the decision of ZSS to GKSS: PLN 3,000

All protests and/or appeals must be lodged in accordance with the provisions of Art. 13 and 15 of the FIA International Sporting Code and, where applicable, using the FIA Judicial and Disciplinary Rules.

Appendix 1 – Itinerary

sunrise: 7:05

Leg 1 (Section 1,2) Friday, 28 August 2026						
TC / SS	Location	SS distance	Liason distance	Total distance	Target time	First car due
0	Service OUT					09:00
ST	Refuel zone - Polanica Zdrój					
1	Distance to next refuel	(5.00)	(34.30)	(39.30)		
1	Radków		17.30	17.30	0:27	09:27
SS 1	Etoll - Radków	5.00				09:30
1A	Service IN		17.00	22.00	0:40	10:10
	SERVICE A - Polanica Zdrój	5.00	(34.30)	(39.30)	2:30	
1B	Service Out					12:40
ST	Refuel zone - Polanica Zdrój					
2	Distance to next refuel	(5.00)	(34.30)	(39.30)		
2	Radków		17.30	17.30	0:27	13:07
SS 2	Etoll - Radków	5.00				13:10
2A	Service IN		17.00	22.00	0:40	13:50
	SERVICE B - Polanica Zdrój	5.00	(34.30)	(39.30)	3:10	
2B	Service Out					17:00
ST	Refuel zone - Polanica Zdrój					
3	Distance to next refuel	(3.70)	(29.52)	33.22		
2C	Regrouping Kłodzko- IN		15.12	15.12	0:30	17:30
2D	Regrouping Kłodzko- OUT				0:15	17:45
3	Kłodzko		2.40	2.40	0:10	17:55
SSS 3	Q Service Castrol - Kłodzko	3.70				17:58
3A	Service IN		12.00	15.70	0:30	18:28
	SERWIS C - Polanica Zdrój	(3.70)	(29.52)	(33.22)		
Day 1 (Section 1,2) totals - 2 SS + 1 SSS		13.70	98.12	111.82		

sunset: 18:15

sunrise: 7:07

Leg 2 (Section 3,4,5) Saturday, 29 August 2026						
TC / SS	Location	SS distance	Liason distance	Total distance	Target time	First car due
3B	Service OUT					8:00
ST	Refuel zone - Polanica Zdrój					
4	Distance to next refuel	(18.40)	(51.70)	(70.10)		
4	Polanica Zdrój		2.40	2.40	0:15	08:15
SS-4	Polanica Zdrój	5.10				08:18
5	Nw Bystrzyca		21.50	26.60	0:40	08:58
SS-5	Spalona	5.40				09:01
6	Zieleniec		6.80	12.20	0:27	09:28
SS-6	Duszniki - Zieleniec	7.90				09:31
6A	Regrouping Duszniki Zdrój - IN		6.30	14.20	0:23	09:54
6B	Regrouping Duszniki Zdrój - OUT				0:25	10:19
6C	Service IN		14.70	14.70	0:22	10:41
	SERVICE D - Polanica Zdrój	(18.40)	(51.70)	(70.10)	0:45	
6D	SERVICE OUT					11:26
ST	Refuel zone - Polanica Zdrój					
5	Distance to next refuel	(18.40)	(51.70)	(70.10)		
7	Polanica Zdrój		2.40	2.40	0:25	11:51
SS-7	Polanica Zdrój	5.10				11:54
8	Nw Bystrzyca		21.50	26.60	0:40	12:34
SS-8	Spalona	5.40				12:37
9	Zieleniec		6.80	12.20	0:27	13:04
SS-9	Duszniki - Zieleniec	7.90				13:07
9A	Regrouping Duszniki Zdrój - IN		6.30	14.20	0:23	13:30
9B	Regrouping Duszniki Zdrój - OUT				0:25	13:55
9C	Service IN		14.70	14.70	0:22	14:17
	SERVICE E - Polanica Zdrój	(18.40)	(51.70)	(70.10)	0:45	
9D	SERVICE OUT					15:02
ST	Refuel zone - Polanica Zdrój					
6	Distance to next refuel	18.40	(53.01)	(71.41)		
10	Polanica Zdrój		2.40	2.40	0:25	15:27
SS-10	Polanica Zdrój	5.10				15:30
11	Nw Bystrzyca		21.50	26.60	0:40	16:10
SS-11	Spalona	5.40				16:13
12	Zieleniec		6.80	12.20	0:27	16:40
SS-12	Duszniki - Zieleniec	7.90				16:43
12A	Regrouping Polanica Zdrój - IN		18.30	26.20	0:47	17:30
12B	Regrouping Polanica Zdrój - OUT				0:30	18:00
	Ceremonial finish, Polanica Zdrój		0.30	0.30	0:05	18:05
12C	Park Ferme - IN		1.45	1.45	0:10	18:15
Day 2 (Section 3,4,5) total - 9 SS		55.20	154.15	209.35		

sunset: 18:17

Rally total				
	SS	Liason	Total	%
Day 1 (Section 1,2) - 2 SS + 1 SSS	13.70	98.12	111.82	12.3%
Day 2 (Section 3,4,5) - 9 SS	55.20	154.15	209.35	26.4%
TOTAL - 12 SS	68.90	252.27	321.17	21.5%

Appendix 2 - Recce Schedule

Thursday, 27.08.2026		
SS	Localisation	Time
SSS 3	Kłodzko	10:00 – 16:00
SS 1/2	Radków	
SS 4/7/10	Polanica Zdrój	
SS 5/8/11	Spalona	
SS 6/9/12	Duszniki Zdrój - Zieleniec	

Appendix 3 - Competitors' Relations Officer (CRO) Schedule

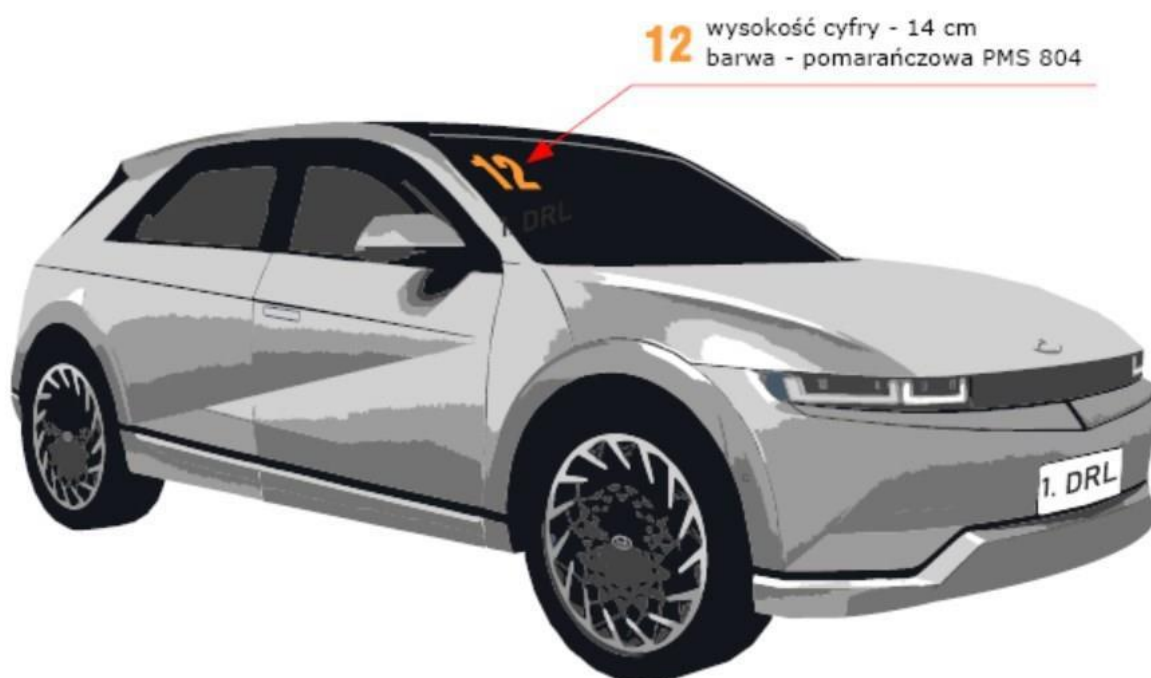


Competitors' Relations Officer
Magdalena Pietrzak

+48 664 591 221
Języki: ENG, PL

Date	Godziny	Miejsce
Wednesday, 26.08.2026	19:00 – 21:00	Rally HQ
Thursday, 27.08.2026	08:00 – 16:30 20:30 – /*	Rally HQ Start /* last competitor
Friday, 28.08.2026	9:00 – /* 17:30 – /*	Service Out /* last competitor Regrouping Kłodzko /* last competitor
Saturday, 29.08.2026	7:30 – 9:00 9:50 – 16:30 20:30 – till official classification publish	Rally HQ Service Park Rally HQ

Appendix 4a – Recce stickers



Appendix No. 5 - Technical Regulations for Cars Participating in the 3rd Poland Rally Legend 2026

1. Approved car modifications

1.1. In the GOLDEN AGE A, B, C, YOUNG TIMER, Kit Car and WRC classes

Unless the provisions of these regulations provide otherwise, only modifications are permitted that are permitted by:

- The homologation card and its extensions issued in the period corresponding to the declared age class (table no. 2 in the RL Framework Regulations),
- Annex J-FIA, which was in force during the period of validity of the car homologation and corresponding to the declared age class (table no. 2 in the RL Framework Regulations),
- National Technical Regulations for historic cars. or for cars homologated up to 2010.

Note. For cars that do not have an HTP-FIA or NHTP-ASN passport issued, you must complete the Car Technical Conformity Declaration form (Annex No. 5a) and present it during scrutineering (BK -1).

1.2. In the HOBBY HISTORIC classes

Only modifications permitted by the national Technical Regulations (ASN) are permitted.

1.3. In the DEMONSTRATION Class

Car assembly and required documents.

1.3.a. Cars registered in the Republic of Poland:

- as a sports car – assembly in accordance with the KSS-PZM technical passport,
- as a historic car – assembly in accordance with a certificate issued by the conservator.

1.3.b. Cars registered in EU countries:

- assembly in accordance with ASN technical regulations,
- an ASN Technical Passport or a document confirming the completion of a roll cage is recommended.

1.3.c. Examples of eligible cars:

- Cars listed in point 1.4, Appendix K-FIA, i.e. Group B cars banned from rallies by the FIA for safety reasons:
 - Audi Sport Quattro S1 Homologation No. B-264,
 - Austin Rover MG Metro 6R4 Homologation No. B-277,
 - Citroën BX 4TC Homologation No. B-279,
 - Ford RS 200 Homologation No. B-280,
 - Fuji Subaru XT 4WD Turbo Homologation No. B-275,
 - Lancia Delta S4 Homologation No. B-276,
 - Peugeot 205 T16 Homologation No. B-262,

The above-mentioned cars must comply with the specifications specified in the FIA homologation form.

- Group B cars with an engine capacity over 1600 cm³, with or without supercharging, with specifications between 1987 and 2000 inclusive.
- Other cars that do not meet the requirements for the GOLDEN AGE group.

1.3.d. The organizer reserves the right to refuse entry to a car if it is deemed to be unsafe.

1.4. In the GUEST class

Only modifications permitted by the FIA technical regulations national Technical Regulations (ASN) are permitted.

2. Tires

2.1 Tires are prohibited:

- marked "For racing only" or "Not for use on public roads",
- "racing slick" type (according to the manufacturer's information provided on the official website).

2.2 Tires must meet the following requirements:

- maximum wheel or tire sizes must comply with Annex. J from the period or from App. K,
- the tire width must match the rim width,
- throughout the duration of the rally, they must have a tread depth of at least 1.6 mm and the area of the grooves of this tread will cover at least 17% of the total tire surface,
- it is prohibited to use any anti-slip agents, e.g. chemical preparations.

2.3 Cars may carry a maximum of 2 spare wheels.

A wheel may only be placed on or removed from the car in the Service Park where wheel changing is permitted.

Additionally, tire compliance checks may be carried out at any time during the rally.

3. Crew safety equipment

Crew members must have the safety equipment listed in Table 1 below.

Any deviation from the above requirements will be grounds for not being allowed to participate in the rally or for disqualification.

4. Car safety equipment

Cars must have the safety equipment listed in Table 1 below.

Any deviation from the above requirements will be grounds for not being allowed to participate in the rally or for disqualification.

5. Technical regulations

5.1 The minimum mass

Must correspond to the value given in Annex J, appropriate for the period of validity of the homologation card or homologation card.

For cars with homologation cards issued in the period from January 1, 1981 to December 31, 1990, add a mass of 25 kg, which takes into account the higher mass of the current safety equipment.

For your convenience, Table 2 provides the minimum vehicle weights for different age groups.

5.2 Cars with engines, with a supercharging system

It is mandatory to use air intake restrictors, so-called restrictors:

- the restrictor dimensions must comply with the regulations specified in Annex K - see Table No. 2.
All air required to power the engine must pass through this restrictor.
- the nominal displacement will be increased by using the conversion factor given in the homologation card.

COMMENT. The minimum mass of the car and the diameter of the limiter depend on the "positioning" of the car in the appropriate age group, which also depends on the VO, VK and other extensions used.

Example: a +2000 car with a homologation card issued in 1992 will use the VK extension from 1995, it must have a minimum mass of 1230 kg and a limiter with a diameter of 34 mm.

5.3 For cars from the "YT-WRC" group, the technical requirements specified in Annex J of 2001 apply, see the link in point 4.1.

5.4 Official sources of information

5.4.1 List of homologated cars and the 2001 edition of Annex J, is available on the FIA website, link below:

https://historicdb.fia.com/sites/default/files/regulations/1440586352/appendix_j_2001_low.pdf

5.4.2 The official editions of Appendix J are available on the FIA website, link below:

<https://historicdb.fia.com/regulations/period-appendix-j>

Tabela nr 1A - Wyposażenie bezpieczeństwa załogi i samochodu / *Safety equipment crew and car*

Wyposażenie / <i>Equipment</i>	Lista Techniczna FIA / Standard lub pkt Zał. J FIA <i>FIA Technical List / Standard or FIA Annex J points</i>	Wymagania / <i>Requirements</i>	
		Samochody z silnikami o pojemności skokowej do 2000 cm ³ <i>Cars with engines with a displacement of up to 2000 cm³</i>	Samochody z silnikami o pojemności skokowej powyżej 2000 cm ³ <i>Cars with engines with a displacement more than 2000 cm³</i>
		Klasy/ <i>Classes</i> : GOLDEN AGE, YT oraz GOŚĆ	Klasy/ <i>Classes</i> : GOLDEN AGE, KIT CAR, WRC oraz GOŚĆ
Kaski <i>Helmets</i>	TL-33/8860-2010, TL-41/8858-2002 lub 8858-2010, TL-69/8860-2018 lub 8860-2018-ABP TL-49/8859-2015, TL-25 (tylko bez obowiązkowego systemu FHR)	OBOWIĄZKOWE / <i>COMPULSORY</i> Dopuszczone dodatkowo: <i>Additionally allowed:</i> 1.SNELL SA2010 / FIA 8858-2010 (tylko z hologramem / only with a hologram), 2.SNELL SAH2010 / FIA 8858-2010 (tylko z hologramem / only with a hologram).	OBOWIĄZKOWE / <i>COMPULSORY</i>
System HANS lub FHR	TL-29 TL-36	ZALECANY / <i>RECOMMENDED</i>	OBOWIĄZKOWY / <i>COMPULSORY</i>
- Kombinezony / <i>Overalls</i> Balakława - Bielizna ognioodporna / <i>Fire-resistant underwear</i>, - Buty i skarpety / <i>Shoes and socks</i>, - Rękawiczki / <i>Gloves</i>	TL-27/8856-2000 TL-74/8856-2018	OBOWIĄZKOWE / <i>COMPULSORY</i> Dopuszczone dodatkowo / <i>Additionally allowed:</i> TL-27/8856-2000 - Maksymalny wiek kombinezonu 15 lat <i>Maximum overalls age 15 years</i>	
Klatka bezpieczeństwa / <i>Rollcages</i>	Zał./App. J lub/or Zał. K	OBOWIĄZKOWA / <i>COMPULSORY</i>	

Otuliny klatki / <i>Covers (padding)</i>	TL-23 Zał. / App. J, art. 8.3.5	OBOWIĄZKOWE / <i>COMPULSORY</i> obowiązkowe na wszystkich elementach w strefie dachu / <i>mandatory on all elements in the roof area</i>	
Pasy bezpieczeństwa / <i>Safety belts</i>	TL-24/8853-2016 lub 8853-98 (do 31.12.2022), TL-57/8853-2016	OBOWIĄZKOWE / <i>COMPULSORY</i> Dopuszcza się stosowanie: • pasów bezpieczeństwa, • siedzeń, z przekroczoną datą ważności do użycia o 5 lat (maksymalnie 10 lat od daty produkcji). Dwa noże do przecinania pasów, zamontowane w sposób dający do nich dostęp kierowcy i drugiemu kierowcy (pilotowi) w zapiętych pasach bezpieczeństwa. <i>It is permissible to use seat belts and seats with an expiry date exceeded by 5 years (maximum 10 years from the date of production)</i> <i>Two seat belt cutters, mounted in a way that gives access to them to the driver and the second driver (pilot) with seat belts fastened.</i>	OBOWIĄZKOWE / <i>COMPULSORY</i> Dwa noże do przecinania pasów, zamontowane w sposób dający do nich dostęp kierowcy i drugiemu kierowcy (pilotowi) w zapiętych pasach bezpieczeństwa. <i>Two seat belt cutters, mounted in such a way that they are accessible to the driver and co-driver (pilot) wearing seat belts.</i>
Siedzenia i wsporniki / <i>Seats and brackets</i>	TL-12/8855-1999, TL-40, TL-91/8855-2021 Lub/or 8862-2009		
Mocowanie siedzeń / <i>Seat attachment</i>	Zał. / App. J - art. 253-16	OBOWIĄZKOWE / <i>COMPULSORY</i>	
Urządzenie gaśnicze <i>Fire extinguishing device</i>	Zał. / App. J, art. 253-7	ZAŁECANY SYSTEM GASNICZY/ <i>RECOMMENDED FIRE EXTINGUISHING SYSTEM</i>	OBOWIĄZKOWE / <i>COMPULSORY</i> Listy tech. FIA 16 lub 52. Wszystkie samochody muszą być wyposażone w system gaśniczy zgodny z art. 253.7.2. Zał. J jak również muszą być

		Jeżeli nie jest stosowany system gaśniczy to obowiązkowe jest zamontowanie 2 szt. gaśnic ręcznych (art 253.7.3) <i>If a fire extinguishing system is not used, it is mandatory to install 2 fire extinguishers (art 253.7.3).</i>	wyposażone w gaśnicę ręczną zgodną z art. 253-7.3. Zał. J. <i>FIA Technical Lists 16 or 52. All cars must be equipped with a fire extinguisher system complying with Article 253.7.2 of Appendix J and must also be equipped with a hand fire extinguisher complying with Article 253-7.3 of Appendix J.</i>
Mocowanie gaśnic w samochodzie / <i>Mounting fire extinguishers in the car</i>	TL 16,52 Zał. / App. J, -art. 253-7 pkt. 7.2, 7.3	OBYWIAZKOWE / <i>COMPULSORY</i> Obowiązkowy system „antytorpedo” / <i>Mandatory anti-torpedo system</i>	
Akumulator i jego mocowanie w kabinie / <i>Battery and its mounting in the cabin</i>	Zał./App J, art. 254, pkt. 6.8 Zał./App. J, art. 255, pkt. 5.8.3	OBYWIAZKOWE / <i>COMPULSORY</i>	
Zbiornik paliwa / <i>Fuel tank</i>	Jeżeli oryginalny / <i>If the original</i>	ZAŁECANE/ <i>RECOMMENDED</i> - wypełnienie gąbką zgodną z normą American Military Specification MIL-B-83054 lub wypełnienie materiałem przeciwwybuchowym «D-Stop». - zastosowanie osłon zewnętrznych zbiornika i wlewu paliwa. <i>Filling with foam compliant with American Military Specification MIL-B-83054 or filling with "D-Stop" explosion-proof material.</i> <i>Application of external tank and fuel filler covers.</i>	
	Zgodny z homologacją FIA / <i>Compliant with FIA homologation</i>	Zał. J/ <i>App. J</i>, art. 253-14 (FT3-1999, FT3.5-1999, FT5-1999, 8875-2025)	

Tabela nr 1B - Wyposażenie bezpieczeństwa załogi i samochodu / Safety equipment crew and car

Wymagania dla KLASY POKAZOWEJ / *Requirements for SHOW CLASS*

Wyposażenie / <i>Equipment</i>	Lista Techniczna FIA / Standard lub pkt Zał. J FIA <i>FIA Technical List / Standard or FIA Annex J points</i>	Samochody z silnikami o pojemności skokowej do 2000 cm ³ <i>Cars with engines with a displacement of up to 2000 cm³</i>	Samochody z silnikami o pojemności skokowej powyżej 2000 cm ³ <i>Cars with engines with a displacement more than 2000 cm³</i>
Kaski <i>Helmets</i>	TL-33/8860-2010, TL-41/8858-2002 lub 8858-2010, TL-69/8860-2018 lub 8860-2018-ABP TL-49/8859-2015, TL-25 (tylko bez obowiązkowego systemu FHR)	OBYWIAZKOWE / COMPULSORY Dopuszczone dodatkowo: Additionally allowed: 1.SNELL SA2010 / FIA 8858-2010 (tylko z hologramem / <i>only with a hologram</i>), 2.SNELL SAH2010 / FIA 8858-2010 (tylko z hologramem / <i>only with a hologram</i>).	OBYWIAZKOWE / COMPULSORY
System HANS lub FHR	TL-29 lub / or TL- 36	ZAŁECANY / RECOMMENDED	OBYWIAZKOWY / COMPULSORY
Kombinezony / <i>Overalls</i> Bielizna ognioodporna / <i>Fire-resistant underwear</i> Buty / <i>Shoes</i>	OBYWIAZKOWE / COMPULSORY	- dopuszczalne jest używanie kombinezonów z wygasłą homologacją FIA Standard 1986, - bielizna (długa), balakława, skarpety są stanowczo zalecane, - dopuszczalne jest używanie ww. wyposażenia osobistego, wykonanego z włókien naturalnych, z utraconą normą ISO 6940 oraz nieposiadających homologacji, - buty i rękawice - są stanowczo zalecane (norma 8856-2000 lub 8856-2018). Stosowanie rękawic nie dotyczy pilotów, - dopuszczalne jest używanie ww. wyposażenia osobistego z utraconą normą ISO 6940. <i>it is permissible to use overalls with expired FIA Standard 1986 homologation,</i> <i>underwear (long), balaclava, socks are strongly recommended,</i> <i>it is permissible to use the above personal equipment made of natural fibres, with expired ISO 6940 standard and without homologation,</i> <i>shoes and gloves - are strongly recommended (standard 8856-2000 or 8856-2018). The use of gloves does not apply to pilots,</i>	

		• <i>it is permissible to use the above personal equipment with expired ISO 6940 standard.</i>
Pasy bezpieczeństwa / <i>Safety belts</i>	OBOWIĄZKOWE / <i>COMPULSORY</i>	• dopuszcza się stosowanie pasów bezpieczeństwa z przekroczoną datą ważności do użycia o 5 lat (maksymalnie 10 lat od daty produkcji), • dwa noże do przycinania pasów, zamontowane w sposób dający do nich dostęp kierowcy i drugiemu kierowcy (pilotowi) w zapiętych pasach bezpieczeństwa. • <i>seat belts with an expiry date exceeded by 5 years (maximum 10 years from the date of production) are permitted,</i> • <i>two seat belt cutters, mounted in a way that provides access to them to the driver and the second driver (pilot) with seat belts fastened.</i>
Siedzenia i wsporniki / <i>Seats and brackets</i>	OBOWIĄZKOWE / <i>COMPULSORY</i>	Dopuszcza się stosowanie siedzeń sportowych z przekroczoną datą ważności do użycia ale pod warunkiem, że posiadają one dobry stan techniczny oraz są właściwie zamontowane. <i>It is permissible to use sporting seats that have exceeded their expiry date provided they are in good technical condition and properly installed.</i>
Zbiornik paliwa / <i>Fuel tank</i>	Jeżeli oryginalny / <i>If the original</i>	ZAŁECANE / RECOMMENDED • wypełnienie gąbką zgodną z normą American Military Specification MIL-B-83054 lub wypełnienie materiałem przeciwwybuchowym «D-Stop». • zastosowanie osłon zewnętrznych zbiornika i wlewu paliwa. • <i>Filling with foam compliant with American Military Specification MIL-B-83054 or filling with "D-Stop" explosion-proof material.</i> • <i>Application of external tank and fuel filler covers.</i>
	Zgodny z homologacją FIA / <i>Compliant with FIA homologation</i>	Załącznik J / <i>App. J</i> , art. 253-14 (FT3-1999, FT3.5-1999, FT5-1999, 8875-2025)

Tabela 2 / Table 2 - Masy minimalne dla grupy A oraz średnice zwężek / *Minimum masses for group A and restrictor diameters*

Pojemność skokowa silnika / <i>Minimum mass, in different age periods</i>	Masa minimalna, w okresach wiekowych / <i>Minimum mass, in different age periods</i> (kg)	Średnica wewnętrzna zwężki na wlocie do kompresora turbosprężarki / <i>Internal diameter of the restrictors</i>
--	---	--

Engine displacement (cm ³)				at the inlet to the turbocharger compressor (mm)	
	Od / From 1991 Do / To 1992	Od / From 1993 Do / To 1997	Od / From 1997 Do / To 2010	do / to 31.12.1992	od / from 01.01.1993
do / to 1000	620	700	720	Grupa A Maks. 38,00 mm <i>Pozostałe wymiary</i> <i>Załącznik J art. 255.</i> Group A Max. 38.00mm <i>Other dimensions</i> <i>Annex J art. 255.</i>	Grupa A Maks. 34,00 mm <i>Pozostałe wymiary</i> <i>Załącznik J art. 255.</i> Group A Max. 34.00mm <i>Other dimensions</i> <i>Annex J art. 255.</i>
do / to 1150	-	-	790		
od / from 1000 do 1300	700	790	-		
od / from 1300 do 1600	780	880	-		
od / from 1000 do 1400	-	-	920		
od / from 1600 do 2000	860	960	1000		
od / from 2000 do 2500	940	1060	1080		
od / from 2500 do 3000	1020	1140	1150		
od / from 3000 do 3500	1100	1230	1230		
od / from 3500 do 4000	1180	1310	1310		

od / from 4000 do 4500	1260	1400	1400		
od / from 4500 do 5000	1340	1500	1500		
od / from 5000 do 5500	1420	1590	1590		
ponad / over 5500	1500	1680	1680		

ZAŁĄCZNIK NR 5a / APPENDIX No. 5a

		OŚWIADCZENIE O ZGODNOŚCI HISTORYCZNEJ SAMOCHODU DECLARATION OF HISTORICAL CONFORMITY OF THE CAR		Nr Startowy Start. Number
1. DANE KIEROWCY / DRIVER DATA				
Imię Nazwisko / Name Surname			Numer licencji / License number	
2. DANE SAMOCHODU / CAR DATA				
Numer homologacji FIA / ASN Homologation form number			Data wydania / Date issue :	
PRODUCENT / Nazwa: Make represented			MODEL / Nazwa : Model represented	
Typ silnika (wolnossący / turbo) Engine type (naturally aspirated / turbo)			Jeżeli zastosowano zwężkę, podać średnicę: If an air restrictor is fitted, diameter of the restrictor:	
Pojemność skok. silnika Engine capacity		cm ³	Skorygowana poj. skok. silnika / Corrected eng. capacity	cm ³
3. OKRESLENIE KLASY (wg tabeli nr 2 Regulaminu RL) / CLASS DEFINITION (according to Table 2 of the RL Regulations)				
KLASA / CLASS			Układ napędowy (2WD lub 4WD): Powertrain 2WD or 4WD:	
4. POTWIERDZENIE ZGODNOŚCI KOMPLETACJI SAMOCHODU / CONFIRMATION OF CAR COMPLETION CONFORMITY				
1	Czy nadwozie / podwozie zgodne ze specyfikacjami z okresu? (tak/nie) Is the car body / chassis as the period specifications?			
2	Czy zawieszenie odpowiada specyfikacji z okresu i oryginalne wymiary? (tak/nie) Is the suspension as per the period specifications and dimensions?			

3	Czy silnik odpowiada specyfikacji z okresu dla typu nadwozia? (tak/nie) <i>Is the engine as per the period specifications for this chassis?</i>	
4	Czy system zapłonowy jest zgodny ze specyfikacjami z okresu? (tak/nie) <i>Is the system as per the period specifications?</i>	
5	Czy wykonanie, typ i ilość gaźników / układu wtryskowego są zgodne ze specyfikacją okresu? (tak/nie) <i>Are the make, type and number of carburettors / injection as per the period specifications?</i>	
6	Jeżeli układ doładowania, czy zgodny ze specyfikacją okresu? (tak/nie) <i>If supercharged, is the supercharger as per the period specifications?</i>	
7	Czy skrzynia biegów i sterowanie jest zgodne ze specyfikacjami z okresu? (tak/nie) <i>Is the gearbox and operating system as per the period specifications?</i>	
8	Czy układ hamulcowy jest zgodny ze specyfikacjami z okresu? (tak/nie) <i>Is the braking system as per the period specifications?</i>	
9	Czy koła są zgodne ze specyfikacjami z okresu? (tak/nie) <i>Are the wheels as per the period specifications?</i>	
Opisy i wyjaśnienia <i>Descriptions and explanations</i>		
Jako uczestnik 3 Rajdu Legend oświadczam, że informacje podane w niniejszym formularzu są zgodne ze specyfikacją okresu dla reprezentowanej marki i modelu mojego samochodu. <i>As a participant in the 2nd Legends Rally, I declare that the information provided in this form is in accordance with the period specification for the represented make and model of my car.</i>		
Imię i Nazwisko <i>Name and Surname</i>		Podpis / Signature Data / Date

Appendix No. 6 – User manual for the GPS device used to monitor reconnaissance

Description: The GPS system is designed to monitor the reconnaissance process. It is installed in the car indicated by the competitor. The device continuously records and transmits data from the vehicle. Route history is processed only during reconnaissance. Staff are authorized to inspect the device at any time during reconnaissance.

Installation: The device must be mounted on the inside of the vehicle's rear window. Installation involves mounting the device in a safe and visible location. It is best to secure the device with cable ties to the rear bench seat (see example below). If the device has an antenna, the antenna must be mounted in the middle of the roof (the antenna has a magnet). Any tampering with the device is prohibited: unscrewing, dismantling, etc.

Device power supply: The device has its own power supply.

Power supply indicator: A power voltage indicator in the form of a red LED is built into the device. The LED glowing red indicates proper power supply to the device. The indication is equipped with a dimming function - the intensity of the light emitted by the LED will decrease proportionally to external lighting. There is also an LED in the cigarette lighter plug. It lights up when the power supply is connected. It does not have a dimming function.

Competitor's obligations:

1. Mounting the device and securing it so that it does not pose a danger to the crew.
2. For the duration of reconnaissance, from the time the device is issued until its return, the device must remain in the car.
3. After reconnaissance is completed, the intact (undamaged) device must be returned to the rally office. The following will be considered damage to the device: · noticeable damage to the device casing, · violation of the device security seals, · damage to the antenna.

Installation example:



Appendix No. 7 – Installation and operation of the "RallyGuard" GPS device used during the Rally

General information: All information regarding the installation and operation of the "RallyGuard" GPS device is available on the official websites: · <https://monitgps.pl/Zawodnik/> · www.rajd.rzeszow.pl The device installation instructions are provided in PDF format.

Device installation: In order to correctly mount and install the device, it is recommended to purchase a dedicated installation kit via <https://monitgps.pl/Zawodnik/> or to carry out the installation in accordance with the guidelines published on the above-mentioned website before the start of the rally. Failure to comply with these recommendations may result in issues during Scrutineering (BK 1). Installation kits will also be available for purchase during Administrative Checks.

Installation kit rental: The MONITGPS company provides the option to rent an installation kit during Administrative Checks. The cost of renting the kit for one rally is: PLN 150. In the event of damage to the kit, the crew is obliged to cover the cost of purchasing a complete set.

System operation during the rally: Information regarding the personnel responsible for the operation of the GPS system during the rally will be published on www.monitgps.pl before the start of the event.